Volume II – Periodic Review Documents (1997 through 2002)

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Volume II – Periodic Review Documents (1997 through 2002)

1. Land Conservation and Development Commission (LCDC) Periodic Review Order, July 30, 1997
2. City of Woodburn Downtown Development Plan, Spencer & Kupper, 1998
3. City of Woodburn Comprehensive Plan, October 1999
4. City of Woodburn Local Wetlands Inventory and Riparian Assessment, 2000 (Letter of Approval by Division of State Lands)
5. City of Woodburn Development Ordinance (WDO), July 1, 2002
6. Woodburn Buildable Lands and Urbanization Project, Final Report, McKeever/Morris, Inc., February 7, 2000)
7. Periodic Review Grant Approval, Urban Growth Boundary Alternatives Study, City of Woodburn, March 25, 2002
8. Draft Woodburn Transportation System Plan (TSP), CH2MHill, June 2003

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July 30, 1997

Oregon

DEPARTMENT OF
LAND
CONSERVATION
AND
DEVELOPMENT

The Honorable Nancy Kirksey
Mayor, City of Woodburn
270 Montgomery Street
Woodburn, Oregon 97071

PERIODIC REVIEW WORK PROGRAM APPROVAL
(ORDER #00794)

Dear Mayor Kirksey:

I am pleased to inform you that the Department of Land Conservation and Development (DLCD) has approved the city's periodic review work program. The final date in the work program for completing all tasks related to periodic review is **March 31, 2001**.

Approval of the city's work program represents the department's official concurrence with the proposed work tasks, time lines and anticipated actions to assure your continued compliance with the statewide planning goals.

The statute requires local governments to submit finished periodic review work asks to our department for review. The enclosed work program summary has been prepared to identify the specific dates when the completed tasks are to be sent to the DLCD Salem office.

No valid objections to the work program were received in response to your public notice. Therefore, this order approving your work program is final and cannot be appealed.

In closing, our department views the approved periodic review work program as the principal intergovernmental agreement between the department, the local government and affected state agencies, special districts and interest groups for keeping acknowledged plans in compliance with the goals.

John A. Kitzhaber
Governor

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1175 Court Street NE
Salem, OR 97310-0590
(503) 373-0050
FAX (503) 362-6705

Periodic review is and will remain one of our department's top priorities. For this reason, I have instructed our field staff to cooperate closely with their local and state agency counterparts in order to monitor progress and provide assistance to help you complete your work program tasks on schedule.

I appreciate the efforts of city officials and staff in preparing your periodic review work program. The department looks forward to participating with you in updating your acknowledged comprehensive plan and land use regulations.

Mark Radabaugh, your periodic review team leader, will contact you soon as you begin to address your work program tasks. Please feel free to speak with Mark at 503/373-0062, if you have any questions or need further information.

Sincerely,

James B. Knight

James B. Knight, Manager
Community Assistance and Review Division

JBK/MSR:bh
<j:\pr\lcity\woodburn>

Enclosure: Woodburn's Periodic Review Work Program Summary

cc: Steve Goeckritz, Community Development Director
Rob Hallyburton, Marion County Planning
Periodic Review Assistance Team
Mark Radabaugh, Willamette Valley Urban Representative

Dist: Butts, Hallmark

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CITY OF WOODBURN

PERIODIC REVIEW WORK PROGRAM SUMMARY

DLCD Field Representative
and Periodic Review Team leader: Mark Radabaugh Phone: 503/373-0062
Fax: 503/362-6705

City Community Development
Director: Steve Goeckritz Phone: 503/982-5246

City Recorder: Mary Tenant Phone: 503/982-5246

Marion County Planning: Rob Hallyburton Phone: 503/588-5038

Date Work Program Approved by DLCD: July 30. 1997

Final Work Program Completion Date: **March 31, 2001**

Future DLCD Orders and Summary Pertaining to the Work Program:

Order #00784, Original Work Program Approval, July 30, 1997.

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Major Work Tasks Subject to Public Notice and DLCD Review

(See OAR 660-25-130)

Task	Action/Products	Submittal Date
1	**1.a - Buildable Lands Inventory:** Conduct a buildable lands inventory following the requirements found in ORS 197.296. 1) Prepare detailed work program for subtask 1.a. 2) Coordinate with Marion County to develop a 20-year population. projection to determine the potential demand for residential land. 3) Document recent demographic, economic and transportation trends impacting residential land. 4) Analyze demand for residential land/prepare housing needs analysis, pursuant to Goal 10, coordinate with surrounding jurisdictions to address low income housing needs. 5) Analyze comprehensive plan policies/map and inventory related to buildable land supply, Goals 10 and 14. 6) Compare supply and demand in light of policies. 7) Incorporate findings from public facilities plan that will affect availability of residential development. 8) Coordinate proposed comprehensive plan map changes with findings and recommendations from commercial and industrial land study. 9) Adopt approved SMART development recommendation, research overlay district/infill strategies. 10) Analyze growth management measure/public facilities strategy and development necessary ordinances. 11) Recommend amendment to comprehensive plan text and land use map to the city's implementing ordinances (zoning, subdivision ordinances).	6/30/99
	1.b - Prepare Growth Management Ordinance: Based on growth management measures resulting from Task 1a, 2 and 3 the city will prepare implementing land use ordinances. The first step in this subtask will be to prepare a refined work plan and submit it to DLCD for comment.	6/30/00

Task	Action/Products	Submittal Date
2	**Commercial and Industrial Lands Inventory:** In conjunction with Task 1, evaluate commercial and industrial land needs and coordinate with land use map changes, including growth management measures and strategies development in Task 1. 1) Prepare detailed work program for task 2. 2) Coordinate with Marion County to develop a 20-year population projection to determine the demand for commercial and industrial land using Goal 9 criteria. 3) Document recent demographic, economic and transportation trends impacting commercial and industrial land use. 4) Analyze demand for industrial and commercial land. 5) Evaluate and map industrial and commercial sites to determine if they are development ready, have service available, or have development constraints. 6) Analyze adequacy of comprehensive plan policies related to Goal 9. 7) Compare supply and demand in light of policies. 8) Incorporate findings from the public facilities plan and natural resources study (wetlands, floodplain, sensitive aquifers, wellhead protection) that will affect serviceability of Goal 9 lands. 9) Coordinate proposed comprehensive plan map changes with the findings and recommendations from the residential land housing study to ensure efficiency (Goal 14, factor 4) and compatibility of land uses. 10) Recommend amendments to the comprehensive plan text and map and to the city's implementing ordinances, consistent with the findings of the study.	6/30/99

Task	Action/Products	Submittal Date
3	**3.a - Update Public Facilities Plan:** The public facilities plan will be coordinated and updated and incorporate revised policies which are consistent in serving growth management approaches developed in Task 1. 1) Prepare detailed work program for subtask 3.a. 2) Use Marion County coordinated 20-year population projection to determine the potential demand for critical public facilities and services. 3) Use Marion County coordinated 20-year population projection to determine the potential demand for public facilities and services, i.e., parks/open space/schools. 4) Review/submit wastewater plan. 5) Complete water plan: a. sensitive aquifers inventory; b. wellhead protection plan; 1. identify and describe the resource and conflicting use; 2. analyze date; 3. prepare technical paper; 4. evaluate impacts on buildable land inventory; c. hazard substance cleanup site inventory; and, d. look at water rights. 6) Complete storm water plan. 7) Incorporate findings into a public facilities plan. 8) Recommend amendments to the comprehensive plan text and map and to the city's implementing ordinance, consistent with the findings of the study.	6/30/99

Task	Action/Products	Submittal Date
	3.b - Revise Transportation System Plan (TSP): Amend TSP based on the applicable land use and public facilities planning results and recommendations from Tasks 1, 2 and 3.a. 1) The first step in this task will be to prepare a refined work plan and submit it to DLCD for comment. 2) Update transportation plan/refinement study. Refinement study will be supported by buildable lands inventory, needs analysis and populations forecast. Update TAZ and amend the TSP to provide for OAR 660-12-060 land use and transportation coordination. 3) Review transportation impact of Octoberfest, Tulip Festival and the Oregon Gardens. 4) Review and update TSP implementing ordinances, and implementing access management ordinance.	6/30/00
4	**Wetlands, Inventory & Natural Resources Study:** An inventory of wetlands, riparian corridors and wildlife habitat will be prepared, along with supporting maps, policies and land use ordinances. 1) Prepare detailed work program for wetlands, riparian corridors and wildlife habitat protection. 2) Review new Goal 5 requirements (OAR 660-23). 3) Conduct inventory and assess quality according to work program approved by DSL. 4) Propose amendments to the comprehensive plan text and to the city's implementing ordinance consistent with findings of other periodic review planning studies: a. pedestrian/bike plan; b. public facilities plans; c. land use inventory and needs analysis; and d. parks plan.	12/31/99

Task	Action/Products	Submittal Date
5	**Recreation, Parks and Open Spaces Plan:** This task will update the Recreation, Parks and Open Space Plan to meet the needs within the urban growth boundary. 1) Project initiation and meetings with staff and recreation and park board to refine work plan and schedule. 2) Community profile to identify qualities, trends, and demographics. 3) Parks and recreation inventory and assessment: a. conduct inventory; b. analyze current levels of service and future needs; c. prepare new parks and recreation map, existing and proposed; and, d. review routes to existing and proposed parks sites. 4) Programs and services inventory and assessment. 5) Community involvement. 6) Prepare plan update. 7) Recommend amendments to the comprehensive plan text and map and to the city's implementing ordinances, consistent with findings of the study.	6/30/98
6	**Historic District and Downtown Plan:** This task will provide the community with a physical and strategic planning document that can guide redevelopment of the downtown area. 1) Set goals and objectives specific for the downtown area. 2) Create a physical master plan. 3) Prepare an urban design guideline. 4) Describe a specific redevelopment projects. 5) Prepare a capital improvement program and development budget. 6) Prepare an implementation plan. 7) Recommend amendments to the comprehensive plan text and map and to the city's implementing ordinances, consistent with the findings of the study.	6/30/98

Task	Action/Products	Submittal Date
7	**Changes in Goal/Objective, Unanticipated Events:** For the most part, the existing goals and objectives still reflect the objectives of the city. Annexations, location of urban growth boundary, transportation, and the ability to pay for public infrastructure and improvements appears to be the biggest challenge for Woodburn. These issues may necessitate changes or additions to the comprehensive plan and implementing ordinances. There has been some recent activity and more research into the paleoarchaeological site near the high school. 1) Prepare detailed work program for this task. 2) Review annexation policies. 3) Recommend amendments to the comprehensive plan text and map and to the city's implementing ordinances, consistent with the findings of the study.	6/30/00
8	**Update Plan and Zoning Ordinance, Other Related Ordinances:** There are a number of housekeeping items to be addressed in this review. Some plan policies need to be updated that address Goals 5, 6, 8, 9, 10, 11, 12, 14. Others need revision based on legislative changes since the last periodic review. Likewise, changes to the zoning ordinance (chapters 1-40), sign, tree, subdivision, and flood plain ordinances are also needed. The current landscape standards will also be reviewed. This task will incorporate review of recommendation of the city's obstacles removal project. (This subtask may be submitted on an earlier date). 1) Refine detailed work program for this task. . 2) Review all current comprehensive plan policies and implementing ordinances for consistency with statewide planning goals. 3) Review all current comprehensive plan policies and implement ordinances for consistency with legislation. 4) Review zoning ordinance and other implementing ordinance for consistency with comprehensive plan. 5) Recommend amendments to the comprehensive plan text and map and the city's implementing ordinances, consistent with the findings of the study.	6/30/00

Task	Action/Products	Submittal Date
9	**Planning Coordination:** This task will review and update, as necessary, the city's urban services and coordination agreements. 1) Prepare detailed work program for this task. 2) Review Urban Growth Boundary Agreement. 3) Review or establish agreements with fire district, school district, Marion County, ODOT, and other agencies found to be necessary (ORS 195.065). 4) Recommend amendments to the comprehensive plan text and to the city's implementing ordinances, consistent with the findings of the study.	6/30/99
10	**Citizen Involvement:** Citizen involvement throughout the periodic review process will comply with the provision within the comprehensive plan. The planning commission will serve as the citizen advisory involvement committee. The city will maintain an interested parties mailing list and provide written notification. This task will be completed by submittal of a citizen involvement report.	12/31/00
11	**Collating/Printing Mapping:** This task will coordinate all revisions of the Woodburn Comprehensive Plan and ensure consistency of policies throughout each section. It will also include revision to all affected implementing ordinances.	3/31/01

Additional Comments:

The dates listed under the "Submittal Date" column refer to the date that the work task should be completed and sent to DLCD in Salem, however agencies and other groups are advised to monitor tasks and subtasks prior to the submittal date.

Call Mary Tenant, City Recorder, at 503/982-5246, to be advised on how you will be notified and involved at the local level. The city will provide you with notice of public hearings before the planning commission and city council. For those listed work tasks affecting your agency, please contact the city if you wish to notified of hearings on work tasks not listed below after your name/agency.

Interested Agencies Participating in Review:

Agencies	Contact	Tasks #'s
Department of Fish and Wildlife (ODFW)	Patty Snow	4, 8
Division of State Lands (DSL)	John Lilly Dana Fields	4, 8
Economic Development Department (EDD)	Arthur Fish Lynn Beaton	1, 2, 3, 7, 8
Department of Transportation (ODOT)	Akin Owosekun	1, 2, 3, 4, 7, 8, 9
State Historic Preservation Office (SHPO)	Steve Williams	6, 8
Dept. of Water Resources (WRD)	Rebecca G en	3, 4, 8
Dept. of Environmental Quality (DEQ)	Roberta Young	3, 4, 8
Parks and Recreation Department (OPRD)	Steve Williams	5, 8
Housing and Community Services	Dave Foster	1, 5, 8

NOTE: Enclosed for the city's information and use are:

1) a copy of the current periodic review rule;

2) a sample "completed work task" notice to be sent by the local government to persons (if any) who participated at the local level or who requested notice;

3) yellow forms called "Notice of Periodic Review Work Task" notice to be sent by local government to DLCD with each completed work task; and,

4) list of the State Periodic Review Assistance Team Members.

Please contact Brenda Hallmark at 503/373-0080 if you have questions or need ditional copies.

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Downtown Development Plan

CITY OF WOODBURN
Oregon

SPENCER & KUPPER
with
LLOYD D. LINDLEY, ASLA

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WOODBURN DOWNTOWN DEVELOPMENT PLAN

Steering Committee

Kathy Figley	City Council Member
Jane Kanz	Woodburn Chamber of Commerce
Jose Para	Casas Blancas Bakery
Tom Flomer	Flomer's Furniture
Ken Palke	Manager, Woodburn Downtown Association
Susan King	Woodburn Downtown Association
Alma Grijalua	Woodburn Downtown Association
Dick Sten	Sten's Jewelers
Vance Yoder	World Berry Museum
Frank Lonergan	United Disposal

City Of Woodburn Staff

Steve Goeckritz	Community Development Director
Naomi Tejeda	Planning
Teresa Engeldinger	Planning

Consultants

John C. Spencer, AICP	Spencer & Kupper
Lloyd D. Lindley, ASLA	Lloyd D. Lindley

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INTRODUCTION

Planning Process

In the spring of 1997 a group of downtown business and property owners, residents, members of the Woodburn Downtown Association and city officials gathered to consider the future of downtown Woodburn. This Steering Committee shared an inclination to make a collective contribution to downtown's health and revitalization. The committee worked with a consultant team headed by Spencer & Kupper, and during the following seven months developed a vision and revitalization plan for the area.

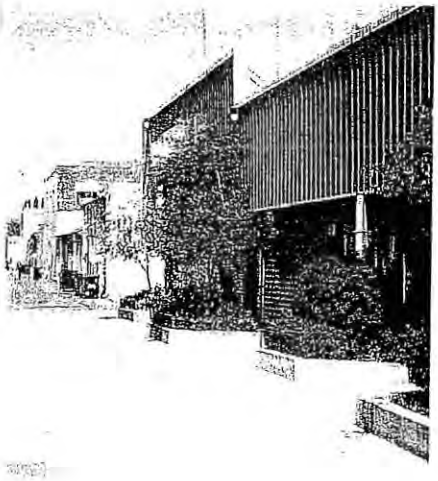
The committee's work was focused on four major phases: Phase I: The Vision-Goals and Objectives focused on identifying the issues, approaches to resolving the issues and crafting a vision of the Downtown area. Phase II: Master Plan illustrated possibilities based on the vision. Further, alternatives provided a basis for considering consequences of improvements, both physical improvements and public/private actions, and selecting a preferred revitalization strategy. Phase III: Design Standards and Redevelopment Projects identified planning and design guidelines for public and private improvements, and identified redevelopment opportunities and strategies. The final Phase: Capital Improvement Program and Implementation Strategy described options and recommendations for funding preferred improvements, an action plan for implementation, and recommendations for comprehensive plan and zoning ordinance amendments.

Throughout each phase, the consultant team worked closely with the committee, conducted Charrette sessions and open houses for the general public to provide ideas and critique work in process, and provided progress reports to City decision makers.

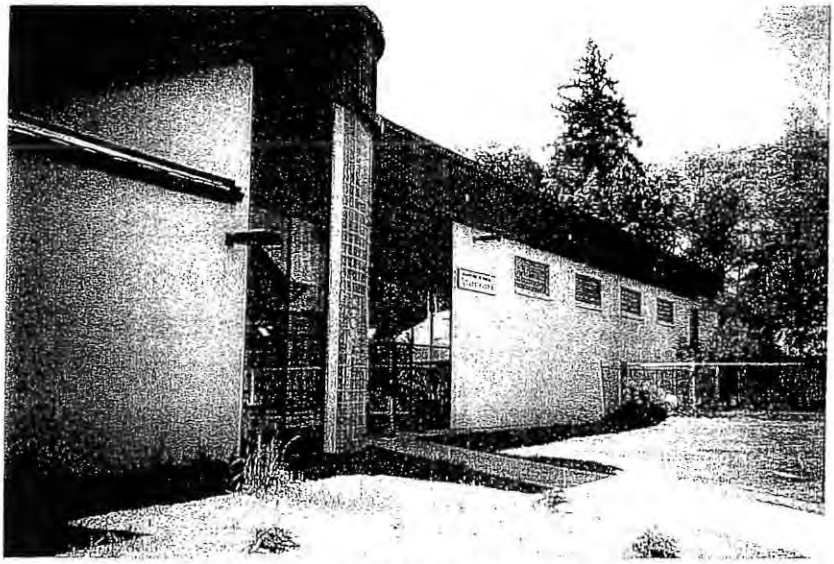
Images

Historic buildings provide character and preserve Woodburn's heritage.

The Neighborhood Conservation Overlay District to the west of Downtown contributes to the identity and livability of Woodburn.



Recent improvements have enhanced the alley and created more public parking.



The aquatic center anchors the south end of Downtown and is an important community focal point.

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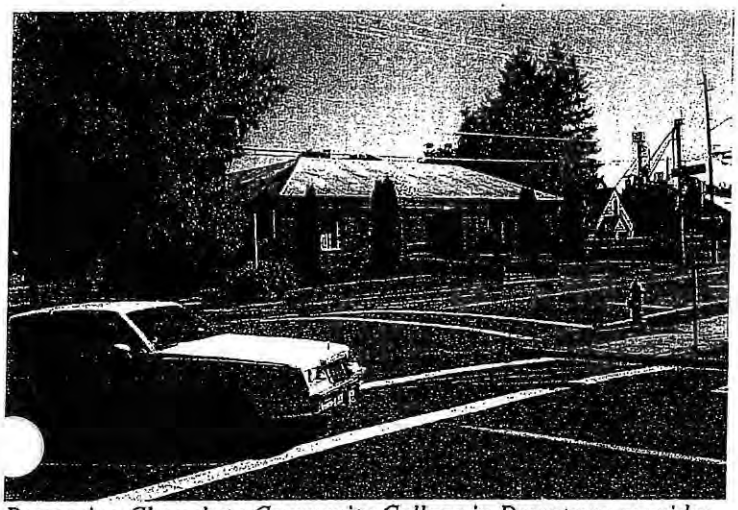
History of the Downtown Historic District

Downtown Woodburn is the location of the original townsite for the community, laid out on a ninety degree grid with streets running parallel or perpendicular to the Southern Pacific railroad tracks. The area contains some of oldest and most historic sites in Woodburn such as the old City Hall, the Settlemier House, the old Woodburn Public Library and many other fine residential and commercial buildings. Downtown is still the geographic center of the community, but commercial activity has declined as locations on Highway 99E, Interstate 5 and Highway 214 have become the focus for new commercial development.

In 1994, the city adopted the Downtown Historic District to encourage the preservation of buildings having special historical, architectural or cultural significance in the portion of downtown generally between Lincoln and Arthur Streets, and First and Front Streets. Design guidelines and review criteria were used by the Woodburn Downtown Association to evaluate new development and exterior alterations, and to make recommendations to the Woodburn Planning Commission.

The City and the Woodburn Downtown Association recognized that a more comprehensive program to revitalize the downtown was needed, and in late 1996 secured a grant from the Mid-Willamette Valley Council of Governments to undertake this revitalization planning effort. This plan and the attached comprehensive plan and zoning code amendments, capital improvement program and implementation strategies are the results of this work.

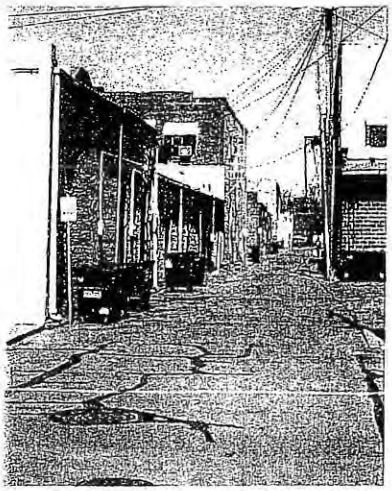
Images



Preserving Chemeketa Community College in Downtown provides an important north anchor that would likely contribute to the future economic vitality of the City.

The "Mayor's" alley creates a unique opportunity to develop a pedestrian oriented connection through Downtown from north to south. It holds the promise of becoming an entertainment and dining district.

Spreading trees on both sides of Front Street would enhance the street, provide visual separation from the rail road main line and help strengthen Wooburn's identity.



The alley is currently used for trash collection and business service entries. Its narrow dimension provides a European scale unlike other wider public streets in Downtown.

THE VISION

The following vision statements describe the future for Downtown Woodburn. These vision statements address a variety of factors important to the downtown, from how the downtown area is perceived by residents and visitors to Woodburn, the physical appearance of streets and buildings, to the health and viability of individual businesses and the Woodburn Downtown Association. Each statement is followed by recommended action items which suggest how the vision can be accomplished.

Image of Downtown

Downtown projects a positive image, one of progress and prosperity. Downtown improvements have been visible and well publicized. Downtown's image consists of a combination of elements - physical appearance, and a look, and feel that it is thriving, safe, and vital.

Actions to address the image of downtown include:

- Make progress on parking lot and alley improvement projects.
- Emphasize past history and successes.
- Encourage renovation and rehabilitation projects.
- Make downtown an inviting place, with on-going regularly scheduled family-oriented events.
- Recognize that downtown includes residential areas. It is a "Downtown Neighborhood" with a mix of uses.
- Strive for downtown as a thriving business center: hometown business, locally owned and operated, with high levels of personal service.

Safety

Downtown is a safe, secure place for customers, employees, and the general public. Safety and security are assured by volunteer efforts, and by physical improvements such as lighting which provide a sense of security.

Actions to assure safety include:

- Establish a Downtown Neighborhood Watch.
- Design public and private improvements that promote safety and security.

Social

Downtown is a place where a diverse community come together to work, shop, and play. It is a mirror of the community, the community's "living room". All persons in the community feel welcome in, and a part of, their downtown.

Actions to address the social elements of downtown life include:

- Design events to be inclusive to all community groups
- Become a model for economic prosperity in a multi-cultural community.
- Assure that the Woodburn Downtown Association has representation by all cultural groups
- Celebrate the cultural traditions in the community and educate the community in those traditions.

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Business Environment

Downtown is a thriving environment for a variety of businesses. The area contains a good mix of types of businesses, a good overall marketing program is in place, and businesses provide friendly, reliable customer service and convenient hours of operation. Individual businesses are clean, attractive and present a good physical appearance.

Actions to support a healthy downtown business environment include:

- Develop a co-ordinated operating strategy for downtown businesses.
- Assure that storefronts have active uses encouraging pedestrian activity and a high quality shopping experience.
- Develop a business recruitment strategy to target and recruit new businesses.
- Reflect the business mix and street activity in amendments to the development code.
- Develop an on-going marketing and promotional training program to broaden full customer market.
- Market opportunities in downtown Woodburn to regional organizations and groups.

Attractors

Downtown is the center of community life, and serves as a focus to define the community's historic and cultural heritage. A community market brings all the of City's diverse communities together every week. Downtown's architecture and unique businesses serve as a regional attractor. In addition, downtown offers events and opportunities that draw people together to mingle, learn, and enjoy.

Actions to provide downtown attractors include:

- Promote cultural diversity through a variety of events and celebrations.
- Include visual and performing arts to celebrate downtown.
- Work to include all segments of the community in all events.
- Assure that the museum reflects the full cultural and ancient history of the community.
- Develop a plan for a community market downtown and coordinate with community events.
- Make downtown an attractor itself.

Neighborhood

Downtown is a part of the City's oldest neighborhood. Businesses, government and employment uses are linked to residential neighborhoods, educational facilities, recreation opportunities and good transportation services. Throughout this central neighborhood, both renovation and new development respect the history and traditions of the community.

Actions to support a downtown neighborhood are:

- Redefine and expand the application of the Downtown Historic District development requirements so that commercial and mixed use developments are encouraged, and a high level of design quality is assured.
- Establish a new neighborhood conservation overlay district for older, central neighborhoods so that new developments respect the history and traditions of the community, and the City's older residential neighborhoods are preserved.

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Transportation

Downtown is easily accessible via the local street system, public transportation, and other alternate modes of transportation. Special transportation facilities improve circulation patterns within the downtown, and provide links between downtown and key events and places.

Actions to address downtown transportation and access include:

- Take advantage of the scenic Willamette Valley Rail Road route to the Oregon Gardens.
- Support implementation of the Transportation System Plan.
- Study the feasibility of a Multi-Modal transit center.

Parking

Downtown contains an ample and convenient supply of parking for customers and employees. While it is infeasible to provide downtown parking at the same level as found in shopping centers, good utilization and management of the existing supply of downtown parking has been accomplished.

Actions to address the downtown parking supply include:

- Assure good utilization of existing parking.
- Make good connections between parking and destinations.
- Manage parking for special users, employers, employees.
- Provide revenue opportunities through parking management.
- Make code revisions to recognize the unique parking needs in downtown.
- Assure an inclusive process to implement parking management programs.
- Develop a partnership with the railroad for special event parking and visual improvements.

Implementation

Implementing the vision for downtown has involved both private and public investments. Investments are made in the management structure for downtown, and in capital improvements to improve the physical elements of downtown. Planning for these investments, and examining options to pay for them is an on-going process involving the City, Woodburn Downtown Association, property and business owners.

Actions on implementation include:

- Establish secure funding for the Woodburn Downtown Association.
- Establish implementation programs for capital improvements.

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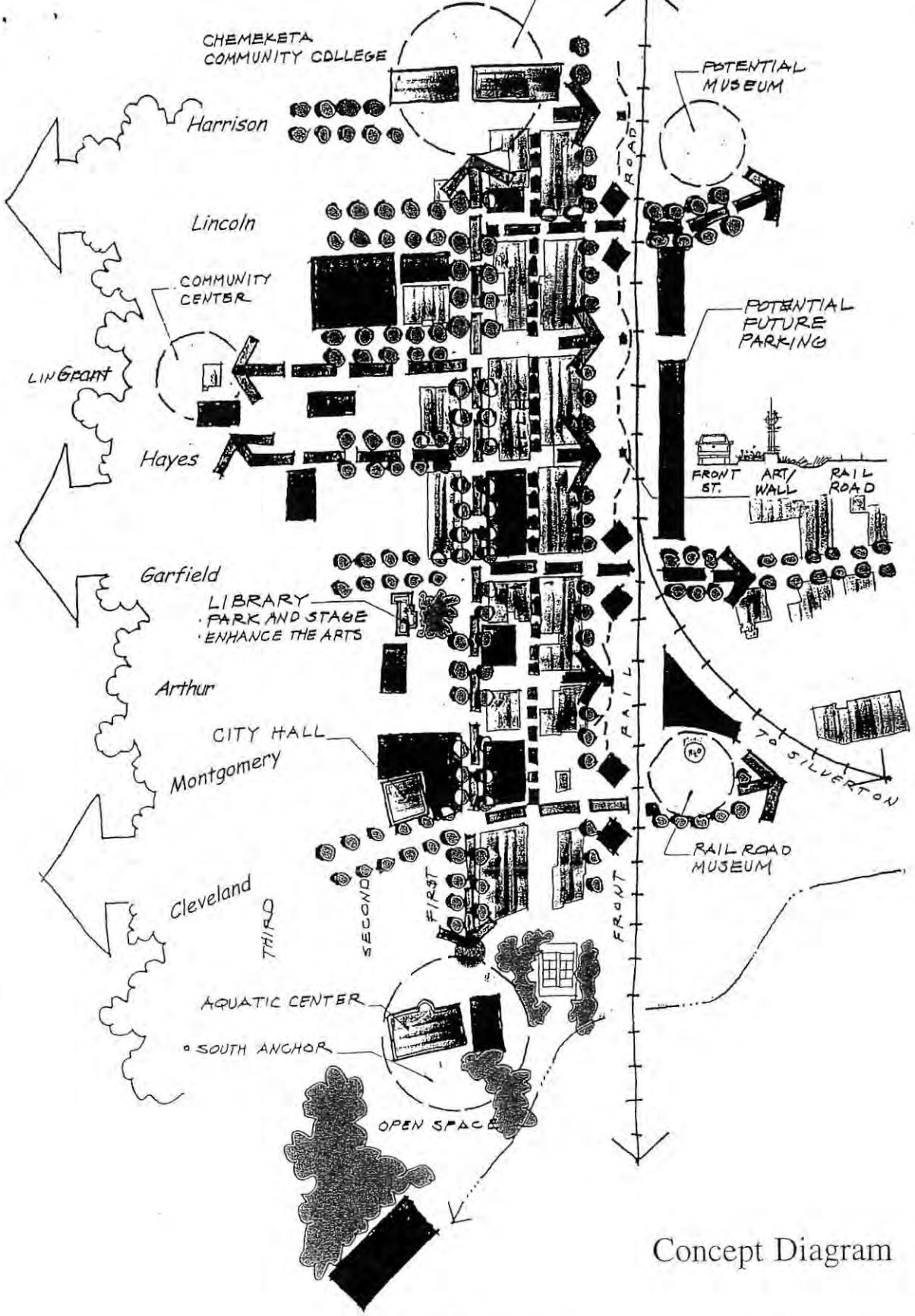
THE PLAN

Concept Plan

The revitalization plan for downtown Woodburn has several elements. First, a concept master plan identifies the urban design framework for the area and the physical improvements necessary to achieve the vision. The concept plan is based on the principle that two existing nodes, the aquatic center to the south and the community college to the north, will be strengthened and reinforced as public attractors. These attractors will be linked by safe, attractive streets and pedestrian ways, primarily Front, First and Second.



Concept Diagram

Improvements

East-west streets will be improved by adding street trees, lighting and other amenities in order to form a cohesive downtown district between Front and Second, and to connect to the established residential neighborhood immediately to the west. Connections between important civic facilities, like City Hall, the Library and the Aquatic Center will be improved.

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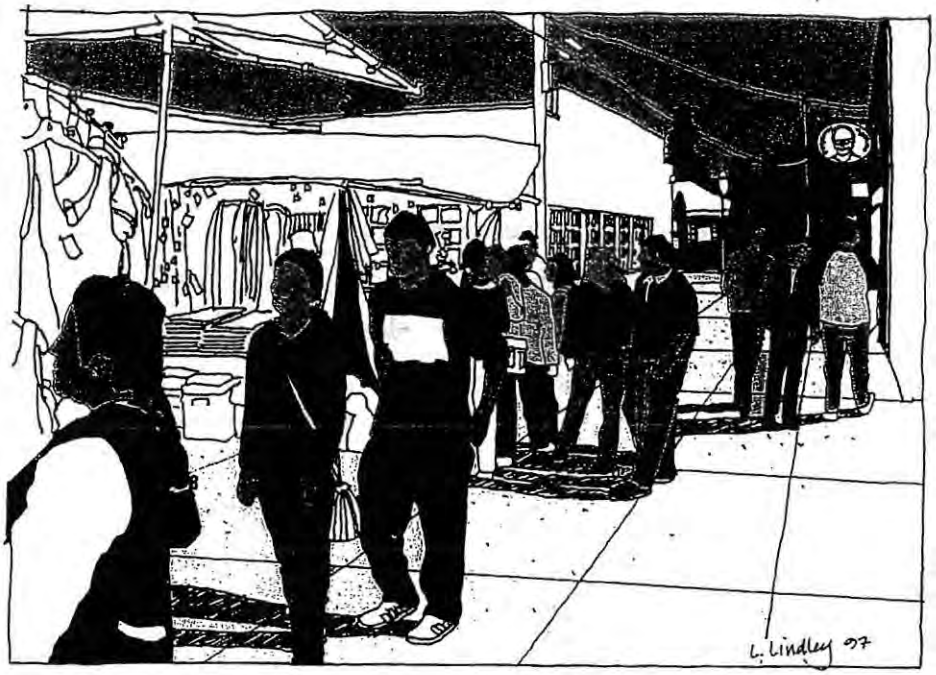
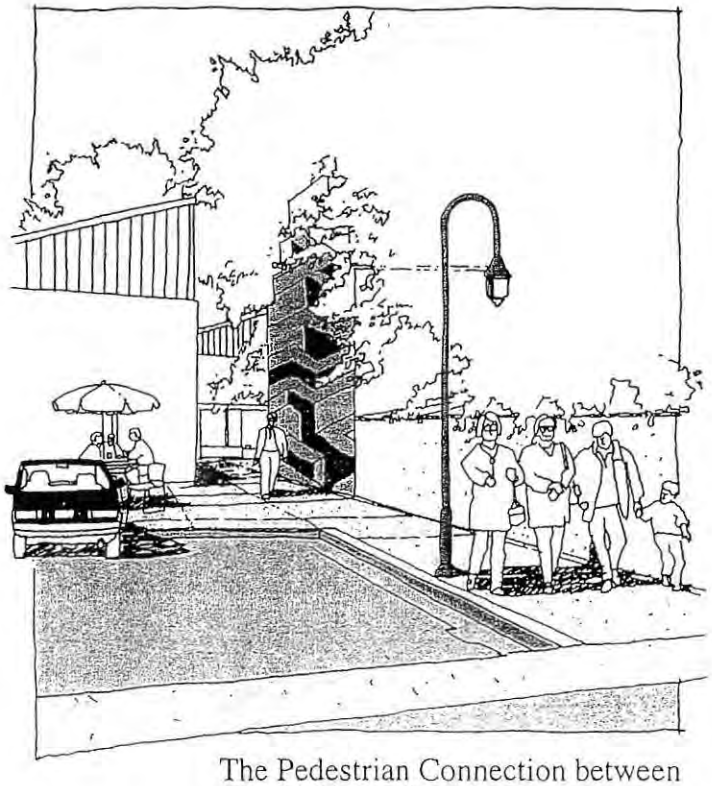


The Mayor's Alley at Chemeketa Community College



The Pedestrian Connection between City Hall and the Library

Mayor's Alley

The Mayor's Alley between First and Front will be improved its entire length as a pedestrian way. Lighting, paving, trash enclosures and landscaping should be incorporated, and businesses are encouraged to develop entrances onto the alley.

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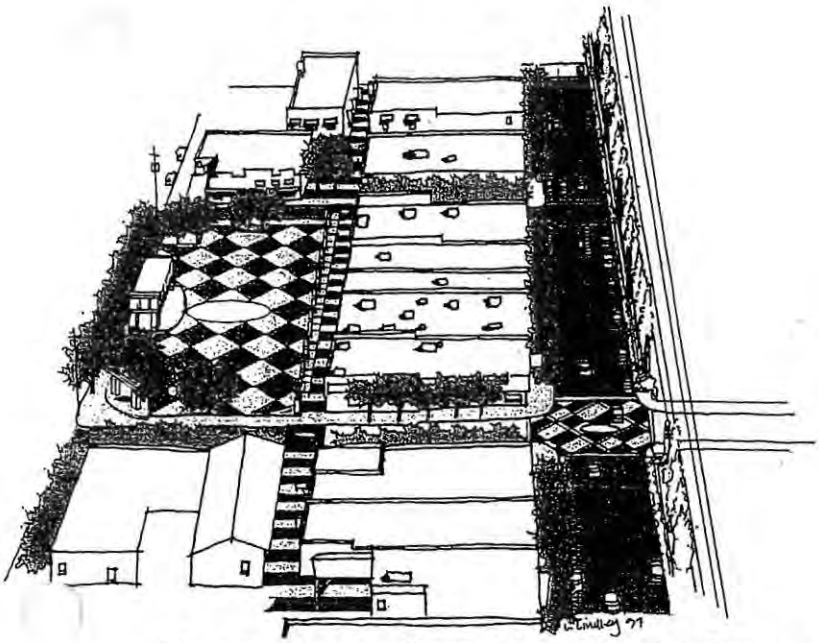
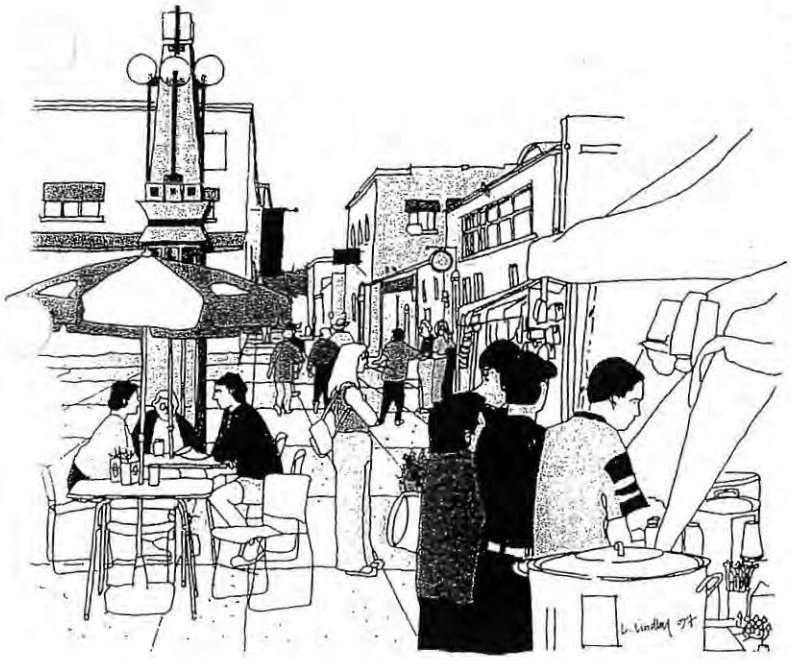
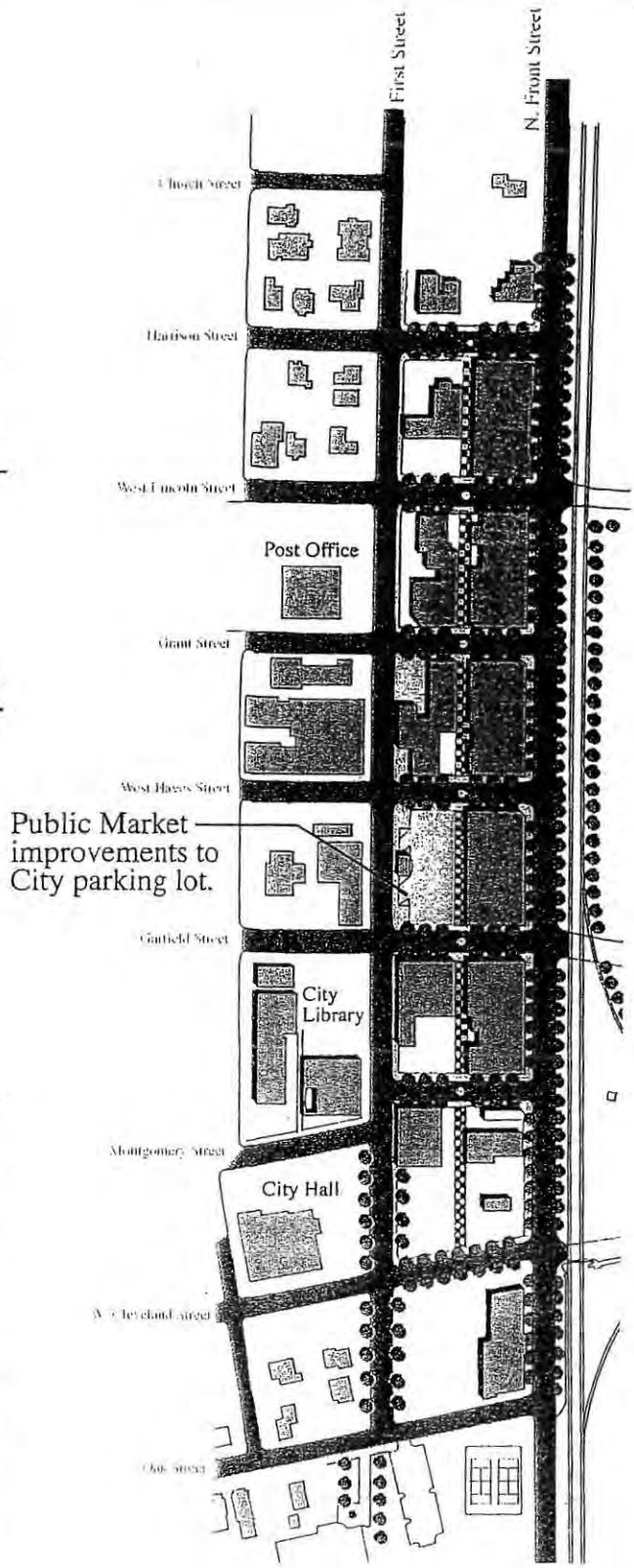
Mayor's Alley



Mayor's Alley would reach from Harrison Street to West Cleveland Street providing a special place for shopping, dining and events within the heart of Downtown.



Mayor's Alley looking north from Hayes Street.



Mayor's Alley Improvements - special paving, lighting, trash enclosures, and furnishings.

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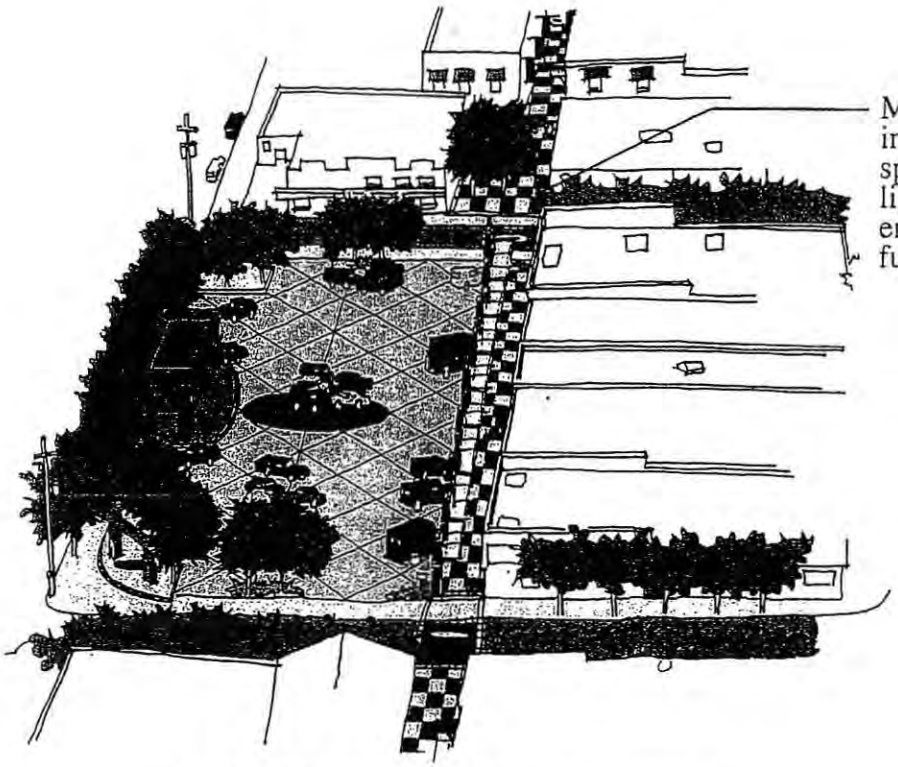
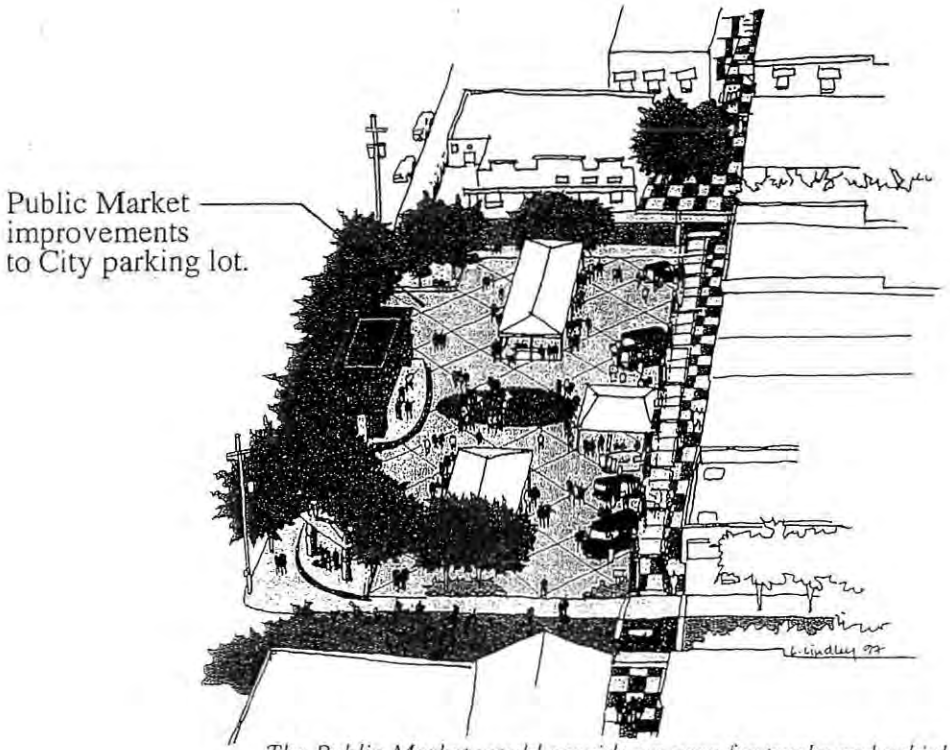
Public Market

Opportunity for a third public attractor, a flexible public market location, is planned for the city parking lot located on First between Hayes and Garfield Streets. During weekdays, the lot will be designed for parking. On specific evenings and weekends, the lot can be converted to a public market location with utility connections, lighting and supporting improvements. The paving surface will remain asphalt, but simple paint can be used to simultaneously organize the space for parking and festival market uses. In the long term, a shelter or other structure should be considered as a permanent improvement.

Public Market



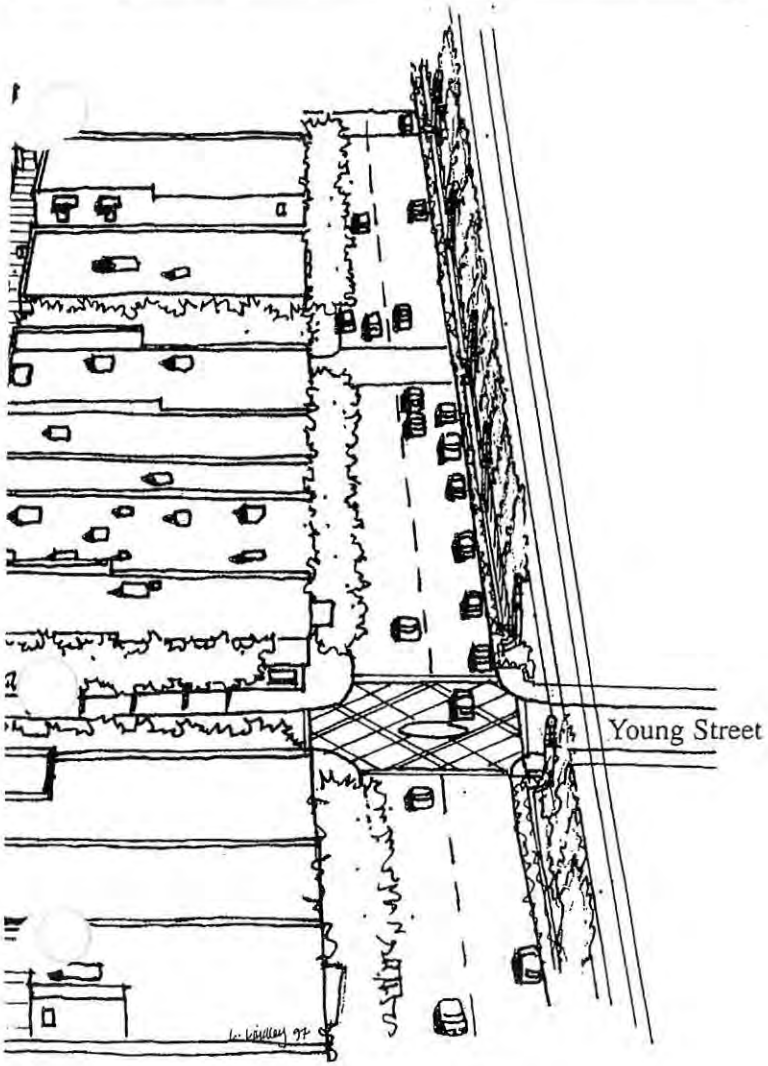
During off-market and event times, public parking would occur within the public market parking area.



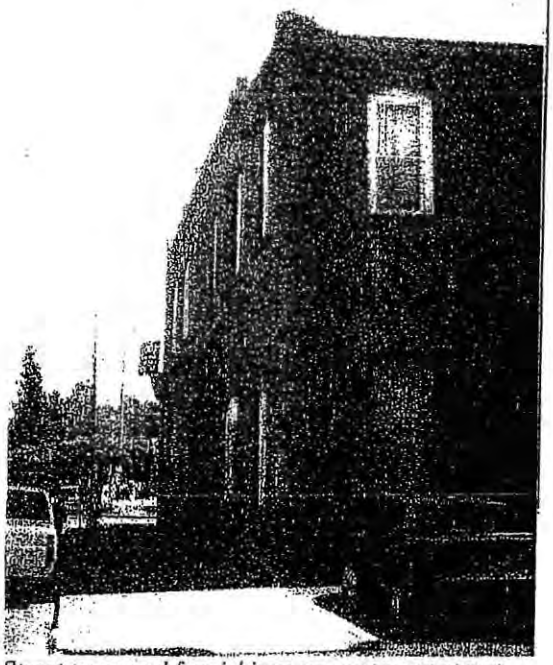
The Public Market would provide an area for trucks and vehicles, as well as tents for selling produce and other items. In the long term, a band shell might be constructed to provide entertainment for the Public market and other events.

Details

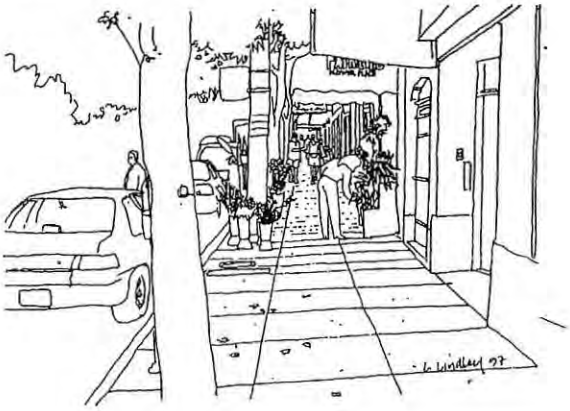
Front Street and the rail road yards to the east will be improved by replacing existing street trees, providing landscape screening and eventually by creating a low wall on the east side of the street incorporating art, gateways and pedestrian crossing improvements.



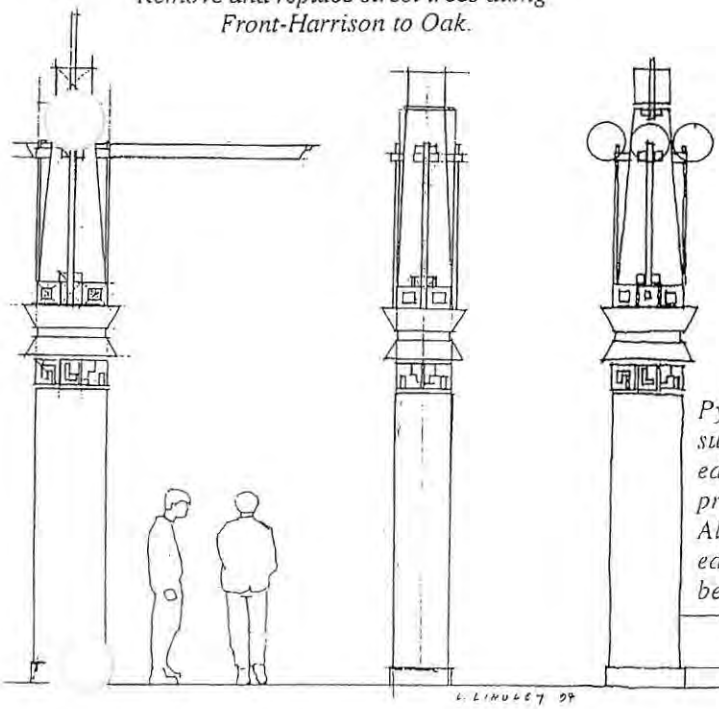
Remove and replace street trees along Front-Harrison to Oak.



Street trees and furnishings on east-west street between First and Front - Oak, Cleveland, Arthur, Garfield, Hayes, Grant, Lincoln, Harrison

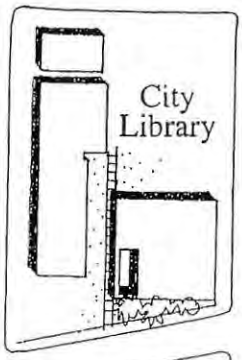


Pedestrian connection - City Hall to Library.



Pylons serve a number of uses. They would support a canopy and arcade along the east edge of the Public Market. They could provide specialty lighting along Mayor's Alley and could be features at the end of east-west streets on Front Street between the railroad and parking.

North Front Street



Priorities

The physical improvements that comprise the plan were evaluated for priority by the Steering Committee. The individual projects and priority are summarized. Cost estimates have been prepared for the near and mid term priority projects, and a draft capital improvement program for downtown projects has been prepared. This information is included as an attachment to this report.

Project Description	Priority
Mayor's Alley Improvements- Special paving, lighting, trash enclosures, furnishings.	Near Term
Street trees and furnishings on east-west streets between First and Front- Oak, Cleveland, Arthur, Garfield, Hayes, Grant, Lincoln, Harrison	Near Term
Remove and replace street trees along Front- Harrison to Oak	Near Term
Public Market improvements to City parking lot. Special Columns and Shelter	Near Term Long Term
Pedestrian connection- City Hall to Library	Mid Term
Screen lumber yard from Front Avenue with fence and landscape improvements	Mid Term
Improve north side of aquatic center to tie into Downtown.	Mid Term
Improve First Street including street trees, pedestrian intersections, lighting, furnishings- Harrison to Oak	Mid Term
Create a stop in Downtown Woodburn- High Speed/Commuter/Excursion Rail	Long Term
Walking plaques for historic places	Long Term
Underground overhead wires	Long Term
Public parking lots east side of the Railroad.	Long Term
Pedestrian and bike connections between Downtown and regional parks	Long Term
Railroad Museum/restaurant spanning tracks improvements to east side parking.	Long Term
Wall/art, gateways, pedestrian improvements and pedestrian crossings at RR on the east side of Front Avenue- Harrison to Oak	Long Term

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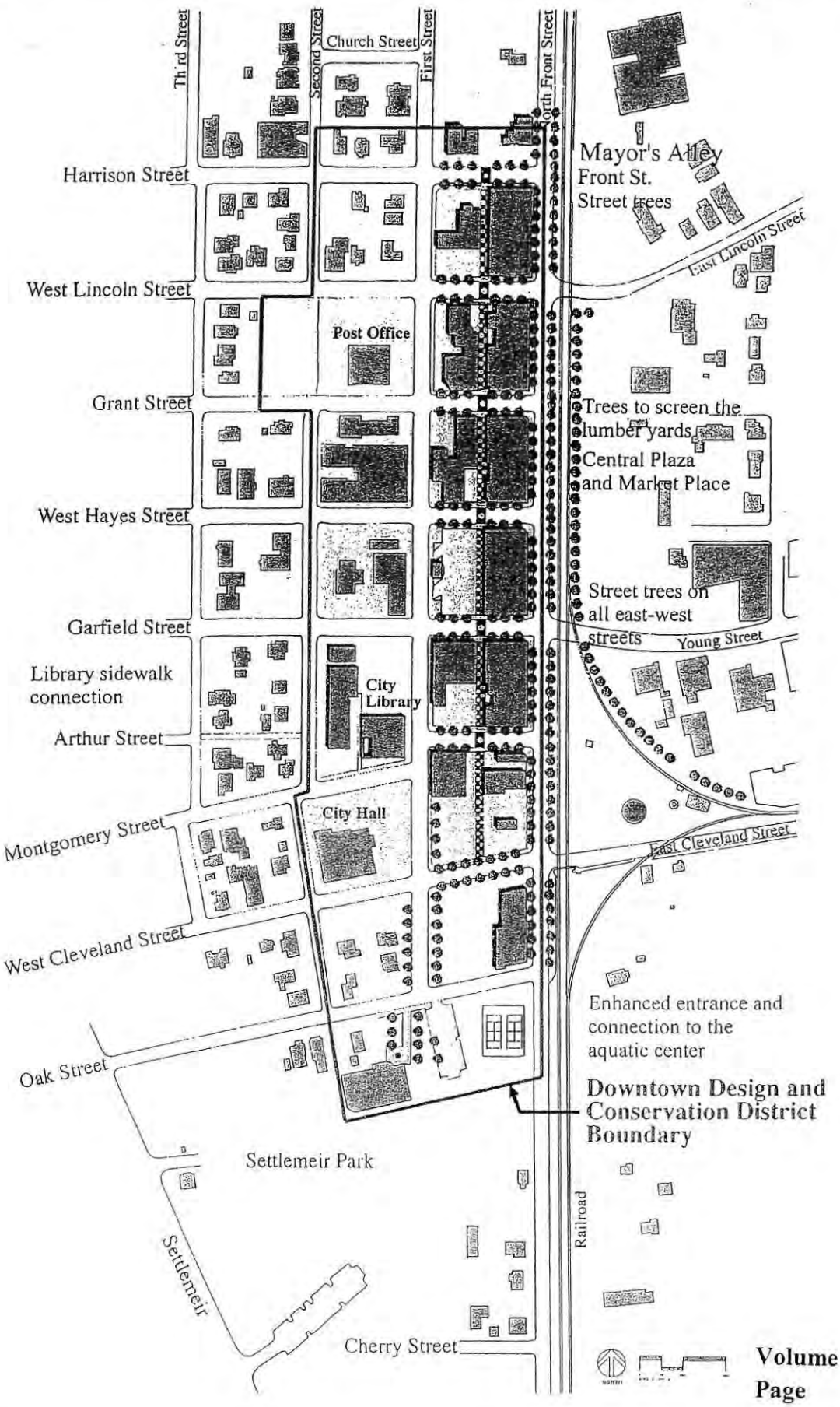
THE ACTION

Achieving the vision for downtown Woodburn will require some extraordinary effort and investment by both the city and downtown business and property owners. A partnership has begun with the preparation of this revitalization plan, and will need to continue in order for the plan to be realized. A key element of this partnership is the continuing efforts of the Woodburn Downtown Association.

City and Other Public Partners

The city has already taken a significant step to implement the plan by adopting amendments to the Comprehensive Plan and Zoning Ordinance to create a revised and expanded Downtown Design and Conservation District.

The city has also adopted a Neighborhood Conservation Overlay District, and applied the district to the residential neighborhood immediately west of downtown and extending to Settlemier Street. Copies of these Comprehensive Plan and Zoning Ordinance amendments are attached to this report.


Third Street
Second Street
Church Street
First Street
North Front Street
Harrison Street
West Lincoln Street
Grant Street
West Hayes Street
Garfield Street
Library sidewalk connection
Arthur Street
Montgomery Street
West Cleveland Street
Oak Street
Settlemeir
Cherry Street
Railroad
Post Office
City Library
City Hall
Settlemeir Park
Mayor's Alley
Front St.
Street trees
East Lincoln Street
Trees to screen the lumber yards
Central Plaza and Market Place
Street trees on all east-west streets
Young Street
East Cleveland Street
Enhanced entrance and connection to the aquatic center
Downtown Design and Conservation District Boundary

Public Policy Actions

A number of public policy actions were identified and prioritized by the Steering Committee and are summarized. These actions will provide guidance for city decision-makers to further downtown revitalization efforts.

A key city action is to develop a program for downtown public improvements. An overall improvement strategy is recommended to start with an annual improvement budget of approximately $40,000 increasing by $10,000 annually for a five year period. Maintain a $80,000 annual budget for the next five years, but anticipate that an urban renewal program may be implemented, and bonds sold to complete a larger package of projects during the second five year period. The full ten year budget is approximately $730,000. The capital improvement program is attached to this report.

Description	Priority	Cost
Consider capital improvement plan recommendations for downtown improvements. Incorporate in City's overall CIP.	Near Term	Varies by Year
Work with task force and railroads to locate high speed rail, commuter rail and excursion train station. Address restrictions on revenue services out of the "Y".	Near Term	NA
Develop shared parking policy and parking management program.	Near Term	$5000
Extend Downtown Historical District review to all commercial development Downtown	Near Term (Completed)	NA
Extend development review to surrounding residential areas	Near Term (Completed)	NA
Evaluate the feasibility of creating an urban renewal district to provide a long-term funding mechanism for downtown improvements.	Mid Term	$25,000
Work with Chem. Community College to form north activity center incorporating new community center and Downtown linkages	Long Term	NA
·rtilizer museum/redevelopment program.	Long Term	NA

The North Anchor

An important long term policy action which has implications for both the downtown and the city as a whole is to work with Chemeketa Community College to expand and improve the downtown campus. The college provides educational services important to the city and to businesses located downtown. It can also serve as a north anchor to downtown, bringing life and activity to the area, and linking the downtown to areas east of the railroad.

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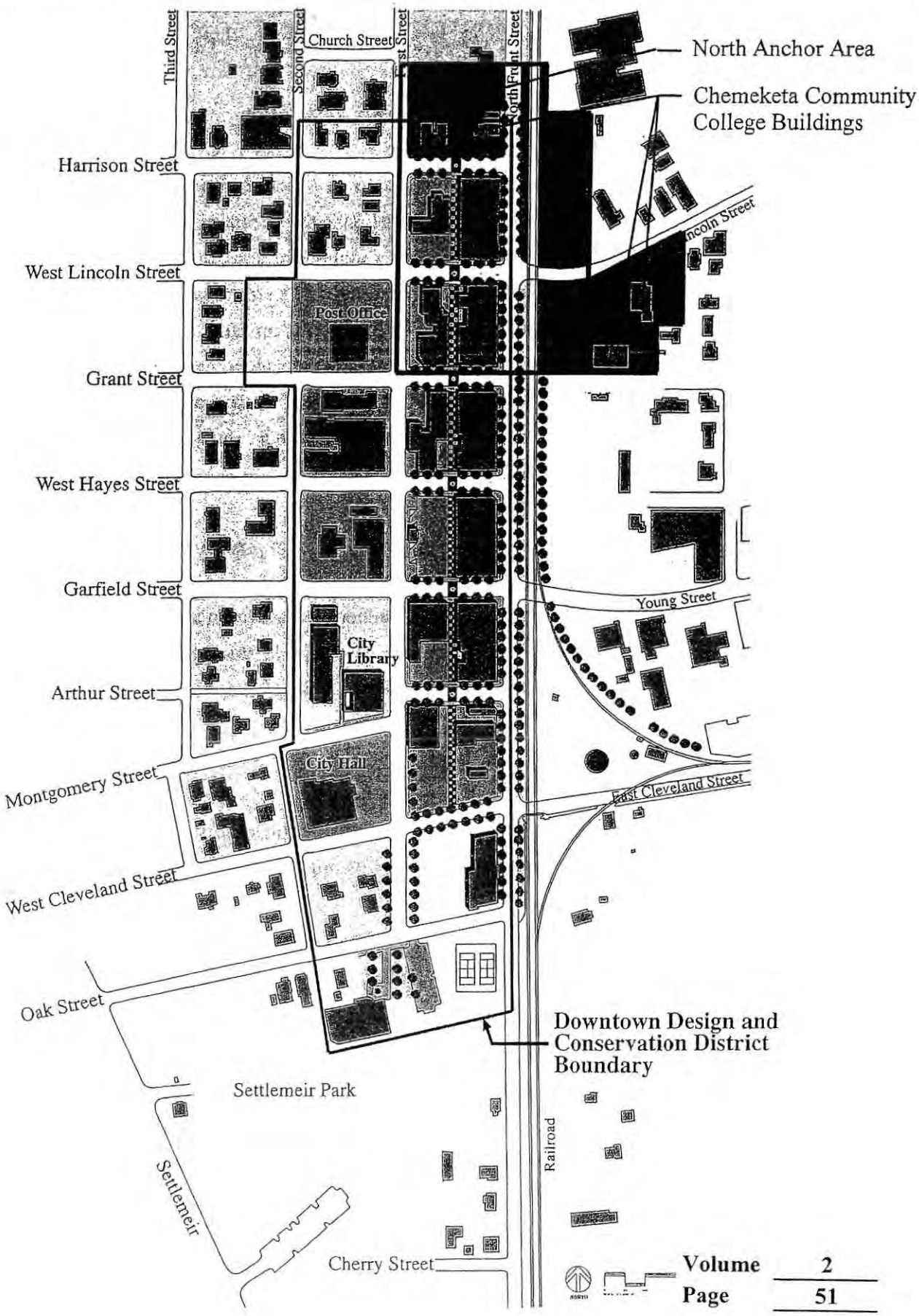
North Anchor Diagram



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Woodburn Downtown Association

The Woodburn Downtown Associated provides an organization for private sector participation in the revitalization process. The Steering Committee identified a number of activities and priorities to improve private property downtown, and to make businesses more productive. These elements of revitalization are as important as physical improvements and appropriate development controls discussed earlier. The Woodburn Downtown Association is the appropriate organization to take the lead role in undertaking the important tasks listed below.

A first and high priority is to put in place a stable funding program for the WDA. An economic improvement district funding source has been utilized by a number of downtown associations throughout the state, and assistance is available through the Oregon Downtown Development Association (ODDA).

Once the organization is stabilized, several efforts focused on downtown businesses have high priority. First, a business assistance program, possibly in conjunction with the community college, will provide business by business training and advice in marketing, customer services and other business practices. Assistance is also available through ODDA. Second, a business recruitment strategy will evaluate the strengths and weaknesses of downtown and the existing business mix, and will identify new types of businesses which will be the target for recruitment efforts. These activities will be completed over a one to three year time frame, and will require the participation of downtown business and property owners and their public partners.

Description	Priority	Cost
Establish EID for stable WDA funding (WDA/ODDA)	Near Term	$5000
Business Assistance Program- Training, marketing, services (WDA/ODDA)	Near Term	$5000/year 3 year program
Advertising and Promotion Program- Museum, events, restaurants, Oktoberfest, St. Paul Rodeo, Silverton - Oregon Garden (WDA/ODDA)	Near Term	$5000 first yr $2500/yr
Pick-up / Clean-up / Maintenance Program (WDA/ODDA)	Near Term	$2500 first yr $1000/yr
Storefront Design and Improvement Program (WDA/ODDA) Design Services per year (4 buildings) Improvements ($10,000/building, 4 bldgs)[1]	Near Term	$4000/year $40,000/year
Business Recruitment Strategy (WDA/ODDA)	Near Term	$2500 first yr $1000/yr
Establish safety task force for downtown area (WDA/ODDA)	Near Term	NA
Establish action program for a downtown public market (WDA/ODDA)	Near Term	$2500
District programs for street furnishings, signage, street trees, public art and memorial plaques	Long Term	$5000
Develop plan for new community center at Community College: use as north anchor for downtown	Long Term	$10,000
Redevelop downtown theater for performing arts	Long Term	NA

(WDA/ODDA): Woodburn Downtown Association/Oregon Downtown Development Association Activity. May be completed as part of ODDA contract.

[1]May be grant or loan program through local banks.

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DOWNTOWN WOODBURN DEVELOPMENT PLAN
August, 1998

WOODBURN COMPREHENSIVE PLAN AMENDMENTS

TO INCORPORATE CHANGES RELATED TO DOWNTOWN REVITALIZATION

City of Woodburn, Oregon

Council Bill No. 1892
Ordinance No. 2217
Adopted by the Woodburn City Council on June 8, 1998

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COUNCIL BILL NO. 1891

ORDINANCE NO. 2216

AN ORDINANCE AMENDING THE WOODBURN COMPREHENSIVE PLAN TO INCORPORATE CERTAIN CHANGES RELATED TO DOWNTOWN REVITALIZATION AND DECLARING AN EMERGENCY.

WHEREAS, the Woodburn Comprehensive Plan establishes certain land uses, and

WHEREAS, the City of Woodburn, in conjunction with the Woodburn Downtown Association secured a grant from the Mid-Willamette Valley Council of Governments to develop a program for the revitalization of the old downtown area; and

WHEREAS, a product of this downtown revitalization effort was to make certain legislative amendments to the Woodburn Comprehensive Plan;

WHEREAS, public hearings were conducted by the Planning Commission and City Council to receive needed input from the citizens of Woodburn into said legislative revisions; NOW, THEREFORE,

THE CITY OF WOODBURN ORDAINS AS FOLLOWS:

Section 1. The Woodburn Comprehensive Plan is amended to add and incorporate the modifications contained in Attachment "A".

Section 2. This ordinance being necessary for the immediate preservation of the public peace, health, and safety, an emergency is declared to exist and this ordinance shall take effect immediately upon passage by the Council and approval by the Mayor.

Approved as to form: N. M. T. [signature] 6-2-98
City Attorney Date

APPROVED: Nancy A. Kirksey [signature]
Nancy A. Kirksey, Mayor

Passed by the Council June 8, 1998

Submitted to the Mayor June 9, 1998

Approved by the Mayor June 9, 1998

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Filed in the Office of the Recorder

June 9, 1998

ATTEST: Mary Tennant

Mary Tennant, City Recorder
City of Woodburn, Oregon

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A. Commercial

There is a total of approximately 483 acres of commercial land inside the UGB and the city limits. Of this 483 acres there are approximately 252 acres which are developed. There is a total of 28 acres which are underdeveloped. The remaining 203 acres of Commercial land is considered undeveloped. There are essentially five locations for commercial activity.

The first is the downtown area which forms an historic center for the city. This was the bustling commercial center when the main form of transportation was the railroad. However, since the development of automobile transit the downtown has been largely bypassed and ignored as new businesses flocked first to Highway 99E and then to the I-5 Interchange to receive the benefits of high traffic and visibility. The downtown is an area of older buildings and contains some of the most historic sites in Woodburn, most notably the old City Hall, the Settlemier House, the old Woodburn Public Library and many other fine residences and commercial buildings which were constructed prior to the turn of the century, or shortly thereafter. While the buildings are in generally good condition, the lack of business activity in recent years has lead to a decline of the maintenance of these buildings. An overall renovation and beautification of this commercial area is encouraged by the city. ~~With redevelopment and renovation of this area a historic theme should be developed. Incentives of lower System Development Charges (SDC's) and Traffic Impact Fees (TIF's) should be used to encourage those who renovate existing buildings.~~ Cottage industries, and specialty shops ~~should be encouraged to develop in the areas immediately surrounding the Downtown Historic District (DHD).~~ *and professional offices that are not necessarily dependent on high levels of vehicular traffic.*

The second Commercial location is along Highway 99E. This area can be defined as a strip commercial development. Although much of this commercial land use began in the County prior to zoning, the city until recent years has hot taken any measures to stop the spread of commercial development. The city is now taking an active role in the improvement of this Highway 99E commercial development. Through the Site Plan Review process upgrades and beautification of this commercial area are possible. One of the current steps in this improvement is to encourage redevelopment at higher densities. This is accomplished by allowing growth upwards instead of outward. Another improvement of this commercial zone is through driveway consolidation. This is accomplished by the Access Management Ordinance, through which the overall objective is to consolidate driveway access points to provide for smoother traffic flows with less disruptions. The Ordinance is in place to cover the area North of Lincoln street to the Northern City Limits. Future work should include covering the area South of Lincoln street to the Southern extents of the commercial zoning.

The third commercial area in Woodburn is the I-5 Interchange. This are serves as an interstate service center. IT is a freeway oriented service center. This area also has a more regional retail orientation than the rest of Woodburn. Improvements to the interchange are needed to accommodate development, facilitate traffic flows and to alleviate congestion.

The fourth commercial area is the 214/211/99E "Four Corners" intersection. This area has become an important commercial district within the city. This "Four Corners" area serves as a local retail

topographic variation, and this, combined with a well established urban forest and dense pattern of existing development has minimized any impact of potential scenic views and sites. The City's elevation varies no more than forty feet to fifty feet within the entire planning area. The City will, however, be sensitive to the potential for scenic views when reviewing new development requests.

K. Water Areas, Wetlands, Watersheds and Groundwater Resources

The City is in the area encompassed by the Pudding River Watershed. A Pudding River Watershed Council has been established for this watershed area and the city is an active participant in this council. Creeks in the city include Mill Creek in the central part and Senecal Creek on the western edge. Both creeks run in a generally northeasterly direction.

The State Department of Environmental quality has provided the City with information identifying a sensitive shallow groundwater aquifer underlying the entire City and urban fringe. The City's drinking water is drawn from deeper sections of the aquifer which are not considered sensitive. The aquifer is drawn down in the summer and fall months, but recovers to approximately the same annual level after heavy winter rains, normally 30-40 inches. Recharge of the aquifer appears to be primarily from surface water infiltration. The City is aware of the potential impacts to groundwater that underground storage tanks, storm drainage, chemical spills, residential on-site sewage disposal systems, and other similar land uses can have. Therefore, through the Zoning Ordinance Chapter Eleven, Site Plan Review Process, the City will notify DEQ of any request to develop, change, alter, or expand property in any way that could potentially impact groundwater and further, the City will support and enforce any requirements or recommendations proposed or mandated by State law or agency.

The area north of Highway 214 to the northern City Boundary along Mill Creek has been identified as Wetland areas by the Division of State Lands.

L. Wilderness Areas

Wilderness areas are not present in Woodburn according to the LCDC definition for the natural resource.

M. Historic Areas, Sites, Structures, and Objects

Historic areas, sites, structures, and objects within the City include:
The following structures are the most notable based on age, unique architecture, and historical significance.

The Settlemier House *at 335 Settlemier;*
The City's Old City Hall *at 550 First Street;*
The Original City Library *at 280 Second Street;*and
The Bank of Woodburn ~~Building;~~*(1891) at 347 Front Street, and*
The Bank Building (1890) at 199 Front Street and Arthur

The Settlemier House located at the corner of Settlemier and Garfield and the original Woodburn City Hall are both listed on the National Register of Historic Places. These two are important historic sites in Woodburn. Several older homes in Woodburn in the downtown area are of interest for historic and architectural reasons.

~~The following list of sites represents a prioritized inventory of potential historic buildings that when the opportunity arises, should be given assistance by the City of Woodburn in seeking funds for historic preservation.~~

~~The following structures are the most notable based on age, unique architectural and historical significance.~~

~~— The Original City Library; and~~
~~— The Old Bank on Front and Arthur~~ *~~Original City Hall on First and Lincoln~~*
~~— the Bank of Woodburn (1891)~~

The Original City Library was erected in 1914. It consists of two stories and serves as an annex to the new library. The structure is faced with light clay brick and is styled in a Carnegie design which calls for a practical rather than a cosmetic facade.

The original City Hall was built approximately the same time as the library which also consists of the Carnegie Design which was quite prevalent as an architectural standard for public buildings for that period.

~~The Old Bank on Front and Arthur was build in 1890 and was called the Bank of Woodburn.~~

The Bank of Woodburn at 347 Front Street consists of a two story structure that still has extruded trim and decorated parapet on the second story.

~~The second story served as a meeting area for the Chamber of Commerce and other community groups.~~

~~The Natural and Cultural Resources section of the Comprehensive Plan identifies two specific policies regarding historic structures and sites. The first L-4 encourages the inventory, restoration and preservation of historic buildings and the second L-12 requires all applications for development that involve historic buildings to be reviewed by the Planning Commission with findings and recommendations concerning the status of the building.~~

Recently, the City adopted a new Downtown *design and* ~~Historic~~ *Conservation* District, *expanded its boundaries and implemented specific design criteria that affects new construction and rehabilitation of existing structures.* ~~which includes the Old City Hall (currently inventoried in the Comprehensive Plan as a historic structure and on the State register of historic places).~~ Land uses within this new zone have been reevaluated for compatibility with the ~~intent and purpose~~ of the ~~Historic~~ *Conservation* District, and for appropriateness based on the scale and capacity of the district itself. ~~Uses that were too large a scale or required special off-street parking requirements were removed from the list of permitted uses.~~

In addition, the area that is to the west and contiguous to the Downtown Design and Conservation District from Second Street to Settlemier Avenue and from Harrison Street to Oak Street reflects the type of housing stock that accompanied the growth and development of the old downtown.

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Historically, this area is an integral part of the Downtown Design and Conservation District (DDCD) and therefore should, to the greatest degree possible, be afforded similar protections similar to the DDCD. To accomplish this objective building standards are encouraged that add architectural details such as dormers, bays or steep roofs to reflect building designs that are characteristic for that period of time for new dwellings, offices or stores or their assessory structures built in this area or other areas in the City that areidentified as needing similar protection.

This was done by implementing an overlay zone district. One that does not alter the uses allowed in the underlying zone district or affect existing structures but does impose additional "cosmetic" standards on new construction.

The City will continue to pursue an accurate inventory and applicable ordinance to preserve and protect the City's valued historic structures and sites.

N. Cultural Areas

Cultural areas have not been identified in Woodburn.

O. Potential Approved Oregon Recreation Trails

Potential and approved Oregon recreation trails within Woodburn have not been identified by the

C. Industrial Land

The problems with projecting needed industrial land are the same as that with commercial land. However, an added problem is created by the City's ~~is~~ desire to increase the amount of industrial land in the future. The reasons are as follows:

1. The City would like to increase the amount of local jobs. Woodburn's household income is fairly low which is caused in a large part by a portion of the community being retired and low income. The City believes that by insuring that new migrants in the City will be coming to fill local jobs rather than coming to live in new retirement communities will help reverse this present demographic makeup.

2. The City is becoming an integrated, full-fledged community rather than a bedroom community for Portland or Salem. Because of this, more local jobs would have to be provided to insure that all residents can find jobs locally if they so desire.

3. The Economic Element of the Comprehensive Plan indicated that Woodburn is presently heavily reliant on the agricultural and Manufactured Home industries. However, we are seeing a transition to manufacturing and service oriented business. The City would like to diversify to include other industries which are less subject to the fluctuations of the housing and agricultural markets.

D. Downtown Development

This section of the comprehensive Plan outlines the history, the presence, and the future of the Woodburn ~~Central Business~~ *Downtown Design and Conservation* District (~~CBD~~*DDCD*). This discussion will briefly touch on some of the elements that helped shape the ~~CBD~~ *DDCD*, how it survives today as a retail/industrial center, and what directions are seen as appropriate for future growth and prosperity.

It is important to note that for any downtown area to survive in today's commercial climate, a concerted effort must be made by City officials, property owners, and businessmen alike to put plans into action, and turn ideas into reality.

Woodburn's ~~Central Business~~ *Downtown Design and Conservation* District, once a strong, vital center for trade in agriculture and industry, has experienced a gradual and steady decline as the automobile has replaced the train as a primary means for transporting goods.

In the early 1970's, State Highway 214 was constructed to the North, leaving the Woodburn ~~CBD~~ *DDCD* without any primary highway access.

~~Within Woodburn's CBD, industry has declined, and retail trade has declined until today, the CBD supports deteriorating buildings, and few retail services.~~

Recent efforts on the part of public and private planners to design programs to revitalize downtown have not proven entirely successful, due in part to the philosophy that, downtown should be competing with regional shopping centers as a primary retail environment.

It is the purpose of this section to propose a rational direction for growth, emphasizing the development of small scale cottage industry along with a tight cluster of neighborhood retail business. ~~This will effectively eliminate competition with the regional retail shopping malls and allow the downtown to survive with its own identity and locally generated economy.~~

~~The Downtown area has been designated as a local Historic district (see map pg 95). The city encourages renovation of the existing structures, establishing criteria for future development in this Historic District. Economic incentives for renovation may be possible to help revitalize this important area. These economic incentives may include reductions in System Development Charges (SDC's), reduction in Traffic Impact Fee's (TIF's) all of which will be determined on a case-by-case basis.~~

IX. GOALS AND POLICIES

The City has established the following goals and policies as general guides for urban development. (Other elements of the Plan have more specific policies relating to the various subjects dealt with in those elements). However, in general these policies will be the guiding factors in decisions relating to land use.

LAND USE DEFINITIONS

Low Density Residential - Residential housing which is developed at less than 6 dwellings units per gross acre, where low density residential is historically considered single family detached housing, has been the predominant development form. However, in the future other forms of development will undoubtedly occur at greater densities.

Typically, low density development may be single family detached housing, single family attached housing, Manufactured Home subdivision (selling lots to Manufactured Home owners), planned unit developments, at 12 or less units per acre. Development should have a high proportion of owner occupied housing, as conventional single family subdivisions do today.

High Density Residential - Residential developments which have density greater than 12 dwelling units per gross acre but less than 25 dwelling units per gross acre are considered high density

relying on the private automobile to go from shop to shop. Therefore, acreage site lots should be encouraged to develop "mall type" developments that allow a one stop and shop opportunity. Commercial developments or commercial development patterns which require the use of the private automobile shall be discouraged.

B-4. Architectural design of commercial areas should be attractive with a spacious feeling and enough landscaping to reduce the visual impact of large expanses of asphalt parking areas.

B-5. It would be of benefit to the entire City to have ~~the historical center of~~ Woodburn*'s Downtown Design and Conservation District* an active, healthy commercial area. Downtown redevelopment should be emphasized and the City should ~~in its actions, encourage new commercial development to locate downtown when appropriate~~ *encourage property owners to form a local improvement district to help finance doentown improvements.*

B-6. Commercial office and other low traffic generating commercial retail uses can be located on collectors or in close proximity to residential areas if care in architecture and site planning is exercised. The City should insure by proper regulations that any commercial uses located close to residential areas have the proper architectural and landscaping buffer zones.

B-7. The Downtown Goals and Policies are included in Section IX of the Plan and are intended as general guidelines to help the City and its residents reshape the downtown into a vital part of the community. Generally, development goals are broken into four categories, short term goals, intermediate term goals, long term goals, and continual goals. Whenever development is proposed within the CBD these goals should be reviewed and applied as necessary so as to maintain balance and uniformity over time.

C. Industrial Land Use Policies

Policies

O-1-1. The City shall review its subdivision and construction codes periodically to insure that the construction types which most conserve energy are encouraged in this City, but not at the expense of health and safety. The City shall encourage new construction types, within the limits of what can be permitted due to health and safety requirements, to permit further use of the solar energy which is available in the Woodburn area.

O-1-2. The City shall attempt to retrofit, when it becomes cost effective, city buildings and structures so that they may be more energy efficient.

O-1-3. In all new construction for the City energy systems which rely less on fossil fuels shall be investigated, and if cost effective at a long term, shall be utilized.

O-1-4. Encourage a minimum energy conservation standard for existing residential buildings.

O-1-5. Revise land development standards to provide solar access.

O-1-6. Encourage investments in solar energy by protecting solar access .

O-1-7. Offer developers a density bonus for development utilizing energy conservation and solar energy measures.

P. Downtown ~~Development~~ *Design and Conservation District (DDCD)* Goals and Policies

Vision for Downtown Woodburn

During 1997, City officials, downtown business and property owners, Downtown Woodburn Association and interested citizens developed vision statements describing character and future revitalization of the Downtown. These vision statements shall be recognized by the City as the overall expression of Downtown's future.

1. *IMAGE OF DOWNTOWN: Downtown projects a positive image, one of progress and prosperity. Downtown improvements have been visible and well publicized. Downtown's image consists of a combination of elements - physical appearance, and a look, and feel that it is thriving, safe, and vital.*

2. *SAFETY: Downtown is a safe, secure place for customers, employees, and the general public. Safety and security are assured by volunteer efforts, and by physical improvements such as lighting which provides a sense of security.*

3. *SOCIAL: Downtown is a place where a diverse community comes together to work, shop, and play. It is a mirror of the community, the community's "living room". All persons in the community feel welcome, and a part of, their downtown.*

4. ENVIRONMENT: *Downtown is a thriving environment for a variety of businesses. The area contains a good mix of types of businesses, a good overall marketing program is in place, and businesses provide friendly, reliable customer service and convenient hours of operation. Individual businesses are clean, attractive and present a good physical appearance.*

5. *ATTRACTORS: Downtown is the center of community life, and serves as a focus to define the community's historic and cultural heritage. A community market brings all of the City's diverse communities together every week. Downtown's architecture, the aquatic center and unique businesses serve as a regional attractor. In addition, downtown offers events and opportunities that draw people together to mingle, learn, and enjoy.*

6. *NEIGHBORHOOD: Downtown is a part of the City's oldest neighborhood. Businesses, government and employment uses are linked to residential neighborhoods, educational facilities, recreation opportunities and good transportation services. Throughout this central neighborhood, both renovation and new development respect the history and traditions of the community.*

7. *TRANSPORTATION: Downtown is easily accessible via the local street system, public transportation, and other alternate modes of transportation. Special transportation facilities improve circulation patterns within the downtown, and provide links between downtown and key events and places.*

8. *PARKING: Downtown contains an ample an convenient supply of parking for customers and employees. While it is not possible to provide downtown parking at the same level as found in shopping centers, good utilization and management of the existing supply of downtown parking has been accomplished.*

9. *IMPLEMENTATION: Implementing the vision for downtown has involved both private and public investments. Investments are made in the management structure for downtown, and in capital improvements to improve the physical elements of downtown. Planning for these investments, and examining options to pay for them is an on-going process involving the City, Woodburn Downtown Association, property and business owners.*

Short Term Goals and Policies

Goal

P-1. ~~Repair and Improve Buildings within the CBD:~~ *Rehabilitation and Financing of the DDCD*

Policies

P-1-1. Because of the decline in both business and industry downtown, many buildings have been abandoned and stand in a state of serious disrepair. It is important in the short term that these undesirable, unsafe structures be condemned and demolished if repair and maintenance is not practical.

Many buildings have been altered without regard to their surroundings, succumbing to short term fads, leaving the buildings quickly looking out of date and incongruent. It is recommended that a system for removing selective building

elements, cleaning, maintaining, painting, and adding selective elements be initiated by property owners with overview from ~~a downtown development review committee~~ *the Woodburn Downtown Association (WDA).*

P-1-2. Encourage a balanced financing plan to assist property owners in the repair and rehabilitation of structures. The Plan may include establishment of the following:

a. Provide on-going investments in downtown improvements.

~~a~~*b.* Economic Improvement District - a designated area, within which all properties are taxed at a set rate applied to the value of the property with the tax monies used in a revolving loan fund for building maintenance, and improvement.

~~b~~c. Local, State, & National Historic District - a designated district within which resources, and properties are inventoried and identified for historic preservation.

~~c~~*d.* Establish a "501 C-3" tax exempt organization for the purpose of qualifying for grants.

e. Analyze the feasibility of establishing an urban renewal district as a long-term funding source for Downtown improvements.

f. Adopt a capital improvement program and funding strategy for Downtown improvements. Capital improvements shall be designed and constructed to be in harmony with the concepts portrayed in the Woodburn Downtown Development Plan, 1997.

g. Update the Downtown improvement capital program at least every five years, and involve the Woodburn Downtown Association, property and business owners in the update process.

Goal

P-2. Improve Citizen Involvement in the ~~CBD~~ *DDCD.*

Policies

~~P-2-1. The CBD should continue to be the locale for City-wide activities: (e.g.) spring clean-up, crazy days, farmfest, fiesta days, etc. By developing a set of year-round activities, and publicizing through a downtown "Calendar of Events", the CBD will be recognized as a vital positive element of the city as a whole.~~

P-2-~~2~~*1.* Encourage the organization of a downtown business watch group, where property owners can assist police in eliminating undesirable, illegal behavior in the ~~CBD~~*DDCD.*

P-2-~~3~~2. Business owners should encourage the involvement and education of their employees in downtown activities, such as the Woodburn Chamber of Commerce *and the WDA.* ~~"Warm Welcome" program. This will generate a greater sense of pride and sense of place for employees who will in turn pass their feelings and attitudes along to family and friends.~~

~~P-2-3.~~ *Encourage the City and the Woodburn Downtown Association to oversee all development and ensure general conformance with this document.*

Goal

P-3. Improve Open Space Within the ~~CBD~~ *DDCD*.

Policies

~~P-3-1. Improve Library Park for year-round use, by adding lighting, landscaping, wall graphics, information station, gazebo, etc. Library Park represents downtown's only area of usable open space. By improving it and making it more usable, more people will frequent the downtown area.~~

~~P-3-2.~~ Introduce new plant materials to ~~Front Street Right-of-way~~ *the Downtown Design and Conservation District*, including:

Ground cover;
Shrubs; and
Trees.

A program to introduce new plant materials would enhance the appearance of the entire ~~Front Street segment of~~ downtown. Participation on the part of both the City and the downtown merchants will be needed to see these projects through to a reasonable conclusion.

P-3-~~3~~2. Design a set of uniform sign graphics for the ~~CBD~~ *DDCD*. Using control in developing street graphics provides balance and facilitates easy, pleasant communication between people and their environment. ~~A "design review zone" should be established within which all signs and graphics proposed are reviewed and approved by both the City and the "Design Review Board".~~ Points of consideration would include: Area of sign, placement, symbols used, extent of illumination, colors, etc.

~~P-3-4. Whenever possible, proposed improvements to buildings and/or open space, should remain in general harmony with the concepts portrayed in the Chemeketa Community College drawings.~~

Intermediate Term Goals and Policies

Goal

P-4. Improve Pattern of Circulation Within the ~~CBD~~ *DDCD*.

P-4-1. Patterns of pedestrian circulation ~~may be~~ improved through the repair and/or replacement of sidewalks. A means of providing a sense of place within the downtown ~~can be~~ accomplished by replacing damaged sections of sidewalk with a decorative brick like pattern of surfacing. Pedestrian safety ~~can be~~ increased by carrying this surfacing pattern across the streets at each intersection thereby creating a different color and texture over which the automobiles travel.

P-4-2. Curb ramps should be encouraged at all intersections. Improved wheelchair facilities throughout the ~~CBD~~ *DDCD* will provide access to a more diverse cross section of the City's population.

P-4-3. Efforts should continue to evaluate the feasibility of bicycle paths linking the ~~CBD~~ *DDCD* with City schools and parks. ~~This will encourage young people to frequent the downtown. Patterns established early in a young persons life may last, thereby helping to guarantee continued interest in, and use of the downtown.~~

~~P-4-4. One of the most critical needs of traffic circulation in the CBD is for the relief of on-street congestion along Front and First Streets. At present, conflicts exist between through traffic mixing with local traffic mixing with bicycle/pedestrian traffic. The reorganization and consolidation of the CBD should emphasize an orientation to the west, away from Front Street, and involve expansion of off-street parking.~~

Goal

P-5. Improve Utilities and ~~Infrastructure~~ *Landscaping* Within the ~~CBD~~*DDCD*

Policies

P-5-1. ~~Overhead power and telephone lines tend to visually conflict with the character of the CBD.~~ Plans for capital improvement should include a schedule for replacement of overhead power and telephone lines with underground ~~facilities~~ *utilities*.

P-5-2. Without an adequate system of underground irrigation within the ~~CBD~~ *DDCD*, plans for ~~East Front Street landscaping and for master landscaping throughout the CBD~~ *DCD*, ~~including street trees~~ will not be as successful. It is therefore recommended that the City include in its Capital Improvement Programs plans to improve underground irrigation systems along streets and at intersections throughout the ~~CBD~~ *DDCD*.

P-5-3. Street lighting can be both ornamental and useful in making the downtown safe and attractive. Cooperation from both private and public interests can result in a street lighting plan that both serves a utility and attracts people to shop in and enjoy the downtown.

P-5-4. Because of the costs involved in utility and ~~infrastructure~~ *landscaping* improvements and the need to maintain general uniformity in designing improvements *such as landscaping and street lighting*, ~~the downtown merchants~~ *Woodburn Downtown Association (WDA)* in cooperation with the City should develop a schedule for improvement that phases development and utilizes annual donations from downtown property owners to assist in the purchase and installation costs.

Goal

P-6. Attract ~~"Appropriate"~~ *New* Business to the ~~CBD~~ *DDCD*

Policies

P-6-1. To succeed, the ~~CBD~~ *DDCD* should function in three ways:

As a center for small cottage industry, where goods are produced on a small scale for sale on both a local retail and a regional wholesale level;

As a neighborhood shopping center with retail stores, restaurants, offices and services; and

As a City-wide hub with government and public buildings, arts and entertainment centers~~, hotels, etc~~.

~~P-6-2. The CBD must have a strong well defined boundary to help identify its sense of place. It is the responsibility of the city staff to discourage inappropriate commercial, industrial development on the outer fringe of the CBD until adequate in fill has occurred and the population has increased to a point that makes expansion reasonable.~~

P-6-~~3~~2. Encourage improvement of the alley between First Street and Front Street with better pedestrian access, lighting, business access, painting, and landscaping.

~~P-6-4. Encourage the City and the Woodburn Downtown Association to oversee all development and ensure general, conformance with this document.~~

Q. Neighborhood Conservation Overlay District Goals and Policies

Goal

Q-1. Preserve, to the greatest extent practical, the architectural integrity of Woodburn's "older" (1890-1940) neighborhoods.

Policies

Q-1-1. Identify residential neighborhoods that contain dwellings built between 1890 - 1940 which represents that period of time the DDCD was developing.

Q-1-2. Encourage those areas that are determined to be the city's older neighborhoods (1890 - 1940) to implement the neighborhood conservation overlay district.

Q1-3. Seek funding sources to assist homeowners in rehabilitation efforts that implement overlay conservation districts standards.

X. THE LAND USE PLAN

With the land use inventory, the need for new urban land, and the goals and policies of the City established, the development of the land use plan is the next logical step. The Plan formed the best compromise for all parties involved. This Plan was prepared based on the following items.

1. Present development patterns of the City.
2. Availability and serviceability of the areas for city services.
3. Data gathered in the other various elements of the Comprehensive Plan.
4. Prior plans and policies of the city including the current Comprehensive Plan document, and the Urban Growth Boundary Agreement.

DOWNTOWN WOODBURN DEVELOPMENT PLAN
August, 1998

ZONING ORDINANCE

Chapter 40 - Downtown Design and Conservation District
Chapter 42 - Neighborhood Conservation Overlay District

City of Woodburn, Oregon

Council Bill No. 1892
Ordinance No. 2217
Adopted by the Woodburn City Council on June 8, 1998

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DOWNTOWN WOODBURN DEVELOPMENT PLAN
August, 1998

Chapter 40
DOWNTOWN DESIGN AND CONSERVATION DISTRICT

City of Woodburn, Oregon

Council Bill No. 1892
Ordinance No. 2217
Adopted by the Woodburn City Council on June 8, 1998

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CHAPTER 40 DOWNTOWN DESIGN AND CONSERVATION DISTRICT

Section 40.010. PURPOSE. Buildings, objects, structures, and sites in the Downtown Design and Conservation District having special historical, architectural, or cultural significance should be conserved as a part of the City's heritage. New construction should be designed to be compatible with traditional downtown building forms found within the area. To this end, regulatory controls and administrative procedures are necessary for the following reasons:

(a) Stabilize and improve property values through restoration efforts;

(b) Promote the education of local citizens on the benefits associated with an active historic preservation program;

(c) Foster civic pride in the beauty and noble accomplishments of the past;

(d) Promote remodeling and infill developments which are of a high quality and are consistent with traditional design found within Downtown Woodburn;

(e) Protect and enhance the City's attractions for tourists and visitors; and

(f) Strengthen the economy of the City.

Section 40.020. PERMIT PROCESS FOR APPROVAL OF NEW DEVELOPMENT, EXTERIOR ALTERATION OR REMODELING. The Applicant shall submit to the Planning Director and Building Official all building permit and site plan review requests for new construction, and building permits for exterior and interior alterations to structures in the DDC District. The Planning Director shall submit these requests to the Woodburn Downtown Association (WDA) for review. Site plan review requests are subject to Chapter 11 of the Zoning Ordinance.

Section 40.030.DESIGN REQUIREMENTS FOR NEW DEVELOPMENT. Design requirements for new development projects have been prepared for Downtown Woodburn. These design requirements address several important guiding principals adopted for the area, including creating a high-quality mixed use commercial area, providing a convenient pedestrian and bikeway system, and utilizing streetscape to create a high quality image for the area.

All new developments projects shall contribute to the character and quality of the area. In addition to meeting the design requirements described below and other development standards required by the Zoning Ordinance, developments may be required to dedicate and improve public streets, connect to public facilities such as sanitary sewer, water and storm drainage, and participate in funding future transportation and public improvement projects necessary within the area.

The following design requirements apply to all new development located within the Downtown Design and Conservation Area. If a requirement found in this section conflicts with another standard in the Zoning Ordinance, the requirements in this section shall govern.

A. **Site Design Standards**. All new development must meet the following site design standards. Variance to these standards may be granted of the criteria found in Chapter 13-Variance Procedure can be met.

1. Building placement - Buildings shall occupy a minimum of 50% of all street frontages along public streets. Buildings shall be located at public street intersections.

2. Building setback - The minimum building setback from public street rights-of-way shall be 0 feet; the maximum building setback shall be 10 feet.

3. Front yard setback design - Landscaping, an arcade, or a hard-surfaced expansion of the pedestrian path must be provided in the setback area between a building and a public street. If a building abuts more than one street, the required improvements shall be provided on all streets. Landscaping shall be developed to an L-1 standard on public streets and an L-2 standard on alleyways. Hard-surfaced areas shall be constructed with scored concrete or modular paving materials. Benches and other street furnishings are encouraged. (See Diagrams 1 and 2).

4. Walkway connection to building entrances - A walkway connection is required between a building's entrance and a public street. This walkway must be at least six (6) feet wide and be paved with scored concrete or modular paving materials. Building entrances at a corner near a public street intersection are encouraged.

5. Parking location and landscape design - Parking for buildings adjacent to public street rights-of-way must be located to the side or rear of newly constructed buildings. If located on the side, parking is limited to 50 percent of the street frontage, and must be behind a landscaped area constructed to an L-1 Landscape Standard. The minimum depth of the L-1 landscaped area is five feet or is equal to the building setback, whichever is greater. Interior side and rear yards shall be landscaped to a L-2 Landscape Standard, except where a side yard abuts a public street, where it shall be landscaped to an L-1 Landscape Standard.

B. **New Building Design Standards**. All non-residential buildings shall comply with the following design standards. Variance to these standards may be granted if the criteria found in Chapter 13-Variance Procedure is satisfied.

1. Ground floor windows - All street-facing elevations within the Building Setback (0 to 10 feet) along public streets shall include a minimum of 50% of the ground floor wall

area with windows, display areas or doorway openings. The ground floor wall area shall be measured from three feet above grade to nine feet above grade the entire width of the street-facing elevation. The ground floor window requirement shall be met within the ground floor wall area and for glass doorway openings to ground level. Up to 50% of the ground floor window requirement may be met on an adjoining elevation as long as all of the requirement is located at a building corner.

2. Building facades - Facades that face a public street shall extend no more than 50 feet without providing at least one of the following features: (a) a variation in building materials; (b) a building off-set of at least 1 foot; (c) a wall area that is entirely separated from other wall areas by a projection, such as an arcade; or (d) by another design features that reflect the building's structural system. No building facade shall extend for more than 300 feet without a pedestrian connection between or through the building.

3. Weather protection - Weather protection for pedestrians, such as awnings, canopies, and arcades, shall be provided at building entrances. Weather protection is encouraged along building frontages abutting a public sidewalk or a hard-surfaced expansion of a sidewalk, and along building frontages between a building entrance and a public street or accessway. Awnings and canopies shall not be back lit.

4. Building Materials - Plain concrete block, plain concrete, corrugated metal, plywood, sheet press board or vinyl siding may not be used as exterior finish materials. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than 2 feet.

5. Roofs and roof lines - Except in the case of a building entrance feature, roofs shall be designed as an extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs are not permitted.

6. Roof-mounted equipment - All roof-mounted equipment must be screened from view from adjacent public streets. Satellite dishes and other communication equipment must be set back or positioned on a roof so that exposure from adjacent public streets is minimized. Solar heating panels are exempt from this standard.

Section 40.040 GUIDELINES FOR THE EXTERIOR ALTERATION OF EXISTING BUILDINGS. An application for exterior alteration of an existing building, shall be approved if the change or the treatment proposed is determined to be harmonious and compatible with the appearance and character of the building and shall be disapproved if found detrimental to or otherwise adversely affecting the architectural significance, and the integrity of appearance of the building.

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(a) The following guidelines apply to the exterior alterations to existing buildings:

(1) Retention of original construction. So far as possible, all original exterior materials and details shall be preserved or replaced to he original.

(2) Height. Additional stories may be added to buildings provided that

(aa) The added height complies with requirements of the building and zoning codes.

(bb) The added height does not exceed that which was traditional for the style of the building;

(cc) The added height does not alter the traditional scale and proportions of the building style; and

(dd) The added height is visually compatible with adjacent buildings,

(3) Bulk. Horizontal additions may be added to buildings provided that:

(aa) The building of the addition does not exceed that which was traditional for the building style;

(bb) The addition maintains the traditional scale and proportion of the building; and

(cc) The addition is visually compatible with adjacent buildings.

(4) Visual Integrity of Structure. The lines of columns, piers, spandrels, and other primary structural elements shall be maintained so far as is practicable.

(5) Scale and Proportion. The scale and proportion of altered or added building elements, the relationship of voids to solid (windows to wall) shall be visually compatible with the traditional architectural character of the building.

(6) Materials Color, and Texture. The materials, colors, and textures used In the alteration or addition shall be fully compatible with the traditional architectural character of the building. In general, darker colors for window sashes; medium for building; and lightest for window trim and detailing.

(7) Lighting and Other Appurtenances. Exterior lighting and other appurtenances, such as walls. fences, awnings, and landscaping shall be visually compatible with the traditional architectural character of the building.

Section 40.050 USE. Within any Downtown Design and Conservation District (DDCD) no building, structure or premise shall be used, arranged, or designed to be used, erected, structurally altered except for one or more of the following uses:

(a) Any use permitted in the CO District under Section 28.010 (b)-(k).

(b) Amusement and recreation:
- (1) Athletic club;
- (2) Community center;
- (3) Theaters;
- (4) Performing Arts Centers;
- (5) Public and Private Museums;

(c) Communications:
- (1) Radio and television station and studio.

(d) Schools:
- (1) Public and Private;
- (2) Trade School

(e) Printing and publishing:
- (1) Printing and photocopying;
- (2) Bookbinding and related activities;
- (3) Newspaper, periodical and book publishing.

(f) Retail:
- (1) Antique shop;
- (2) Artists supply store;
- (3) Bakery;
- (4) Book Store;
- (5) Camera and photographic store,
- (6) Candy, nut and confectionery store;
- (7) Cottage industries (Small scale mfg. (5 or less employees) of hand crafted products for retail sale) such as:
  - (1) Cabinet making
  - (2) Custom furniture
  - (3) Art/craft studio
- (8) Dairy products store (no processing, sales on premises only)
- (9) Delicatessen store;
- (10) Department store;
- (11) Drug store;
- (12) Eating place, restaurant cafe, caterer, box lunch provider, coffee shop, dining room

and tea room,
(13) Fish and sea food market (no rendering or processing, sales on premises only);
(14) Florist Shop
(15) Furniture store;
(16) Furrier and fur shop;
(17) Garden supply store;
(18) General store;
(19) Gift novelty, curio and souvenir shop;
(20) Greeting card store;
(21) Health food store;
(22) Hearing aid store;
(23) Hobby equipment store;
(24) Home furnishings and equipment store, Including floor coverings, major appliances, draperies, curtain and upholstery materials, glassware, china, metal ware, (may perform Incidental Installation services);
(25) Household appliance store;
(26) Jewelry store;
(27) Mail order house:
(28) Meat market
(29) Music store, including sale of pianos and other instruments, phonograph records, sheet music, etc;
(30) Office machine and equipment store;
(31) Optical goods store;
(32) Pawn shop;
(33) Pet store;
(34) Religious goods store;
(35) Rental shop (containing interior storage and display only);
(36) Second hand shops such as books, clothing, furniture;
(37) Shoe store;
(38) Sporting goods store;
(39) Stationary store;
(40) Tailor, dressmaker;
(41) Toy Store;
(42) Variety store;
(43) Wearing apparel and accessories

(g) Retail and service:
(1) Appliances, radio, television shops;
(2) Bicycle shop;
(3) Business machines, typewriters, sewing machine sales and service shop;
(4) Electrical and lighting shop;
(5) Floor Covering store;

(6) Gunsmith
(7) Hardware store;
(8) Locksmith
(9) Luggage and leather goods shops;
(10) Orthopedic and limb store;
(11) Paint, wallpaper and interior decorating store;
(12) Taxidermist;
(13) Venetian blind and window;
(14) Watch, clock, jewelry, camera and instrument shop.

(h) Service:
(1) Advertising agency;
(2) Barber shop;
(3) Beauty shop;
(4) Business sign sales and services;
(5) Clothing and costume rental service;
(6) Dry cleaning establishment, self-service;
(7) Employment agency;
(8) Mail order service house;
(9) Mortuary and funeral service;
(10) Railroad terminal;
(11) Railroad express agency;
(12) Self service laundry;
(13) Shoe repair and shoe shine shop;
(14) Sign painter;
(15) Veterinary clinic.

Section 40.060 Conditional Uses. When authorized under the procedure provided for Conditional User, in this ordinance, the following uses will be permitted;

(1) Grocery store, super market, food store;
(2) Community service such as health clinics and social services;
(3) Wine shop;
(4) Service Stations (Gas, oil, lubrication, minor repair, general repair);
(5) Multiple family constructed on undeveloped property
(6) Multiple family or residential use constructed within or as an alteration to an existing structure.
(7) Outdoor Markets (Note- new definition to be prepared)

Section 40.070 Height. There shall be no restriction on height in the DDC District.

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Section 40.080 Rear Yard. In the DDC District no rear yard is required except as herein provided, but if one is provided it shall be not less than five feet in depth exclusive of any alley area.

Section 40.090 Side Yards. Where the side of a lot in a DDC District abuts upon the side of a lot in any residential district there shall be a minimum side yard of five feet, which said yard shall be contained by a wall or fence not less than six feet in height or compact evergreen hedge not less than six feet in height, when planted, capable of attaining a height of seven feet.

Section 40.100 Front Yards. No front yard shall be required in a DDC District.

Section 40.110 Signs. No sign or outdoor advertising of any character shall be permitted in the DDC District except the following:

1. The signage materials, colors, and lettering style shall be visually compatible with the traditional architecture of the building.

2. Paper or vinyl signs shall not take the place of permanent outdoor signs, but may be used temporarily for special promotions of events.

3. A total of 2 signs per each business, which may be one wall sign and one projecting sign, the total combined area of which shall not exceed 30 square feet.

4. Projecting signs are limited to 12 square feet.

5. If a building has two or more frontages, each frontage shall be allowed one additional wall sign and projecting sign per business, attached to the building. These additional signs are not to exceed 30 square feet per business.

6. Window signs are not subject to this ordinance.

Section 40.120 Landscaped Yard and Screening. Within any DDC District there are no requirements for landscaped yards when zero lot lines are used. Any open area not used for building space shall be reviewed for landscape requirements through the Site Plan Review process. The following standards apply to the locations where the landscaping or screening is required and the depth of the landscaping or screening are define in other sub-sections of this section. These standards are minimum requirements. Higher standards may be substituted as long as all height limitations are met.

1. L-1 Low Screen - The L-1 standard applies to setbacks. Where the setback is a minimum of 5 feet between the parking lot and a public street, trees shall be planted at 3 ½ inch caliper, at a maximum of 28 feet on center. Shrubs shall be of a variety that

will provided a 30 inch high screen and a 90% opacity within one year. (See Diagram 2)

2. L-2 General Landscaping - Trees shall be provided at a minimum 2 ½ inch caliper, at a maximum spacing of 28 feet. Shrubs shall be of a size and quality to achieve the required landscaping or screening effect within two years. Any tree planted in excess of a 2 inch caliper shall be eligible for full mitigation credit.

Section 40.130 Lot Area. Buildings and structures hereafter erected, altered or enlarged in a DDC District are not subject to lot area requirements.

Section 40.140 Site Plan Review Required. Site Plan Review will be required for all buildings, structures, or premises used, arranged or designed to be used, erected, structurally altered or erected in accordance with the provisions of Chapter 11. Additionally, the Site Plan proposal will be reviewed by the Woodburn Downtown Association with a recommendation prior to Planning Commission action.

Section 40.150 Parking Requirements. There are no minimum parking requirements within the DDC District.

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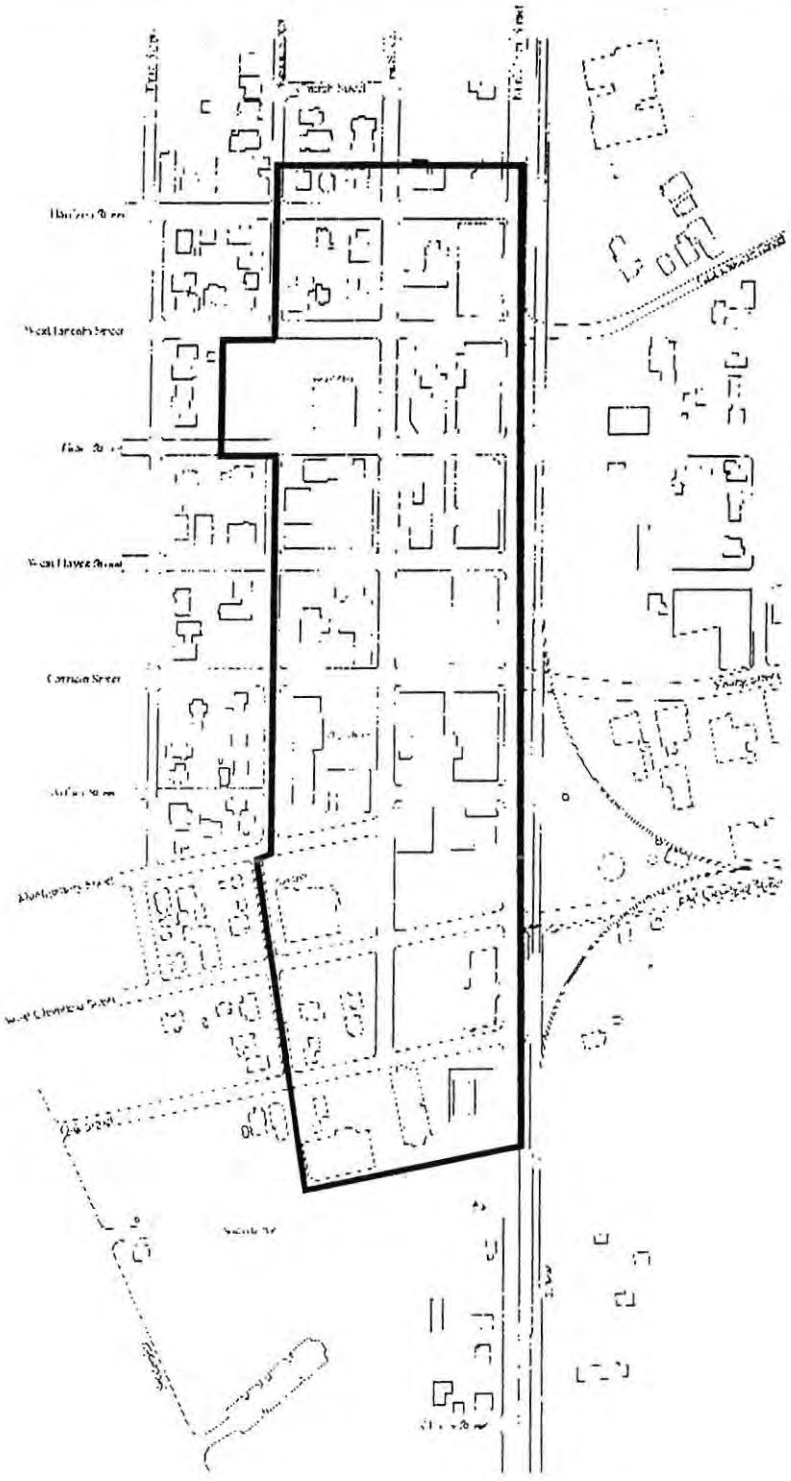
Downtown Design and Conservation District Boundary



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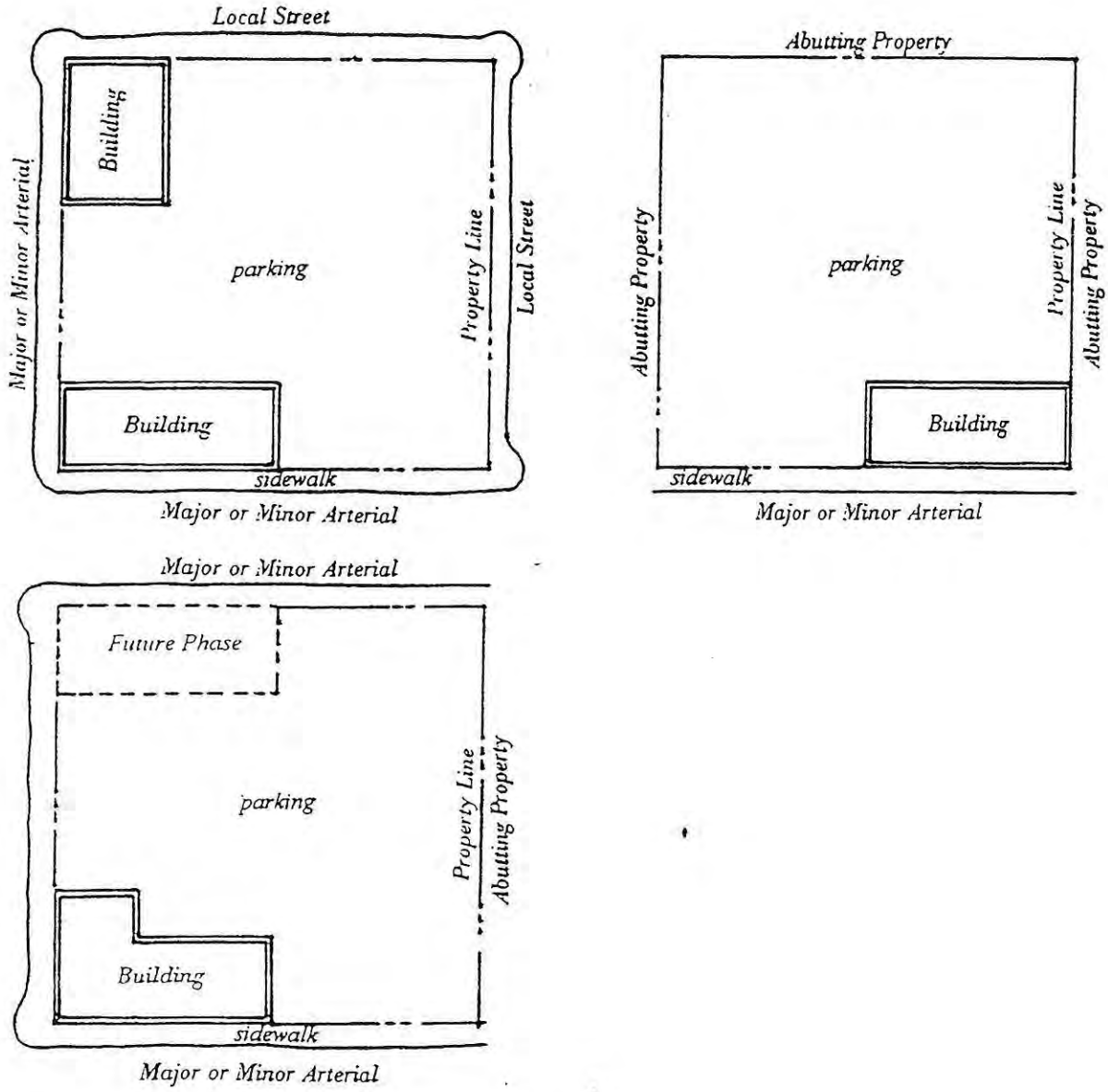
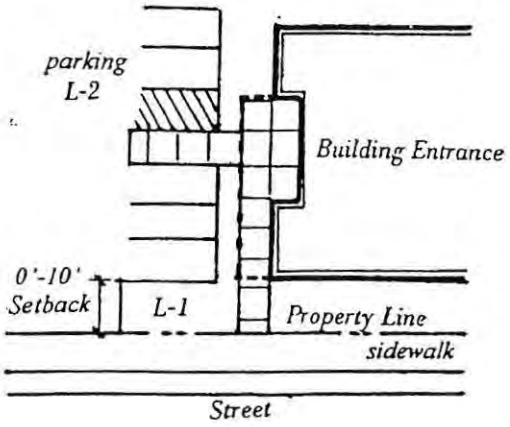
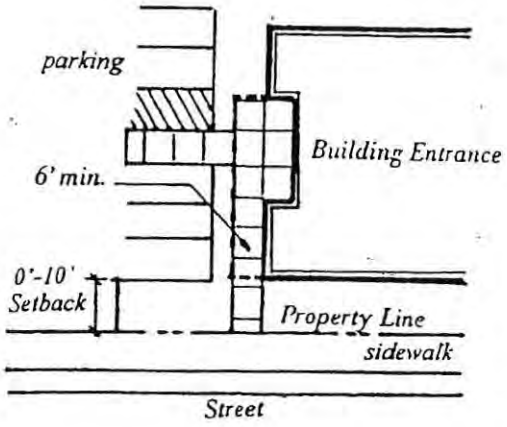
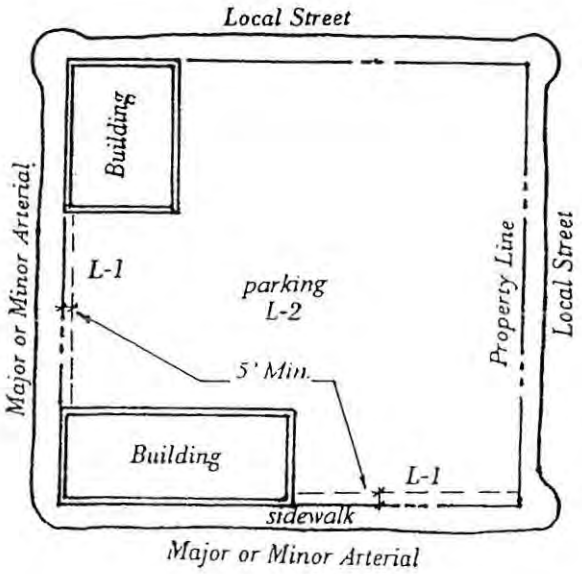


Diagram 1

Building Placement Illustrations







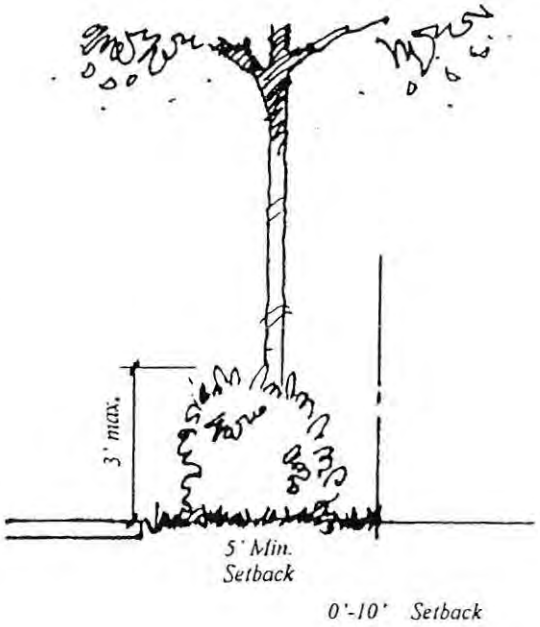


Diagram 2

Walkway, Parking and Landscape Illustration

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DOWNTOWN WOODBURN DEVELOPMENT PLAN
August, 1998

Chapter 42
NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT

City of Woodburn, Oregon

Council Bill No. 1892
Ordinance No. 2217
Adopted by the Woodburn City Council on June 8, 1998

CHAPTER 42: NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT

Section 42.010. PURPOSE. Central residential districts west of Downtown make up the City's oldest neighborhood. Businesses, government and employment uses are linked to residential neighborhoods, educational facilities, recreation opportunities and good transportation services. Throughout this central neighborhood, new development should respect the history and traditions of the community. To this end, regulatory controls and administrative procedures are necessary for the following reasons:

a. Stabilize and improve property values through development efforts;

b. Promote the education of local citizens on the benefits associated with an active conservation program;

c. Foster civic pride in the beauty and noble accomplishments of the past;

d. Promote infill developments which are of a high quality and are consistent with traditional design found in older central neighborhoods; and

e. Protect and enhance the City's attractions for tourists and visitors

Illustrations and diagrams are available from the City which provide examples of how new development may meet the requirements found in this chapter. The requirements of this chapter only apply to new building facades which front public streets, and do not apply to renovations and alterations of existing buildings.

Section 42.020. PERMIT PROCESS FOR APPROVAL FOR NEW DEVELOPMENT. Applicant shall submit to the Planning Director and Building Official all building permit and site plan review requests for new construction in the Neighborhood Conservation District. The Director shall, within five (5) working days, review the permit application for compliance with the requirements as set out in this Chapter 42. If a Site Plan Review is required, the requirements of Chapter 42 shall be considered in addition to the requirements and procedures set out in Chapter 11 of the Zoning Ordinance.

Section 42.025. PERMIT PROCESS FOR APPROVAL FOR NEW COMMERCIAL, MULTI-FAMILY AND DUPLEX DEVELOPMENT. All new commercial, multi-family and duplex developments in the Neighborhood Conservation Overlay District, exclusive of Section 42.020, are subject to the standards of Chapter 11 Site Plan Review and/or Chapter 14 Conditional Use of this ordinance and Section 2.030.

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Section 42.030. NEIGHBORHOOD CONSERVATION DISTRICT CRITERIA. An application for new construction which fronts onto a public street shall be approved if the development proposed is determined to be harmonious and compatible with the appearance and character of existing buildings in the district and shall be disapproved if found detrimental to or otherwise adversely affecting the traditional character of the district. In order to be approved, a building permit or Site Plan Review application shall meet five (5) of the following design criteria:

1. Provide architectural details such as dormers, bays, bracketing, cornices and trim to add architectural detail.

2. Minimize the impact of automobiles in the district by orienting garage openings so that they do not front directly onto a public street, by locating garage openings a minimum of ten (10) feet back of the building facade, or by providing detached garages.

3. Build new structures and additions that are no higher than three stories.

4. Avoid buildings with long, flat facades. Buildings in the district should not be more than 50 feet wide.

5. Maintain a roof character of steeply pitched roofs with elaborate junctions or flat roofs with distinct edges. Roof pitches should range between 6/12 and 12/12.

6. Provide covered areas over main entrances and orient them towards the street.

7. Incorporate windows that are compatible to the existing character of the district. Preferably windows should be wood sash with trim that is at least 5-1/2 inches wide and no pane of glass any larger that 30 inches wide by 84 inches high. Glass should be clear or stained.

8. Use horizontal wood siding, shingles, brick or stucco for exterior finishes.

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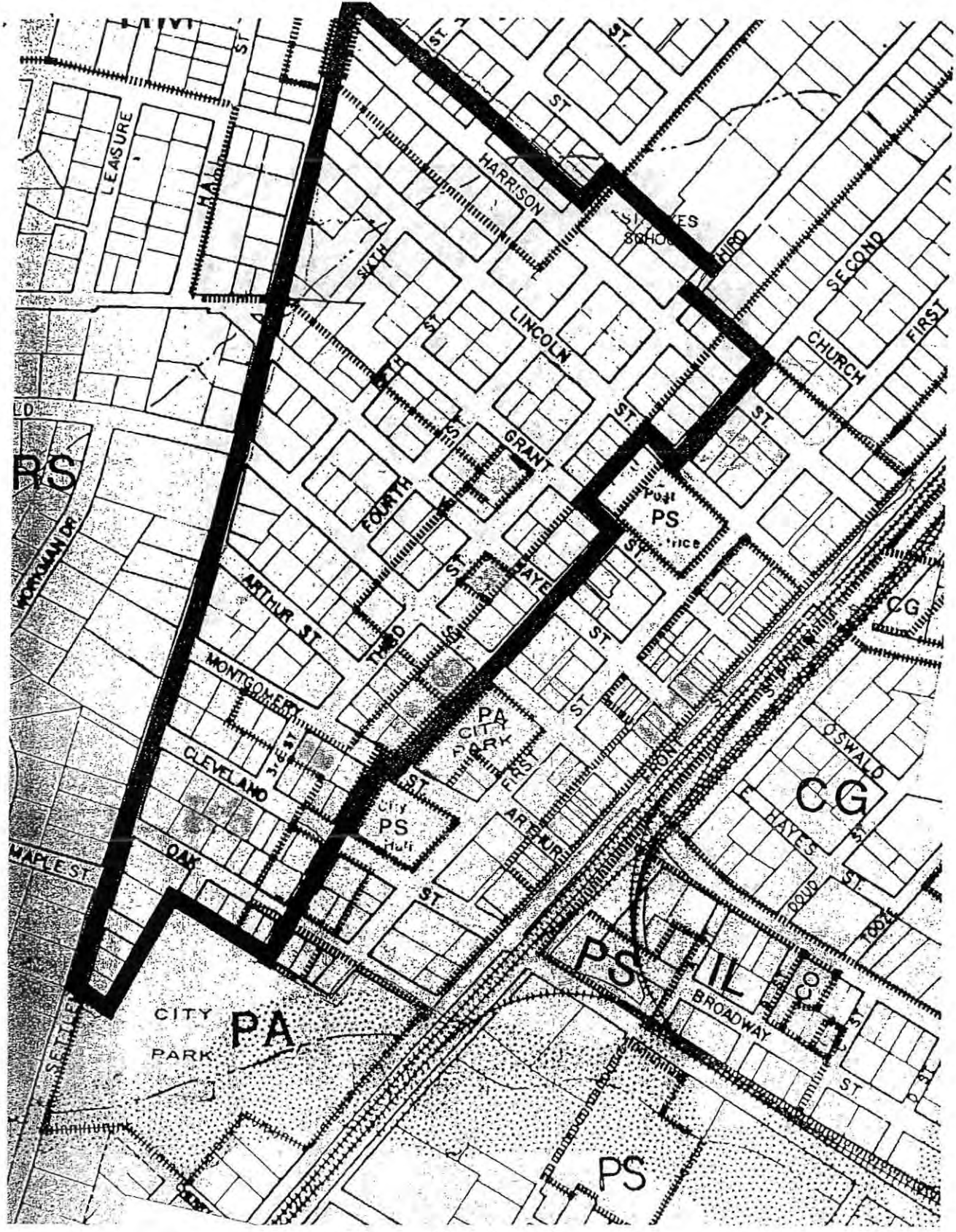

City of Woodburn

Downtown Development Plan

Neighborhood Conservation

Overlay District

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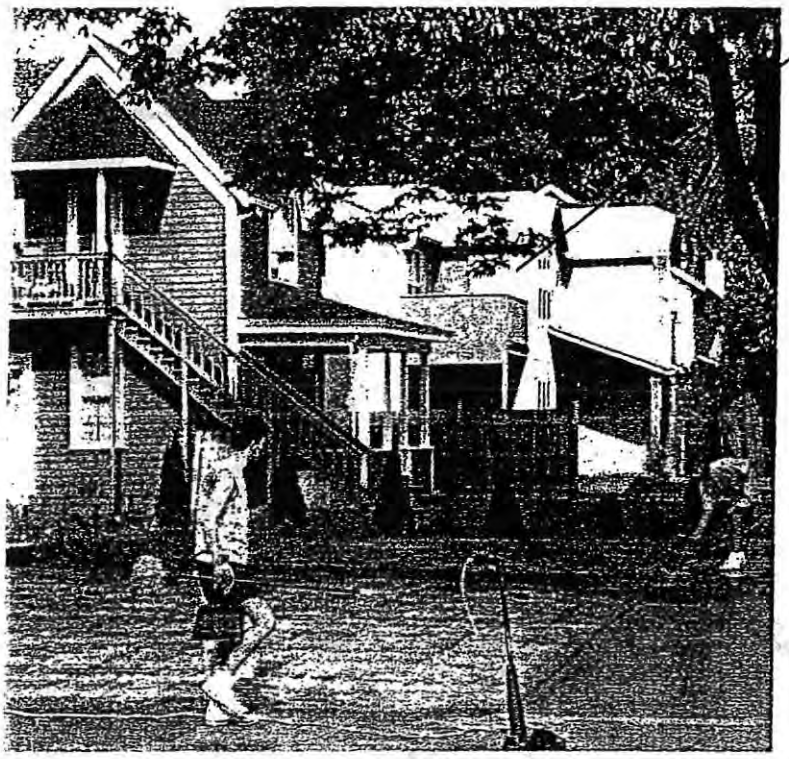

New Duplex

Infill duplex in Eugene located between older - turn of the century single family housing.

Tudor style duplex in Eugene.

Infill duplexes and fourplexes in Denver.

Woodburn Downtown Development Plan

Spencer & Kupper
with
Lloyd D. Lindley, ASLA

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DRAFT CAPITAL IMPROVEMENT PROGRAM

DOWNTOWN WOODBURN DEVELOPMENT PLAN
August, 1998

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NEAR TERM CAPITAL IMPROVEMENT PHASES AND STRATEGY

Our overall improvement strategy is recommended to start with an annual improvement budget of approximately $40,000 increasing by $10,000 annually for a five year period. Maintain a $80,000 annual budget for the next five years, but anticipate that an urban renewal program may be implemented, and bonds sold to complete a larger package of projects during the second five year period. The full ten year budget is approximately $730,000. The capital improvement program is attached.

It should be noted these cost estimates are based on a full contractor's costs, and could be substantially reduced if material and labor donations were secured, or city public works staff was used for construction. These costs also include 15% for contractor mobilization, traffic control and profit, 9% for general conditions, and 20% for contingency.

Near Term Capital Improvements

MAYOR'S ALLEY (SIX BLOCKS)		
a.	Per block improvement (paving/drainage)	$16,800
b.	Alley amenities per block	$29,700
c.	Intersections each	$84,000
STREET TREES AND FURNISHINGS (7 EAST/WEST STREETS)		
d.	Per block improvement (trees)	$21,200
e.	Per block street amenities (benches, signage)	$ 4,500
FRONT STREET (EIGHT BLOCKS)		
f.	Per block trees (west side)	$12,000
g.	Additional trees (east side) per tree	$ 1,150
PUBLIC MARKET IMPROVEMENTS		
h.	Pavement (paint) and utilities	$45,000
i.	Lighting	$24,000
j.	Market amenities	$16,000
k.	Special columns and shelter	188,000
PEDESTRIAN CONNECTION TO LIBRARY		
l.	Sidewalk, landscape and lighting	$25,000
SCREEN LUMBER YARD		
m.	A Phase-North of Lincoln	$17,000
	B Phase-Lincoln to Young	$21,000
	C Phase-Young to Cleveland	$12,000
STREET LIGHTING		
n.	Per block Mayor's Alley	$ 9,000
o.	Per block East/West Streets	$18,000

Other Projects

AQUATIC CENTER ENTRANCE	
Fence removal, reflective glass, lawn	$30,000
Lighting	$18,000
FIRST STREET TREES (TWO BLOCKS)	
Per block street trees in planter strips	$ 8,000
Street lights per block (4 @ $3000 ea)	$12,000
BAND SHELL	221,000

Project Description	Funding	Year	Cost
Front St. West Side Street Trees- 3 blocks	City	One	36,000
Front St. West Side Street Trees- 3 blocks	City	Two	36,000
Front St. West Side Street Trees- 2 blocks Pedestrian Connection to Library Front St. East Side Tree Replacement	City	Three	24,000 25,000 10,000
East/West St. Street Trees-3 blocks East/West St. Lighting-3 blocks	City City 50%[1]	Four	63,600 27,000
East/West St. Street Trees-4 blocks East/West St. Lighting-4 blocks	City City 50%	Five	84,800 36,000
Public Market Improvements: Pavement, utilities Public Market Improvements: Lighting Public Market Improvements: Market Amenities	City	Six	45,000 24,000 16,000
Aquatic Center Entrance Improvements First St. Street Trees-2 blocks First St. Lighting-2 blocks	City	Seven	48,000 16,000 24,000
Mayor's Alley Paving/Amenities- 3 blocks Mayor's Alley Lighting-3 blocks	City 50% City 50%	Eight	70,000 13,500
Mayor's Alley Paving/Amenities- 3 blocks Mayor's Alley Lighting-3 blocks	City 50% City 50%	Nine	70,000 13,500
Lumber Yard Screening- Phases A, B&C	City	Ten	50,000
Total Ten Year Capital Improvement Program			732,400

[1]Assumes Local Improvement District funding for 50%.

Estimated Budgets

Construction Item	Units	Quantity	Unit Cost	Cost			
MAYOR'S ALLEY							
Excavation	C. Y.	470	43	20,210	a		
Utility Adjustment Allowance	L. S.	1	7200	7,200	a		
*Concrete	S. F.	8,400	6	50,400	a		
Sawcutting	L. S.		0	14,400	a		
Catch Basins	1 per block	6	1440	8,640	a	100,850	16,800/bl.
Signage	L. S.		0	14,400	b		
Bronze Plaques	ea.	14	108	1,512	b		
Benches	ea.	6	1440	8,640	b		
Drinking fountains	ea.	3	3600	10,800	b		
Miscellaneous landscape allow.	L. S.		0	21,600	b		
Trees, incl. tree grates, frames	ea.	24	1728	41,472	b		
Banners of 4 seasons, installed	6 per block			10,368	b		
Dumpster enclosure allowance	4 per block	24		69,120	b	177,912	29,700/
Subtotal						278,762	
Special pylons	ea.		7920				
STREET TREES AND FURNISHINGS							
Street Trees incl. grates, frames	ea.	86	1728	148,608	d		21,200/bl.
Benches	2 per block	12	1440	17,280	e		
Sign allowance				14,400	e	31,680	4,500/bl
Subtotal						180,288	
*Cobra head lights at mid-block	2 per block	14		64,500			
REMOVE AND REPLACE STREET							
TREES ON FRONT STREET (both sides)							
Trees, includes tree grate & frame	ea.	55	1728	95,040	f		12,000/bl.
Trees, in ground	ea.	55	1152	63,360	g		1,152/tr
Subtotal						158,400	
Construction Item	Units	Quantity	Unit Cost	Cost			
PUBLIC MARKET IMPROVEMENTS							
Pavement Paint	S. F.	20,000	0.3	6,000	h		
Water Allow., with local access	L. S.		0	17,280	h		
Waste/Gray water allowance	L. S.		0	7,200	h	44,880	45,000
Street Lights, ornamental	ea.	8	3000	24,000	I		24,000
Electricity hook-ups allowance	L. S.		0	14,400	h		
Signage	L. S.		0	14,400	j	16,128	10,000
Banners on street lights	L. S.		0	1,728	j		
Subtotal						85,008	

Estimated Budgets

SPECIAL COLUMNS AND SHELTER FOR PUBLIC MARKET							
Columns	ea.	9	7920	71,280	k		
Shelters	S. F.	1,600	65	104,000	k		
Lighting	ea.	9	1440	12,960	k		
Subtotal						188,240	185,000
Total							
Band shell	S. F.	800		221,100			221,100
PEDESTRIAN CONNECTION TO LIBRARY							
Paving	sq. ft	1,800	6	10,800	l		
Pedestrian lighting, ornamental	ea.	3	3000	9,000	l		
Landscape renovation	sq. ft	720	7	5,040	l		
Subtotal						24,840	25,000
SCREEN LUMBER YARD							
Trees includes install & soil	ea.	42	1152	48,400	m		
Subtotal						48,400	50,000
STREET LIGHTING							
Mayors Alley							
Pole Lights, installed	3/block	18	3000	54,000	n		9000/bl.
East/West Streets							
Street Lights, installed	6 per street	42	3000	126,000	o		
						180,000	180,000/bl.
						3,073,338	

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CITY OF WOODBURN

COMPREHENSIVE PLAN

Volume 2
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LAND USE ELEMENT

Prepared by:
The City of Woodburn Planning Department

December 1978

Amended
March 1981

Amended
February 1989

Amended
March 1996

Amended
April 1997
Transportation Goals Policy

Amended
August 1997
Modified Prior to
Downtown Design Conservation District Amendments

Amended
October 1999
Annexation & Growth Goals & Policies
Recreation and Parks Goals & Policies

I:planning/new comprehensive comp plan

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INTRODUCTION

Woodburn 2014 - A Comprehensive Plan

This Plan was developed during the period from December 1976 through March 1981. It was revised through the Periodic Review process in 1988-1989 and was amended again in 1996. It is intended to guide the development and redevelopment of Woodburn for the next 20 years. Hopefully, through following the Plan the City will maintain and enhance the present quality of life enjoyed by the approximately 16,000 people who call Woodburn their home. The Plan is also intended to comply with the requirements of state law, the Land Conservation and Development Commission Goals and Guidelines. The Plan is also intended as an informational and data source to persons unfamiliar with Woodburn or who wish to find out more about the City, and to act as an educational document for City Council members, Planning Commission members, staff and other interested parties.

The Plan was developed through a series of public workshops. The first workshops were held in December of 1976 where past patterns of City growth were examined and various alternatives for future growth were also considered. Out of these three public workshops, the 1977 "Sketch Plan" was developed. This was to be the general guideline for the consultants which would be working on various aspects of the City's Plan. Over the next 18 months several consultants were hired to develop the more technical aspects of the Comprehensive Plan. Each of the consultants held workshops with the Planning Commission and general public to obtain input during the development of the elements and also after the elements were finished. After the various elements of the Plan were completed, the Planning Commission reexamined the viability of the Sketch Plan. Several changes were deemed necessary due to the new data which had been gathered by the consultants during the planning period. After three public workshops by the City Council. However, additional time was taken to obtain approval from various Local, Regional, and State agencies prior to acknowledgment of compliance from the Land Conservation and Development Commission in March 1981.

ASSUMPTIONS

Any plan is based on assumptions about the future. Assumptions for Woodburn 2014 are as follows:

1. The City will increase in population to approximately 28,000 by the year 2014. Demography of the city will not change drastically but will consist of a cross section of Oregonians.

2. The automobile will continue to be a major source of transit. However, increasing costs of transportation will necessitate, to some degree, other means of transportation such as a mass transit, bicycle and pedestrian paths.

3. There will be an increasing density in housing as compared to past development patterns. New housing types will be developed to cope with rising costs.

4. Woodburn will continue to show a transition from an agricultural-based economy to a manufacturing-based economy.

5. Woodburn is also in transition from a mostly rural area to a service center for smaller surrounding communities.

6. Woodburn will also continue to be a freeway oriented service center.

7. Sources of municipal finance and structure of government will remain essentially the same during the period of the plan. However, privatization of some governmental services may take place.

8. The role of City services in overseeing the location of new developments will be at least as strong as it is in the present and possible stronger.

9. Woodburn will continue to show a transition of lessening the burden on the taxpayer by placing the cost of developing infrastructure onto the developer.

10. Woodburn's development will not be hindered by coming into contact with other districts and jurisdictions.

11. The Industrial base will continue to grow and diversify.

ORGANIZATION OF THE PLAN

Due to the complexity of an urban development, and the desire to comprehensively plan all the factors of urban development, WOODBURN 2014 may appear to some to be a long and complicated plan. Not all persons will desire or need to assimilate all of the information which is contained in this plan. Due to this fact it is divided into several volumes based on the contents of those volumes.

Volume 1 contains the Land Use element which is a general guide to land uses and land use policies in the City, implementation strategies, and the criteria for revision and renewal of the Plan. Volume 1 also contains short abstracts of the other elements in the Comprehensive Plan so that a general idea is given as to what items are covered in the other elements.

Volume 2 includes the physical facility plans. It contains plans for transportation, sewer, water and storm drainage. These are the basic services which cities provide to accommodate developments. Persons interested in developing in the City, especially those interested in selecting locations for new developments, will be most interested in Volume 2.

Volume 3 contains social services plans. It covers housing, economy, recreation and school plans. These are the services which the City provides or on which the City has a significant impact. Persons interested in the economic or social makeup of the City or who are doing various types of housing or market impact analysis will be interested in the social services plans, as well as citizens in general who would like to see how the recreation and school plans coincide.

It is hoped that this Plan will be available and understandable by all. It is a plan which was developed, in a large part, by citizens in Woodburn. An attempt has been made to reduce the technical elements to their most elemental forms while not losing the essential accuracy of the various technical portions of the Plan. The City hopes that by studying Woodburn 2014, a clear picture of the City's future may be developed.

I. PHYSICAL SETTING OF THE CITY

Woodburn is a town of approximately 16,000 persons located midway between Portland and Salem in Oregon's Willamette Valley. Woodburn is 17 miles north of Salem and is 30 miles south of Portland. Its location is central with respect to transportation corridors running north and south in the Mid Willamette Valley. Interstate 5, the major north-south freeway through Oregon, runs through Woodburn's City limits on the west side of the City. Highway 99E, a secondary major north-south transportation route, runs through the east end of Woodburn. State Highway 214, a primary state road, runs east and west bisecting the town. In addition, there are two railroad tracks that run either through, or in close proximity to it; Southern Pacific Railroad which runs through the center of town and around which Woodburn was originally built, and the Burlington Northern Railroad which runs north and south just west of the present City limits. Due to the location of these major transportation

routes, Woodburn has extremely good location with respect to commerce.

The physical setting of the City is on an extremely flat area of the Willamette Valley. The highest point in Woodburn is approximately 187 feet above sea level, located in west Woodburn. The lowest point in the present City limits is approximately 148 feet above sea level, located on the point where Mill Creek drainage channel leaves the City limits. While this gives a relief in the City of 40 feet, most of the area is still extremely flat; averaging about 177 to 182 feet above sea level. This flat plain is divided by two drainage systems; Mill Creek which runs through the center of town, and Senecal Creek which runs through the western city limits. Other than the two drainage channels there are no physical formations of any significance in Woodburn.

The climate of Woodburn is typified by mild, wet winters and warm, dry summers. The daily maximum and minimum mean temperature is 45 degrees' F and 32 degrees' F in January and 82 degrees' F and 51 degrees' F in July. Precipitation varies from an average of 6.9 inches January to .03 inches in July. Another indication of the marked difference in precipitation rates between seasons is the number of days with a cloud cover. January averages 24 cloudy and 4 partly cloudy days as compared to 7 cloudy days and 9 partly cloudy days for the month of July. Winds are generally from the south for 10 months of the year except for July and August when northerly winds are the rule. Wind velocities range between 6.2 and 8.7 miles per hour.

The soils which have developed in this climate are of two associations, Amity silt loam and Woodburn silt loam. Both of these formations are found throughout the City in all areas except drainage channels. These soils are capability unit Class 11 established by the Soil Conservation Service. The drainage channels contain several different types of associations, most commonly Bashaw clay, Dayton silt loam and Concord silt loam. These soils are extremely wet and boggy and are generally Class III and Class IV soils (See Appendix A).

Because of the flatness of the terrain around Woodburn and also because of the basically stable physical environment there are very few limiting factors relating to urban development. The only two of any significance are floodplain areas which occur around the Mill Creek drainage area and unstable soils. Fortunately, for the most part these unstable soils occur in the floodplain areas. They are mostly of the clay type soils which occur in the low drainage areas and insufficient to provide foundations for normal structures.

II. HISTORICAL BACKGROUND

Prior to the arrival of man, the site upon which Woodburn is located would have appeared quite different from today.

Several areas in the immediate vicinity of Woodburn, most notably the Senior Estates areas, would have been swampy, boggy lands typified by water tolerant species and created a bountiful habitat for water foul and other species associated with marshes. The main break to this landscape would have been the river canyon areas of Senecal Creek and Mill Creek. This area was generally an active

floodplain and was seasonally flooded. The channels at that time were probably very ill-defined, very similar to Senecal Creek today. Vegetation would have been dense, typically there was a thick, shrubby growth in the floodplain areas dominated by water tolerant deciduous trees and an occasional fir tree. However, the composition of vegetation quickly changes as soon as the rise in elevation would allow drainage of the soggy soil. On the slopes of the stream gullies and extending out into the flat areas, one would have found thick growth of firs and oaks, occasionally broken by large grassy plains with scattered oak trees. This change is evident today in the undeveloped areas of Senecal Creek drainage which flows through west Woodburn.

After arrival of Indians in the area the open grasslands would have increased in expanse. It is commonly believed that the Indians set annual fires to increase the supply of foods which they gathered from the grassland habitat.

When Europeans arrived in the Willamette Valley in 1805 to 1830, they encountered numerous small bands of native Americans which collectively became known as the Calapooians. This was the tribe of Indians which inhabited the French Prairie region. There are no known Indian villages or campsites along the Pudding River drainage in the Woodburn area. However, as this area is one of the first settled by Europeans in Oregon, the early contact with Euro-Americans may have driven the Indians to other locations. It would be difficult to imagine Indians not establishing campsites in or near the areas around Woodburn as it would have provided a great deal of habitat for wildlife which was their staple. Treaties signed in 1854 and 1855 officially terminated the native American occupation of the Willamette Valley. The surviving Calapooians were ordered into the Grand Ronde Reservation west of the Coast Mountains.

The earliest settlers in the Willamette Valley were mostly confined to the region known as French Prairie, a portion of the northern valley comprising 200 square miles on the east side of the Willamette River. Champoeg became the seat for Oregon's provisional government in 1843. The area soon became crowded and diffused growth up the Willamette River. Woodburn, in the southern reaches of the French Prairie, was one of the recipients of early settlers from the northern valley and the fertile adjacent soils allowed it to become known as the trade center of the region. Under the influence of industrial development in the form of steamboat and later the railroads, Woodburn realized growth and prosperity that was not true of many of the earliest settlements in the Valley which became bypassed by these new developments in technology. The founding of Woodburn is said to have been due to the efforts of Jesse Settlemier who purchased the portion of land where the town is now presently located. The land was purchased during the foreclosure sale which had originally been part of the Jean Dubois homestead in the 1840's. Settlemier apparently saw promise for Woodburn. After founding a nursery in 1863 he focused his energy and resources to attract people in commerce to the area. At this time the existing social and promising economic center of the east French Prairie was Belle Passe, located some 2 ½ miles from Woodburn. Woodburn eventually absorbed the attention previously paid to Belle Passe, and it was thought that Woodburn was coming into the position to capitalize on trade and shipping activities because of its proximity to fast growing Portland and Salem. This in conjunction with its agricultural and commercial potential gave it a key position for subsequent growth and development.

Although Jesse Settlemier was instrumental in designing the physical townsite, many claim its real founder was Ben Holladay. If Holladay did not actually found the townsite he at least gave it a major stimulus for growth through his building of the railroad. In 1871 his Oregon and California Railroad established a line by way of Woodburn and some ten years later a narrow gauge railroad also made its appearance in Woodburn. 1871 also saw the first platting of the townsite of Woodburn with the eastern boundary the Oregon and California Railroad established by Ben Holladay.

Jesse Settlemier's efforts to encourage growth continued during this period. A strong agricultural base, railroad and geographic centrality were its strongest features. In addition, Settlemier was at this time successful in subsidizing the railroad to construct a flag station at Woodburn, giving the town major status. Local sentiment has it that by 1880 Woodburn was on the way to becoming the most prominent city in the Willamette Valley (according to the Woodburn Independent). By 1889 Woodburn was incorporated as a City with a home rule charter. Its first mayor was Jesse Settlemier. A school had already been established in 1885 and in its first year was attended by 65 students. Also, in 1888 the Woodburn Independent, the town newspaper, was established.

During the 1890's, Woodburn was realizing some of the commercial and industrial growth which it had boasted it could achieve. A flour mill, planning mills, lumber yards and a marble works were developed.

During the 1890's and the early 1900's Woodburn hoped to attract other industries and commercial enterprises. Woodburn advertised that its desirable features were less expensive land and fewer labor problems than other areas. It was noted, for example, that Woodburn did not suffer from Portland's rise in land prices as well as its racial clashes between laborers. By 1900 Woodburn had 46 businesses, including 3 hotels, a telephone system, a cannery, a grain works, 10 nurseries, 3 lumber yards and other assorted enterprises such as banks and retail outlets. It also possessed several churches and distinctive social groups.

In the early 1900's Woodburn was introduced to the electric railroad or interurbans, as they were called. This particular line was known as the Oregon Electric. The main line originally bypassed the City by some two miles to the west. Its owner at that time favored west Woodburn for their terminus. By 1910, however, a spur was connected to Woodburn. Oddly enough, a town served by two railroads and having sufficient economy to sustain population in commerce was brought partially to its knees by another form of mechanized technology; the automobile. While the town continued to grow and attract some industry of a specific nature, once highway traffic developed it did so at a much slower rate. Woodburn's growth began to slow as it gave way to a changing economy.

Between 1910 and 1940 Woodburn grew in its population by only some 40 persons. Industry, however, continued to expand in the form of a loganberry juice factory and a cannery. In 1925 came the construction of the Woodburn training school for boys, now MacLaren School. In 1929 the Portland Gas and Coke Company installed service facilities. In subsequent years, Bonneville Power provided electricity to both residents and industry.

In 1944 the Birds Eye Division of General Foods built a large cannery facility in Woodburn, attracted by the agricultural productivity of the area. Woodburn promoters at this time maintained that the City still had all the machinery for economic success. It was said by local developers to be a sleeping giant.

While the automobile had retarded its growth as a regional shipping center, the same technology brought suburbia ever closer to the City so that a different type of growth began to occur in Woodburn.

During the 1960's Woodburn underwent some interesting demographic changes. In the decade from 1960 to 1970 there were three separate migrations into Woodburn. The first was the immigration of retired people into the Woodburn area mostly through the Senior Estates development. This development, which was conceived in the 1950's and first platted in 1960 continued its development until 1980 when the last lots in Senior Estates were platted. This brought in approximately 2,500 retired persons into the Woodburn area. The same period also saw immigration of Mexican-Americans into Woodburn, initially attracted by the agricultural labor in the area and then settling down to become residents, and the Old Believer Russian migration to Woodburn. Woodburn's growth through the 1970's exceeded that of the State, the Willamette Valley, and other selected locations in the immediate area. Historically, Woodburn has been able to support its population with a full range of City services and has maintained its identity as a community in the area. It is Woodburn's desire to remain as redistribution center for outlying areas of the Valley. Public polls taken in Woodburn have confirmed this goal. Expansion of the City in an orderly and efficient manner will aid in giving the population the commerce and industry it has always historically desired.

III. PRESENT COMMUNITY

The present population of the City of Woodburn is the result of radical changes in the last twenty-five years. Table 2 pg.10, shows the population mix of Woodburn from 1970 -1994 and compares this to Marion County's population for the same years. While the City, during this time, increased in population by approximately 126%, the population make up of the City also changed drastically. This was due primarily to the various attractions Woodburn has had on various age groups. From 1960 to 1970 population growth was primarily based on Senior Estates and the Woodburn Industrial Park creating jobs. While other factors were also at work, it appears that from 1960-1980 Woodburn went from a relatively normal mix of population to one heavily dominated by seniors. There appears to be more migration in the age groups which one could term young families, that is person's of 25 to 35 years of age with families of young children.

Income characteristics of the City of Woodburn have also begun to show change. In 1970 Woodburn had the lowest per capita household income of the entire state. Since 1970 surveys of the income characteristics of the City of Woodburn have shown that there are still a large number of persons with incomes that are low or moderate, however, there appears to be more persons in the middle

income bracket, and the City's median income is climbing. Table 1 pg. 9, shows the 1993 family income by family size.

The mix of racial and ethnic groups in Woodburn is also quite diverse when compared to Oregon as a whole. Besides the large community of retired persons there is a significant percentage of the population (approximately 28% in 1990) that are of a Mexican-American ethnic background. This group was drawn here mostly during the 60's and 70's by the agriculturally related industries and have settled in the area. In addition, there is a large portion of the Russian "Old Believers" group living in the City limits of Woodburn. Woodburn forms a central area for the Russian settlement in the Mid-Willamette Valley. This group also arrived in the 1960's and 70's, attracted by opportunities in the United States and the rural atmosphere of the Willamette Valley. These groups illustrate the extremely diverse cultural climate of the City.

Table 1
1993 Family Income by Family Size

Family Size	1	2	3	4	5	6	7	8+	Total
Income									
Unknown	9	13	3	3	0	0	0	1	29
Less than $12,151	54	28	18	17	5	1	3	1	127
$12,151 to $16,000	23	17	8	10	4	2	2	2	68
$16,001 to $19,450	6	13	2	2	3	1	0	1	28
$1[illegible]1 to $22,200	9	8	4	2	2	2	1	0	28
$2[illegible]01 to $25,000	4	10	2	2	4	3	0	2	27
$25,001 to $27,750	5	11	4	0	1	1	0	1	23
$27,751 to $30,000	3	13	0	5	6	0	0	0	27
$30,001 to $32,200	0	9	1	3	1	0	0	0	14
$32,201 to $34,400	1	6	1	1	1	0	0	0	10
$34,401 to $36,650	1	6	0	2	1	0	1	0	11
$36,651 or more	4	27	9	14	5	2	2	3	66
Total Reporting Income	110	148	49	58	33	12	9	10	429
Total Reporting Family Size	119	161	52	61	33	12	9	11	458

Notes: Unknown income includes families in which family size was determined, but a qualified respondent was not willing to respond to the income question.

Source: PSU--Center for population Research and Census, June1994

Table 2
Woodburn Percent of Population by Age

Age	1970	1980	1990	1994
0-5	8.0%	10%	8.6%	9.7%
6-17	18.2%	16%	18.5%	19.2%
18-24	7.5%	10%	9.3%	10.2%
24-44	14.5%	20%	23%	23.4%
45-64	19.0%	15%	13.6%	14.4%
65 and over	32.8%	29%	27%	23.2%

Marion County Percent of Population by Age

Age	1970	1980	1990	1994
0-5	9.5%	7.8%	7.4%	8.5%
6-17	24.6%	18.8%	19%	19%
18-24	10.8%	9.7%	9.5%	9.5%
25-44	22.2%	32.1%	31.7%	30.5%
45-64	20.6%	16.9%	18%	18.7%
65 and over	12.3%	14.7%	14.4%	13.9%

Source: 1970, 1980, 1990 U.S. Census and PSU--Center for Population Research and Census, June 1994.

Figure 1
City Of Woodburn
Population and Housing Units 1994

Total Population		15,232
Household Population		14,927
Group Quarters Population		305
All Housing Units		5,461
Uninhabitable		10
All Inhabitable Units	5451	
Vacant or Seasonal	171	3.1%
Occupied	5280	96.9%
Population	14927	
Persons per household	2.83	
Single Family, Site-built	3508	
Vacant or Seasonal	117	3.3%
Occupied	3391	96.7%
Population	9414	
Persons per household	2.78	
Apartment or Duplex Unit	1253	
Vacant or Seasonal	27	2.2%
Occupied	1226	97.8%
Population	4161	
Persons per household	3.39	
Manufactured or Mobile Home	671	
Vacant or Seasonal	21	3.1%
Occupied	650	96.9%
Population	1324	
Persons per household	2.04	
Other Units	19	
Vacant or Seasonal	6	
Occupied	13	31.6%
Population	28	68.4%
Persons per household	2.15	
All Occupied Units	5280	
Owner Occupied	3392	
Persons	8369	
Renter Occupied	1656	
Persons	5719	
Unknown Occupied	232	
Persons	839	
Single Family, Site-built	3391	
Owner Occupied	2782	
Persons	7147	
Renter Occupied	450	
Persons	1764	
Unknown Occupied	159	
Persons	503	
Apartment or Duplex unit	1226	
Owner Occupied	12	
Persons	42	
Renter Occupied	1173	
Persons	3848	
Unknown Occupied	41	
Persons	271	
Manufactured or Mobile Home	650	
Owner Occupied	591	
Persons	1170	
Renter Occupied	29	
Persons	93	
Unknown Occupied	30	
Persons	61	
Other Units	13	
Owner Occupied	7	
Persons	10	
Renter Occupied	4	
Persons	14	
Unknown Occupied	2	
Persons	4	

Source: Population Enumeration, PSU--Center for Population Research and Census, June 1994.

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Table 3
City Wide Multi-Family Housing Inventory (3 Units Or More)
January 1994

NO.	NAME	UNITS	ADDRESS
1	Barclay Square	70	2345 W. Hayes
2	Briarwood Court	12	1208-1218 Newberg Hwy
3	Britewood Apt..	53	1398 E. Cleveland
4	Broadway & D St. (4-plex)	4	447 Broadway
5	Bryan & McKinley	6	1045 McKinley
6	Casa Methodista	3	612, 620, 630 Fourth St.
7	Burnwood Manor	28	601 Young St.
8	Cascade Park (Care Ctr)	92	950 N. Cascade Dr.
9	" Phase 2 (Semi-Care)	63	950 N. Cascade Dr.
10	Colonial Gardens (Life Care)	47	1890 Newberg Hwy
11	Evergreen Estates	64	770 Evergreen Hwy
12	Fairway Villa Apt.. (Over 55)	21	2103 Country Club Rd.
13	Farmdale Apt.	44	1219-1233 Lincoln
14	Fifth Street Apt. (6-plex)	6	1188 Fifth St.
15	Fred Co Kasachev	4	1128,1130,1132,1134 N. Third
16	French Prairie (Care Ctr)	31	601 Evergreen Rd.
17	French Prairie Assisted Living	42	703 Evergreen Rd.
18	Front Street (5-plex)	8	749 Front St.
19	Garden View Manor	15	891 Young St.
20	Gatch & Cleveland	9	109 Gatch
21	Gatch 290	8	290 Gatch
22	Grant Street (5-plex)	5	162 Grant
23	Hayesvilla Apt.	15	1341 Hayes
24	Heritage Arms	25	669 Young
25	Inwood Manor	18	1003,1005,1007 Park Ave.
26	James & Park Ave.	45	1202-1209,1215-1293 James
27	Lincoln 895	6	895 Lincoln
28	Lincoln Park Village	26	1030 Park Ave.
29	Lyn-Mar Apt.	12	1380 Hardcastle
30	Marion Manor	6	807 N. First St.
31	Nuevo Amanecer Phase I	51	1274 N. Fifth
32	Nuevo Amanecer Phase II	34	1274 N. Fifth
33	Pacific Apt.	12	203 N. Pacific Hwy.
34	Panor 360 (Over 45 Adults)	90	950 Evergreen
35	Park Ave / Springhaven	41	1118-1195,1625-1667 Park
36	Park Apt..	26	1469 Park
37	Park Del Manor	25	1215-1293 James
38	Parkview Village	34	1740 Park
39	Rosemont Apt.	11	702-722 Young St.
40	Royal Crest	10	811 Young St.
41	Second St. 723 (4-plex)	4	723 N. Second
42	Stonehedge	192	1601 N. Front
43	Third St. Apt..	4	195 N. Third St.
44	Tierra Lynn & Alexandra	7	1340 Alexandra
45	Tierra Lynn & Mt. Hood Apt..	4	1755,1765,1775,1785 Mt. Hood
46	Tierra Lynn Terrace	19	See 1375 Tierra Lynn
47	Twin Oaks	32	1560 Newberg Hwy.
48	Victorian	24	1590, 1586, 1582, 1578, 1574, 1570 James St.
49	Villa Verdante	20	100 Gatch
50	Woodburn Mtl. Apt..	12	1188 Hwy 99E
51	Woodburn Apt..	11	367 W. Cleveland
52	Woodridge	12	770 Hardcastle
53	No Name Available	8	162 Grant St.
54	No Name Available	7	565 N. Front St.
55	No Name Available	4	575 N. Front St.
56	No Name Available	7	130 Grant St.
57	No Name Available	6	950 Young St.
58	No Name Available	4	960,962,964,966 Hardcastle
59	No Name Available	4	171 Oswald
	TOTAL	1,380	

IV. EXISTING LAND USES

The City of Woodburn as it presently exists has gone through several developmental stages, each reflecting the age at which growth was taking place. Growth originally occurred around the townsite of Woodburn which comprised a four block area from Arthur to Lincoln Streets, and from Front to First Streets. This townsite was laid out with the typical 90 degree angles, 50 feet frontages, and 200 foot blocks. The rest of the downtown was platted on a similar format with all the streets running parallel or perpendicular to the railroad tracks. This pattern continued from Settlemier Street east to Tooze Street. This area generally comprised the developed area of Woodburn until the late 1940's.

Between the 40's and the 60's some development occurred between the downtown area and Highway 99E. There were only scattered commercial developments along Highway 99E as late as 1964 when the City's first Land Use Map was drawn. In between the downtown and the highway uses there were several residential areas developing, most notably the Johnson Addition. From 1964 on, Woodburn began to develop in the sprawling pattern so common of the suburbs of the 50's and 60's. Senior Estates, for example, was developed at some distance from the centers of development. While some residential development, most notably the Smith Addition, was contiguous to the downtown areas, most subdivision occurred in scattered sites within the city limits or with special annexations to accommodate them.

In 1967 the City expanded across the freeway and annexed the west Woodburn area, which at that time was largely vacant, for the express purpose of providing sewer and water to a subdivision which had been platted. Lack of a strong annexation policy in the City allowed continuing sprawling developments through the 70's until the 1973 to 1974 period when the City and County began working on an urban growth boundary agreement. Since that time greater care has been given to annexations and City policies have encouraged the in filling of vacant lands.

The City as of January 1996 consists of approximately 3285 acres of which 71% or 2348 acres are currently developed. Currently there is approximately 207 acres which are underdeveloped. There is an additional 729 acres which are undeveloped. There is a total of 823 acres outside the city limits and within the Urban Growth Boundary (UGB). Of this 823 acres 329 are developed, and the remaining 493 acres are undeveloped. The total acreage within the UGB and city limits is approximately 4109 acres. Refer to Table 4 Pg. 26, Land Use Inventory 1996 for the breakdowns in acreage.

The 1996 Land Use Inventory uses the categories Developed, Underdeveloped and undeveloped to describe the intensity of Land Use within each Land Use designation. There are six Land Use designations within the planning area; Single Family Residential, Multi-Family Residential, Industrial, Commercial, Public, and Open Space / Parks. The Land Use study was conducted on a lot-by-lot analysis.

Developed - This category describes land which is 100% utilized within the current Land Use.

A Single Family Residential parcel was considered developed if it had a house already existing on a lot smaller than 12,000 Sq. Ft. The reasoning behind this is that the minimum lot size allowed in a Single Family Residential zone is 6,000 Sq. Ft. as stated by the Woodburn Zoning Ordinance. Therefore, any lot smaller than 12,000 Sq. Ft. with an existing structure could not realize another housing unit, and would be considered as developed.

A Multi-Family Residential parcel would be considered as developed if the density of development would not allow any additional units.

Industrial Land Uses were considered developed if there was an existing industrial use on the particular property.

Commercial land uses were also considered developed if there was a commercial use on the property.

Public uses were determined to be developed if there was an existing structure or if the land was being utilized in some other way. Some examples of public uses are, schools, Library, City Hall, City Shops and various other uses.

Open Space and Parks fell into the developed category because they were utilized under their Land Use designation. Floodplain areas were considered as developed open space. Golf courses were also considered as developed open space.

Underdeveloped - This category of Land Use was considered to be a less intensive land usage than developed land due to the fact that the land is not developed to its fullest capacity.

A Single Family Residential parcel was considered underdeveloped if there was an existing dwelling unit and the lot was greater than 12,000 Sq. Ft. In this case 6,000 Sq. Ft. was subtracted from the total lot square footage and the remaining square footage was considered as underdeveloped.

A Multi-Family Residential parcel was considered underdeveloped if the actual number of dwelling units on a lot is less than the maximum allowable by the Woodburn Zoning Ordinance.

A commercial land use was considered undeveloped if the specific site could realize more development. In the Downtown area where there is a single family house in a commercial zoned area then the lot was considered as underdeveloped because it is not being utilized as it is zoned.

Undeveloped - This category describes the least intense use of land. If land was not being utilized (or vacant) then it was considered to be Undeveloped. This method applies to all Land Uses within the planning area.

Along Highway 99E commercial zoned properties with a single family residential house on them were considered as vacant. This is because the use in this region has continued to be commercial and most likely will continue to be.

A. Commercial

There is a total of approximately 483 acres of commercial land inside the UGB and the city limits. Of this 483 acres there are approximately 252 acres which are developed. The is a total of 28 acres which are underdeveloped. The remaining 203 acres of Commercial land is considered undeveloped. There are essentially five locations for commercial activity.

The first is the downtown area which forms an historic center for the city. This was the bustling commercial center when the main form of transportation was the railroad. However, since the development of automobile transit the downtown has been largely bypassed and ignored as new businesses flocked first to Highway 99E and then to the 1-5 Interchange to receive the benefits of high traffic and visibility. The downtown is an area of older buildings and contains some of the most historic sites in Woodburn, most notably the old City Hall, the Settlemier House, the old Woodburn Public Library and many other fine residences and commercial buildings which were constructed prior to the turn of the century, or shortly thereafter. While the buildings are in generally good condition, the lack of business activity in recent years has lead to a decline of the maintenance of these buildings. An overall renovation and beautification of this commercial area is encouraged by the city. Cottage industries, specialty shops and professional offices that are not necessarily dependent on high levels of vehicular traffic.

The second Commercial location is along Highway 99E. This area can be defined as a strip commercial development. Although much of this commercial land use began in the County prior to zoning, the city until recent years has not taken any measures to stop the spread of commercial development. The city is now taking an active role in the improvement of this Highway 99E commercial development. Through the Site Plan Review process upgrades and beautification of this commercial area are possible. One of the current steps in this improvement is to encourage redevelopment at higher densities. This is accomplished by allowing growth upwards instead of outward. Another improvement of this commercial zone is through driveway consolidation. This is accomplished by the Access Management Ordinance, through which the overall objective is to consolidate driveway access points to provide for smoother traffic flows with less disruptions. The Ordinance is in place to cover the area North of Lincoln street to the Northern City Limits. Future work should include covering the area South of Lincoln street to the Southern extents of the commercial zoning.

The third commercial area in Woodburn is the I-5 Interchange. This area serves as an interstate service center. It is a freeway oriented service center. This area also has a more regional retail orientation than the rest of Woodburn. Improvements to the interchange are needed to accommodate development, facilitate traffic flows and to alleviate congestion.

The fourth commercial area is the 214/211/99E "Four Corners" intersection. This area has become an important commercial district within the city. This "Four Corners" area serves as a local retail service center. This commercial district could realize more development in the future. In this area development should be densified so as to not create another commercial strip development.

In addition to the four main areas there are two other small areas, which are available for office Development. One at the S curve near Cascade Drive and State Highway 214, the other at the northeast quadrant of the intersection of Settlemier Avenue and State Highway 214. To minimize the impact along State Highway 214 only low traffic generating uses such as offices and other service centers should be located. Retail uses are not consistent with the overall plan concept for these two areas.

B. Industrial

There is a total of approximately 569 acres of Industrial land within the city and UGB. Of this 569 acres, 364 are developed. The remaining 206 acres are undeveloped. There are basically five areas of Industrial development in the planning area.

The first industrial area is the downtown region. Several small industries are still located here in the old downtown. Agricultural-based industry still plays an important role in this area. This downtown industrial area could realize more development.

The second area is in the southeast portion of the planning area. This industrial area is located north and south of Cleveland street east of Highway 99E. This area is primarily dominated by the food processing industry. The majority of this area is developed. However, there are some undeveloped parcels in this region which could realize industrial activity.

The third area is the Woodburn Industrial Park. This area is located north of Highway 214 and in between the Southern Pacific Railroad and Highway 99E. The area has been a very attractive industrial area due to the fact it has access to two Highways. This area is also on the fringe of the city so there are no conflicts with abutting land uses. Full build-out of the park is expected between the years 2000-2003.

The fourth area is west of Front street from Highway 214 north to the city limits and UGB. This area is mostly undeveloped. With increasing development of industrial land in the region it is expected that this area will realize development as well.

The fifth industrial area is located south of Newberg Highway and west of I-5. This industrial area is becoming increasingly important in Woodburn. This area already has a large warehouse facility developed. The remaining industrial land here could realize development.

C. Residential

There is a total of approximately 2053 acres of residential land inside the city and UGB. Low Density Residential land has a total of 1365 acres. Of this total there are 631 acres developed, 123 acres underdeveloped, and 611 acres undeveloped. High Density Residential has a total of 688 acres. Of this total there are 443 acres developed, 57 acres underdeveloped, and 188 acres undeveloped.

Low Density Residential land is the largest land use designation within the city and UGB. In 1994, 77% of all housing units were detached Single Family units. Considering all lands inside the city and UGB, Low Density Residential lands take up 33% of the total. Low Density Residential areas are generally located between major collectors and arterial streets. Currently there is a strong trend toward Manufactured Housing. This trend is expected to continue into the future. Detached Single Family residences are going to continue to grow and play a major role in Woodburn's housing structure. Along with this Single Family development there is going to be a need to decrease the minimum lot sizes in order to increase Single Family Residential densities.

High Density Residential land is the second largest land usage within the city and UGB. In 1994, 23% of all housing units were Multi-Family. Considering all lands within the city and UGB Multi-Family land usage totaled 17%. Lands devoted to High Density Residential use, in general, are located along collector streets. It is expected that with greater population pressures on residential land that there will be a higher percentage of Multi-Family housing.

D. Public Use

There are approximately 130 acres of Public land within the city and UGB. This 114 acres is fully developed. Public uses have been located based on their various functions. Municipal land uses are generally centered in the downtown area which has been the historic center of activity. School uses have been located in areas which are surrounded by residential developments or expected to be surrounded by residential developments in the future, as is the case with the High School. The "Spring Break Quake" of 1993 did structural damage to the city of Woodburn's Swimming Pool. This damage made the pool unusable. Through a FEMA grant, a voter approved bond and donations a new pool was built in 1995.

E. Open Space / Parks

There are approximately 474 acres of Open Space and Parks within the city and UGB. A majority of the Open Space in the planning are is private land. This private land is not developable because it is floodplain area and golf courses.

The Park Plan has inventoried existing park resources and has identified the need and vicinity for three additional neighborhood parks. The Plan also identifies existing floodplain along Mill Creek, Senecal Creek and Goose Creek for greenways to be preserved as a natural greenway and transportation corridor as encouraged by Policy L-1, of Volume I of the Comprehensive Plan.

Systems Development Charges have assisted with funding for the first phase of development for Centennial Park located on Parr Road in South Woodburn. The first phase was completed in 1999 with two more phases planned for completion by 2006.

City Ordinance #1908 establishes a Tree Ordinance for inventory, preservation and replacement of public and private trees. This effort resulted in Woodburn gaining recognition as a "Tree City,

USA", by the National Arbor Day Foundation in years, 1985, 1986, and 1987. In 1998, the City adopted a program to assist homeowners with repair, removal and replacement of trees within the public right-of-way.

F. Mineral and Aggregate Resources

Mineral and aggregate resources within Woodburn are not identified on geologic maps prepared by the State Department of Geology and Mineral Industries. There are several gravel quarries located around Marion County, but no known quarry sites have been identified within the City or the Urban Growth Boundary.

G. Energy Resources

Energy resources have not been identified in Woodburn. Except for solar energy, the City is unaware of any energy sources within the City.

In response to Goal M-1 and Policies M-1-1 to M-1-7 the City has adopted a Solar Access Ordinance and Chapter 17 in the Zoning Ordinance, which outlines the process for recordation, regulation, and enforcement of solar access rights.

H. Fish and Wildlife Areas and Habitats

The floodplain provides the major fish and wildlife habitat in the city. The largest area for fish and wildlife habitat is on Senecal Creek which, as mentioned before, continues today in a relatively undisturbed state. Mill Creek, on the other hand, has been channelized and offers little opportunity for fish and wildlife habitat. However, recently a pond has been excavated out of the Mill Creek floodplain on the south end of the city limits and it provides new opportunities for increased fish and wildlife habitat.

I. Ecologically and Scientifically Significant Natural Areas

There appear to be scattered traces and evidence identifying the area as the habitat of Post Ice Age mammals and more recently Willamette Valley Indians. Bones, discovered along the Mill Creek basin North of Highway 214 are believed to be part of an ancient land mammal which occupied the valley since the latest ice age, Robert A. Linder, Department of Geological Sciences, University of Oregon, has collected a number of specimens and is currently engaged in an identification process. If the bones are determined to be of a clearly significant nature, the City would not stand against public appeal to pursue identification of an area as having paleolithic significance.

J. Outstanding Scenic Views and Sites

Outstanding scenic views and sites in Woodburn are very limited. Except for the public parks and an occasional view of the Cascades, no significant scenic views exist. Woodburn has very little topographic variation, and this, combined with a well established urban forest and dense pattern of

existing development has minimized any impact of potential scenic views and sites. The City's elevation varies no more than forty feet to fifty feet within the entire planning area. The City will, however, be sensitive to the potential for scenic views when reviewing new development requests.

K. Water Areas, Wetlands, Watersheds and Groundwater Resources

The City is in the area encompassed by the Pudding River Watershed. A Pudding River Watershed Council has been established for this watershed area and the city is an active participant in this council. Creeks in the city include Mill Creek in the central part and Senecal Creek on the western edge. Both creeks run in a generally northeasterly direction.

The State Department of Environmental quality has provided the City with information identifying a sensitive shallow groundwater aquifer underlying the entire City and urban fringe. The City's drinking water is drawn from deeper sections of the aquifer which are not considered sensitive. The aquifer is drawn down in the summer and fall months, but recovers to approximately the same annual level after heavy winter rains, normally 30-40 inches. Recharge of the aquifer appears to be primarily from surface water infiltration. The City is aware of the potential impacts to groundwater that underground storage tanks, storm drainage, chemical spills, residential on-site sewage disposal systems, and other similar land uses can have. Therefore, through the Zoning Ordinance Chapter Eleven, Site Plan Review Process, the City will notify DEQ of any request to develop, change, alter, or expand property in any way that could potentially impact groundwater and further, the City will support and enforce any requirements or recommendations proposed or mandated by State law or agency.

The area north of Highway 214 to the northern City Boundary along Mill Creek has been identified as Wetland areas by the Division of State Lands.

L. Wilderness Areas

Wilderness areas are not present in Woodburn according to the LCDC definition for the natural resource.

M. Historic Areas, Sites, Structures, and Objects

Historic areas, sites, structures, and objects within the City include:
The following structures are the most notable based on age, unique architecture, and historical significance.

The Settlemier House at 335 Settlemier;
The City's Old City Hall at 550 First Street;
The Original City Library at 280 Second Street;
The Bank of Woodburn (1891) at 347 Front Street, and
The Bank Building (1980) at 199 Front Street and Arthur

The Settlemier House located at the corner of Settlemier and Garfield and the original Woodburn City Hall are both listed on the National Register of Historic Places. These two are important historic sites in Woodburn. Several older homes in Woodburn in the downtown area are of interest for

historic and architectural reasons.
The Original City Library was erected in 1914. It consists of two stories and serves as an annex to the new library. The structure is faced with light clay brick and is styled in a Carnegie design which calls for a practical rather than a cosmetic facade.

The original City Hall was built approximately the same time as the library which also consists of the Carnegie Design which was quite prevalent as an architectural standard for public buildings for that period.

The Bank of Woodburn at 347 Front Street consists of a two story structure that still has extruded trim and decorated parapet on the second story.

Recently, the City adopted a Downtown design Conservation District, expanded its boudaries and implemented specific design criteria that affects new construction and rehabilitation of existing structures. Land uses within this new zone have been reevaluated for compatibility with the intent and purpose of the Historic District, and for appropriateness based on the scale and capacity of the district itself.

In addition, the area that is to the west and contiguous to the Downtown Design and Conservation District from Second Street to Settlemier Avenue and from Harrison Street to Oak Street reflects the type of housing stock that accompanied the growth and development of the old downtown.

Historically, this area is an integral part of the Downtown Design and Conservation District (DDCD) and therefore should, to the greatest degree possible, be afforded similar protections similar to the DDCD. To accomplish this objective building standards are encouraged that add architectural details such as dormers, bays or steep roofs to reflect building designs that are characteristic for that period of time for new dwellings, offices or stores or their accessory structures built in this area or other areas in the City that are identified as needing similar protection.

This was done by implementing an overlay zone district. One that does not alter the uses allowed in the underlying zone district or affect existing structures but does impose additional "cosmetic" standards on new construction.

The City will continue to pursue an accurate inventory and applicable ordinance to preserve and protect the City's valued historic structures and sites.

N. Cultural Areas

Cultural areas have not been identified in Woodburn.

O. Potential Approved Oregon Recreation Trails

Potential and approved Oregon recreation trails within Woodburn have not been identified by the State Parks and Recreation Department.

P. Scenic Waterways

Potential and approved Federal wild and scenic waterways and State scenic waterways are not present within Woodburn.

Table 4
Land Use Inventory (January 1996)

	Developed Acreage	Underdeveloped Acreage	Undeveloped Acreage
Inside City Limits			
Commercial	236.71	27.48	161.10
Industrial	237.49	0	166.71
Single Family	591.05	123.1	316.19
Multi-Family	439.15	57.3	85.50
P[illegible]	114.45	0	0
Open Space / Parks	306.41	0	0
Roads / R.O.W.	422.88	0	0
Totals	**2348.14**	**207.88**	**729.50**
Outside City Limits			
Co[illegible]mercial	15.75	1.18	41.44
Ir[illegible]ial	126.1	0	38.80
Single Family	40.50	0	294.98
Multi-Family	3.80	0	102.30
Public	0	0	16.02
Open Space / Parks	57.74	0	0
Roads / R.O.W.	85.37	0	0
Totals	**329.26**	**1.18**	**493.54**

Ac[illegible] within the City Limits = 3285.52
Acres Outside City within UGB = 823.98
Total acreage within UGB and City Limits = 4109.50

Woodburn Area
City limits = 3,404 acres (5.32 mi²)
UGB = 4050 acres (6.33 mi²)
UGB only = 646 = 1 mi²

V. ENVIRONMENTAL QUALITY

A. Air Quality

The City's air shed is similar to others in the Willamette Valley. The only sources of pollution are from automobiles and several minor point sources from industries. The City occasionally experiences pollution from field burning, but this is beyond the scope of the City's control. In effect, Woodburn's planning area does not contain any significant air pollution sources since it contains no large polluting industries, highways or other typical pollutant sources.

As outlined in Section L-5 of Volume I (Pg. 75) of the Comprehensive Plan, the City has committed to adherence to DEQ and EPA standards for air quality and emissions control.

In addition, Chapters 33, 34, and 35 of the Zoning Ordinance contain language requiring verifiable approvals from State Department of Environmental Quality, and/or Mid-Willamette Valley Air Pollution Authority before City approval is granted for any potential polluter to locate within the Woodburn planning area. Such an approval takes into consideration air quality, noise, glare, sewage, vibration, etc.

B. Water Quality

November 18, 1993 the City of Woodburn received from the Department of Environmental Quality (DEQ) a Stipulated Final Order which set pollutant load limits for discharges into the Pudding River and gave Woodburn a time frame to develop a facility plan to meet those limits. Since that time the city worked closely with the consulting firm CH2M Hill to complete a facilities plan to comply with federal and state environmental regulations for water quality. This concerted effort is to bring the water quality of the Pudding River back to an acceptable level. In July 1995, the city completed its Draft Facilities Plan and forwarded it to the Department of Environmental Quality. In May, 1996 the Facilities Plan was conditionally approved by DEQ subject to certain conditions.

The construction of some collection system improvements will begin in the summer of 1997. Construction of the first phase of the advanced wastewater treatment facilities including the poplar tree plantation will begin in the summer of 1998 with completion expected in the year 2000. It is anticipated that the first phase will accommodate projected growth through 2010. As growth projections are updated the timetable for construction on the preplanned phase two of the wastewater treatment facility will become more defined. Actual need for phase two will be predicated by growth in the community and the need for more capacity at the treatment facility.

C. Solid Waste

No solid waste or hazardous waste sites exist within the Woodburn planning area. Solid waste collection is provided by United Disposal Service, Inc., under a franchise from the City. Wastes are currently disposed of at two locations.

The first is the new Ogden Martin Mass-burn Facility, where Marion County requires United Disposal Service, Inc. to take all burnable waste. The second is the Marion County Landfill site, Northwest of Woodburn's planning area. The landfill site is used for non-burnable, non-hazardous waste, unacceptable to the burn facility.

United Disposal Service, Inc. has recently obtained approval from the City, to locate a transfer station for recyclable materials.

The recycling of waste material has been encouraged by the City, the County, and the private sector, as a positive method for reducing the various costs associated with waste management.

The City of Woodburn will continue to support actions taken by the various public and/or private agencies to improve the handling and management of recyclable materials.

D. Noise

Policy L-6 of Volume I of the City's plan identifies traffic flows along Interstate 5, and Pacific Highway 99E and the Railroad, as the City's primary noise sources.

With the inclusion of the Seed and Fertilizer plant into the City's noise source inventory and the efforts by the City to improve the buffering for future development in this area, the City is remaining consistent with DEQ requirements to inventory and treat major noise sources.

E. Storm drainage

The Woodburn area is characterized by an extremely flat topography and relatively impermeable soils. However a large percentage of the land is vacant or not intensively developed. With an increase in densities and expanded developments there will also be an increase in runoff volumes.

Within the UGB there are two principal drainage ways, Mill Creek, which is subject to the most serious flooding especially upstream, and Senecal Creek, which is more sensitive to times of intense precipitation. Accompanying the main drainage ways are a number of small tributaries which characteristically begin as wide swales of very gentle slope, becoming well defined deep channels near the principal watercourses.

Drainage policies and land use controls are as follows:

1. Piping will be required but natural drainage patterns shall be preserved.

2. Floodplain and major drainage ways should remain in open space and in appropriate areas green way areas should be designated.

3. Developments will provide complete storm water management systems.

4. Developments shall be reviewed for consistency with Storm Water Management and Comprehensive Plans.

5. Where developments are proposed for higher intensity uses than are indicated on the Comprehensive Plan, adequate provisions must be made to maintain peak runoff within levels indicated on the Storm Water Management Plan.

VI. GROWTH, PAST AND PRESENT

A. GrowthTrends

Traditionally, growth has been viewed as an essential ingredient in a prosperous city. Community attitudes toward growth have typically included the following arguments. Growth stabilizes or improves the local tax situation by broadening the tax base and reducing the per capita tax burdens. Modest growth pays its own way and even through some growth may have costs which exceed the new tax revenues, the overall benefits, such as increased retail spending, counterbalance the direct cost. New development brings a broader range of goods and services to the community through secondary and tertiary as well as primary growth. Growth improves local wage levels and brings greater flexibility in job opportunities to existing resident workers, women not currently employed and young persons who might otherwise leave the community for employment possibilities. Growth brings a wider range of choice in housing types and locations. Development and expansion eventually result in improved community facilities such as fire and health services, roads, schools, etc. For the majority of the time growth per se was not perceived as a significant local problem. The City's existing facilities were often able to absorb the moderate increases of gradual growth and the community simply delayed the upgrading or expansion of an adequate facility, artificially inflating the growth as good calculation since overall costs were artificially low.

1. During the 1970's

In the late 1970's, however, there was a swing toward limiting the local rates of growth. Though many in the community still favored expansion, many turned sharply from active promotion of growth in residential development. Past patterns of local growth were improperly planned and social and economic conditions set the community on a course which eventually led to serious problems and dramatic reversal in public attitudes. Where the pursuit of growth had not been carefully plotted and where opportunities for sound land use and provisions for adequate public services had been lost, the honeymoon with growth and expansion evaporated. Beginning in the early 1970's the backlog of demands for more adequate and improved facilities in Woodburn could no longer be ignored. The catch up costs tended to be high, setting the stage for taxpayer reaction against increased cost, poor land use management and further development. To these backlogged investment and tax issues were added demands for expanded public services, the cost of specialized personnel and higher pay scales, increased administrative overhead, inflation and so forth. These items tended to edge tax loads even higher, lending credence in the public minds to the seeming connection between growth and higher costs, as for water and sewer systems; inconvenience, as congestion on

roads and highways; environmental damage, as to water supplies and recreational areas; and lower quality public service or overcrowded parks and schools, etc. Perhaps, of even more concern were problems created by the perceived loss of neighborhood and small town character.

In addition to the traditionally beneficial view toward's growth, cities in general felt helpless to control the growth as it was "inevitable". Until the early 1970's and the City of Ramapo and Petaluma's pioneering efforts toward's growth management, no American city had addressed the various constitutional needs to controlling growth. Also, in the past many communities have had an inconsistent public policy, on one hand discouraging housing in reaction to pressure from neighborhoods, especially high density types, while on the other hand encouraging industrial and commercial growth which intensified the need for the housing.

Woodburn's experience with growth was similar to many communities during the 60's and 70's. As mentioned in the outset of the Land Use Element, Woodburn traditionally was active in promoting itself as an industrial and commercial center for this section of the Valley. Many of the problems which beset other communities also beset Woodburn due to the rapid rate of growth. As was true of most communities in Oregon which experience this kind of growth, the City was ill-equipped to deal with the problems associated with it. Beginning in the early 70's several problems began occurring due to overcrowded public facilities. Also, many of the original residents began to complain of the deterioration of the quality of life they had enjoyed in Woodburn for so many years. In 1970 Woodburn had, in addition, an economic problem relating to the large number of retired persons living in the community. It had one of the lowest household incomes in the state and to resolve the problem. An industrial park was conceived and developed by a group of local businessmen. The industrial park added approximately 1,000 jobs in a period from 1974 to 1979, and helped stimulate residential and commercial growth.

Taking steps to accommodate the increased population, a new high school was built and opened for students in 1976, ending two years of double shifting in the high school and junior high. Also, two new fire stations and a new city hall were built to accommodate the growing demand for services required by the new population. Due to a combination of the old sewage treatment facility being inadequate to handle the waste treatment for a community this large, and increasingly stringent regulations from the Department of Environmental Quality (DEQ), plans were formulated in 1975 to construct a new sewage treatment facility which would accommodate the expected growth until the year 2000.

However, before the engineering was even begun on the new treatment plant, the problem of sewage treatment came to a head on December 14, 1976. On that day, the Director of DEQ wrote a letter to the Mayor and Council of Woodburn stating that they had reviewed the performance of the City's sewage treatment plant and found that the City was unable to meet consistently the effluent limits in its discharge permit. According to DEQ, "This situation appears to be a result of two separate problems. The relatively high growth rate is placing an increasing strain on your facilities with the present population (10,200 as of July 1, 1976) approaching the plant's total capacity of approximately 11,900". The other problem which was referred to in the DEQ letter was industrial

wastes from agricultural processing plants being put into the sewage treatment system in large amounts.
The Department of Environmental Quality requested that an interim program be submitted to them by February 1, 1977, which would, among other things, take into consideration the City's growth. To quote the DEQ letter, "The City cannot continue its present growth rate without new (sewage treatment) facilities. A program to minimize new house connections may be advisable, including an interim moratorium on new subdivisions". After careful evaluation of the situation, the City decided to investigate the possibility of an ordinance which would somehow allocate the limited number of building permits which were available between January of 1977 and completion of the sewage treatment plant.

Several immediate improvements were made to the procedures which local industries used which were discharging to the City's sewage treatment system. Then, an agreement was reached with DEQ that a total of 1,200 population equivalents could be added to the City before the new treatment facilities were required. A moratorium on all building was called by the Common Council in January of 1977. The City Planning Commission was charged by the Council to develop an ordinance which would allocate the population equivalents in a fair and equitable manner; one which would least disrupt the normal activities of the building industry.

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Figure 2

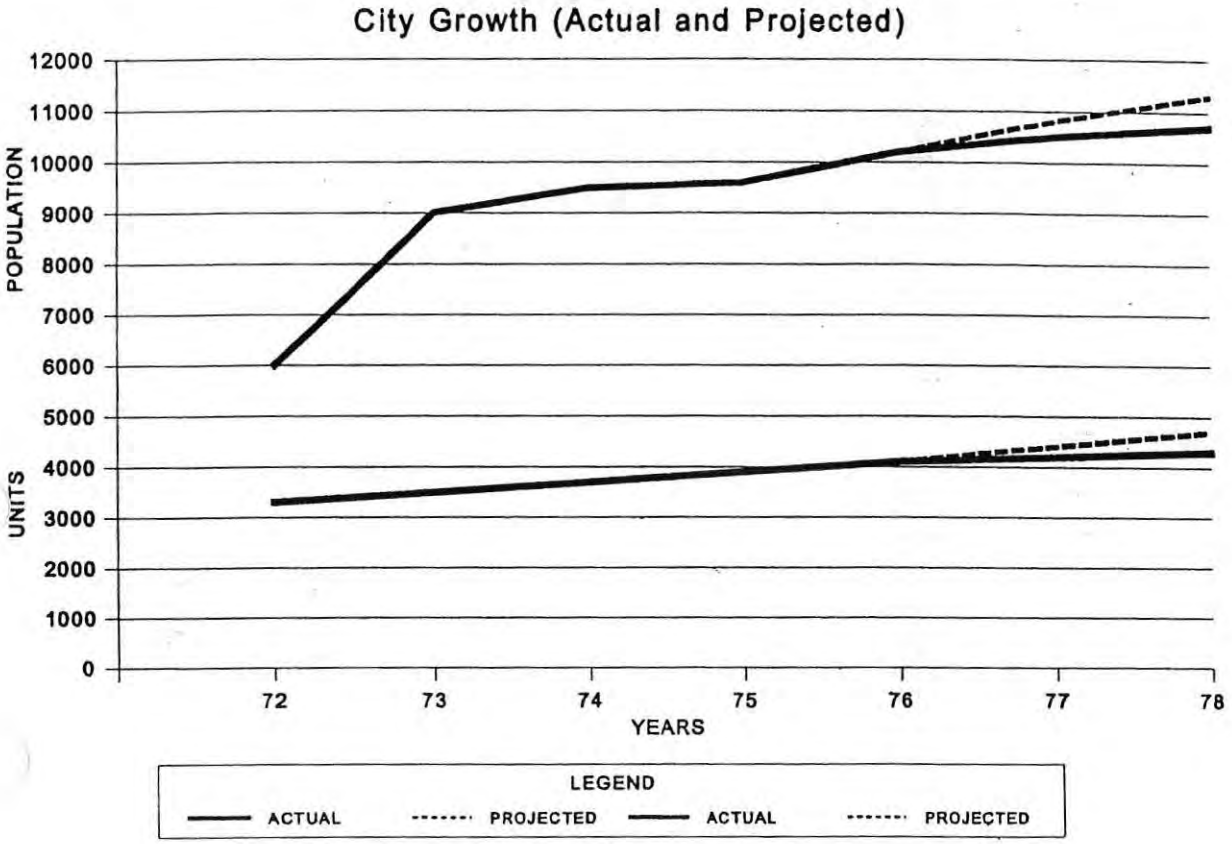

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Figure 3

1971-1978 Percent Change in Population

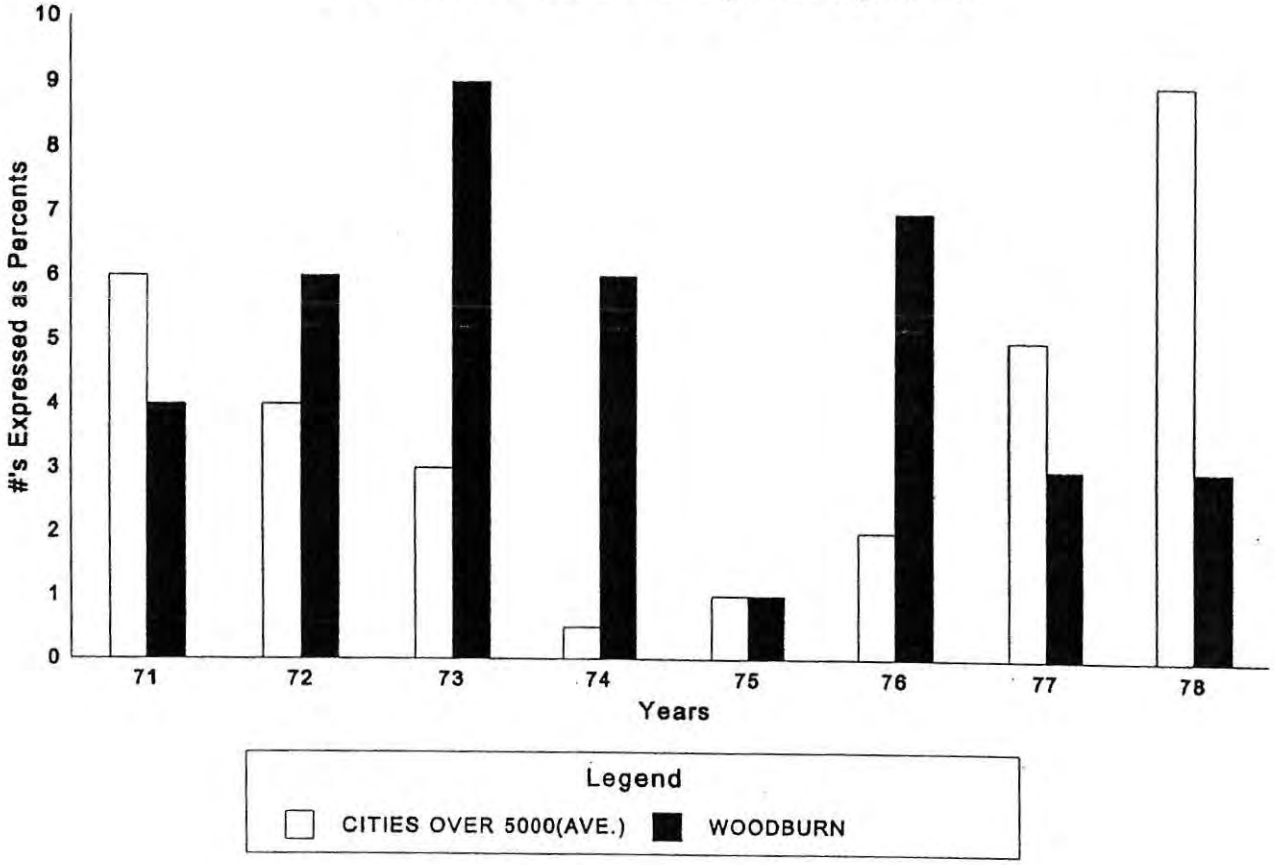

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Figure 4

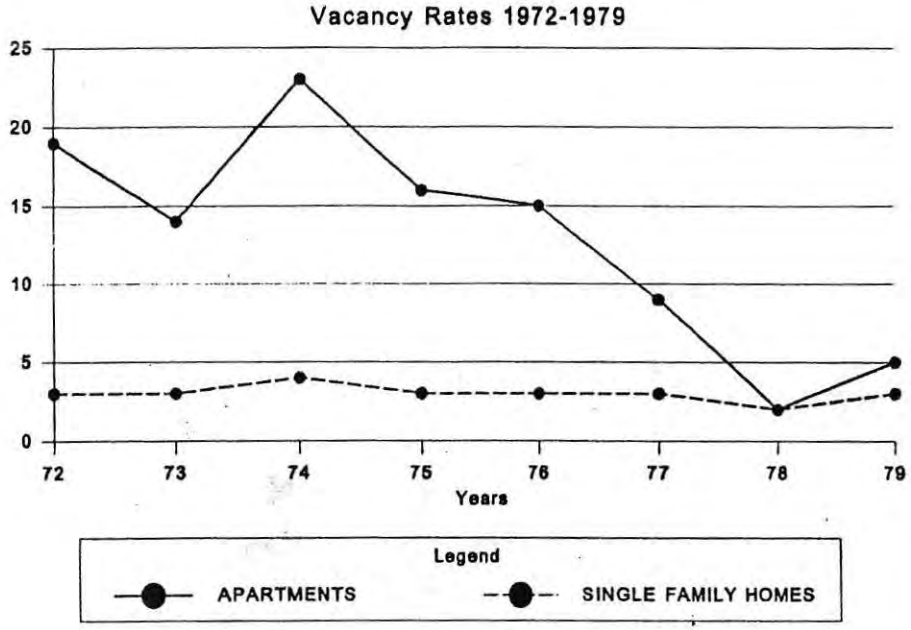

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Figure 5

Units Built 1972-1978

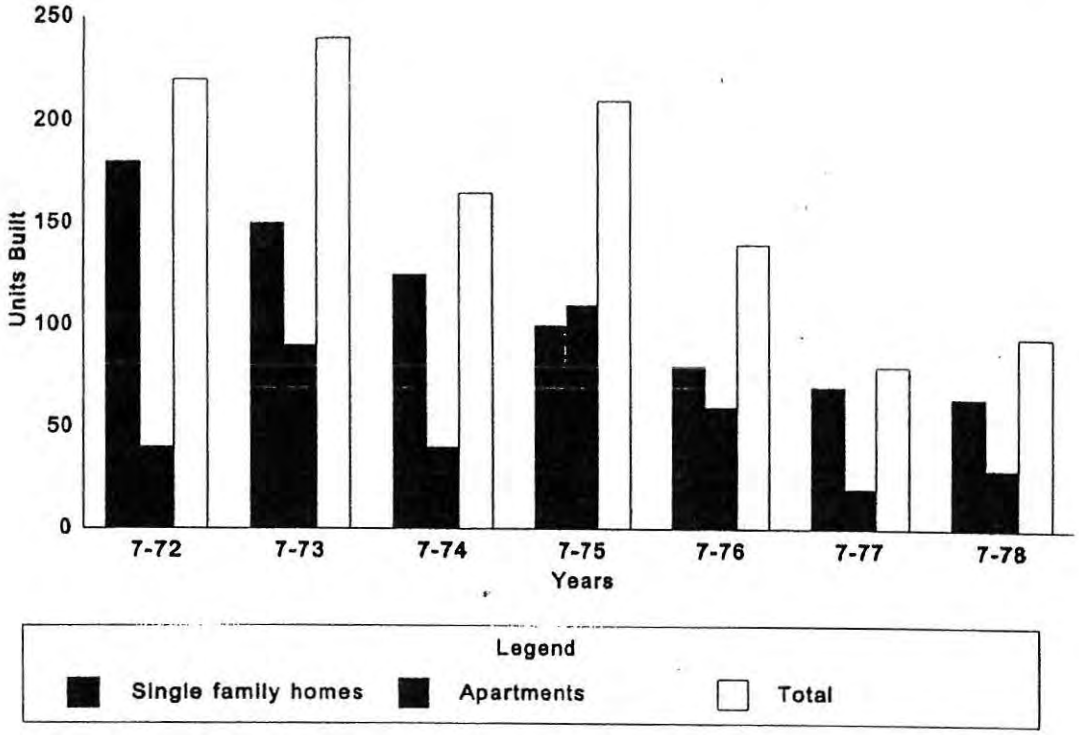

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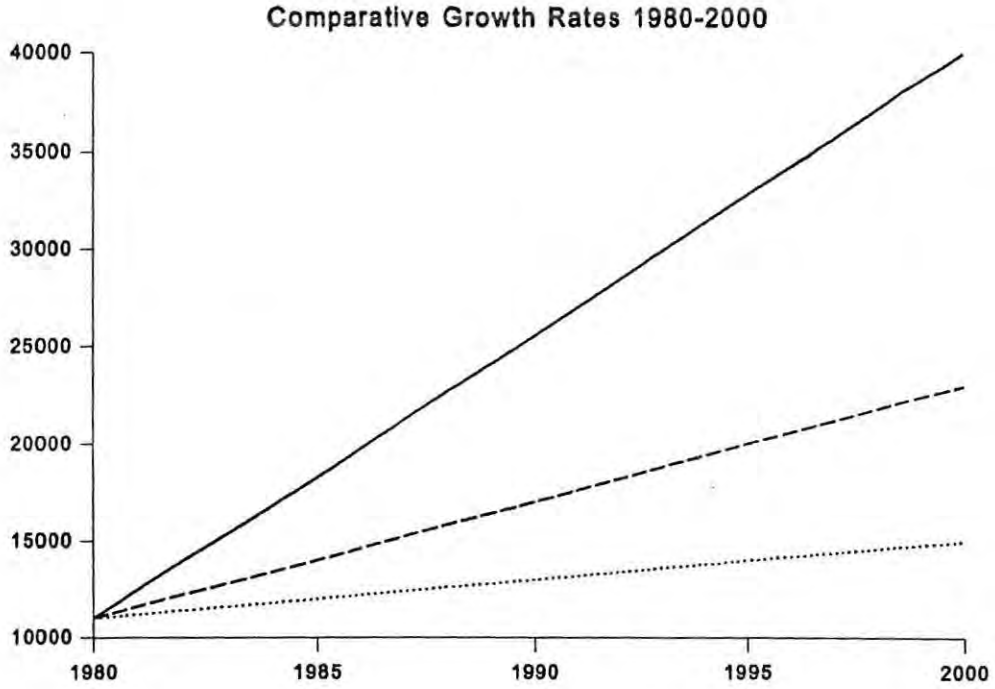
Figure 6



During the 1980's there was a state wide downturn in the economy. It affected most areas outside the Portland Metropolitan area. The places which did not see a downturn were the resort areas like Bend and Ashland. The state was losing approximately 30,000 people a year in the early to mid 80's.

Woodburn's population was 11,196 in 1980 and grew to be 13,404 in 1990. The growth rate

averaged 2% from 1980 to 1990. This represents an increase over the decade of 2,208 people. In 1970 the population was 6,750. From 1970 to 1980 the population increased by 4,446 people this represents an approximate growth rate of 7% a year. When you compare the two decades it is obvious that from 1980 to 1990 there was a serious downturn in population increase. This decrease in population increase represents the state of the economy. People were not moving into Woodburn but moving out.

The growth that was realized during the 80's was primarily in the Commercial and Industrial sectors. The placing of Manufactured homes continued to grow slowly during this time period. The building activity for new home construction was slow in the 1980's. (Refer to Building Activity Table 5 pg. 40). The early to mid 80's showed the greatest decline in new home construction. The late 80's began to show an increasing number of new home construction, which can be used to illustrate that the economy was beginning to turn around.

3. The 1990's

In the early 1990's there was tremendous growth, all sectors of the economy were thriving. The greatest increase in housing stock was in the Multi-Family residential sector. In 1990 the city saw 192 units built which was drastically more than any year in the past. The construction of new Single Family homes has continued to grow through the early 1990's. Growth in every land use sector has continued to grow through 1996. We saw a large number of development projects within the time frame from 1990 to 1996. The economy today seems to be going strong with no downturn in sight.

B. Periodic Review and the CIP

The Periodic Review Process resulted in adoption of a policy committing the City to its Capital Improvement Plan (CIP). Woodburn's City Council and Department of Public Works have developed a Capital Improvement Plan which will insure adequate public infrastructure where needed through the next twenty years. The Capital Improvement Plan (CIP) is broken down into short term projects and long term projects. Primarily, it outlines the short term projects, with detailed descriptions of the work required, the location of the projects, a time line for their completion, estimates of their cost and the breakdown of various funding resources.

The Plan projects short term projects six years into the future, with ~~an~~ a recommended annual review and update. The long range section of the Plan is designed to predict generally what major projects will be required through the next twenty years. This section is also subject to annual review and amendment. The CIP assures that the City will comply with Statewide Planning Goal 11 - Public Facilities Planning. The plan was designed to comply with the Infrastructure requirements for the city in the way of Water, Streets, Waste Water, and other services. It also attempts to take into consideration Park and Library improvements.

Table 5
New Building Activity for Calendar Years 1980 - 1994
New Construction Only

	1980		1982	
	No.	Value	No.	Value
Single Family Res.	37	$1,658,372	10	$355,296
Multi-Family	93	1,170,000	0	0
Manufactured Homes	2	1,337	8	33,900
Commercial	10	688,500	6	346,000
Industrial	N.A.	N.A.	N.A.	N.A.
Total	132	3,518,209	24	735,196

	1984		1986	
	No.	Value	No.	Value
Single Family Res.	14	$447,900	8	$289,000
Multi-Family	0	0	2	40,000
Manufactured Homes	10	214,000	13	297,100
mmercial	12	1,153,121	5	729,000
ndustrial	N.A.	N.A.	N.A.	N.A.
Total	36	1,815,021	25	1,355,100

	1988		1990	
	No.	Value	No.	Value
gle Family Res.	27	$1,028,270	12	$911,000
Multi-Family	33	416,000	192	3,120,000
Manufactured Homes	14	177,000	91	3,201,000
Commercial	10	688,500	6	346,000
Industrial	N.A.	N.A.	N.A.	N.A.
Total	97	4,985,270	155	18,691,000

	1992		1994	
	No.	Value	No.	Value
Single Family Res.	25	$2,771,192	35	$4,219,923
Multi-Family	0	0	0	0
Manufactured Homes	29	1,075,896	24	1,044,400
Commercial	30	1,623,860	22	3,151,201
Industrial	11	848,500	7	3,137,100
Total	95	6,319,448	88	11,552,624

Note: These numbers do not include alterations and additions.

C. Theory on Growth Management

To deal with the growth problems of the 1970's the City developed a general theory on growth management. As in any planning methodology, the growth projections were the foundation upon which the other elements of a management system were built. Growth projections include not only population but other factors which influence growth such as housing units, urban land requirements, school age children, etc. Based on these growth projections, a three-element growth management system was built as symbolized by the triangle shown below.

On one point of the triangle are public facility's plans. Based on the growth projections, these public facility's plans estimate the size and cost of needed public facilities to meet the anticipated growth.

The second point of the growth management system is the financial plan. Since the cost has been determined from the public facility's plan, the financial plan is a method of financing, in the most equitable fashion, the needed improvements which will have to be made to keep pace with the growth of the community. Both of these factors have been used often in the past in capital improvement programs.

The third point to the triangle represents timing controls. This can include many types of controls on the timing of growth. Many Communities have used the method of phasing growth into developing areas using a priority system based on extensions of existing key public facilities. However, because of Woodburn's homogeneous environment and small size there is little advantage in developing timing controls based on developing one area over another, and this method also limits the market for land. The City decided that the method to time growth would be an ordinance similar to the limited growth ordinance which had been adopted in the past. It was agreed by all that the growth management ordinance should only be called into effect when growth began exceeding the

levels which had been expected. The best method for doing this would be establishing "population goals" for each year. The growth management mechanism would then go into effect only when population growth exceeded those population goals. In addition, there could be a shortage of key facilities in the City which would require a slowing of growth, either city wide or in a certain area. The growth management ordinance was determined to be a much better means of dealing with this than a moratorium.

The Council then uses the growth management ordinance to bring growth back within the expected boundaries within three years time. In this manner, Woodburn will accommodate its regional share of housing but can prevent, without any great damage, the type of urban sprawl and uncontrolled growth which have destroyed many fine cities in the past.

The triangle as a symbol works well because it shows the interrelationship of the various elements of the Plan. If the growth projections change then all three elements of the Plan would also have to change, public facilities, financial and growth timing. If, however, the growth projection remains the same but there is a change in any one of the three elements of the plan, it would affect the other two elements. This method of managing growth would allow the City to be fully aware of the consequences of its decisions if the growth management plans are carried out.

There may be times in the future when the growth projections would change. For example, if there was a change in the regional growth which would require Woodburn to accept a larger population to accommodate its regional share of growth, this would affect the growth timing mechanism and more importantly, would affect the public facility's plan and the financial plan. The City would then realize what the additional cost of the unexpected increased growth in the region would be in Woodburn. The City might also find that sometime in the future a change in local goals would require a larger population to be accommodated during the planning period. The City could then raise its population projections and the effect of this population projection would be reflected in the public facility's plan and the financial plan. The City, before taking this action, should be aware of the financial implications of such actions.

The City could also find that there would be a need to change the interim goals while retaining the final population goal. For example, if a large industry desired to locate in Woodburn which would have an effect on the local housing market, the City could raise interim goals to accommodate the increased growth which the industry would bring and then phase growth down after the industry's growth is accommodated. This would not necessarily be a change in the growth projection, but a change in the growth timing mechanism. Again, the public facilities plan and financial plan would be affected but not as dramatically as if the growth projection itself had changed.

The City, therefore, sees the growth timing mechanism as an essential element to continued good planning for the City. In Woodburn's situation, located between two large growth centers, it would be almost impossible for the City to adequately plan and manage its growth without some type of mechanism to prevent the economic and social problems which are caused by rapid growth.

D. Economic Element

The overall approach of the City to its economic problems is to work to remove barriers to the free and effective operation of market forces. The City prefers to allow the private sectors to determine the rate of economic growth, the nature and type of growth, and other economic development

parameters. Public policy will be to remove constraints on the free market by making sure that properly zoned land, water, sewer services, police and fire protection and other services are made available. The City will attempt to create conditions conducive to growth and development, but the initiative for economic development will come from the private sector.

The effect of this approach will be essentially a continuation of existing conditions. The basic structure of the local economy will change slowly. Marginal improvements can be expected in the short run and this approach also avoids many of the risks associated with a more aggressive public policy. Even a well planned economic policy involving significant public commitments runs the risk of unfulfilled expectations, unsuccessful investments, financial problems for existing businesses, resource miss-allocation, and a variety of other problems. By adopting a conservative approach to its problems the City minimizes many of these risks and follows the more cautious solutions of the free market. Therefore, effective coordination between the public and the private sectors is important in successful long term planning of Woodburn's economic development.

VII. POPULATION

A. Population Characteristics

One of the most crucial items in developing a Comprehensive Plan for the City is trying to determine how much population the City will gain or lose in the planning period. In 1994 the Center for Population Research at Portland State University determined the population of Woodburn to be 15,232. Woodburn's population is starting to have the same structure as Marion County. The age class of 0-5 has a small difference of 1.2% which Woodburn has a higher percentage. This is characteristic of Woodburn because of the young families. The age group of 24-44 has a large difference in percentage of population. Woodburn is 7.1% lower in this age category than the County. Although Woodburn is much lower, it is showing a large increase since 1970, which is bringing the percentage closer to the County.

Woodburn has shown a continuous growth rate of 3%. As of 1994 Woodburn's population was 6% of Marion County. It is estimated that by the year 2010 Woodburn's population will be 7.7% of Marion County.

B. Population Projections

The population of Woodburn is projected to be 28,000 by the end of this planning period, year 2014. (see Figure 7 Population Projections pg. 49) This figure of 28,000 by the year 2014 was calculated using a 3% growth rate. The age bracket of 65+ has shown a continuous decrease in percentage. This is due to the fact that the Senior population in Woodburn is remaining constant while the population of younger people continues to grow. This situation causes the percentage of 65+ year old people in Woodburn to decrease. It is expected that Woodburn's population percentage will become more like Marion County through this planning period. It is expected that the population will continue to grow and diversify.

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Table 6
Population Enumeration 1980, 1990, 1994
for the City of Woodburn

	1980 Census			1990 Census		
Age	Males	Females	Total	Males	Females	Total
0-4	466	461	927	584	569	1153
5-9	401	392	793	531	525	1056
10-14	372	389	761	466	452	918
15-19	361	397	758	435	394	829
20-24	407	386	793	520	409	929
25-29	380	382	762	476	429	905
30-34	306	323	629	452	371	823
35-39	238	234	472	374	374	748
40-44	193	191	384	310	291	601
45-49	148	166	314	259	254	513
50-54	152	195	347	191	204	395
55-59	205	240	445	190	229	419
60-64	258	349	607	206	295	501
65-69	314	471	785	307	421	728
70-74	388	500	888	360	526	886
75 +	638	893	1531	736	1264	2000
Totals	**5,227**	**5,969**	**11,196**	**6,397**	**7,007**	**13,404**

	1994 Census			
Age	Males	Females	Unknown	Total
Unknown	104	116	860	1080
0-4	700	636	11	1347
5-9	583	587	2	1172
10-14	551	519	1	1071
15-19	486	460	0	946
20-24	572	451	3	1026
25-29	580	441	0	1021
30-34	503	447	0	950
35-39	422	391	0	813
40-44	301	343	5	649
45-49	271	269	1	541
50-54	247	247	0	494
55-59	192	233	2	427
60-64	247	361	1	609
65-69	279	375	2	656
70-74	356	503	2	861
75 +	637	931	1	1569
Totals	**7,031**	**7,310**	**891**	**15,232**

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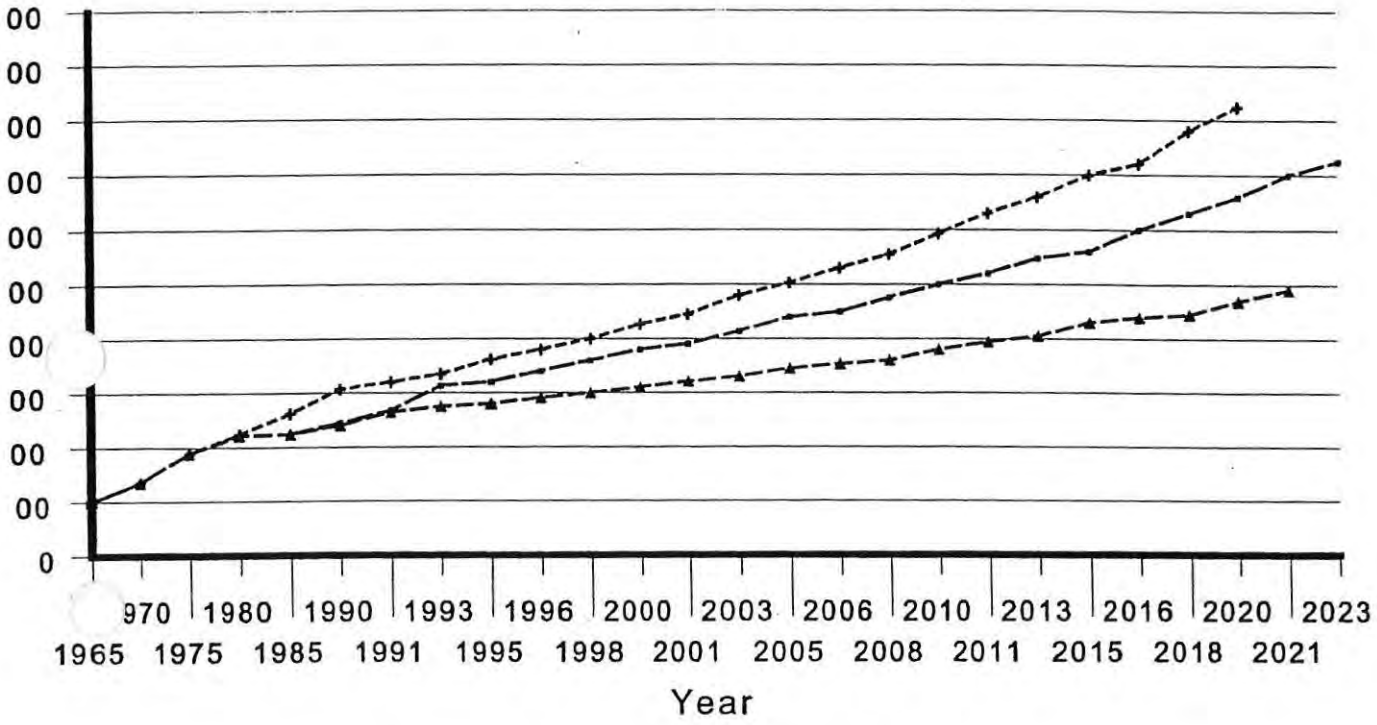
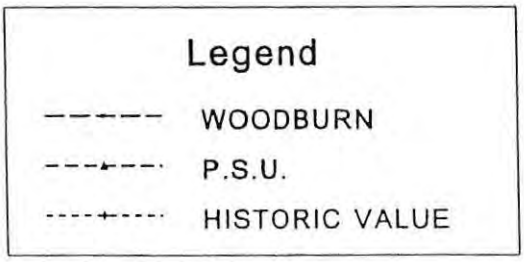
Figure 7

Population Projections to the year 2023





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VIII. LAND NEEDS FOR THE FUTURE

Goal 14 of LCDC requires that a city justify all the land that it will need for the year 2014. Basically, the issues related to establishing an urban growth boundary and the land uses within it can be summarized as follows:

How much area will the City require for urbanization by the year 2014; and

Where should the various land use be located.

Land requirements for the City of Woodburn are based on the expected population increase to 28,000 in the year 2014. Tables 8, 9, 11, and 12 give detailed breakdowns of the land available for development in the plan.

A. Residential

Existing Housing - Although the absolute number of single family homes in Woodburn has grown significantly since 1970, the percentage of single family homes has declined. Table 7 pg. 52, illustrates the steady shift in the mix of housing in the community.

The Woodburn housing market has expanded and grown rapidly since 1960. There has also been a shift to multi-family dwellings and Manufactured Homes. The median family and household incomes are below the Oregon average and, coupled with a vacancy rate of near zero, a large number of Russian and Mexican-American households, and a long waiting list for subsidized housing from people currently living within the City limits, the need for low and moderate income housing is substantial.

To accommodate the anticipated growth the City should take specific leadership in advocating growth and develop policies to encourage development and annexation. Three growth scenarios have been formulated to project new housing requirements. The first scenario would create approximately 6,000 new households, enough for a total population of 25,000.

The City should:

1. Promote and encourage a diversity of housing types and prices;
2. Encourage an orderly extension of services;
3. Expedite review processes for development proposals; and
4. Establish areas suitable for different housing types within the UGB.

Scenario two projects a total population of 20,000 and a total number of households at 8,330. The

City, in order to minimize costs and control the rate of growth, should direct growth to zones of least cost.

The final scenario would severely restrict growth to 15,000 total population and to 6,250 total households. The City in order to protect its present character should strictly limit the number of new residential units and establish and rigidly enforce standards for annexation of additional lands.

The Planning Commission recommended the final housing requirements should be based on a population of 23,000 by the year 2000. If housing demands exceed the average units per year required, a Limited Growth Ordinance would become effective immediately.

Table 7
Housing Type

Type of Use	Year	Number of Units	% of Total
	1970		
Single Family		2546	86%
Multi-Family		261	9%
Manufactured Homes		153	5%
	1980		
Single Family		3419	75%
Multi-Family		911	20%
Manufactured Homes		236	5%
	1990		
Single Family		3587	73%
Multi-Family		896	18%
Manufactured Homes		393	8%
	1994		
Single Family		3508	65%
Multi-Family		1253	23%
Manufactured Homes		671	12%

Note: The figures above are actual Census figures. The data above illustrates some highly inaccurate counts of housing stock. For instance the number of Single Family units for 1990 is higher than the 1994 units. The numbers may be inaccurate because there has been considerable development in these four years. Another problem area is in the Multi-Family category. The 1980 Multi-Family units is 15 units higher than 1990. Again this illustrates that the Census figures for housing units may be inaccurate.

Housing Need - Based on building permits issued since 1980 (Table 5 pg. 40) Manufactured home development increased its share of the City housing market. Manufactured homes made up approximately 5% of the new home permits issued in 1980. In 1990 and 1994 the percentage had grown to 8% and 12%. The City anticipates that the percentage of Manufactured homes will continue to grow during this planning period.

The City of Woodburn currently has 671 Manufactured Home dwelling units, which make up approximately 12% of the total housing. Based on recent permit activity, there has been more interest in the placement of Manufactured homes on single family subdivision lots rather than in the traditional mobile home parks.

With approximately 238 surplus acres designated for multi-family uses and approximately 757 surplus acres designated for single-family uses and with Manufactured homes allowed in either designation under certain standards, Woodburn can more than adequately provide the necessary land for projected increases in Manufactured home, multi-family, and/or single-family development as illustrated in Table 8 and 9 pg. 54.

Table 8
Potential Housing Development

Housing Type	# of Units 1994	Undeveloped Underdeveloped Acreage	Units Per Acre	Potential Additional Units
Single Family	3508	734.3	6	3524
Multi-Family	1253	245.1	12	2353

Note: The Single Family units per acre can actually have a higher density than 6 if there is a situation such as a Planned Unit Development (PUD). The Potential Additional Units column is based on the Underdeveloped and Undeveloped land within the City and UGB. There was 20% of the acreage taken out of the total acreage Undeveloped and Underdeveloped column to account for Roads. The remaining 80% was multiplied by the number of Units Per Acre column and the resulting number is the Potential Additional Units for each housing type.

Table 9
Projected Housing Need

Housing Type	# of Units 1994	% of Total	Theoretical Housing Needed for Pop of 28,000 by 2014	Surplus/ Deficit Units
Single Family	3508	74	2964	+ 560
Multi-Family	1253	26	1048	+ 1305

Note: Manufactured homes are not figured into this equation because they can be considered as Single Family and as Multi-Family. The Theoretical Housing Needed for the year 2014 at a population of 28,000 was figured out using this equation: Projected population - Current population = X Then you divide X by 2.8 which is the household size and you get a theoretical housing need. To figure out a Surplus / Deficit number you have to take the Potential Additional Units number from Table 8 and subtract the Theoretical Housing Need Number from this Table.

To maintain a stable market in land, the City included approximately 30% more land in the original UGB than required. The surplus was intended to ameliorate the effect of an urban growth boundary increasing the cost of land. This essentially would be balancing the need for housing against economic consequences of an urban growth boundary. Strong annexation policies prevent annexation of land which would not be utilized. To retain flexibility in the Comprehensive Plan and to allow for a good marketplace for land necessary for development, approximately 3096 additional acres of land was included in the UGB.

The rationale for including the additional 30% of land as a vacancy factor was that when the limits of the UGB are reached a monopoly on available land may occur which may drive up the price of land. Simply because agricultural land was included in the UGB does not mean that this land will be utilized for urban uses or even annexed and provided with services during the 20 year planning period. Strong annexation and public service policies included in the Woodburn Comprehensive Plan preclude this type of urban sprawl which has occurred in the past.

Permitted Housing - OAR 660-08-015 requires clear and objective standards, conditions and procedures regulating the development of needed housing. The Woodburn Zoning Ordinance Map delineates four residential zones, two of which are for single family development and two which are for multi-family development. The uses allowed in each zone are:

Table 10
Housing Types Allowed by Zone

Zone		SF	DUP	Multi	M.H. Sub.	M.H. Park
R1S	Senior Residential	P	NP	NP	NP	NP
RS	Res. Single Family	P	CU	NP	P	NP
RL	Limited Multi-Family	P	P	P	NP	CU
RM	Multi-Fam. Residential	P	P	P	NP	CU

Codes:
P = Permitted
NP = Not Permitted
CU - Conditional Use

Table 10 pg. 55 reveals that the residential uses allowed in each zone are clearly defined. Criteria for Conditional Uses are simple, clear, and objective. It should also be noted that the City's Planning Commission under Chapter 11 of the Zoning Ordinance reviews all site plan requests for compliance with zoning standards and conformance to the Comprehensive Plan.

No building permits for Multi-Family residential structures are issued until the site plans have been formally reviewed and approved under the provisions of Chapter 11.

As shown on Table 10 pg. 55 a duplex unit is a conditional use in an RS zone. If the duplex is located on a corner lot of 7,000 sq. ft. or more, meeting all other standards as outlined in the zoning ordinance and/or as required by the Planning Commission, a duplex can be constructed within an RS zone.

Chapter 19 of the Woodburn Zoning Ordinance clearly outlines all standards and conditions for the review and development of both mobile home parks and Manufactured Home subdivisions. In addition, Chapter 17, 20, and 21 of the Zoning Ordinance outline standards and criteria for Solar Access Recordation. Conservation and Renewable Energy Housing, and Planned Unit Developments.

Housing Programs - A circumstance, related to the seasonal influx of transient laborers to Woodburn throws an element of variability into future population projections. It is estimated that

there are as many as 1,600 additional seasonal workers residing in Woodburn throughout the growing season. These people, although very difficult to count, have a significant impact on available housing and services city wide.

Woodburn has nearly a zero percent vacancy rate for rental housing. A housing rehabilitation program is currently in operation offering low interest, deferred loans to low/moderate income homeowners in Woodburn for repair maintenance, and rehabilitation of housing within certain target areas. Areas identified as having the highest percentage of homes in need of basic repair, roofs, foundations, paint, sidewalks, etc., have been targeted for rehabilitation. At present the city is administering approximately $1,000,000 in a revolving loan fund. which has rehabilitated at least 127 homes over a three year period.

Moreover, since Woodburn's plan and zoning ordinance do not restrict or regulate government assisted housing in areas zoned and planned for residential use, the plan's provision for adequate land for all housing types ensures that adequate land is available for government assisted housing thereby satisfying the requirements of OAR 197.303.

B. Commercial Land

While residential land determination is straight forward, determining the amount of land required for commercial uses is somewhat more complicated. Although several methods are commonly used, data for most are either unavailable for proper analysis, or the method does not appear to apply to Woodburn's situation. The method for which data is available is based on land use per capita. This method depends on the accuracy of the projections for population and on the assumption that present land use per capita will not increase or decrease in the future.

According to data from Woodburn's plans compiled from 1964 to 1996, the use of commercial land per capita has remained fairly consistent. While the total increased from 61.1 acres in 1963 to 211 acres in 1988, and 252 in 1996 the acres per capita remained fairly stable as illustrated below.

	Commercial Acres
Year	**Per capita**
1963	0.018
1968	0.019
1979	0.019
1988	0.018
1996	0.016

The historical consistency would indicate that this is a reliable method for projecting needed land. Assuming that the present ratio of population to commercial land use continues, the City should expect to use approximately 448 acres of land for commercial uses in the year 2014, with a population of 28,000 considering a Commercial Acreage Per Capita Use of .016.

It should be noted that some future commercial use will be established on land which is presently in commercial use, especially on Highway 99E. Many of the present uses are inefficient and were stablished in the County or when the City was smaller. The land is now more valuable than the current use would suggest. It is also expected that increased densities of commercial uses will be possible, especially mall type developments as opposed to strip commercial. This may also assist in the redevelopment of the downtown area.

Table 11
Commercial - Industrial
Land Uses Designated in Plan

Use	Total Ac. In plan	Dev Ac. 1996	Undev Ac. 1996	Use Per Capita 1996
Commercial	483.7	252.5	231.2	.016
Industrial	569.1	363.6	205.5	.023

Note: Use Per Capita = Developed acreage divided by total population.

Table 12
Commercial - Industrial
Theoretical Land Needs to the Year 2014

Use	Theor. Urban Land Needs for 2014	Actual Available In Plan 1994	Surplus / Deficit
Comm.	448	483.7	+ 35.7
Indust.	644	569.1	- 74.9

Note: Theoretical Land needed = Projected Population * Use Per Capita. (28,000 pop by 2014 * (.023 Industrial) (.016 Commercial) Current Use Per Capita)

C. Industrial Land

The problems with projecting needed industrial land are the same as that with commercial land. However, an added problem is created by the City's ~~is~~ desire to increase the amount of industrial land in the future. The reasons are as follows:

1. The City would like to increase the amount of local jobs. Woodburn's household income is fairly low which is caused in a large part by a portion of the community being retired and low income. The City believes that by insuring that new migrants in the City will be coming to fill local jobs rather than coming to live in new retirement communities will help reverse this present demographic makeup.

2. The City is becoming an integrated, full-fledged community rather than a bedroom community for Portland or Salem. Because of this, more local jobs would have to be provided to insure that all residents can find jobs locally if they so desire.

3. The Economic Element of the Comprehensive Plan indicated that Woodburn is presently heavily reliant on the agricultural and Manufactured Home industries. However, we are seeing a transition to manufacturing and service oriented business. The City would like to diversify to include other industries which are less subject to the fluctuations of the housing and agricultural markets.

D. Downtown Development

This-section of the comprehensive Plan outlines the history, the presence, and the future of the Woodburn Downtown Design and Conservation District (DDCD). This discussion will briefly touch on some of the elements that helped shape the DDCD, how it survives today as a retail/industrial center, and what directions are seen as appropriate for future growth and prosperity.

It is important to note that for any downtown area to survive in today's commercial climate, a concerted effort must be made by City officials, property owners, and businessmen alike to put plans into action, and turn ideas into reality.

Woodburn's Downtown Design and Conservation District, once a strong, vital center for trade in agriculture and industry, has experienced a gradual and steady decline as the automobile has replaced the train as a primary means for transporting goods.

In the early 1970's, State Highway 214 was constructed to the North, leaving the Woodburn CBD without any primary highway access.

Recent efforts on the part of public and private planners to design programs to revitalize downtown have not proven entirely successful, due in part to the philosophy that, downtown should be competing with regional shopping centers as a primary retail environment.

It is the purpose of this section to propose a rational direction for growth, emphasizing the development of small scale cottage industry along with a tight cluster of neighborhood retail business.

IX. GOALS AND POLICIES

The City has established the following goals and policies as general guides for urban development. (Other elements of the Plan have more specific policies relating to the various subjects dealt with in those elements). However, in general these policies will be the guiding factors in decisions relating to land use.

LAND USE DEFINITIONS

Low Density Residential - Residential housing which is developed at less than 6 dwellings units per gross acre, where low density residential is historically considered single family detached housing, has been the predominant development form. However, in the future other forms of development will undoubtedly occur at greater densities.

Typically, low density development may be single family detached housing, single family attached housing, Manufactured Home subdivision (selling lots to Manufactured Home owners), planned unit developments, at 12 or less units per acre. Development should have a high proportion of owner occupied housing, as conventional single family subdivisions do today.

High Density Residential - Residential developments which have density greater than 12 dwelling units per gross acre but less than 25 dwelling units per gross acre are considered high density residential in this Plan. Housing types include: townhomes, garden apartments, mobile home parks (renting spaces to mobile home owners), and similar uses.

Commercial - Land uses in this category include a variety of office, retail and service uses. In general, where all goods or services are bought or sold, the land use is considered commercial.

Industrial - Land uses in this category are limited to manufacturing and warehousing activities, utilities, contracting services, and wholesaling.

Open Space and Parks - This general category includes public recreation areas, such as parks, private open spaces, private recreational facilities, Golf Courses, Floodplain, and Wetland areas.

Public Use - This includes municipal, county, state, federal buildings and lands, schools, churches and other public buildings.

A. Residential Land Development Policies

A-1. Residential areas should be designed around a neighborhood concept. Neighborhoods should be an identifiable unit bounded by arterials, non-residential uses, or natural features of the terrain. The neighborhood should provide a focus and identity within the community and should have a community facility, such as a school, park, or privately owned community facility to allow for interaction within the neighborhood.

A-2. Living Environment - Developments in residential area be constructed in such a way that they will not seriously deteriorate over time. Zoning ordinances should be strictly enforced to prevent encroachment of degrading non-residential uses. Construction standards in the State Building Code shall be vigorously enforced, and if necessary, additional standards the City determines should be imposed to insure non-degrading housing units, should be encourage by the City.

A-3. Development should promote, through the use of moderate density standards and creative design, a feeling of openness and spaciousness with sufficient landscaped area and open space to create a pleasant living environment.

A-4. Streets in residential areas should be used by residents for access to collectors and arterials. Residential streets should be designed to minimize their use for through traffic, however, whenever possible dead-end streets and cul-de-sacs should be avoided.

A-5. Residential developments should strive for creative design which will maximize the inherent values of the land being developed and encourage slow moving traffic. Each residential development should provide for landscaping and tree planting to enhance the livability and aesthetics of the neighborhood.

A-6. Non-residential uses should be prevented from locating in residential neighborhoods. Existing non-conforming uses should be phased out as soon as possible.

A-7. Home occupations and combination business and home should be allowed if the residential character is unaffected by the use. In the case of home occupations, these can be allowed through the zoning ordinances.

A-8. High traffic generating non-residential uses should not be located in such a manner as to increase traffic flows on residential streets or residential collectors.

A-9. Industrial and commercial uses which locate adjacent to residential areas should buffer their use by screening and design control, and should be controlled with

sufficient setback so as their location will not adversely affect the residential areas.

A-10. High density residential areas should be located so as to minimize the possible deleterious effects on adjacent low density residential developments. When high density and low density areas abut, density should decrease in those areas immediately adjacent to low density residential land. Whenever possible, buffering should be practices by such means as landscaping, sight-obscuring fences and hedges, and increased setbacks.

A-11. Traffic from high density residential areas should have access to collector or arterial streets without going through other residential areas.

B. Commercial Land Development Policies

B-1. The City should at all times have sufficient land to accommodate the retail needs of the City and the surrounding market area. The City presently has four major commercial areas: 99E, 1-5 Interchange, the downtown area and the 214/211/99E four corners intersection area. No new areas should be established.

B-2. Lands for high traffic generating uses (shopping centers, malls, restaurants, etc.) should be located on well improved arterials. The uses should provide the necessary traffic control devices needed to ameliorate their impact on the arterial streets.

B-3. Strip zoning should be discouraged as a most unproductive form of commercial land development. Strip zoning is characterized by the use of small parcels of less than one acre, with lot depths of less than 150 feet and parcels containing multiple driveway access points. Whenever possible, the City should encourage or require commercial developments which are designed to allow pedestrians to shop without relying on the private automobile to go from shop to shop. Therefore, acreage site lots should be encouraged to develop "mall type" developments that allow a one stop and shop opportunity. Commercial developments or commercial development patterns which require the use of the private automobile shall be discouraged.

B-4. Architectural design of commercial areas should be attractive with a spacious feeling and enough landscaping to reduce the visual impact of large expanses of asphalt parking areas.

B-5. It would be of benefit to the entire City to have Woodburn's Downtown Design and Conservation District an active, healthy commercial area. Downtown redevelopment should be emphasized and the City should encourage property

owners to form a local improvement district to help finance downtown improvements.

B-6. Commercial office and other low traffic generating commercial retail uses can be located on collectors or in close proximity to residential areas if care in architecture and site planning is exercised. The City should insure by proper regulations that any commercial uses located close to residential areas have the proper architectural and landscaping buffer zones.

B-7 The Downtown Goals and Policies are included in Section IX of the Plan and are intended as general guidelines to help the City and its residents reshape the downtown into a vital part of the community. Generally, development goals are broken into four categories, short term goals, intermediate term goals, long term goals, and continual goals. Whenever development is proposed within the CBD these goals should be reviewed and applied as necessary so as to maintain balance and uniformity over time.

C. Industrial Land Use Policies

C-1. It is the policy of the City to provide for developments that, whenever possible, will allow residents of the City of Woodburn to work in Woodburn and not have to seek employment in other areas. To accomplish this the City should encourage that there be a healthy job market within the City and enough industrial land is available for industrial growth to accommodate the residential growth expected in the City.

C-2. Industrial land should be located so as to insure that road transportation and secondarily, rail transportation is available to the industrial areas.

C-3. It is essential that industrial lands be located on areas which have good soils and are free from flooding dangers.

C-4. Industrial areas which are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.

C-5. Industries which, through their operating nature, would contribute to a deterioration of the environmental quality of air, land, or water resources of the City should be forbidden to locate within the city limits.

C-6. The industrial park concept is one which the City deems is the most desirable form of industrial development. Whenever possible the industrial park concept will be encouraged in an attractive and functional design.

C-7. Industries located in areas which are presently non-conforming shall be encouraged to find other areas to locate.

C-8. Industrial lands should be protected from encroachment by commercial or other uses which will either increase the price of industrial land or cause traffic generation which will interfere with the normal industrial practices.

C-9. The industries attracted and encouraged by the City to locate in Woodburn should generate jobs that would upgrade the skills of the local labor pool.

D. Annexation Goals and Policies

Goals

D-1 The goal is to guide the shape and geographic area of the City within the urban growth boundary so the City limits:

A. Define a compact service area for the City;
B. Reflect a cohesive land area that is all contained within the City; and
C. Provide the opportunity for growth in keeping with the City's goals and capacity to serve urban development.

D-2. The goals is to clearly establish the intent of each proposed expansion of the City; to assess the proposal's conformance with the City's plans and facility capacity and to assess its impact on the community prior to deeming an annexation application complete.

D-3. The goal is achieve greater utilization of land within the City by:

a. Incorporating all of the territory within the City limits that will be of benefit to the City into the City.

b. Providing the opportunity for the urban in-fill of vacant and under utilized property that is currently unincorporated and surrounded by the City.

c. Fostering an efficient pattern of urban development in the City, maximizing the use of existing City facilities and services, and balancing the costs of City services among all benefitted residents and development by incorporating all territory into the City limits that will be of benefit.

D-4. The goal is to use annexation as a tool to guide:

a. The direction, shape and pattern of urban development;

b. Smooth transitions in the physical identity and the development pattern of the community; and

c. The efficient use and extension of City facilities and services.

D-5. The goals is to balance residential development with public facilities and services and with other types of land use in order to allow the community to maintain its equilibrium as it assimilates growth.

Policies

D-1-1 Annexation policies are extremely important for the City. While it is important that enough land is available to allow for choice in the market place it is also essential to prevent too much land being included in the city limits as this leads to inefficient, sprawling development.

D-2-2 Prior to the approval of Site Plan, Subdivision or Planned Unit Developments for land annexed to the City west of Interstate 5, a detailed Transportation Impact Study with Oregon Department of Transportation involvement will be required.

A notification period of 45 days will be provided the Department of Transportation to respond to the before mentioned proposal prior to final City action.

The City shall insure that may necessary improvements to I-5 or State Highway 214 required by the development of such lands are provided for prior to the issuance of building permits. It is recognized that the Department of Transportation and City will work with developers in transportation issues. Further, the Department of Transportation may not be able to fund such improvements.

It is also understood by the affected parties that the proposed 100 acre Light Industrial site south of Highway 214 will be issued no more than two access permits to Highway 214. One of these will be at M.P. 36.2396 (Woodland Avenue between M.P. 36.46689).

D-3-3 The City of Woodburn shall actively manage the location, timing, type and amount of land added to the City.

D-4-4 Prior to deeming an annexation application complete, the applicant for an annexation shall participate in a mandatory pre-application meeting with city staff. The purpose of the meeting is to assess conformance with the City's goals, policies, standards and criteria regarding annexation.

D-5-5 A complete annexation petition/application shall be required to include:

a. All the territory that will be enclaved by the petition, or

b. Document the lack of consent by the enclaved property owners or by the resident electors necessary to include the enclave(s) as part of the consent annexation application.

D-6-6 Annexation applications that do not conform with the annexation criteria and standards may be considered by the Planning Commission, after a public hearing, for an exception. The Commission may grant an exception based on findings of special circumstances and of substantial conformance with the criteria and standards based on mitigating measures. The City Council may review the Commission's action.

E. Citizen Involvement Policies

E-1. It is the policy of the City of Woodburn to solicit and encourage citizen input at all phases of the land use planning process. Since the City is essentially trying to plan the community in accordance with the community's desires, it is essential that the community be consulted at all stages of the planning program to insure decisions are in accordance with the community's benefit.

F. Administration and Enforcement Policies

F-1. Land use ordinances adopted by the City shall be strictly enforced. While the Comprehensive Plan and zoning ordinances are important phases of the land use planning process, without strict enforcement of the code, what actually occurs in the City will not have a direct relationship to the plans and ordinances adopted by the Council. Therefore, strict enforcement must be practiced by the City to insure that the policies of the City are actually being implemented.

G. Housing Goals And Policies

Goal

G-1. The housing goal of the city is to insure that adequate housing for all sectors of the community is provided.

Policies

G-1-1. The City will insure that sufficient land is made available to accommodate the

growth of the City. This requires that sufficient land for both high density and low density residential developments is provided within the confines of the growth and development goals of the city. It is the policy of the City to assist and encourage property owners, whenever possible, to rehabilitate and renew the older housing in the City.

G-1-2. It is the policy of the City to encourage a variety of housing types to accommodate the demands of the local housing market.

G-1-3. To insure the new concepts in housing are not restricted unduly by ordinances, the City shall periodically review its ordinances for applicability to the current trends in the housing market.

G-1-4. To provide for the persons living in the community of a lower income, the City will accept its regional share of low income housing. This policy is not intended to provide an overabundance of low income housing which would encourage undue migration of low income persons.

H. Public Services Goals and Policies

Goal

H-1. Public facilities and services shall be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services in these areas shall be based upon (1) the time required to provide the service, (2) reliability of service, (3) financial cost, and (4) levels of service needed and desired.

Policies

H-1. Public Facilities and services shall be appropriate to support sufficient amounts of land to maintain an adequate housing market in areas undergoing development or redevelopment.

H-2. The level of key facilities that can be provided should be considered as a principal factor in planning for various densities and types of urban land uses.

I. Wastewater Goals and Policies

Goal

I-1. Develop a system that will comply with regulatory treatment requirements of the Clean Water Act for anticipated wastewater flows and reduce the amount of pollutants that are released to the environment.

Policies

I-1-1. Develop a plan to treat the city's wastewater flows that insures desired efficient quality is maintained under all flow conditions.

I-1-2. Develop a plan for a collection system that has the capacity to convey the wastewater flows generated.

I-1-3. Develop a maintenance plan that insures the wastewater treatment system maintains a high degree of reliability throughout its design lifetime.

I-1-4. Develop an active Inflow/Infiltration (I/I) program that will reduce the levels of I/I flows to the treatment facility.

I-1-5. Develop a system to monitor and regulate the flows from industrial customers whose wastewater is treated by the city.

Goal

I-2. Develop a plan that will economically provide for the treatment of wastewater generated by the city's sewer customers accounting for projected growth through the year 2020.

Policies

I-2-1. Project the wastewater treatment needs of the city through 2020 and provide the resources and infrastructure to meet those projected demands.

I-2-2. Develop a Capital Improvement Plan to meet the requirements of the Clean Water Act and any other regulatory requirements for the projected system demands.

I-2-3. Regularly update the plan to guide the city efficiently through anticipated growth to comply with any changed regulatory requirements and evaluate if existing plans are satisfactory.

I-2-4. Evaluate the feasibility of the full range of funding options for wastewater system improvements to fairly distribute costs and regularly evaluate the adequacy of established fees and charges.

I-2-5. Evaluate the potential impacts of water conservation programs that mitigate some of the increased demands associated with projected future growth.

J. Water Goals and Policies

Goal

J-1. Develop a system that will provide the water system's customers with safe drinking water that meets quality expectations in sufficient quantity to meet the demand.

Policies

J-1-1. Develop a plan to treat the city's water supply to reduce elevated levels of iron and manganese which provide undesirable aesthetic effects.

J-1-2. Develop a plan to monitor and react to changing regulatory requirements to insure that the city is able to supply water that complies with all provisions of the Safe Drinking Water Act.

J-1-3. Develop a supply and distribution system that provides for reliable fire protection.

J-1-4. Develop a Wellhead Protection Program for the city which will serve to provide the greatest practical protection for the groundwater resources that provide the city's drinking water supply.

Goal

J-2. Develop a plan that will economically provide safe, plentiful drinking water to the city's water system customers accounting for projected growth through the year 2020 in accordance with the City of Woodburn Water Master Plan.

Policies

J-2-1. Project the water needs of the system through 2020 and provide the resources and infrastructure to meet these projected demands. Monitor the status of water rights granted the city to utilize groundwater resources from the Troutdale aquifer.

J-2-2. Develop a Capital Improvement Plan to meet the water quality goals and requirements, water system distribution needs, desired water storage capacities and future water supply projections.

J-2-3. Regularly update the plan to guide the city efficiently through anticipated growth to comply with regulatory requirements, identify additional sources, determine treatment options and evaluate service quality.

J-2-4. Evaluate the feasibility of the full range of funding options for water system improvements to fairly distribute costs and regularly evaluate the adequacy of established fees and charges.

J-2-5. Evaluate and monitor alternative sources that may need to be utilized if contamination or other situations make the existing source unusable and explore opportunities for regional cooperation in water supply.

J-2-6. Evaluate potential impacts of water conservation programs to mitigate some of the increased demands associated with projected future growth.

K. Transportation Goals and Policies

Goal

K-1. Establish a framework for the development of facilities to move persons and goods in as safe, effective and efficient a manner as possible under projected year 2015

traffic conditions.

Policies

K-1-1. Develop a transportation system that interconnects residential areas with employment centers, commercial areas, schools, parks, churches and regional transportation networks.

K-1-2. Develop a street system wherein arterial streets are of sufficient width to accommodate traffic flows without interruption. Collector streets should function to conduct traffic between arterial streets, which serve to accommodate movement within neighborhoods.

K-1-3. To insure that state and federal highways with routes through the City are improved in accordance with projected traffic volumes and the elements contained within this plan.

K-1-4. Develop a public transit system which will provide service and facilities to improve the mobility and accessibility of the transportation disadvantaged.

K-1-5. The City shall encourage pedestrian safety and foster pedestrian activity, sidewalks shall be provided on all arterial, service collector, and access streets. Where possible, sidewalks should be detached from the curb, separated by a minimum 4-foot wide parkway strip.

K-1-6. The City shall encourage large businesses in Woodburn to set up carpool and vanpool matching programs, based on employees' residential location and work shift.

K-1-7. Access to a development site shall be consistent with an adopted access management plan for specific streets.

K-1-8. Highway 214 (between the west City limits and Settlemier Avenue/Boones Ferry Road) and Highway 99E between Lincoln Street and the South City limits. The 1991 Oregon Highway Plan classifies the following as Category 5 Highways:

- Public roads shall be spaced a minimum of one-quarter mile apart;
- Private driveways shall be full access spaced at least 300 feet apart (which equates to 18 driveways per mile on each side of the roadway); and
- Traffic signals shall be spaced at least one-quarter-mile apart.

K-1-9. Where possible, driveway access along Highway 214 and Highway 99E shall be consolidated to meet the driveway density guidelines outlined in the Access Management Plan. Where possible, driveway access along the following sections of Highway 214 shall be consolidated:

- I-5 / Evergreen Road;

- Evergreen Road / Oregon Way;
- Oregon Way / Broughton Way; and
- Broughton Way / Settlemier Avenue.

Where possible, driveway access along the following sections of Highway 99E shall be consolidated:

- Lincoln Street / Aztec Drive;
- Aztec Drive / Laurel Avenue;
- Laurel Avenue / Highway 214; and
- Highway 214 / End of Curb.

K-1-10. In order to bring Highway 214 and Highway 99E into compliance with the Access Management Policy guidelines, the City of Woodburn shall coordinate with ODOT to:

- Develop a parallel road system to provide local access to businesses adjacent to Highways 214 and 99E and reduce the traffic volumes on Highway 99E; and
- Install two-way left turn lanes along the sections of Highways 214 and 99E.

Goal

K-2. Develop a transportation system that avoids or reduces a reliance upon any one form of transportation.

Policies

K-2-1. Encourage the development of transit services by route expansion, increasing levels of service and appropriate street design to facilitate movement of transit vehicles.

K-2-2. Develop a bikeway and pedestrian system which will provide routes connecting residential areas to schools, parks, places of employment and commercial areas.

K-2-3. Promote optimum efficiency within the transportation system by the use of traffic management techniques including access controls on major arterials and the utilization of available transit system capacity prior to the construction of major

new transportation facilities.

K-2-4. Encourage the design and development of transportation facilities that can be readily modified to accommodate future demands.

K-2-5. The City shall encourage a reduction in parking for single-occupancy vehicle travel. Where carpool/vanpool, or shared parking is provided, minimum parking requirements may be reduced by 10%.

Goal

K-3. To provide adequate levels of mobility with a minimum of energy consumption and environmental, social, aesthetic and economic impacts.

Policies

K-3-1. Encourage the use and development of transportation modes which are the least energy consuming for the movement of people and goods.

K-3-2. Provide a level of transportation services to the urban area that are compatible with the environmental, economic and social objectives of the community.

Goal

K-4. To develop an area-wide bicycle and pedestrian plan.

Policies

K-4-1. To make implementation of the area-wide bicycle and pedestrian plan a cooperative effort between the City of Woodburn and all other governmental jurisdictions within the area.

K-4-2. To develop a comprehensive bicycle and pedestrian system including both on-street and off-street routes, which make pedestrian activity and bicycle riding feasible, safe and enjoyable as alternative modes of transportation in the area.

K-4-3. To provide bicycle and pedestrian routes that connect residential areas with the major commercial, employment, recreational and institutional network of the area.

K-4-4. To provide connections between local bicycle and pedestrian routes and other bicycle and pedestrian routes of a regional, state and national nature.

K-4-5. To finance the bicycle and pedestrian system as much as possible with non-local funds. Where local funds are required, expenditures will be carefully programmed

through the respective capital improvement programs of the various governmental jurisdictions associated with the plan.

K-4-6. To insure that all new commercial, industrial, institutional, residential and recreational developments consider the elements contained within the bicycle and pedestrian plan.

K-4-7. To establish the administrative capability necessary to implement the area wide bicycle and pedestrian plan.

Goal

K-5. Increase safety and improve security for pedestrians, bicyclists and bicycle equipment.

Policies

K-5-1. Provide bicycle and pedestrian routes along arterial and collector streets as these streets are improved, or as programmed into jurisdictional capital improvement plans.

K-5-2. Establish design standards for all new bicycle and pedestrian facilities that are consistent with state and federal design standards.

K-5-3. Establish well-signed bicycle and pedestrian routes throughout the area by installing bike route signs, curb ramps and in some cases safety striping on streets and roads designated by bicycle and pedestrian use in the plan.

K-5-4. Establish a bicycle and pedestrian safety plan by implementing an area wide educational and recreational program oriented toward teaching bicycle and pedestrian safety.

K-5-5. Amend subdivision and zoning codes to require provisions of bicycle and pedestrian facilities.

Goal

K-6. Increase the acceptability for bicycle and pedestrian use.

Policies

K-6-1. Provide bicycle and pedestrian routes within all state, regional and local parks and recreation areas by applying for grant assistance to support the development of bicycle and pedestrian systems in parks and open space areas.

K-6-2. Plan off-street routes along creeks and establish routes which lead to local and regional open space areas. Establish local loop routes which take advantage of local amenities and historical areas.

K-6-3. Construct pedestrian facilities, rest stops, exercise loops and bicycle courses in selected areas.

K-6-4. Encourage existing developments to install and construct bicycle and pedestrian facilities whenever improvements are planned.

L. Growth Goals

L-1. The City's goal is to grow to a population of approximately 26,000 by the year 2020. This growth shall be orderly and accompanied by the necessary public services. The growth should be balanced in residential, industrial, and retail sectors of the City. The growth shall not add any additional burdens on the City's taxpayers.

L-2. The goal is to assure that all expansion areas of the City are served by public facilities and services with adequate capacity.

Woodburn is a City that strives to provide a consistent level of quality public services and facilities to all parts of the City. As the City grows, new development must support and maintain the services and facilities that equal or exceed those in the remainder of the community. Consideration of proposals that are in variance with City capacity standards and facility master plans shall require findings of appropriate mitigating measures by the Public Works Department. Other public service providers such as the School District and Fire District also address capacity considerations.

L-3. The goal is to achieve and maintain City boundaries that supports the efficient delivery of public services.

The urban growth boundary of the City defines the limits of urban development and urban services. In defining the urban service are, the City limits shape the pattern of police patrols, park service areas and the neighborhood residents identify with. The Urban Growth Boundary identifies the ultimate area and shape

of the City in the foreseeable future. In order to achieve the efficient delivery of facilities and services, the City must not sprawl as it grows. Rather the City wants to take a pro-active approach and manage growth so that the benefits of a well designed community are achieved.

L-4 The goal is to limit the amount of vacant land within the City in order to enjoy the benefits of an orderly development pattern, that reduces the rate that farm land is converted to urban use and the optimum use of public service and utility capacity.

There are multiple benefits to the community from managing the amount and location of land available for residential use. Quantitative advantages include more efficient utilization of existing facilities and services that accrue because the amount of by-passed, undeveloped land is reduced. The result includes a more orderly transition in the conversion of farmland to urban uses, conserving agricultural resources in the Urban Growth Boundary to the most practical extent. Furthermore, not only is the investment in unused and underused facilities avoided, but also the operation and maintenance costs are reduced due to a more compact development pattern.

Based on principles of supply and demand, reducing the available supply of residential land slows the rate of development which makes it more manageable. With fewer properties available to develop, the value of existing development and property available to development will increase. With an estimated 16 year inventory of vacant single-family residential land within the City the immediate prospect of increased land costs does not materially detract from the potential benefits of the goal. The land resources within the Urban Growth Boundary define the land available for urbanization. It is prudent for the City to manage the conversion of this area to urban use in a step wise fashion that recognizes benefits of efficient service and facility delivery and a cohesive pattern of community development and identity.

Equally important is the sense of identity and bonding that occurs as a City grows that make a community. A City that is built up in a cohesive pattern as it grows avoids the adverse affects of sprawl and leap from development.

L-5 The goal is to achieve the optimum use of the residential land inventory. Managing the geographic expansion of the City provides an opportunity to initiate the objective of encouraging the inclusion of residential enclaves and the development of infill lots as a higher priority than land on the fringes of the City limits. Annexation provides a point to introduce this concept to the City by applying it to new territory added to the City.

Another concept is to intensify development along transit corridors due to

enhanced accessibility. Increased density may be considered along transit corridors through application of clustering density in PUD's and from more intensive zoning classifications.

Annexation provides an opportunity to introduce these concepts into the area by starting with consideration of the requirement in newly annexed areas. The application of minimum densities will be based on target densities that consider transit service, need and community scale. Target density standards will be established based on specific proposals. In so doing, the City will promote a wider range of living environments and better serve the needs of a diverse population.

L-6 The goal is to further the incremental extension of an interconnected street system.

An interconnected street system improves the efficiency of movement by providing direct linkages between origins and destinations. It also creates alternative routes. Such a system creates stronger ties among activity centers and makes the development of passed over land more attractive. It is common in most communities that streets in new development are "stubbed." This means a dead end street until the stub is potentially connected by a future phase of development. Annexations provide opportunities to emphasize the ultimate extension and completion of streets. The potential benefit is improved connectivity in the street pattern as the City develops/

L-7 It is the goal to assure the provision of major streets as shown in the Transportation Systems Plan.

The TSP lays out the arterial and collector street extensions and improvements necessary to support approximately a doubling of the population within the City. Due to limitations on the responsibility that developers must exercise regarding offsite transportation impacts, the City shall hold development accountable for major streets within and abutting the development. In addition, the policy of the City is to emphasize development outward in successive steps and phases that avoid unnecessary gaps in the development and improvement of the major streets.

L-8 The goal is to provide opportunities to fulfill community needs identified by the Council.

From time to time the site for a facility to service the community is identified at the edge the City. The City Council shall hold a public hearing on such proposals prior to accepting an annexation application to determine that such facilities are of a community wide scope and that a perimeter location is appropriate.

L-9 The goal is to reflect the City's development objectives included in the CIP.

The Capital Improvement Program (CIP) is the City's process of guiding public investment. Such invest of public funds also serve to leverage private investment that coincide with the City's priorities. In order to leverage the greatest benefit from public projects, special consideration will be considered for compatible and mutually supportive private projects.

L-10 The goal is to encourage the high standards of design and flexibility that are enabled by the PUD zone.

The Planned Unit Development (PUD) is a planning and design technique that provides greater flexibility in design than is allowed in the application of other techniques, such as the standard subdivision process. The benefits of the PUD techniques include allowing development with mixed uses, housing that is sited based on density with compensating open space, and control of architectural review and common land ownership and management. Consequently, it provides greater opportunities for creative solutions and diversity than the application of traditional ordinance requirements.

L-11 The goal is to accommodate industrial and commercial development that provides local employment but does not require special community financial incentives.

It is clear that local industrial and commercial development will provide local employment. Such local jobs provide opportunities for local residents and for employees attracted to the Woodburn area. To benefit the community, not only must the development create jobs but is must also operate within the capacity of the City's infrastructure. The City is unwilling to absorb the costs of accommodating new employment that require special financial involvement from the City.

L-12 The goal is to diversify the local economy.

Woodburn seeks to diversity the local economy so that the community will prosper and can weather swings in the business cycle, seasonal fluctuations, and other economic variables. The intent is to provide a broad spectrum of commercial and industrial enterprises. The variety of enterprises will not only provide insulation from negative business factors but a choice in employment opportunities that in turn allows for the diversification in income types.

M. Growth and Urbanization Policies

M-1. To insure the growth is orderly and efficient, the City shall phase the needed

public services in accordance with the expected rate of growth. The extensions of the existing public services should be in accordance with the master plans in this Comprehensive Plan.

M-2. To insure that the City's growth does not exceed its ability to provide public services, the City shall adopt a growth control ordinance, similar to the Limited Growth Ordinance now in effect. When and if the growth control is used, the City shall reexamine the public facilities plan and determine at that time if it is in the public interest to expand facilities to accommodate the additional growth.

M-3. The City's public facilities now being built are to be paid for by the system development charges from the anticipated growth. To insure that the City's growth does not fall short of the expected growth rate, the City would only take necessary measures to stimulate growth under extreme circumstances.

M-4. The County shall retain responsibility for regulating land use on lands within the urban growth area until such lands are annexed by the City. The urban growth area has been identified by the City as urbanizable and is considered to be available, over time, for urban development.

M-5. The City and County shall maintain a process providing for an exchange of information and recommendations relating to land use proposals in the urban growth area and other land use activities being considered within the urban growth area by the County shall be forwarded by the County to the City for comments and recommendations. The City shall respond within twenty days, unless the City requests and the County grants an extension.

M-6. Upon receipt of an annexation request or the initiation of annexation proceedings by the City, the City shall forward information regarding the request (including any proposed zone change) to the County for comments and recommendations. The County shall have twenty days to respond unless they request and the City allows additional time to submit comments before the City makes a decision on the annexation proposal.

M-7. All land use actions within the urban growth area and outside the city limits shall be consistent with the City's Comprehensive Plan and the County's land use regulations.

M-8. In order to promote consistency and coordination between the City and County, both the City and County shall review and approve amendments of the City's Comprehensive Plan which apply to the portion of the urban growth area outside the city limits. Such changes shall be considered first by the City and referred to the County prior to final adoption. If the County approves a proposed amendment

to the City's plan, the change shall be adopted by ordinance, and made a part of the County's plan.

M-9. The area outside the urban growth boundary shall be maintained in rural and resource uses consistent with the Statewide Land Use Planning Goals.

M-10. The City and County shall strive to enhance the livability of the urban growth area and to promote logical and orderly development therein in a cost effective manner. The County shall not allow urban density uses within the Urban Growth Boundary prior to annexation to the city unless agreed to in writing by the City. City sewer and water facilities shall not be extended beyond the city limits, except as may be agreed to in writing by the City and County. The City shall be responsible for preparing the public facilities plan.

M-11. Conversion of land within the boundary to urban uses shall be based on a consideration of:

a. Orderly, economic provision for public facilities and services;
b. Availability of sufficient land for the various uses to insure choices in the market place;
c. LCDC Goals;
d. Further development of vacant and under utilized residential land within the City's buildable land inventory before annexing additional territory for conversion to residential use at urban densities; and
e. Applicable provisions of the Marion County and City Comprehensive Plans.

N. Natural and Cultural Resources Goals and Policies

N-1. It is the City's goal to preserve the natural resources in the City including the unique stands of trees, the scenic areas within the City, and the floodway and floodplain.

N-2. It is the City's goal to preserve its unique and historically significant cultural and historical resources.

N-3. It is the City's goal to preserve its air, water and land resources in such a way that the clean air the citizens now enjoy will continue in the future, the good quality and sufficient quantity of water which is now obtained from underground supplies will continue, and that the land resources within the City will be used in such a manner as to insure that they will remain useful to future generations.

Policies

N-1. The City should establish a tree ordinance with measures requiring an inventory of significant tree stands, as well as a means to preserve such stands. A tree planting program to replace lost stand with comparable species should be established. Developers should be encouraged to leave standing trees in developments where it is possible rather than remove them and replant young trees.

N-2. Floodplain should be set aside for city green ways and left in a natural state as much as possible. This would prevent building in the floodplain and provide a natural green way throughout the City.

N-3. Natural and scenic areas remaining in the City should be preserved .

N-4. The City should encourage the preservation and restoration of historically significant buildings within the City. This could be done by giving assistance in seeking government funds and historic recognition. An inventory of historic buildings should be completed and analyzed for priorities.

N-5. The City shall adhere to the standards set forth by the department of Environmental Quality and the Environmental Protection Agency for air quality and emissions control. In addition, the City should adopt and enforce its own standards above and beyond DEQ's, if it is deemed necessary to protect its citizens from local polluters.

N-6. The primary noise sources within the community are generated by traffic flows on Interstate 5, Pacific Highway 99E, the Railroad, and two industrial sources: North Valley Seeds and Woodburn Fertilizer Company. Noise generated by these sources fall under the jurisdictional responsibilities of the Department of Environmental Quality. Also, any noise pollution sources associated with manufacturing or food processing in the community again are regulated by DEQ. The City shall assist DEQ in the review of development permits to assure that State noise standards are met.

N-7. The City of Woodburn shall coordinate its efforts in resolving solid waste disposal problems with Marion County.

N-8. It is the policy of the city to protect the aquifers by all available means which supply Woodburn's domestic water.

N-9. For surface water regulations, it is City policy to support the Department of Environmental Quality in enforcement of water quality standards on Mill Creek, Senecal Creek and Pudding River.

N-10. The policy for land use in the City is to use land in such a manner that the particular qualities of each area are enhanced by the development that occurs there. Land use should be maximized so that valuable lands are not wasted. At the same time, land should not be used in such a manner that irreversible damage is done which prohibits further use of the land.

N-11. Such uses as landfills, junk yards or industrial burial grounds should not be allowed within the city limits as such uses are wasteful of urban land and are not compatible with urban uses.

N-12. An application for a development involving a structure inventoried as a potential historic site shall be reviewed by the Planning Commission which shall make findings and recommendations concerning the historical status of the structure .

The Planning Commission may impose conditions on the structure to satisfy the requirements of Section 35 of the Woodburn Zoning Ordinance.

O. Energy Conservation Goals and Policies

Goal

O-1. The goal of the City is to encourage conservation of energy in all forms, and to conserve energy itself in the City's operations, buildings, and vehicular use.

Policies

O-1-1. The City shall review its subdivision and construction codes periodically to insure that the construction types which most conserve energy are encouraged in this City, but not at the expense of health and safety. The City shall encourage new construction types, within the limits of what can be permitted due to health and safety requirements, to permit further use of the solar energy which is available in the Woodburn area.

O-1-2. The City shall attempt to retrofit, when it becomes cost effective, city buildings and structures so that they may be more energy efficient.

O-1-3. In all new construction for the City energy systems which rely less on fossil fuels shall be investigated, and if cost effective at a long term, shall be utilized.

O-1-4. Encourage a minimum energy conservation standard for existing residential buildings.

O-1-5. Revise land development standards to provide solar access.

O-1-6. Encourage investments in solar energy by protecting solar access .

O-1-7. Offer developers a density bonus for development utilizing energy conservation and solar energy measures.

P. Downtown Design and Conservation District (DDCD) Goals and Policies

During 1997, City officials, downtown business and property owners, Downtown Woodburn Association and interested citizens developed vision statements describing character and future revitalization of the Downtown. These vision statements shall be recognized by the City as the overall expression of Downtown's future.

1. IMAGE OF DOWNTOWN: Downtown projects a positive image, one of progress and prosperity. Downtown improvements have been visible and well publicized. Downtown's image consists of a combination of elements – physical appearance, and a look, and feel that it is thriving, safe, and vital.

2. SAFETY: Downtown is a safe, secure place for customers, employees, and the general public. Safety and security are assured by volunteer efforts, and by physical improvements such as lighting which provides a sense of security.

3. SOCIAL: Downtown is a place where a diverse community comes together to work, shop, and play. It is a mirror of the community, the community's "living room". All persons in the community feel welcome, and a part of, their downtown.

4. BUSINESS ENVIRONMENT: Downtown is a thriving environment for a variety of businesses. The area contains a good mix of types of businesses, a good overall marketing program is in place, and businesses provide friendly, reliable customer service and convenient hours of operation. Individual businesses are clean, attractive and present a good physical appearance.

5. ATTRACTORS: downtown is the center of community life, and serves as a focus to define the community's historic and cultural heritage. A community market brings all of the City's diverse communities together every week. Downtown's architecture, the aquatic center and unique businesses serve as a regional attractor. In addition, downtown offers events and opportunities that draw people together to mingle, learn, and enjoy.

6. NEIGHBORHOOD: Downtown is a part of the City's oldest neighborhood. Businesses, government and employment uses are linked to residential neighborhoods, educational facilities, recreation opportunities and good transportation services. Throughout this central neighborhood, both renovation and new development respect the history and traditions of the

community.

7. TRANSPORTATION: Downtown is easily accessible via the local street system, public transportation, and other alternate modes of transportation. Special transportation facilities improve circulation patterns within the downtown, and provide links between downtown and key events and places.

8. PARKING: Downtown contains an ample an convenient supply of parking for customers and employees. White it is not possible to provide downtown parking at the same level as found in shopping centers, good utilization and management of the existing supply of downtown parking has been accomplished.

9. IMPLEMENTATION: Implementing the vision for downtown has involved both private and public investments. Investments are made in the management structure for downtown, and in capital improvements to improve the physical elements of downtown. Planning for these investments, and examining options to pay for them is an on-going process involving the City, Woodburn Downtown Association, property and business owners.

Short Term Goals and Policies

Goal

P-1. Rehabilitation and Fianncing of the DDCD.

Policies

P-1-1. Because of the decline in both business and industry downtown, many buildings have been abandoned and stand in a state of serious disrepair. It is important in the short term that these undesirable, unsafe structures be condemned and demolished if repair and maintenance is not practical.

Many buildings have been altered without regard to their surroundings, succumbing to short term fads, leaving the buildings quickly looking out of date and incongruent. It is recommended that a system for removing selective building elements, cleaning, maintaining, painting, and adding selective elements be Initiated by property owners with overview from the Woodburn Downtown Association (WDA).

P-1-2. Encourage a balanced financing plan to assist property owners in the repair and rehabilitation of structures. The Plan may include establishment of the following:

a. Provide on-going investments in downtown improvements.

ab. Economic Improvement District - a designated area, within which all properties are taxed at a set rate applied to the value of the property with the tax monies used in a revolving loan fund for building maintenance, and improvement.

bc. Local, State, & National Historic District - a designated district within which resources, and properties are inventoried and identified for historic preservation.

cd. Establish a "501 C-3" tax exempt organization for the purpose of qualifying for grants.

e. Analyze the feasibility of establishing an urban renewal district as a long-term funding source for Downtown improvements.

f. Adopt a capital improvement program and funding strategy for Downtown improvements. Capital improvements shall be designed and constructed to be in harmony with the concepts portrayed in the Woodburn Downtown Development Plan, 1997.

g. Update the Downtown improvement capital program at least every five years, and involve the Woodburn Downtown Association, property and business owners in the update process.

Goal

P-2. Improve Citizen Involvement in the DDCD.

Policies

P-2-1. Encourage the organization of a downtown business watch group, where property owners can assist police in eliminating undesirable, illegal behavior in the DDCD.

P-2-2. Business owners should encourage the involvement and education of their employees in downtown activities, such as the Woodburn Chamber of Commerce and the WDA

P-2-3 Encourage the City and the Woodburn Downtown Association to oversee all development and ensure general conformance with this document.

Goal

P-3. Improve Open Space Within the DDCD.

Policies

P-3-1. Introduce new plant materials to the Downtown Design and Conservation District, including:

Ground cover;
Shrubs; and
Trees.

A program to introduce new plant materials would enhance the appearance of the entire downtown. Participation on the part of both the City and the downtown merchants will be needed to see these projects through to a reasonable conclusion.

P-3-2. Design a set of uniform sign graphics for the DDCD. Using control in developing street graphics provides balance and facilitates easy, pleasant communication between people and their environment. Points of consideration would include: Area of sign, placement, symbols used, extent of illumination, colors, etc.

Intermediate Term Goals and Policies

Goal

P-4. Improve Pattern of Circulation Within the DDCD

P-4-1. Patterns of pedestrian circulation improved through the repair and/or replacement of sidewalks. A means of providing a sense of place within the downtown accomplished by replacing damaged sections of sidewalk with a decorative brick like pattern of surfacing. Pedestrian safety increased by carrying this surfacing pattern across the streets at each intersection thereby creating a different color and texture over which the automobiles travel.

P-4-2. Curb ramps should be encouraged at all intersections. Improved wheelchair facilities throughout the CBD will provide access to a more diverse cross section of the City's population.

P-4-3. Efforts should continue to evaluate the feasibility of bicycle paths linking the CBD with City schools and parks.

Goal

P-5. Improve Utilities and Landscaping Within the DDCD

Policies

P-5-1. Plans for capital improvement should include a schedule for replacement of overhead power and telephone lines with underground utilities.

P-5-2. Without an adequate system of underground irrigation within the DDCD, plans for landscaping not be as successful. It is therefore recommended that the City include in its Capital Improvement Programs plans to improve underground irrigation systems along streets and at intersections throughout the DDCD.

P-5-3. Street lighting can be both ornamental and useful in making the downtown safe and attractive. Cooperation from both private and public interests can result in a street lighting plan that both serves a utility and attracts people to shop in and enjoy the downtown.

P-5-4. Because of the costs involved in utility and landscaping improvements and the need to maintain general uniformity in designing improvements such as landscaping and street lighting, the Woodburn Downtown Association (WDA) in cooperation with the City should develop a schedule for improvement that phases development and utilizes annual donations from downtown property owners to assist in the purchase and installation costs.

Long Range and Continuous Goals

Goal

P-6. Attract Business to the DDCD

Policies

P-6-1. To succeed, the DDCD should function in three ways:

As a center for small cottage industry, where goods are produced on a small scale for sale on both a local retail and a regional wholesale level;

As a neighborhood shopping center with retail stores, restaurants, offices and services; and

As a City-wide hub with government and public buildings, arts and entertainment centers.

P-6-2. Encourage improvement of the alley between First Street and Front Street with

better pedestrian access, lighting, business access, painting, and landscaping.

Q. Neighborhood Conservation Overlay District Goals and Policies

Goal

Q-1. Preserve, to the greatest extent practical, the architectural integrity of Woodburn's "older" (1890-1940) neighborhoods.

Policies

Q-1-1. Identify residential neighborhoods that contain dwellings built between 1890-1940 which represents that period of time the DDCD was developing.

Q-1-2. Encourage those areas that are determined to be the city's older neighborhoods (1890-1940) to implement the neighborhood conservation overlay district.

Q-1-3. Seek funding sources to assist homeowners in rehabilitation efforts that implement overlay conservation districts standards.

R. RECREATION AND PARKS GOALS AND POLICIES

Goal

R-1. It is the goal of the City to provide adequate parks, recreation facilities, and open space to maintain Woodburn's livability and managed growth, and to provide social, economic and environmental benefits to individuals, families and the community.

R-2. Downtown Woodburn should remain a centerpiece of activity, culture, and commerce within the City. Library Park, Woodburn Aquatic Center, Settlemier Park, the Woodburn World's Berry Center Museum, and Locomotive Park should be used as catalysts for downtown revitalization.

Policies

R-1-1. The City will insure that sufficient land is made available for parks and open spaces by adopting the system of facility types and standards in the 1999 Parks and Recreation Comprehensive Plan including: Mini-Parks; Neighborhood/School Parks; Community Parks; Municipal Parks; Greenways, Open Space, Trails and Pathways; and Cultural Resources and/or Special Use Parks/Facilities.

R-1-2. The City will insure the most efficient and effective means of providing sufficient land for neighborhood parks by adopting a neighborhood/school park concept including joint land acquisition and development, thereby strengthening the existing partnership between the City and the Woodburn School District.

R-1-3. Where neighborhood/school parks are not feasible, it is the policy of the City to acquire neighborhood parks, when practicable, through the development review process.

R-1-4. As a supplement to the City's neighborhood parks, it is the policy of the City to encourage new subdivisions to provide mini-parks, meeting City approved standards. The city shall insure that the excessive maintenance impacts of mini-parks are avoided by requiring ownership to be retained by the developer or a homeowner association, with maintenance provided by the developer, the homeowner association, or by the City through a maintenance LID. These facilities may not be used to reduce the requirements for System Development Charge payments.

R-1-5. It is the policy of the City to manage Mill Creek, Goose Creek and Senecal Creek corridors as public greenways and pathways; multiple functions will include open space and habitat preservation, flood control, cycling and walking on all-weather pathways, nature recreation and education, and limited playground activities where there is a deficiency of neighborhood parks.

R-1-6. To provide for a continuous public greenway and pathway system, it is the policy of the City to acquire privately-owned segments along Mill Creek, Goose Creek, and Senecal Creek and other stream corridors including the west tributary from Settlemier Park to Parr Road. It is the policy of the City to seek dedication of floodplains and creek corridors for natural areas, neighborhood recreation areas, open space and transportation.

R-1-7. To insure adequate maintenance of the City's parks, recreation, and open space facilities, the City will prepare comprehensive management plans including maintenance management standards for each facility.

R-1-8. It is the policy of the City to require multi-family housing projects which exceed four (4) units to provide basic neighborhood park and playground facilities, based on development standards of the Recreation and Parks Department.

R-1-9. Because recreation participation preferences and interests vary among

employment preferences and interests vary among employment ethnic, social, and cultural groups, it is the policy of the City to exercise special sensitivity in selecting the types of recreation programs it offers, and in the design and management of parks, recreation and open

Policies

X. THE LAND USE PLAN

With the land use inventory, the need for new urban land, and the goals and policies of the City established, the development of the land use plan is the next logical step. The Plan formed the best compromise for all parties involved. This Plan was prepared based on the following items.

1. Present development patterns of the City.
2. Availability and serviceability of the areas for city services.
3. Data gathered in the other various elements of the Comprehensive Plan.
4. Prior plans and policies of the city including the current Comprehensive Plan document, and the Urban Growth Boundary Agreement.
5. The projected need for land in the various categories to support the population increase.
6. Goals and Policies of the City.
7. Periodic Review of the Plan.
8. Recent Land Use Inventories.

The Plan represents a continuation of past policies and decisions by the City, and represents the most practical arrangement of land uses while still retaining a desirable and efficient urban form.

The skeleton on which the Plan was built is the existing system of transportation routes through the City, notably I-5, State Highway 214, State Highway 211, Highway 99-E and to a lesser extent, Front Street and the Southern Pacific Railroad. On this Highway and Street Network considerable development has already taken place. The commercial areas in the city are already well established. Supporting residential areas around them are also established although there is considerable vacant land left between the residential developments. This has resulted in a sprawling type development which should be corrected in the future by encouraging In-Fill of these vacant lands.

The Plan can best be described by discussing where each of the four major land uses have been located.

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A. Industrial Lands

Location of industrial lands poses more of a problem than any other use in urban areas. They are essential for the City, and in Woodburn's case, must be expanded to accommodate future needs. In general, this type of land use requires good transportation access, served preferably, but not necessarily, by both railroad and highway. It should not be located adjacent to residential areas without some type of buffering use in between the industrial use and the residential areas; either green space or a major road or other similar buffer. There are five areas which have been established for industrial use in Woodburn. They meet all of the above criteria. They are:

1. In the southeast quadrant of the City;

2. In the northeast quadrant of the City; the Woodburn Industrial Park and surrounding development;

3. The area between North Front Street and Mill Creek, north of the Woodburn High School.

4. The southwest quadrant of the Interstate-5 interchange area.

5. The Downtown area.

Each of these areas serve a different purpose in the City's long-range industrial development plans. The majority of the development in the Southeast Industrial area is either in the city limits or closely adjacent to it. The majority of land in this Southeast area is being used for spray irrigation of industrial wastes from the food processing plant. As it has been zoned industrial in the County for some time, the City proposed, and the County agreed, that it would be best to have this area in the Urban Growth Boundary so future expansion of the food processing facility on the industrial land would be controlled and regulated by the City. This industrial area could realize additional development.

The Industrial Park area was really the beginning of Woodburn's industrial expansion in the 1970's. It has been very successful and now covers a large amount of land between the Southern Pacific Railroad and Highway 99-E north of State Highway 214. However, as of the writing of this Plan almost all of the developable land has either been sold to industries which intend to locate in Woodburn or is under development. The remaining vacant land in the Woodburn Industrial Park is committed to development. It is expected that full build-out will be realized between the years 2000-2003.

The industrial area on North Front Street north of the Woodburn High School was selected because of several reasons. First of all, it is close to State Highway 214 and therefore has good highway access. Secondly, a spur line from the Southern Pacific Railroad could be developed to serve

industries locating in this area. Thirdly, an excellent buffer exists in the Mill Creek area to buffer the industrial uses from the adjacent residential uses. It should be pointed out, however, that industrial uses should not be located in or near the floodplain and extensive screening must be employed by industrial uses.

The fourth industrial area, the southwest quadrant of the interchange was selected because it is an excellent site for industries such as electronic industries. It should be noted that not all industries desire to locate on railroads. Indeed some cannot because vibration from the railroad upsets sensitive instruments used in some industrial processes. Therefore, the industrial area along Interstate-5 provides an alternative for those industries to locate in Woodburn. It also affords excellent visibility for industries which wish to maintain good visibility and high corporate image.

The fifth Industrial area is the Downtown area. This area is the old downtown industrial center. It is the first and the original Industrial area in Woodburn. This Industrial area is located along the S.P.R.R. in Downtown Woodburn. The railroad was utilized for transportation. This sector has historical significance when considering the path Woodburn has taken. This Industrial area can realize additional development and possible redevelopment.

It should be noted that of the five industrial areas in Woodburn, only two, the North Front Street area and the Interstate-5 area are available for future large-scale industrial expansion.

B. Commercial Lands

Commercial lands also pose difficulty in deciding their proper location because of the high traffic which is generated by commercial uses and the necessity for good transportation facilities improvements. They also can impact quite severely on adjacent residential uses and this must be considered in their location, and especially in their zoning. The commercial areas of the city should be aimed to develop at higher densities instead of a sprawling type development. There are basically four major commercial areas in Woodburn, and they should serve the City for the foreseeable future.

The first commercial area which the City developed was the downtown. It is located on both sides of a railroad track and despite problems in the recent past, it has remained an essential part of the City's economy. It is in a transitional stage at present as it no longer serves as the center of retailing for Woodburn. It presently suffers from a lack of maintenance and outmodled buildings. These need to be remodeled and updated so it can provide a greater share of Woodburn's services in the future.

The second large commercial area which has developed in the City is the commercial strip along Highway 99E. The strip zoning along 99E has caused many problems in the City of Woodburn. This is because this type of development is the least efficient use of commercial land and highway frontage. While there is little which can be done with the areas which have already been developed, some of this will be redeveloping in the future, especially north of Lincoln Street. Access control policies shall be observed when street improvements occur.

The third large area of commercial development in the City is the Interstate-5 Interchange. This contains one small shopping center already and a large amount of highway related uses. In general, commercial uses on the west side of the freeway should be limited to highway related interchange type uses, while on the east side -a more general commercial nature should be encouraged. There are approximately 60 acres available for development located southwest of Evergreen Road. This land should be developed as a large integrated shopping center when Woodburn's population justifies it.

The fourth commercial area is the 214/211/99E "Four Corners" intersection. This area has become an important commercial district within the city. This "Four Corners" area serves as a more local retail service center. This commercial district could realize more development in the future. In this area development should be densified so as to not create another commercial strip development.

In addition to these four major areas there are two other minor commercial areas, both of which are set aside for office uses. One at the S-Curve near Cascade Drive and State Highway 214 and one at the northwest quadrant of the intersection of Settlemier Avenue and State Highway 214. To minimize the impact along State Highway 214 only low traffic generating uses such as offices and other service centers should be located. Retail uses are not consistent with the overall plan concept for these two areas.

C. High Density Residential Lands

High density residential lands present a conflict in two ways. First of all, as they are residential they must be protected from encroaching commercial and industrial uses or other uses which would be detrimental to any residential use. Also, because they generate more traffic per acre than low density residential uses, they must be located closer to collector and arterial streets. Most of these are located adjacent to an arterial or collector street or at the intersection of major streets. Care should be taken in developing these areas to insure that good transportation flow is accommodated and that on-site recreational uses are provided to some extent to alleviate some of the problems caused by living in high density areas.

D. Low Density Residential Lands

Low density residential areas are the most sensitive land use and must be intensively protected. In general they are not compatible with commercial and industrial uses and some type of buffering technique must be used to protect them. Also, arterials and other transportation corridors can severely affect the usefulness of low density residential areas. In general, low density residential areas have been located according to existing patterns of development and in areas which are protected from high traffic flows and commercial and industrial uses. When greenways are used as buffers between other land uses and low density residential areas it is extremely important to maintain the visual and physical separation that the greenway provides.

E. Public Use

In addition to the four major types of land uses, lands for public use are shown. These are lands which are used or intended for governmental units including lands which are currently owned by the City or School District. Future acquisition sites are not indicated, however, as this may tend to affect the price the public would have to pay. As the location of these sites depends a great deal on price and availability, the City and School District will have to make the decisions at the time the acquisition is needed as to the best location.

F. Open Space / Parks

Open space lands are indicated for three new 3-5 acre neighborhood parks. The vicinities for these parks include east of I-5, north of Parr Road and south of Hayes; another south of Cleveland, east of Union Pacific mainline/Boones Ferry, and west of Hwy. 99E; and another east of Hwy. 99E, south of Blaine and north of Hwy. 211. Additionally, the floodplain areas of the City are indicated for open space. This does not mean that the City will necessarily own these lands, however, any development scheme should leave these floodplain lands as open and undeveloped with structures.

In 1998, the City annexed the 25 acre Centennial Park site located south of Parr Road. In 1999, the City completed Phase 1 of the park's development including two soccer fields, a softball/baseball field and two playgrounds. Future phases, projected for completion in 2006, will construct three additional softball/baseball fields, picnic and concession facilities, athletic field lighting and hard court play surfaces.

The other open space uses such as floodplain areas could serve as transportation routes for pedestrian traffic, golf carts and bicycle paths. There would have to be a concerted effort by the city to acquire R.O.W. easements through private properties to establish these routes.

XI. IMPLEMENTATION OF THE PLAN

Any comprehensive plan depends on implementation to accomplish the goals and policies established in the plan. Cities have amassed a battery of ordinances to accomplish this purpose. Some ordinances have been more successful than others and in time, no doubt, new methods and techniques will be developed. Implementation should be a continual review of existing ordinances to insure that they are accomplishing the purposes for which they were originally designed. The City recognizes that over time many of the ordinances which are suggested in this plan will be amended and perhaps entirely replaced by new concepts. As long as the ordinance which is developed implements the goals and policies of the plan, a change should not be necessary. However, at a minimum, the City should have basically the following ordinances to implement the plan.

A. Zoning

The key stone of plan implementation is the long used tool of zoning. Zoning code should insure that

the location of various land uses and in some cases, the timing of those land uses, is in compliance with the Comprehensive Plan. Zoning ordinances should insure that incompatible uses do not occur, on the other hand they should remain as flexible as possible while still accomplishing the purpose of the plan. The Zoning Map need not be a reflection of the Comprehensive Plan Map. In general, it will be more specific, containing many more designations than the Comprehensive Plan Map. In addition, there will be many cases where the zoning ordinance will be more restrictive than the map. This is because there are areas which must be retained in a more restrictive zone until public facilities are developed or public need is established for a zone change to a less restrictive zone. However, in no case should the Zoning Map allow a use which is less restrictive than that called for in the Land Use Plan.

B. Subdivision and Planned Unit Development Ordinances

The second mainstay of plan implementation is subdivision codes and planned unit development ordinances. These ordinances are designed to regulate the division of large lots of land into smaller parcels, mostly for residential developments. They are the main control the City has over neighborhood developments, rights-of-way acquisition, and minimum lot sizes. The City should carefully review subdivision and PUD ordinances to insure that they are consistent with present trends of the housing market and do not require more land than is reasonably required for public use. However, conversely, the PUD and subdivision ordinances should be so designed to insure that neighborhoods are well served by streets, parks, and in some cases, school sites.

C. Growth Management

The proceeding chapter has dealt extensively with growth management. For the City to accomplish its goals it is essential that an ordinance be developed which will act as a standby to give the City a legal basis for stimulating or slowing down growth in accordance to its plans. The City's past experience with the Petaluma type ordinance which establishes a quality point system in allocating a limited number of building permits has been satisfactory, however, as this is an ever-changing field, there is no doubt that many new techniques will be developed in the future. The City should continue to investigate any alternative courses of action for growth management.
In addition to the three mainstays of implementation, there are several types of implementation which should be reviewed and implemented by the City at a future date.

D. Site Plan Review

Site Plan Review has been established for Multi-Family (3+ Units), Industrial and Commercial land uses. The objective of Site Plan Review is to ensure that the proper and adequate facilities, and infrastructure are provided. Site Plan Review is a way of creating uniformity in development, limiting conflicts in design and bringing about the overall attractiveness of the community.

E. Sign Ordinance

The City has had a sign ordinance since 1973. It has been successful in controlling proliferation of signs, mostly along main arterials. The Sign Ordinance implements both policies relating to public health, safety and welfare, basically for transportation safety as well as aesthetic goals. This type of

ordinance should be continued and a more effective and equitable means of controlling signs should be investigated. This has led to finding alternative types of signs such as monument signs. The objective of monument signs is to reduce the skyscape cluster.

F. Transportation Plan

The Transportation Plan was (Ordinance No. 1915) has been repealed and replaced with Ordinance No. 2170. It defines the goals and objectives of the transportation plan, forecasts population and traffic growth in the City, and identifies transportation improvements needed to satisfy the forecasted growth.

The plan defines:

- The functional classification of roads and streets
- Evaluates interchange alternatives
- Establishes alternative modes of transportation
- Meets the basic guidelines established in Oregon Transportation Planning Rule

G. Capital Improvement Plans

The City has adopted a Capital Improvement Plan CIP, now the objective is to continue to update it periodically. The City is striving toward its goal of orderly growth through adoption of a six year CIP which commits the City financially to the accomplishment of public facilities projects. Related to capital improvement plans for public facilities are system development charges which implement the City's goal of charging new development for the additional services that it requires. The Capital Improvements Plan can be utilized as an information tool to assist in the annual budgeting process and guide the expansion and maintenance of the city's streets, water, sewer, storm drains, etc.

The CIP can be broken down into two general categories:
Short term projects; and
Long Term Projects.

Short term projects are those planned for construction within six years. These projects indicate detailed descriptions of the location of the projects; the work required; a time line for construction and an estimate of the cost with a breakdown of various funding sources.

Long term projects are those intended to meet the needs of the City through the full twenty year planning period.

Recently revised population projections and recent land inventories have revealed hundreds of available undeveloped acres within the UGB that will require main public services line extensions in the future.

A careful study of the long term projects contained in the CIP will reveal that they are generally

projects that extend main public facility lines in strategic areas of the undeveloped Urban Growth Boundary.

All of the long term projects as outlined in the CIP have been shown to be necessary to maximize the future development potential for the entire urbanizing area.

The CIP is designed so that both short term projects and long term projects are subject to annual review. This way, the City can add, delete, and reprioritize projects as needs change.

H. Downtown Renewal

One of the main problems with land use and economy in the City has been the stagnated downtown area. In response, the City adopted a downtown development plan. The Plan includes goals and policies addressing financial assistance programs, citizen involvement, and physical improvements. The Plan has been adopted as an element of the Comprehensive Plan.

I. Citizen Involvement

The success of the Woodburn Plan is directly related to establishing a method of receiving citizen input. While complex organizations, such as are required in larger cities, are not necessary in a city the size of Woodburn, clear lines of communication should be maintained by the Boards, Commissions, Council and staff of the City to the general public.

It is essential that a two way flow of communication be maintained for proper city government to occur, especially in land use matters.

J. Housing Codes

As many of the structures in the City grow older, run down, deteriorated structures can begin to detract and blight a neighborhood. While this is not a serious problem at present, the potential exists in Woodburn for this to become a problem in the future, as approximately 800 homes will be in excess of 50 years old by the year 2000. To insure that the housing stock is kept in good shape, the City has implemented a housing rehabilitation program.

This housing rehabilitation program is currently in operation offering low interest, deferred loans to low/moderate income homeowners in Woodburn for repair maintenance, and rehabilitation of housing within certain target areas. Areas identified as having the highest percentage of homes in need of basic repair, roofs, foundations, paint, sidewalks, etc., have been targeted for rehabilitation. At present the City is administering approximately $ 1,000,000 in a revolving loan fund. As these monies are paid back to the City, they will be recycled to do additional housing rehabilitation work.

K. Flood Hazard Zone

The only identified natural hazard in Woodburn is the flood area. As this area contains the most unstable soils for development, the City requires flood hazard area regulations to insure that building does not occur. The City has already adopted a Flood Plain Management Ordinance which meets the requirements of the Federal Flood Insurance Program.

This ordinance should be monitored for its effectiveness and kept up to date.

L. Historical Site Zone

As historical sites often require special attention and special regulation, the City has adopted policies to recognize historical sites and to encourage preservation and protection. Policy L-12 of the Plan requires review of development applications for historic properties by the Planning Commission.

Any of these above ordinances would be useless if not vigorously enforced by the City. The recent addition of a codes enforcement officer to the Department of Community Development will insure that city ordinances are enforced and obeyed.

XII. REVIEW, REVISION, AND UPDATE

The planning process is continuous. There is no plan which can foresee all of the problems which the future will bring.

In most cases for decision the Planning Commission and Council will be petitioned by private citizens to change the Land Use Plan designation of a particular parcel of property. This is a quasi judicial activity and should follow the procedures set out for quasi judicial rulings. However, the Planning Commission should insure that whatever changes it makes in the Land Use Plan, they are consistent with other goals and policies established in this Plan. These changes, in general, should be justified by a solid body of evidence presented by the petitioner showing the following:

1. Compliance with the goals and policies of the Comprehensive Plan;
2. Compliance with the various elements of the Comprehensive Plan;
3. Compliance with state-wide goals and guidelines;
4. That there is a public need for the change;
5. That this land best suites that public need; and
6. That the land cannot be suitably used as it is presently designated.

XIII. APPENDIX

A. Soils Data for the Woodburn Area
B. Supplementary Discussion of the Urban Growth Boundary
C. Abstracts
D. LCDC Goal 5 Work-sheets
E. Map of Downtown Historical District
F. Map showing Urban Growth Boundary
G. Sensitive Groundwater Map

APPENDIX A
SOILS DATA FOR THE WOODBURN AREA

Prepared by: Donna McElroy
Land Resource and Conservation District

Table 1

Soil	Depth to Bedrock		
	O to 20 in.	20 to 40 in.	40 to 60+ in.
Amity Silt Loam			X
Bashaw Clay			X
Concord Silt Loam			X
Dayton Silt Loam			X
Labish Silty Clay Loam			X
Terrace Escarpments	——Variable——		
Woodburn Silt Loam			X

Source: Data derived from OR-SOIL-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 2
Soils Having a Flood Hazard
Woodburn, Oregon

Soil	Frequency	Duration	Months
Amity Silt Loam	None	—	—
Bashaw Clay	Frequent	Long	Dec.-Apr.
Concord Silt Loam	None	—	—
Dayton Silt Loam	None	—	—
Labish Silty Clay Loam	Frequent	Very Long	Dec.-Apr.
Terrace Escarpments	None	—	—
Woodburn Silt Loam	None	—	—

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon.

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Table 5
Soils with Problems of Erosion and Sediment Deposition
Woodburn, Oregon, 1979

Soil Mapping Unit	Degree of Problem
Amity Silt Loam (Am)	Slight
Bashaw Clay (Ba)	Slight *
Concord Silt Loam (Co)	Slight
Dayton Silt Loam (Da)	None to Slight
Labish Silty Clay Loam (La)	Slight *
Terrace Escarpments (Te)	Severe
Woodburn Silt Loam, 0-3% slopes (WuA)	Slight
Woodburn Silt Loam, 3-12% slopes (WuC)	Slight to Moderate
Woodburn Silt Loam, 12-20% Slopes (WuD)	Moderate

* Problem is severe under flooding conditions.

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon.

Table 6
Ratings of Soils According to the Soil Erodibility Factor
(K of USLE), Woodburn, Oregon, 1979

Soil	Erodibility Class *
Amity Silt Loam	Moderate
Bashaw Clay	Low
Concord Silt Loam	Moderate
Dayton Silt Loam	High
Labish Silty Clay Loam	Low
Terrace Escarpments	None
Woodburn Silt Loam	High

* Definitions of classes are taken from "Soil Interpretations for Oregon," p. 24.

Source: Data derived from OR-SOIL-1 forms. Definitions of classes are taken from "Soil Interpretations for Oregon," p. 24

Table 7
Soils with Steep Slopes
Woodburn, Oregon, 1979

Soil Mapping Units *	General Extent
Terrace Escarpments (Te)	Minor
Woodburn Silt Loam, 12-2096 slopes (WuD)	Minor

* Soil mapping units with slopes sufficiently steep to present management problems. Erosion problems related to agriculture are shown on Table 14.

Table 8
Soil Limitations for Dwellings Without Basements
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Severe	Wetness, low strength
Bashaw Clay (Ba)	Severe	Floods, shrink-swell, wetness
Concord Silt Loam (Co)	Severe	Shrink-swell, wetness
Dayton Silt Loam (Da)	Severe	Wet, shrink-swell, low strength
Labish Silty Clay Loam (La)	Severe	Wetness, floods, low strength
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% slopes (WuA)	Moderate	Low strength
Woodburn Silt Loam, 3-12% slopes (WuC)	Moderate	Low strength, slope
Woodburn Silt Loam, 12-20% slopes (WuD)	Moderate	Low strength, slope

Source: Data derived from OR-SOILS-I forms. Definition of terms are from "Soil Interpretations for Oregon."

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Table 9
Soil Limitations for Small Commercial Buildings
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Severe	Wetness, low strength
Bashaw Clay (Ba)	Severe	Floods, shrink-swell, wetness
Concord Silt Loam (Co)	Severe	Shrink-swell, wetness
Dayton Silt Loam (Da)	Severe	Wet, shrink-swell, low strength
Labish Silty Clay Loam (La)	Severe	Wetness, floods, low strength
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% slopes, (WuA)	Moderate	Low strength
Woodburn Silt Loam, 3-12% slopes (WuC)	Moderate to Severe	Low strength, slope
Woodburn Silt Loam, 12-20% slopes (WuD)	Severe	Slope

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 10
Ratings of runoff Potentials of Soils
Woodburn, Oregon, 1979

Soil	Ratings of Runoff Potential			
	Low (A)	Moderately Low (B)	Moderately High ©	High (D)
Amity Silt Loam			X	
Bashaw Clay				X
Concord Silt Loam				X
Dayton Silt Loam				X
Labish Silty Clay Loam				X
Terrace Escarpments			X	
Woodburn Silt Loam			X	

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon." These ratings correlate with the placement of these soils in the hydrologic soil group categories.

Table 11
Soil Suitability for Source of Sand
Woodburn, Oregon, 1979

Soil	Rating	Restrictive Features
Amity Silt Loam	Unsuitable	Excessive Fines
Bashaw Clay	Unsuitable	Excessive Fines
Concord Silt Loam	Unsuitable	Excessive Fines
Dayton silt Loam	Unsuitable	Excessive Fines
Labish Silty Clay Loam	Unsuitable	Excessive Fines
Terrace Escarpments	Unsuitable	Excessive Fines
Woodburn Silt Loam	Unsuitable	Excessive Fines

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 12
Soil Suitability for Source of Gravel
Woodburn, Oregon, 1979

Soil	Rating	Restrictive Features
Amity Silt Loam	Unsuitable	Excessive Fines
Bashaw Clay	Unsuitable	Excessive Fines
Concord Silt Loam	Unsuitable	Excessive Fines
Dayton silt Loam	Poorly Suited	Excessive Fines
Labish Silty Clay Loam	Unsuitable	Excessive Fines
Terrace Escarpments	Unsuitable	Excessive Fines
Woodburn Silt Loam	Unsuitable	Excessive Fines

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 13
Soil Limitations for Cropland Use Because of Wetness
Woodburn, Oregon, 1979

Soil Mapping Unit	Limitation of Wetness				
	None to Slight	Moderate	Severe	Very Severe	Unsuit-able
Amity Silt Loam tAm)		X			
Bashaw Clay (Ba)		X*			
Concord Silt Loam (Co)			X		
Dayton Silt Loam (Da)				X	
Labish Silty Clay Loam (La)		X*			
Terrace Escarpments (Te)					X
Woodburn Silt Loam, 0-3% slopes (WuA)		X			
Woodburn Silt Loam, 3-12% slopes (WuC)	X				
Woodburn Silt Loam, 12-20% slopes (WuD)	X				

* Wetness is caused by both poor soil drainage and flooding.

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

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Table 14
Soil Limitations for Cropland Use Because of Erosion Hazard
Woodburn, Oregon, 1979

Soil Mapping Unit	Limitation of Erosion Hazard				
	None to Slight	Moderate	Severe	Very Severe	Unsuitable
Amity Silt Loam (Am~	X				
Bashaw Clay (Ba)	X*				
Concord Silt Loam (Co)	X				
Dayton Silt Loam (Da)	X				
Labish Silty Clay Loam (La)	X*				
Terrace Escarpments (Te)					X
Woodburn Silt Loam, 0-3% slopes (WuA)	X				
Woodburn Silt Loam, 3-12% slopes (WuC)		X			
Woodburn Silt Loam, 12-20% slopes (WuD)			X		

* Wetness is caused by both poor soil drainage and flooding.

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 15
Soil Limitations for Septic Tank Absorption Fields
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Severe	Percolatesslowly,wetness
Bashaw Clay (Ba)	Severe	Floods, wet, percolates slowly
Concord Silt Loam (Co)	Severe	Percolatesslowly,wetness
Dayton Silt Loam (Da)	Severe	Percolatesslowly,wetness
Labish Silty Clay Loam (La)	Severe	Floods,percolatesslowly, wetness
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% Slopes (WuA)	Severe	Percolatesslowly,wetness
Woodburn Silt Loam, 3-12% Slopes (WuC)	Severe	Percolatesslowly,wetness
Woodburn Silt Loam, 12-20% Slopes (WuD)	Severe	Percolatesslowly,wetness, slope

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon," p. 3.1.

Table 16
Soil Limitations for Sewage Lagoons
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Severe	Wetness
Bashaw Clay (Ba)	Moderate	Floods, wet
Concord Silt Loam (Co)	Severe	Wetness
Dayton Silt Loam (Da)	Moderate	Wetness
Labish Silty Clay Loam (La)	Severe	Floods, wetness, excess humus
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% Slopes (WuA)	Severe	Wetness
Woodburn Silt Loam, 3-12% Slopes (WuC)	Severe	Wetness, slope
Woodburn Silt Loam, 12-20% Slopes (WuD)	Severe	Wetness, slope

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon," p. 3.1.

Table 17
Soil Limitations for shallow Excavations
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Severe	Wetness
Bashaw Clay (Ba)	Severe	Floods, too clayey, wetness
Concord Silt Loam (Co)	Severe	Too clayey, wetness
Dayton Silt Loam (Da)	Severe	Wet, too clayey
Labish Silty Clay Loam (La)	Severe	Wetness, too clayey, floods
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% Slopes (WuA)	Moderate	Wetness
Woodburn Silt Loam, 3-12% Slopes (WuC)	Moderate to Severe	Wetness
Woodburn Silt Loam, 12-20% Slopes (WuD)	Severe	Wetness

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon," p. 3.2.

Table 18
Suitability of Soils for Irrigation
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Good	Favorable
Bashaw Clay (Ba)	Poor	Slow intake, wet, rooting depth
Concord Silt Loam (Co)	Poor	Slow intake, wetness
Dayton Silt Loam (Da)	Poor	Slow intake, wetness
Labish Silty Clay Loam (La)	Fair	Floods, wetness percs slowly
Terrace Escarpments (Te)	Poor	Slope
Woodburn Silt Loam, 0-39~ Slopes (WuA)	Good	Favorable
Woodburn Silt Loam, 3-12% Slopes (WuC)	Good to Fair	Slope
Woodburn Silt Loam, 12-20% Slopes (WuD)	Poor	Slope

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon," p. 4.2.

Table 19
Soil Limitations for Roadfill
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam	Fair	Low strength, shrink-swell, wetness
Bashaw Clay	Poor	Shrink-swell, wetness, low strength
Concord Silt Loam	Poor	Shrink-swell, wetness
Dayton Silt Loam	Poor	Wet, low strength, shrink-swell
Labish Silty Clay Loam	Poor	Wetness, low strength, excess humus
Terrace Escarpments	Poor	Slope
Woodburn Silt Loam	Fair	Low strength

Source: Data derived from OR-SOILS-I forms. Definition of terms are from "Soil Interpretations for Oregon."

Table 22
Soil Limitations for Development of Picnic Areas
Woodburn, Oregon, 1979

Soil Mapping Unit	Rating	Restrictive Features
Amity Silt Loam (Am)	Moderate	Wetness
Bashaw Clay (Ba)	Moderate	Too clayey, Wet
Concord Silt Loam (Co)	Severe	Wetness
Dayton Silt Loam (Da)	Moderate	Wetness
Labish Silty Clay Loam (La)	Severe	Wetness
Terrace Escarpments (Te)	Severe	Slope
Woodburn Silt Loam, 0-3% Slopes (WuA)	Slight	—
Woodburn Silt Loam, 3-1296 Slopes (WuC)	Slight	—
Woodburn Silt Loam, 12-20% Slopes (WuD)	Moderate	Slope

Source: Data derived from OR-SOILS-1 forms. Definition of terms are from "Soil Interpretations for Oregon."

APPENDIX B

SUPPLEMENTARY DISCUSSION OF THE URBAN GROWTH BOUNDARY

This appendix is intended to explain in further detail the reasons the Urban Growth Boundary was placed in the position it was. The discussion will be confined to those areas between the existing city limits and the Urban Growth Boundary. It should be noted that preservation of agricultural lands was an important consideration, however, all of the lands around Woodburn are in Class 1 through 4 soils, the vast majority being Class 2 soil. Also, those soils in Class 3 and 4 are for the most part in drainage areas and therefore not available for urban development. Therefore, it is not possible to use soil types as a criteria for defining where the UGB should be (refer to pg. 95 for UGB map).

The City instead attempted to exclude lands which had a significant amount of agricultural development, such as orchards, berry fields, hop fields, etc., while making lands which were simply used for row crops or non irrigated farming a lower priority in terms of agricultural preservation. Also, the amount of land necessary for the UGB expansion was kept to a minimum. Additional discussion of the method used to determine the amount of acreage needed into he UGB can be found in Volume 1 of the plan document. The serviceability of the areas are contained in Volume 2 and are also summarized in Volume 1. This appendix intends only to explain the location of the boundary as it was chosen. The areas will be explained by discussing segments of the city limits and/or Urban Growth Boundary identified by a starting and ending point identified by letters. The discussion will proceed in a clockwise manner starting with letter "A".

The line segment from "A" to "B" follows the city limits, from "B" to "C" has been designated multi-family residential. This area was included in the Boundary because it has good access and accessibility to city services and also provides needed multi-family residential land without disrupting existing residences.

The line proceeds from "C" to "D" along the freeway and then from "D" to "E" along a property line. The small, six acre triangle formed by the freeway and line segment "D" to "E" is a storage area for recreational vehicles in the Senior Estates. They have requested that it be included in the city limits.

The line then process around the city limits to point "F". From point "F" to "G" it follows existing property boundaries to Mill Creek. The area south of this is designated for low density residential development. It was included because it contains only one filbert orchard which is reaching maturity. It is also very well suited for residential development as it is flat and fairly well serviced by roads. Sewer and water services can easily be extended and economically serve this area. The Mill Creek area also provides a buffer between it and industrial uses planned east.

The line then proceeds from "G" to "H". This line was chosen as the southern most boundary of residences located on Crosby Road, also known as Whitney Road. The land in this area is used for residential and industrial purposes; there is very little agriculture occurring.

The line then follows the city limits from "H" across the north end of the Woodburn Industrial Park down Highway 99E to point "I". Point "I" through "J" includes approximately 40 acres south of the MacLaren School area. This is included in the boundary and is mostly in ten acre parcels. There are

minor orchard uses in this area but as it is already somewhat developed in industrial and commercial uses, it was included to provide for commercial expansion of the City.

ıe line then proceeds from "J" through "K" along Cooley Road. From "K" through "L" it follows the city limits and from "L" through "M" includes an area east of Highway 99E which is essentially urban in its development patterns. This area receives some services from the City, mostly water, although there are also some sewer connections.

From "M" through "N" it again follows the city limits and then from "N" through "O" follows the property boundaries of Birds Eye to Highway 99E. This includes the area presently zoned Light Industrial plant uses for its spray irrigation of the liquid wastes associated with its processing. It also includes other parcels on Highway 99E which are presently undeveloped but which could be served by the City eventually and be developed as industrial uses.

The line then process from "O" to "P" approximately following the south boundary of the limits of gravity sewer service by the City along existing property lines. It includes some areas which have essentially urban density developments, such as Shalimar Mobile Home Park, and several commercial developments on Highway 99E. Most of the land, however, is vacant and is used for agricultural purposes.

The line from "P" through "Q" follows Boones Ferry Road at existing property lines including a small area between Southern Pacific Lines and Boones Ferry. The line then proceeds from "Q" through "R" at a point which intersects Parr Road. This line follows existing property boundaries and includes areas which may be served by the City through gravity sewer, although some pumping may be required at the far reaches of this Urban Growth Boundary area.

From "R" through "S" it follows existing property lines and includes an area which is presently flat and used exclusively for agriculture. IT includes two large owners of property which have portions of their holdings already in the city limits and which are developed. The land is well suited for urban development and can be served by the City. From "S" through "T" it follows the I-5 right-of-way and then from "T" through "A" follows property lines to encompass approximately 104 acres which the City has included for industrial use.

APPENDIX C

ABSTRACT OF THE WATER SYSTEM ELEMENT

The city is situated within the Pudding River Basin in the Willamette Valley. The City's sole water source is groundwater from the Troutdale Aquifer, a large semi-confined aquifer. The city currently has six active wells in the aquifer. The aquifer is drawn down in the summer months but recovers to approximately the same annual level after winter rains. Several stream beds run in a generally northeasterly direction but no major surface water lie within or near the UGB. The water system has approximately 4,900 service connections which include single family, multi-family, commercial, industrial, city and fire service connections.

The city has sufficient water rights to meet projected water demands through the year 2020. It is anticipated that the Troutdale aquifer will continue to be utilized as the cities sole source of drinking water. For the longer term, it is anticipated that the city may investigate the possibility of regional coordination of water supplies.

The city has identified several actions required to address identified concerns, deficiencies and potential future needs. To satisfy public requirements the city will develop treatment options to reduce elevated iron and manganese levels which have caused concern. Options will also be developed to allow the city to comply with anticipated future federal and state regulatory changes. Design standards and planning will ensure the highest level of fire protection is available. The planning effort will look to provide safe, plentiful drinking water to meet the needs of the city as it grows over the life of the plan. Regular updates of the plan will be utilized to guide the city efficiently through the anticipated growth.

A capital improvement plan to correct existing system deficiencies and provide for anticipated growth has been developed. The plan has an estimated cost of $20.6 million in 1996 dollars. The city has an ongoing program of system repair, upgrade and preventative maintenance which is accomplished by system staff.

ABSTRACT OF THE WASTEWATER SYSTEM ELEMENT

In November 1993, the City of Woodburn was notified by the U.S. Environmental Protection Agency (EPA) and the Oregon Department of Environmental Quality (DEQ) to develop a plan to meet the more stringent Publicly Owned Treatment Works (POTW) effluent limits developed for the Pudding River. The volume of water in the Pudding River, during the summer months (July and August), is so low the river cannot dilute the treatment plant effluent sufficiently. Low flows result in oxygen levels, needed by certain aquatic life, to be below acceptable limits. The inability to maintain sufficient oxygen levels is the main reason the Pudding River has been classified as a water-quality-limited stream. Total maximum daily loads were established for the Pudding River and waste load allocations set for the Woodburn POTW.

The City has prepared a facilities plan for its wastewater treatment system. A facilities plan defines steps the City should take to meet its future needs for wastewater treatment. The plan results from a process that looks at many possibilities, considers the advantages and disadvantages of each, and identifies the system that can most benefit the community. Once the plan is adopted by the City, it will guide operations and improvements to the City's treatment system through the year 2020.

Improvements to the City's POTW system are needed to meet new water quality regulations established by EPA and DEQ. These regulations designate wastewater treatment and discharge standards that must be met to protect the Pudding River and other bodies of water that receive treated wastewater. The City's current POTW system is not able to meet these stringent new standards, because the POTW treatment facility is not designed for ammonia removal.

In addition to providing upgrade guidelines for the existing system, to meet regulatory requirements, the facilities plan will provide for increasing the system's capacity to accommodate planned residential, commercial and industrial growth. Preparing now for both of these purposes is an efficient and cost effective planning approach. Additional efficiency is built into the plan by providing for phased construction of the improvements. The plan will enable the City to look ahead to long-term needs through the year 2020, while implementing the improvements only as they are needed.

The wastewater treatment facilities will be required to meet a seasonal average effluent standard of 10 milligrams per liter (mg/L) of biochemical oxygen demand (BOD) and 10 mg/L of total suspended solids (TSS) at a design average dry weather flow of 5.0 million gallons per day (mgd) while providing ammonia removal

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to 0.5 mg/L. The POTW will utilize effluent reuse, which has a turbidity limit of 2 NTU's. The estimated cost of these facilities is divided into two phases. Phase 1 estimated costs (in 1998 dollars) are $38.3 million; Phase 2 estimated costs (in 1998 dollars) are $11.9 million.

The planning period is 1995 to 2020. The study area encompassed the area within the present urban growth boundary (UGB) of the City of Woodburn and areas where expansion of the UGB can reasonably be expected to have the potential for occurrence by the year 2020. Areas outside the UGB were also included in the study for public health reasons. The city already serves one significant user, the MacLaren School, which is located outside the UGB. The potential exists that other uses, such as trailer parks, outside the UGB could be served in the interest of public health. Expansion of the UGB to serve unsewered areas requires approval of the Department of Land Conservation and Development.

The wastewater collection system conveys wastewater from residential, commercial and industrial facilities to the POTW treatment facility. The hydraulic design capacity of the treatment plant is 3.14 mgd average dry weather flow, and 8.4 mgd peak hourly flow. The plant, however, has treated higher flows. The average total biochemical oxygen demand (BOD5) capacity is 3,350 lb/day BOD5. Currently, the plant has an average daily dry weather flow of 2.10 mgd, with average for the peak month being 2.9 mgd, and a wet weather peak hourly flow of 11.2 mgd. The plant average daily load of BOD5 is 3,562 lb/day and a maximum daily load of 10,575 lb/day.

The City of Woodburn utilized the following population equivalent projections to the year 2020.

- 3.4 percent growth for the summer residential population equivalent
- 3.4 percent growth for the summer commercial population equivalent
- 0.5 to 1.0 percent growth for the permitted industrial population equivalent

Treatment alternatives were evaluated for cost and noncost factors such as flexibility and operational ease. The recommended plan configuration includes:

- New headworks
- Maintaining the existing primary treatment facilities
- Activated sludge with selector technology for secondary treatment and biological ammonia removal.
- Filtration
- Ultraviolet light disinfection for Pudding River discharge and sodium hypochlorite for irrigation dosing
- Ten months Pudding River discharge with two months of effluent reuse on poplar trees

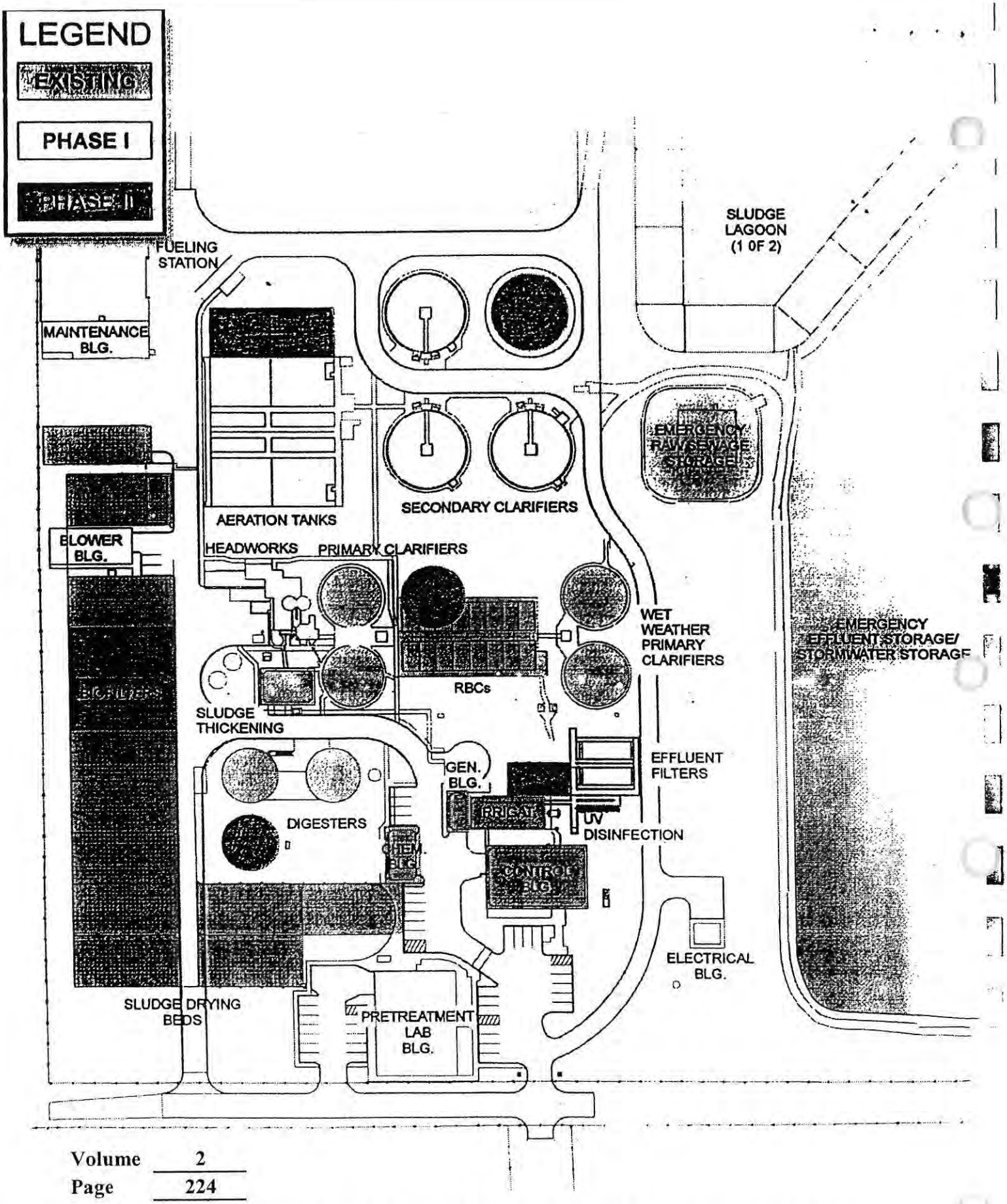
A diagram showing the proposed physical layout of the new treatment facility is attached.

In addition to analyzing the treatment components available to meet water quality objectives, "Big Picture" alternatives were evaluated that considered treatment plant siting issues, wetland tertiary treatment, Willamette River disposal, crop irrigation, treating industrial loads separately, and Side Stream Elevated Pool Aeration. The consensus was to recommend upgrading and expanding at the existing site and recommended plant configuration.

Digested sludge (biosolids) is currently applied to agricultural land as a soil amendment. New sludge regulations require an increase in the digestion capacity and sludge storage capacity at the plant. Biosolid alternatives were evaluated for cost and non-cost factors. The recommended alternative is for land application of liquid digested biosolids on the same site where reclaimed water is used to irrigate poplar trees. Storage lagoons will be provided to store solids during wet winter months when land application cannot occur.

The plant improvements will be made within the existing plant site, so no adverse environmental impacts are expected. Additional environmental assessments will be needed after identifying off site beneficial reuse irrigation areas. The following schedule is anticipated, based on the schedule dictated by the SFO:

- Facilities plan approval — July 1996
- Design complete — January 1998
- Construction complete — September 2000



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WOODBURN WASTEWATER TREATMENT PLANT
FUTURE SITE PLAN

ABSTRACT OF THE STORM DRAINAGE ELEMENT

The Woodburn area is characterized by an extremely flat topography and relatively impermeable soils. However a large percentage of the land is vacant or not intensively developed. With an increase in densities and expanded developments there will also be an increase in runoff volumes.

Within the UGB there are two principal drainageways, Mill Creek, which is subject to the most serious flooding especially upstream, and Senecal Creek, which is more sensitive to times of intense precipitation. Accompanying the main drainageways are a number of small tributaries which characteristically begin as wide swales of very gently slope, becoming well defined deep channels near the principal watercourses.

Drainage policies and land use controls are as follows:

1. Piping will be required but natural drainage patterns shall be preserved.

2. Floodplain and major drainageways should remain in open space and in appropriate areas greenway areas should be designated.

3. Developments will provide complete storm water management systems.

4. Developments shall be reviewed for consistency with Storm Water Management and Comprehensive Plans.

5. Where developments are proposed for higher intensity uses than are indicated on the Comprehensive Plan, adequate provisions must be made to maintain peak runoff within levels indicated on the Storm Water Management Plan.

ABSTRACT OF THE TRANSPORTATION ELEMENT

Future transportation needs in Woodburn are directly related to growth. Projections of population and dwellings units have been prepared for the year 2000. These projections indicate the total dwellings units are expected to increase from 4,143 in 1977 to 9,775 in 2000, a 135 percent increase.

Assuming no new roadways are constructed, volumes are expected to increase to near 20,000 daily vehicles on Highway 214 between Settlemier and Interstate I-5 and more than 20,000 daily vehicles West of Settlemier. Another high volume street segment is the portion of Settlemier just South of Highway 214, with 13,000 daily vehicles, on a two lane street.

To accommodate the projected 2000 volumes:

1. 99E from Lincoln to 500 feet North of OR 214 should be widened to four lanes; and
2. OR 214 from Interstate I-5 to Park street should be widened to four lanes;
3. The East Young Street approach to the 99E intersection should be widened to include separate lanes (12 feet) for right, left and through vehicles.

In conjunction with street and road improvements the City should:

1. Control driveway access along arterials and collector streets to minimize the problems of vehicles entering and exiting the traffic flow.
2. Setbacks should be ample for building and parking and future street expansion.
3. There should be adequate vision clearance at intersections to allow for proper and safe movement of vehicles.
4. Construction should be prohibited except for temporary structures on future rights-of-way.
5. The City should establish standards on traffic flows for arterials and collectors based on their capacity to carry those traffic flows.
6. The City should establish a pedestrian and bicycle network within the City.

Also, changes at times will occur because of the following:

1. A mistake was made in drafting of the Plan; and
2. Conditions have changes which would justify a redesignation of a particular parcel.

Commissions and Councils of the future should realize, however, the changes which are made without sufficient justification can undermine the entire comprehensive planning process.

Biennial Review

Every two years from the adoption of the Plan, the City Planning Commission shall, in conjunction with a citizen involvement program, review the Plan, its applicability, its successes and failures, and make a comprehensive report to the council, along with suggested changes, if any are required. This will insure that the Plan will be kept up to date.

Additionally, opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.

Update

Eventually, the plan will become outmoded and outdated as conditions change. When the City finds that revision is no longer practical or feasible, and the Plan must be rewritten, the appropriate steps shall be taken and a new plan developed.

ABSTRACT OF THE HOUSING ELEMENT

The Woodburn housing market has expanded and grown rapidly since 1960. There has also been a shift to multi-family dwellings and mobile homes. The median family and household incomes are below the Oregon average and, coupled with a vacancy rate of near zero, a large number of Russian and Mexican-American households, and a long waiting list for subsidized housing from people currently living within the City limits, the need for low and moderate income housing is substantial.

To accommodate the anticipated growth the City should take specific leadership in advocating growth and develop policies to encourage development and annexation. Three growth scenarios have been formulated to project new housing requirements. The first scenario would create approximately 6,000 new households, enough for a total population of 25,000.

The City should:

1. Promote and encourage a diversity of housing types and prices;

2. Encourage an orderly extension of services;

3. Expedite review processes for development proposals; and

4. Establish areas suitable for different housing types within the UGB.

Scenario two projects a total population of 20,000 and a total number of households at 8,330. The City, in order to minimize costs and control the rate of growth, should direct growth to zones of least cost.

The final scenario would severely restrict growth to 15,000 total population and to 6,250 total households. The City in order to protect its present character should strictly limit the number of new residential units and establish and rigidly enforce standards for annexation of additional lands.

The Planning Commission recommended the final housing requirements should be based on a population of 23,000 by the year 2000. If housing demands exceed the average units per year required, a Limited Growth Ordinance would become effective immediately.

ABSTRACT OF THE ECONOMIC ELEMENT

The overall approach of the City to its economic problems is to work to remove barriers to the free and effective operation of market forces. The City prefers to allow the private sectors to determine the rate of economic growth, the nature and type of growth, and other economic development parameters. Public policy will be to remove constraints on the free market by making sure that property zoned land, water, sewer services, police and fire protection and other services are made available. The City will attempt to create conditions conducive to growth and development, but the initiative for economic development will come from the private sector.

The effect of this approach will be essentially a continuation of existing conditions. The basic structure of the local economy will change slowly. Marginal improvements can be expected in the short run and this approach also avoids many of the risks associated with a more aggressive public policy. Even a well planned economic policy involving significant public commitments runs the risk of unfulfilled expectations, unsuccessful investments, financial problems for existing businesses, resource misallocation, and a variety of other problems. By adopting a conservative approach to its problems the City minimizes many of these risks and follows the more cautious solutions of the free market. Therefore, effective coordination between the public and the private sectors is important in successful long term planning of Woodburn's economic development.

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APPENDIX D
LCDC GOAL 5 WORK-SHEETS

Type of Resource: Significant Historical Structure

Description: The Old Settlemier House
335 Settlemier Avenue

1. Inventory Requirement

1-A: Available information indicates resource site not important:
YES or NO

If YES, designate site 1-A; action required: none.

If NO, proceed.

1-B: Available information is insufficient to determine importance of resource site:
YES or NO

If YES, designate 1-B; action required: adopt policy to follow Goal 5 rule requirements when information becomes available.

If NO, proceed.

1-C: Available information is adequate to indicate that the resource site is significant:
YES or NO.

If YES, designate site 1-C; action required: Inventory

Location
Quality: Good
Quantity

Proceed to 2

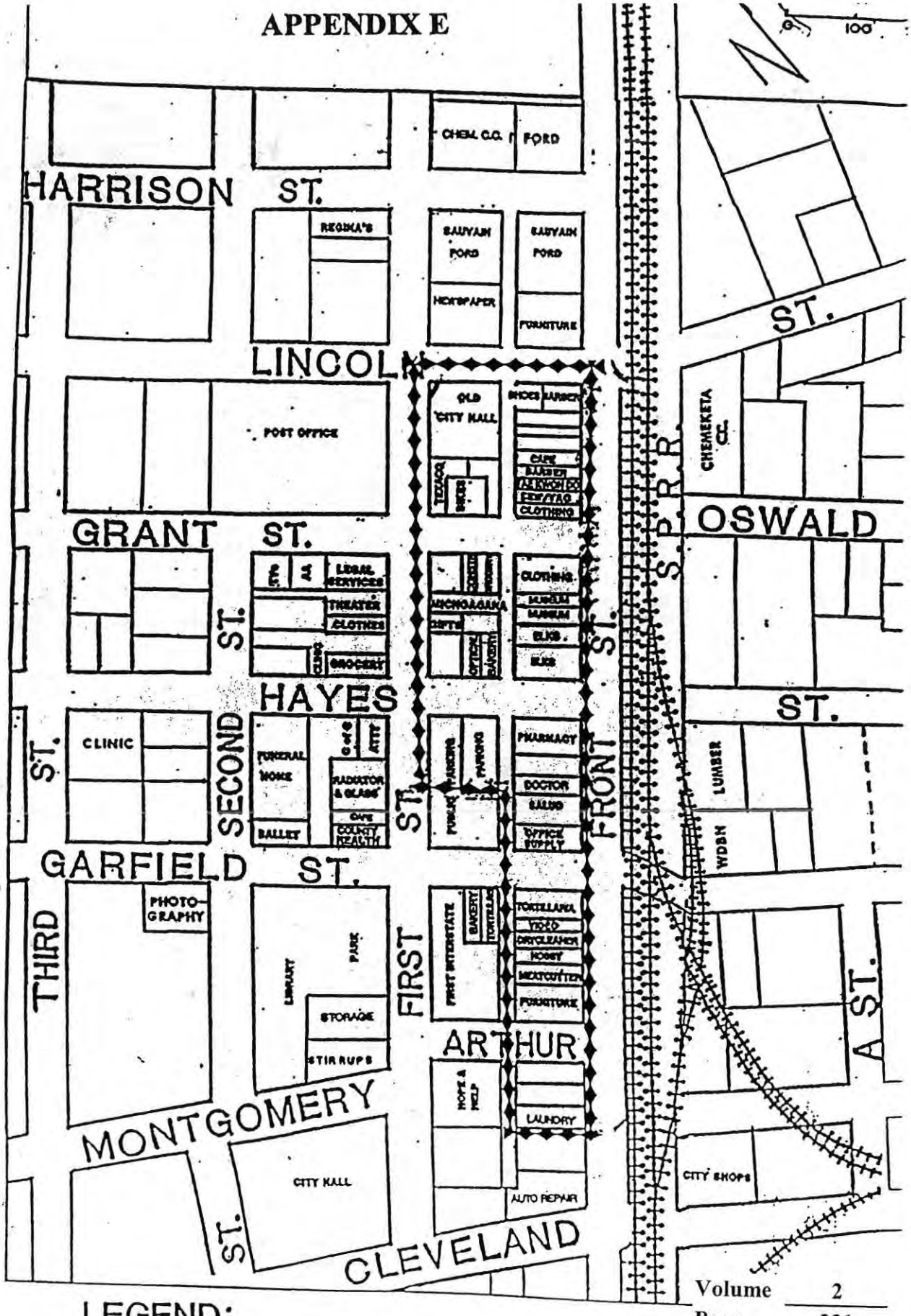
2. Conflicting Use Determination and Analysis

2-A: There are existing or potential conflicting uses at the site:
YES or NO

If NO, designate site 2-A; action required: adopt a policy to preserve resource site.

If YES, Proceed.

APPENDIX E



LEGEND:

◆◆◆◆◆ DHD (DOWNTOWN HISTORICAL DISTRICT

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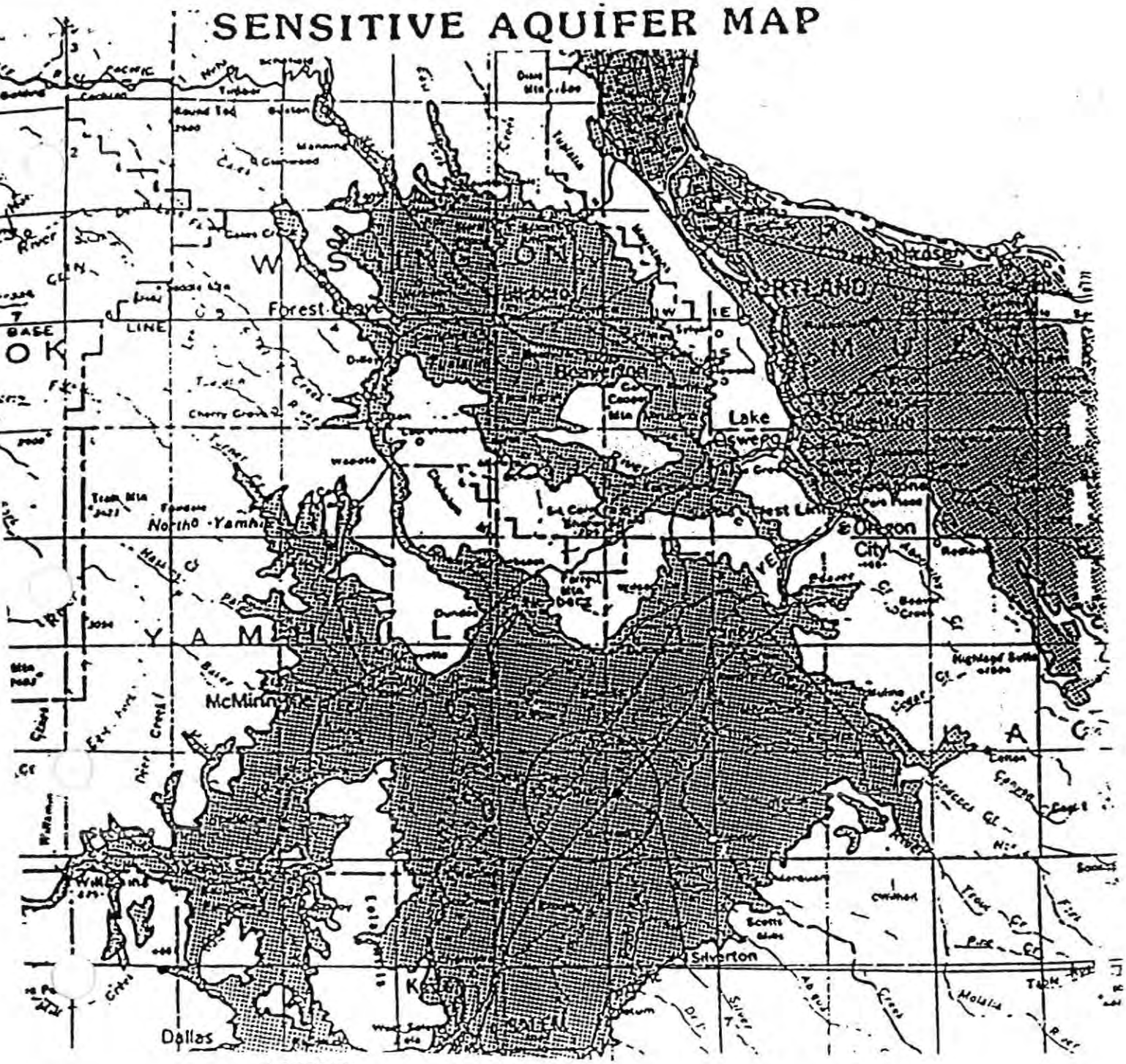
SENSITIVE AQUIFER MAP



LEGEND

- State capital
- County seat
- City, town, or village
- Scheduled service airport
- Built-up area shown for towns over 10,000 population
- Ground-water aquifers, basic from Wells, 1961 and Walker 1977.

POPULATION KEY

PORTLAND	more than 100,000
SALEM	25,000 to 100,000
Astoria	5,000 to 25,000
Tillamook	1,000 to 5,000
Canyon City	less than 1,000

Population indicated by size of letters

Scale 1:500,000

1-inch equals approximately 8 miles

10 0 10 20 30 40 50 Miles

10 0 10 20 30 40 50 Kilometers

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Item 4

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

Division of State Lands
775 Summer Street NE
Salem, OR 97301-1279
(503) 378-3805
FAX (503) 378-4844
TTY (503) 378-4615

December 22, 1999

Mr. Richard Jennings
Mayor
City of Woodburn
270 Montgomery Street
Woodburn, Oregon 97071

Re: **Approval of the City of Woodburn's Local Wetlands Inventory and Assessment**

Dear Mayor Jennings:

I am pleased to notify you that the Division of State Lands has approved your Local Wetlands Inventory (LWI) and assessment. We appreciate your planning staff working closely with our staff and the wetland consultant to ensure that the inventory meets state LWI requirements (OAR 141-86-180 to 240) and the city's needs. The final inventory requirement is for the city to notify property owners with wetlands mapped on their property within 120 days of this approval.

Approval by the Division means that the LWI becomes part of the Statewide Wetlands Inventory. The LWI must now be used by the city instead of the National Wetlands Inventory for the Wetland Land Use Notification Process (ORS 227.350). The LWI and functional assessment also form the foundation for your wetland planning under Statewide Planning Goal 5, and the LWI must be adopted by the city per the Goal 5 requirements. Please note that when significant wetlands are designated using the locally significant wetland criteria (OAR 141-86-300 through 141-86-350) the wetlands determined to be "not significant" may be coded to distinguish them from "locally significant wetlands," but must not be removed from the approved LWI maps. The "non-significant" wetlands are still subject to state and federal permit requirements.

While considerable effort has been made to accurately identify the wetlands within the study area, the Division's approval does not guarantee that all regulated wetlands have been mapped. Also, exact wetland boundaries have not been surveyed, and there are inherent limitations in mapping accuracy. The Division advises that persons proposing land alteration on parcels containing mapped wetlands first contact the Division or obtain a wetland boundary delineation by a qualified consultant and submit it to the Division for approval prior to the land alteration.

We are pleased that the City of Woodburn has conducted a thorough wetlands inventory and has made wetland planning a high priority. We look forward to working with you and your staff as you continue on the Goal 5 wetland planning effort.

Respectfully,

Paul R. Cleary
Director

cc: Steve Goeckritz, City of Woodburn
Teresa Engeldinger, City of Woodburn
Jim Hinman, DLCD
Dan Cary, Shapiro & Associates
Yvonne Vallette, EPA (enclosure forthcoming)
Brian Lightcap & Dan Gresham, Corps of Engineers (enclosure forthcoming)
John Marshall, FWS, Portland Field Office (enclosure forthcoming)
Patty Snow, ODFW (enclosure forthcoming)
Tom Melville, DEQ
Dennis Peters, FWS Regional Office
Steve Moser, DSL (enclosure forthcoming)
John Lilly, DSL

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City of Woodburn
Local Wetlands Inventory and Riparian Assessment

Prepared for

The City of Woodburn

Prepared by

Shapiro and Associates, Inc.

January 5, 2000

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City of Woodburn
Local Wetlands Inventory and Riparian Assessment

Prepared for

Teresa Engeldinger
The City of Woodburn
270 Montgomery Street
Woodburn, Oregon 97071

Prepared by

Dan Cary
Colin MacLaren
John Gordon
Ed Strohmaier
Peggy O'Neill
Paul Gill
Sylvia Jung
Shapiro and Associates, Inc.
1650 N.W. Naito Parkway, Suite 302
Portland, Oregon 97209
SHAPIRO Project #2981036

January 5, 2000

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1.0 INTRODUCTION

The City of Woodburn (City), like many other Willamette Valley communities, is being discovered as a very suitable place to live and develop businesses. As a result, the City is experiencing significant growth. Over four hundred new residential building lots have been approved in the last few years. Many large, undeveloped properties are zoned for development, both residential and commercial (Figure 1). To plan for and manage continuing growth, the City is conducting Periodic Review. Part of this review includes a buildable lands inventory. A stormwater master plan and parks/open space master plan also are being prepared. Completion of a Local Wetland Inventory (LWI) is critical to the completion of these master plans.

The City was awarded a 1997/1998 Wetlands Planning Assistance Grant by the Oregon Division of State Lands (DSL), funded by the U.S. Environmental Protection Agency (EPA) Region X. The work described in the grant includes conducting a LWI and a Riparian Assessment. An approved LWI will replace the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps that are currently the City's only source of information on where wetlands are located. The LWI will be incorporated into the statewide wetlands inventory.

On May 14, 1998, the City hired Shapiro and Associates, Inc. (SHAPIRO) to conduct the LWI and Riparian Assessment using SHAPIRO wetland scientists experienced in conducting LWIs: Dan Cary, Colin MacLaren, and John Gordon. Mr. Cary, project manager, is certified as a wetland delineator by the U.S. Army Corps of Engineers (COE). Ed Strohmaier and Paul Gill, trained wetland delineators, and Peggy O'Neill, a wetland technician, assisted in the inventory. Sylvia Jung, a cartographer with experience mapping LWIs, produced the digitized mapping products. Field work was performed between July 21 and September 1, 1998.

This report documents the methods and results of the LWI. In addition, the relative quality of the wetlands was assessed using the Oregon Freshwater Wetland Assessment Methodology (OFWAM, Roth, et al., revised edition, 1996). This information was used to identify significant wetlands within the City's Urban Growth Boundary (UGB) to address Goal 5 requirements for wetland protection. Riparian assessments were conducted using the Urban Riparian Inventory and Assessment Guide (Riparian Guide; Pacific Habitat Services, 1998). A brief description of the OFWAM and Riparian Guide processes are provided in Sections 2.3 and 2.4 of this document, and the summary sheets for each wetland are included in the appendices.

Methods used to conduct the study are found in section 2.0; project area characteristics are described in section 3.0; wetland findings are reported in section 4.0; and riparian findings are reported in section 5.0. Section 6.0 includes a summary of the project, and Section 7.0 lists all references used. Appendix A contains wetland inventory section maps; Appendix B contains data sheets, OFWAM assessment worksheets, and results organized by watershed and wetland code; Appendix C contains riparian assessment worksheets and results; Appendix D contains a complete OFWAM guide; and Appendix E contains the riparian guide in its entirety.

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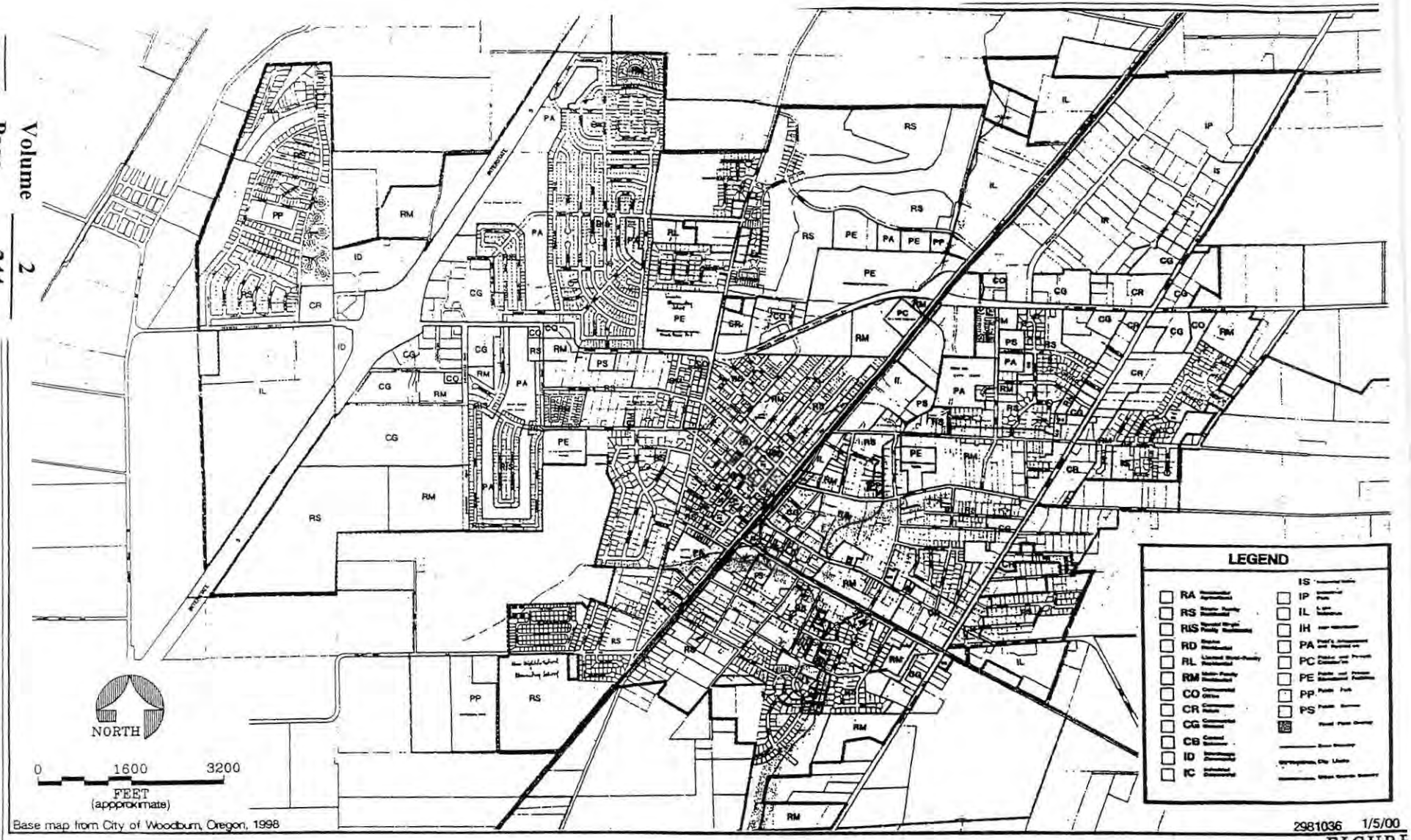

FIGURE 1

Urban Growth Boundary and zoning of the City of Woodburn, Oregon.

SHAPIRO & ASSOCIATES, INC.

2.0 SOURCE MATERIALS AND METHODS

2.1 Source Materials

Available information and data were compiled and reviewed prior to field work. For example, soil mapping information was compiled from data available from the U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS, now known as the Natural Resource Conservation Service [NRCS]) county soils survey. U.S. Geological Survey (USGS) 7.5-minute topographic quadrangles, USFWS NWI maps, flood insurance rate maps from the U.S. Department of Housing and Urban Development Federal Insurance Administration (FIRM), City zoning maps, and tax assessor maps, also were consulted.

A digitized base map of the study area was obtained that included layers for tax lot lines, street names, right-of-ways, and section boundaries. A series of recent, spring, color, aerial photographs were obtained for the study area at the scale of the base map. Other source materials included: Oregon Rivers Information System (ORIS) fish presence data base; Oregon Department of Environmental Quality (DEQ) 303(b) report (1998); Classification and Catalog of Native Wetland Plant Communities in Oregon (John Christy, 1993); and a current data search from the Oregon Natural Heritage Program (ONHP). This information was used to develop a preliminary indication of the location and possible quality of wetlands, facilitate on-site gathering of data, and complete the assessments.

The City, with assistance from SHAPIRO, identified properties likely to contain wetlands. The owners of the identified properties then were sent an access permission letter. Properties to which access was granted were located on the aerial photograph and later noted on inventory maps.

2.2 Local Wetlands Inventory

2.2.1 Overview of the Local Wetlands Inventory

The 1989 Oregon State Legislature authorized the DSL to develop a statewide wetlands inventory suitable for planning and regulatory purposes. Pursuant to ORS 196.674, in 1994 the DSL established LWI standards and guidelines, which are located in OAR 141-86-180 through 141-86-240. The purpose of an LWI is to locate, map, and classify wetlands by type (such as forested wetlands) over a relatively large geographic area. In accordance with LWI standards, the approximate boundaries of all wetlands at least 0.5 acre in size are identified in the inventory. No wetland boundaries were staked or flagged by SHAPIRO for this study. This LWI does include wetland delineations approved by the DSL and COE. These wetland delineations were confirmed within the last ten years, but no later than the end of the field collection period.

2.2.2 Overview of Local Wetlands Inventory Methods

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A LWI is conducted using color or color infrared, aerial photographs taken within five years of the inventory initiation and at a minimum scale of 1" = 800' (1:9600). In general, wetlands are located using aerial photographs. Then site visits are conducted (on-site) option, as described in

the LWI standards and guidelines. In cases in which property access is denied, wetlands can be mapped off the site using other information, such as topographic maps and aerial photographs, to aid in locating wetlands. The product of an LWI is a parcel-based map showing the approximate location of wetlands at a minimum scale of 1" = 800'. The parcel-based map allows the property owner, local jurisdiction, and DSL to know which tax lots may contain wetlands.

2.2.3 On-site Wetland Determination

Where property access permission had been granted, on-site wetland determinations were made using the *Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1* (Manual; Environmental Laboratory, 1987). The COE and DSL recognize the use of the 1987 Manual for delineation of wetlands.

The Manual provides technical criteria, field indicators, and recommended procedures to be used in determining whether an area is a jurisdictional wetland, and the location of the wetland boundaries. The Manual requires that three technical criteria be met in undisturbed situations before areas can be considered wetland under federal or state jurisdiction. These criteria are the presence of hydric soils, hydrophytic vegetation, and wetland hydrology under normal circumstances. If one of these criteria cannot be determined because of disturbance caused by recent natural events or human activities, an alternative method must be used in making wetland determinations.

Observations of soils, vegetation, and hydrology were made using a modification of the Manual's "Routine Onsite" method. Data sites were selected to provide a valid representation of site conditions. Data were collected from representative sampling locations to justify the location of the wetland boundary. However, additional sample sites were investigated between these data points to verify changes in the three parameters, further characterize the wetland, and refine the wetland boundary.

Hydrologic Assessment

The Manual defines wetland hydrology as saturation within a major portion of the root zone (usually above 12 inches), typically for at least 12.5% of the growing season. The growing season for any given site or location is determined from SCS or NRCS data and information. The growing season is defined as the frost-free period recorded at the nearest recording station five years out of ten. Wetland hydrology field indicators were recorded for each excavated soil pit. Data typically recorded include depth of inundation, water table, and soil saturation. Primary indicators, such as sediment deposits, watermarks, drift lines, and drainage patterns, or secondary indicators, such as oxidized rhizospheres (root zones), also were recorded.

Soils Assessment

Hydric soils are those that have formed exclusively under wet conditions (soils that characteristically have high water tables, are ponded or frequently flooded, or are otherwise saturated for extended periods during the growing season). The possible location of hydric areas on the site was obtained from the SCS or NRCS county soil survey. Soil pits were excavated to

a depth of 18 inches or more in selected locations in relation to identified potential wetland areas. Soil profiles were examined for hydric soil indicators. Soil characteristics (matrix color, mottling, texture, and other features) were recorded.

Vegetation Assessment

Hydrophytic vegetation consists of those plant species that have adapted to growing in substrates that are periodically deficient of oxygen because of saturated soil conditions. Species lists of commonly encountered plants and their status have been prepared for all regions of the country by the USFWS (1988 with 1993 supplement). The status of a particular plant is the probability of that plant occurring in a wetland. Five basic groups of vegetation are recognized in the USFWS list based on their frequency of occurrence in wetlands (Reed, 1988, 1994). These categories, referred to as the "wetland indicator status" (from the wettest to driest habitats), are as follows: obligate wetland (OBL) plants; facultative wetland (FACW) plants; facultative (FAC) plants; facultative upland (FACU) plants; and obligate upland (UPL) plants. Refer to data sheets in Appendix B for these categories. Many plants are found in transitional areas between wetlands and uplands. These areas are usually characterized by flat to gradually sloping terrain where the species composition may not reflect true wetland boundaries. In such areas, a species with a status of FACU may extend into the wetland areas, just as FACW species may be present in upland areas.

A visual percent-cover estimate of the dominant species of the plant community was performed for key sample sites. A 30-foot-radius area was investigated for dominant tree and shrub species, and a 10-foot-radius area for dominant herbaceous species, using soil pit locations as a center of reference. Dominance of plant species was determined by estimating their percent areal cover per stratum (herbaceous, shrubs, woody vines, and trees). Species from each stratum were listed together in descending order of percent cover. A determination as to predominance of hydrophytic vegetation was made using the 50-20 technique. The most abundant plant species (when ranked in descending order of abundance and cumulatively totaled) that, when totaled, immediately exceed 50% cover, plus any species comprising more than 20% cover, represent the dominant species (Federal Interagency Committee for Wetland Delineation, 1989). If more than 50% of the dominant species included by the above criteria are FAC or wetter, the vegetation community is considered hydrophytic. FAC- species are excluded and are considered non-hydrophytic vegetation. The "-" indicates plant species that prefer slightly drier conditions on average. A "+" indicates plant species that prefer slightly wetter conditions on average.

2.2.4 Off-site Determination

No on-site sampling could be conducted where property access permission had been denied or not explicitly approved. Therefore, off-site determinations were made on the basis of aerial photograph inspection, all available mapped attributes (e.g., SCS soil surveys and NWI maps, confirmed determinations and delineations), and, where available, a reconnaissance from nearby public or approved vantage points. Observations from vantage points included documentation of dominant vegetative communities (forested, scrub/shrub, or emergent) and water regimes (such as ponded areas and obviously wet meadows). Approximate wetland boundaries were drawn on aerial photographs. Boundaries determined in this way may not be sufficiently accurate for state

and federal jurisdictional determinations because of the absence of actual on-site data. In addition, where views into properties from vantage points were not possible or otherwise restricted, and where aerial photographic and mapped information was inconclusive, some wetland areas may have been missed and were not inventoried.

2.2.5 Classification of Wetlands

The Cowardin classification system was used to classify the types of wetlands inventoried (Cowardin, et al. 1979). The Cowardin system classifies wetlands according to general systems, structure, vegetation types, water regime, and other modifiers. For example, wetlands within the Woodburn study area are of the palustrine class. Palustrine combines vegetated freshwater wetlands (traditionally called marshes, swamps, bogs, fens, and wet prairies) and small, shallow, permanent, or intermittent water bodies called ponds that are less than 2 meters (6.6 feet) deep. This classification applies to emergent, scrub/shrub, and forested wetland areas. Wetlands dominated by grasses and other herbaceous plants are classified as PEM, Palustrine Emergent. Wetlands dominated by woody species less than 30 feet high are classified as PSS, Palustrine Scrub/Shrub. A site dominated by woody species over 30 feet high is classed as PFO, Palustrine Forested. The NWI inventory maps also use the Cowardin classification system for mapped wetland habitats.

2.2.6 Data Compilation and Interpretation

Data were recorded in the field and subsequently transferred to computerized standard wetland delineation data sheets. Sampling site locations were recorded on the aerial photographs. The approximate boundaries of wetlands and location of sample sites were drafted on the aerial photograph in the field. These boundaries subsequently were digitized onto the AutoCAD maps. All wetlands received a unique code to aid in their identification. The code was based on the drainage basin the wetland was located in and the number of wetlands within each basin. In general, parts of wetlands received separate codes where major roads or distinct breaks in wetland character occurred. Some wetlands were grouped and coded as one unit where they were adjacent, hydrologically linked, or similar in character, thus functioning as a unit. Wetland delineation boundaries confirmed by the DSL were digitized from photocopies of maps in reports submitted to the DSL. In addition, mitigation areas were drawn on the maps, if their locations were known.

2.2.7 Confirmation of LWI

A draft set of maps and report is provided to the DSL for its confirmation and assessment. Once the DSL has reviewed the documents, SHAPIRO will review the comments and make modifications to the draft wetland maps and report. The products are then resubmitted for final approval. The status of this report as draft or final is indicated on the report cover and maps.

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2.3 Wetland Quality Assessment

2.3.1 Overview of the Oregon Freshwater Wetland Assessment Methodology

The OFWAM was developed by an interagency committee to assess the relative quality of a wetland. The methodology is intended for use by planners, public officials, and community members for planning and educational purposes. Completion of this methodology provides basic information, which is not intended for evaluation of detailed, site-specific impacts on individual wetlands.

OFWAM is based on the idea that an understanding of the wetland system functions and conditions at local, state, and federal levels is necessary to make management decisions. Recommended uses of OFWAM include collection of basic information about wetlands in an assessment area, creation of a database of functions and conditions and other wetland data, support of decision making and planning within a jurisdiction, and education. OFWAM requires that the same functions and conditions be evaluated for each wetland within a study area. There are, in addition, other considerations noted in the following sections that determine the wetland's overall value.

2.3.2 Application of OFWAM

OFWAM assessments were partially completed during field work using data gathered in the field. Other source materials were used to complete the assessments. The methodology provides qualitative information on the relative value of wetlands based on a series of questions related to wetland functions. The following functions are assessed: wildlife habitat, fish habitat, water quality, hydrologic control, sensitivity to impact, enhancement potential, education, recreation, and aesthetic quality. Each function is assessed by criteria that give an indication of whether a wetland function is (1) intact, (2) affected or degraded, or (3) lost or not present. OFWAM is designed to be open-ended; therefore, other functions and conditions may be added later, or some may be dropped if not important to the user.

The OFWAM results and a summary of the functions and conditions for each wetland are included in Appendix B. Additional details about assessing the functions and conditions are provided in Appendix D.

2.3.3 Wetlands of Special Interest for Protection

A subset of questions within OFWAM provides a method to assess whether any wetlands within the study area should be considered Wetlands of Special Interest for Protection (WSIP). WSIP assesses whether the wetland is currently in a management plan, is protected by regulatory rules or statutes, or is uncommon in Oregon. The presence of rare, threatened, or sensitive species within an area makes the wetland a potential WSIP. An affirmative answer to any one of these questions also will place the wetland into a category for protection. This information could be used in management decisions for a site. The use of OFWAM and WSIP screening questions

will assist in an overall evaluation of the wetlands in the assessment area. Many of these WSIP questions are repeated in the locally significant criteria questionnaire (see next section), so the results were combined in one table (see Section 4.3).

2.3.4 Locally Significant Wetland Assessment

The term "significant wetlands" has meaning in the context of Statewide Planning Goal 5. Under this Goal, local governments are instructed to identify their significant resources, including wetlands, so those resources serving significant functions in the local community are given proper consideration in planning decisions. The DSL established a technical advisory committee to develop the locally significant wetlands (LSW) criteria. The DSL adopted the Administrative Rules for Identifying Significant Wetlands in January 1997 (141-86-300 through 141-86-350). The criteria rely heavily on the results of OFWAM. Only jurisdictional wetlands are assessed with the criteria.

Locally Significant Wetland Criteria:

A wetland is considered significant if it meets one or more of the following criteria:

- Wetlands that are given the highest rank for <u>any</u> of the four ecological functions addressed by OFWAM or equivalent methodology (see Appendix D for more details on the ranking):
    - wildlife habitat,
    - fish habitat,
    - water quality, or
    - hydrologic control.

- Wetlands that (1) are rated either in the highest or second highest category for water quality (in OFWAM or equivalent) <u>AND</u> that (2) border a water quality limited stream, as listed by the DEQ. Dedicated stormwater detention swales are not included.

- Wetlands that contain one or more uncommon wetland plant community, including those listed in the ONHP's *Classification and Catalog of Native Wetland Plant Communities in Oregon* as G1-G3 and S1-S3.

- Wetlands inhabited by any species listed by the federal or state government as a sensitive, threatened, or endangered in Oregon (unless consultation with an appropriate agency deems the site not important for the maintenance of the species).

- A wetland that is a dedicated or proposed Registered Natural Area or Area of Critical Environmental Concern, State Natural Heritage Conservation Area, Federal Research Natural Area, or Land Trust.

- Wetlands specifically protected as wetland resources in a recognized federal, state, or local management plan, (e.g., for park, refuge, or scenic river).

- Wetlands that rate in the highest category for fish habitat in OFWAM and are located adjacent to a stream segment that is mapped by the Oregon Department of Fish and Wildlife (ODFW) as habitat for "indigenous anadromous salmonids."

The final two criteria are at the discretion of the local government, but have direct connections to OFWAM results:

- *Optional Criterion* (at discretion of local government): The wetland represents a *locally* unique plant community. Wetland is or contains the only representative within the UGB of a particular native plant community (listed in the ONHP's *Classification and Catalog of Native Wetland Plant Communities in Oregon).* To be identified as a LSW, such a wetland also must score the highest or second highest rank for any of the four ecological functions addressed by OFWAM or equivalent methodology.

- *Optional Criterion* (at discretion of local government): The wetland rates at the highest rank for education potential, and there is documented use for educational purposes by a school or organization.

The City will be required to prepare local wetland protection ordinances to apply to locally significant wetlands. Additional wetlands may be protected based on other information, such as the results of the WSIP. Any wetlands not protected by local ordinances may still be under the jurisdiction of DSL and COE.

2.4 Riparian Assessment

2.4.1 Overview of Riparian Assessment

In accordance with Goal 5, a riparian inventory and assessment was performed for limited areas within Woodburn's UGB. Goal 5 requires local governments to inventory and protect riparian corridors. Riparian areas are zones of transition between aquatic ecosystems and terrestrial ecosystems. Goal 5 includes definitions that establish a riparian area adjacent to every river, lake, or stream, including intermittent streams with a defined channel. Human-made irrigation or drainage ditches are specifically excluded. Riparian areas can enhance water quality, reduce erosion, moderate water temperatures and flood flows, and provide important fish and wildlife habitat. Riparian areas are particularly important for anadromous salmonids, which rely on cold, clean water and the habitat created by large woody debris.

Local governments have two options that can be implemented in the protection of riparian areas. One option is to inventory and assess all riparian areas as described above, establishing the width of the riparian corridor on the basis of riparian vegetation. The inventoried sites are then analyzed to determine their significance, and ordinances are implemented to provide appropriate protection.

The other option is to implement the "safe harbors" provision. Under this plan, only riparian areas adjacent to fish-bearing water resources are included for protection, and their width is based on the average stream flow of the water resource. Local governments may use either of these options, or some combination of them, to manage their riparian resources.

The riparian inventory and assessment was conducted using the methods contained in the Riparian Guide (a copy of which is found in Appendix E). The Riparian Guide is a rapid inventory and assessment method for defining the location and quality of riparian areas. It is intended as a tool to provide consistent riparian inventory results. This document provides guidance for determining the width and length of riparian areas, and for assessing their water quality, flood management, thermal regulation, and wildlife habitat functions

2.4.2 Methodology of the Riparian Guide

The Riparian Guide includes a field inventory component, during which information is gathered on the width and other physical characteristics of the riparian areas. Riparian areas are assessed as left and right reaches facing downstream. Reaches of the riparian area are split where the character of the riparian area changes. The potential height of the dominant tree in the riparian area determines the width of the riparian areas assessed. Based on these field observations, the following functions of the riparian area are assessed: (1) Water quality, (2) Flood Management, (3) Thermal Regulation, and (4) Wildlife Habitat.

In general, a riparian area receives a higher ranking when the following criteria are met:

- average slope in the riparian area is less than 10%;
- dominant vegetation cover in the riparian area is woody vegetation (trees, shrubs, vines) greater than 1 meter (3.2 feet) high;
- dominant vegetation at the top of the bank or edge of the water resource is woody vegetation greater than 1 meter (3.2 feet) high;
- extent of impervious surface is less than 10%;
- the NRCS ranks the water erosion hazard of the dominant soil unit as low, slight, or moderate;
- aspect or orientation of the riparian area allows shading of the water resource at midday during the summer;
- flood prone areas (adjacent flat areas, depressions, swales, FEMA mapped 100-year floodplain) are present beyond the top of the bank or edge of the water resource;
- woody vegetation (trees, shrubs, vines) greater than 1 meter (3.2 feet) high are dominant in the flood prone area;
- large woody debris is present within the riparian area;
- stream or water resource is not constricted by human-made features (e.g., channelization, riprap, concrete wall, etc.);
- water resource is bordered by a vegetated riparian area at least 30 feet wide;
- more than two vegetation layers are present (e.g., canopy, mid-story, groundcover)
- woody vegetation overhangs the edge of the water;
- surface water is present throughout year;

- more than one type of water resource (stream, wetland, lake/pond) is within or immediately adjacent to the riparian reach;
- degree of development or human-caused disturbance (e.g., buildings, impervious surfaces, lawns, agriculture, trash) in the riparian area is less than 25%.

Where these factors are present or developing, the riparian area provides for water quality, flood management, thermal regulation of the water resource, and wildlife habitat.

2.5 Cartographic Products

Wetland boundaries were drawn on aerial photographs. Aerial photographs can have distortion at the edges, so digitized boundaries were adjusted. The inventory was mapped at a scale larger than the scale required in the LWI rules to allow for more clarity. However, at the map scale of 1" = 200' (1:2400), the width of a wetland boundary line is approximately 4 feet. LWI cartography conventions require accuracy of ±25 feet in placement of the wetland boundary. Wetland field staff reviewed early draft maps and made corrections where necessary to increase the accuracy of the maps. Sample sites were identified within properties to which access was permitted. Ditches and other narrow linear features located on the edge of a property were occasionally drawn slightly to the side of the property line for graphic clarity. Each section map includes a small portion of the adjoining sections. The overlap allows for ease in viewing a wetland that may cross section boundaries. Using AutoCAD, a line was drawn paralleling the edge of the stream to show the width of the potential riparian area.

3.0 PROJECT AREA CHARACTERISTICS

3.1 Background Information

Available information and data were compiled and reviewed before field work was conducted. Soil mapping information was compiled from data available in the SCS Soil Survey of Marion County Area, Oregon. Preliminary wetland information was obtained from Woodburn and St. Paul, Oregon, NWI maps. Floodplain information was obtained from 100-year floodplain Woodburn and Marion County FEMA-FIRM maps (U.S. Dept. of Housing and Urban Development, 1979). Woodburn and St. Paul, Oregon USGS 7.5-minute topographic quadrangles, City zoning maps, and tax assessor maps also were consulted. Other source materials included: ORIS fish presence data base; DEQ 303(b) report (1998); *Classification and Catalog of Native Wetland Plant Communities in Oregon* (John Christy, 1993); and a current data search from the ONHP. This information was used to develop a preliminary indication of the location of wetlands, identify drainageways, highlight low-lying areas, facilitate on-site gathering of data, and complete the assessments.

The City of Woodburn provided a digitized base map of the study area. This map included layers for tax lot lines, street names, right-of-ways, and section boundaries. The project area base map was then plotted at a scale of 1" = 200' onto 24" x 36" sheets. Each sheet covers a section and small portions of surrounding sections, and includes an index map.

A series of color, aerial photographs dated June 6, 1998 were obtained from Bergman's Photographic Services for the study area at a scale of 1" = 200' to match the scale of the base map. These aerial photographs were covered with clear acetate (permanently registered) to protect them during field use and as a surface for drafting wetland boundaries and sample sites.

The City, with assistance from SHAPIRO, identified properties likely to contain wetlands. The owners of the identified properties were sent an access permission letter. Boundaries of properties to which access was granted were identified on the aerial photograph and base map.

3.2 Setting

The City of Woodburn is located in the Willamette Valley in Marion County, Oregon (Figure 2). The City was incorporated in 1889. The Oregon Blue Book (Levine, 1996) lists the City's population as 15,235. Historically, agriculture has provided the economic base for Woodburn.

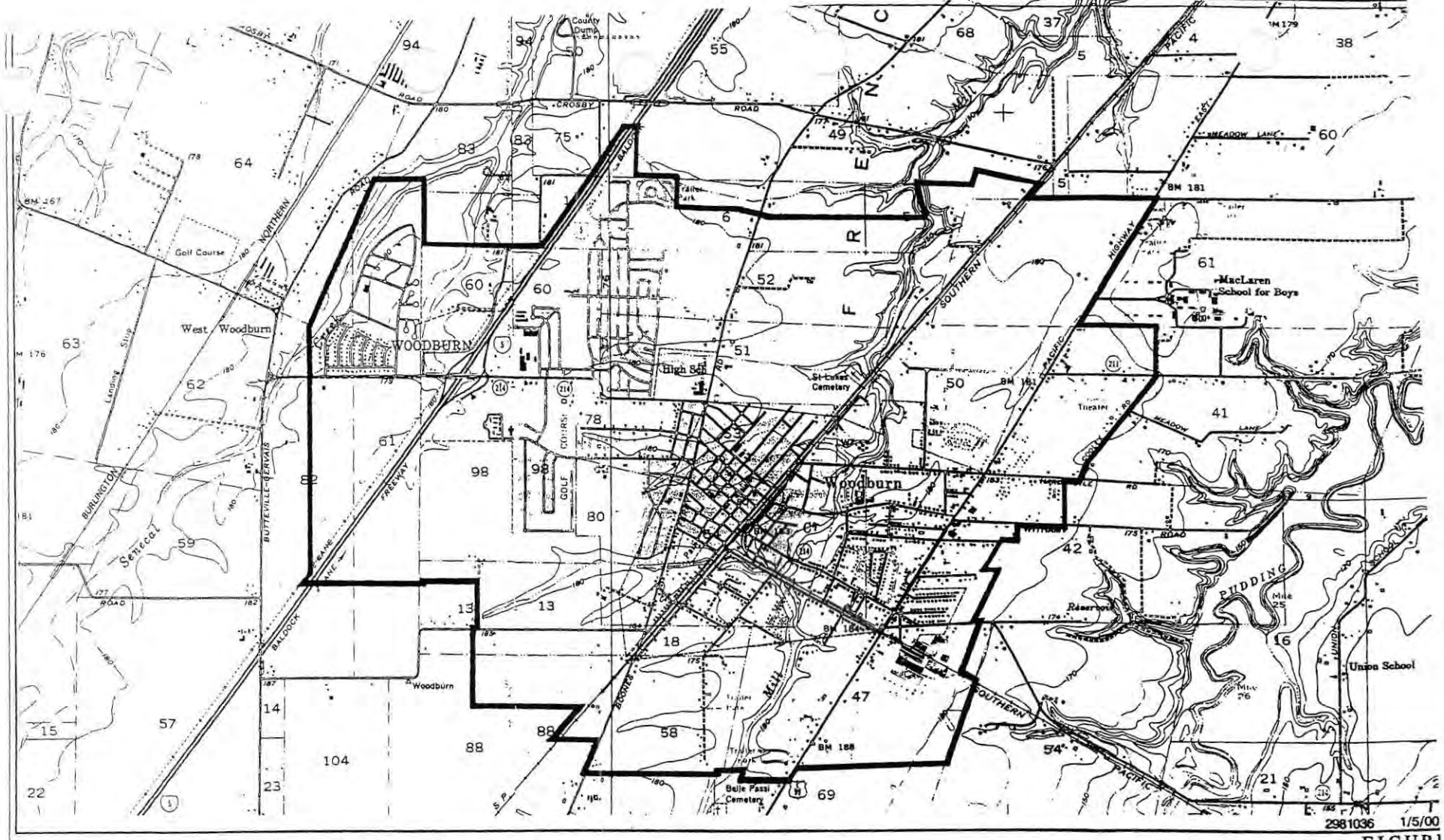
Woodburn is approximately 10 miles northeast of Salem and 20 miles south of Portland. The primary transportation corridors are Interstate 5 on the west, Highway 99 East on the east, and Highway 214 connecting them. Woodburn is roughly equidistant from the foothills of the Cascade Range on the east and the Coast Range on the west. The Willamette River is approximately 5 miles west of Woodburn.

The boundary of the wetland inventory area corresponds with the City's UGB (Figures 1 and 2). Starting in the vicinity of Interstate 5 and Newport Way, the UGB runs eastward, with irregularities, to Highway 99 E. It follows Highway 99 E southwest to a point north of Molalla Road, where it turns east again for approximately one-quarter mile. The boundary then turns southwest and roughly parallels Highway 99 E to a point approximately one-quarter mile south of Cleveland Street, where it turns westward to Front Street. It then follows Front Street northeast a short distance, turns west and north to intersect Interstate 5, then north to cross Highway 214 east of Willow Avenue. Continuing north and then turning east at the end of Ten Oaks Avenue, the boundary returns to the starting point. The inventory area totals approximately 3,000 acres.

3.3 Topography

Woodburn's LWI area is located on a broad, generally level plain between two shallow, roughly parallel drainages. Senecal Creek drainage, on the northwest side of the inventory area, and Mill Creek drainage, on the eastern side of the inventory area, are oriented along a southwest-to-northeast axis. The elevation of the flat area between the drainages is about 180 feet (National Geodetic Vertical Datum; NGVD). The bottom of the Senecal Creek drainage is approximately 20 feet below the level of the surrounding land. Mill Creek drainage also is about 20 feet deep, putting the lowest area at approximately 160 feet NGVD. Both of these drainages are relatively broad and have gently sloping sides. The drainages themselves have a low gradient.

Shallow, wide drainage swales for East Senecal Creek in the northwestern part of the inventory area and Goose Creek near the center of the area are the only other significant topographic features.



Location and generalized topography of the City of Woodburn Local Wetlands Inventory study area, Oregon (U.S.G.S. 7.5-minute quadrangles, 1:24000, Woodburn 1956 photorevised 1970, and St. Paul 1956 photorevised 1985).

FIGURE 2

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3.4 Hydrology and Drainage Basins

Woodburn is in the Molalla-Pudding sub-basin of the Willamette River drainage basin. The inventory area contains two main drainage basins further divided into several smaller drainage basins (Figure 3). The City's stormwater management plan is organized by these two main drainages, and they form the basis of organization for the inventory.

Mill Creek (MC) is the main hydrologic feature and has the largest drainage basin in Woodburn. Mill Creek flows from southwest to northeast through the inventory area near the eastern boundary, and enters the Pudding River near Molalla 10 miles northeast of the inventory area.

Most of the Mill Creek channel has been excavated and realigned. The excavated channel is approximately 4 to 6 feet wide, 4 feet deep, and lacks significant sinuosity. Much of the creek channel was dry at the time field work for the inventory was conducted; however, northern portions of the stream contained some standing water. Mill Creek is mapped by the USGS as a perennial stream for most of its length in the inventory area.

Near the southern edge of the inventory area adjacent to a residential development, the Mill Creek channel has been excavated to form a water feature consisting of a pond with islands. The pond contained water at the time of the study. All wetlands in the Mill Creek basin are designated as MC-x.

Goose Creek is a small, realigned tributary of Mill Creek. The headwater basin of Goose Creek is a developed, single-family residential area. A stormwater conveyance system collects runoff from the development and daylights between the western end of Mayana Drive and the northwestern corner of the adjacent public school campus to the south. The creek then flows in an excavated ditch along the southern end of the Tukwila golf course, Woodburn Junior High School, and into Mill Creek southwest of the intersection of Highway 214 and Front Street. At the time of the inventory, Goose Creek had flowing water in it. It is mapped by the USGS as an intermittent stream. Wetlands in this drainage also are designated MC-x, because it is a sub-basin of the Mill Creek system.

Senecal Creek (SC) drains the northwestern part of the inventory area. The channel lacks sinuosity within the floodplain, possibly as a result of excavation or realignment of the stream. The channel is approximately 4 to 6 feet wide and 2 feet deep. At the time of the inventory, Senecal Creek had water only in small, isolated pools in the channel. The USGS mapped the portion of Senecal Creek within the inventory area as perennial. Senecal Creek flows into Mill Creek approximately 6 miles northeast of the inventory area. All wetlands in the Senecal Creek basin are designated SC-x.

East Senecal Creek drains a small part of the Senecal Creek basin. Water from East Senecal Creek fed a large wetland (SC-2C) with substantial areas of inundation and saturation at the time of the inventory. The USGS mapped the creek as intermittent within the inventory area. Wetlands in this drainage also are designated SC-x, because it is a sub-basin of the Senecal Creek system.

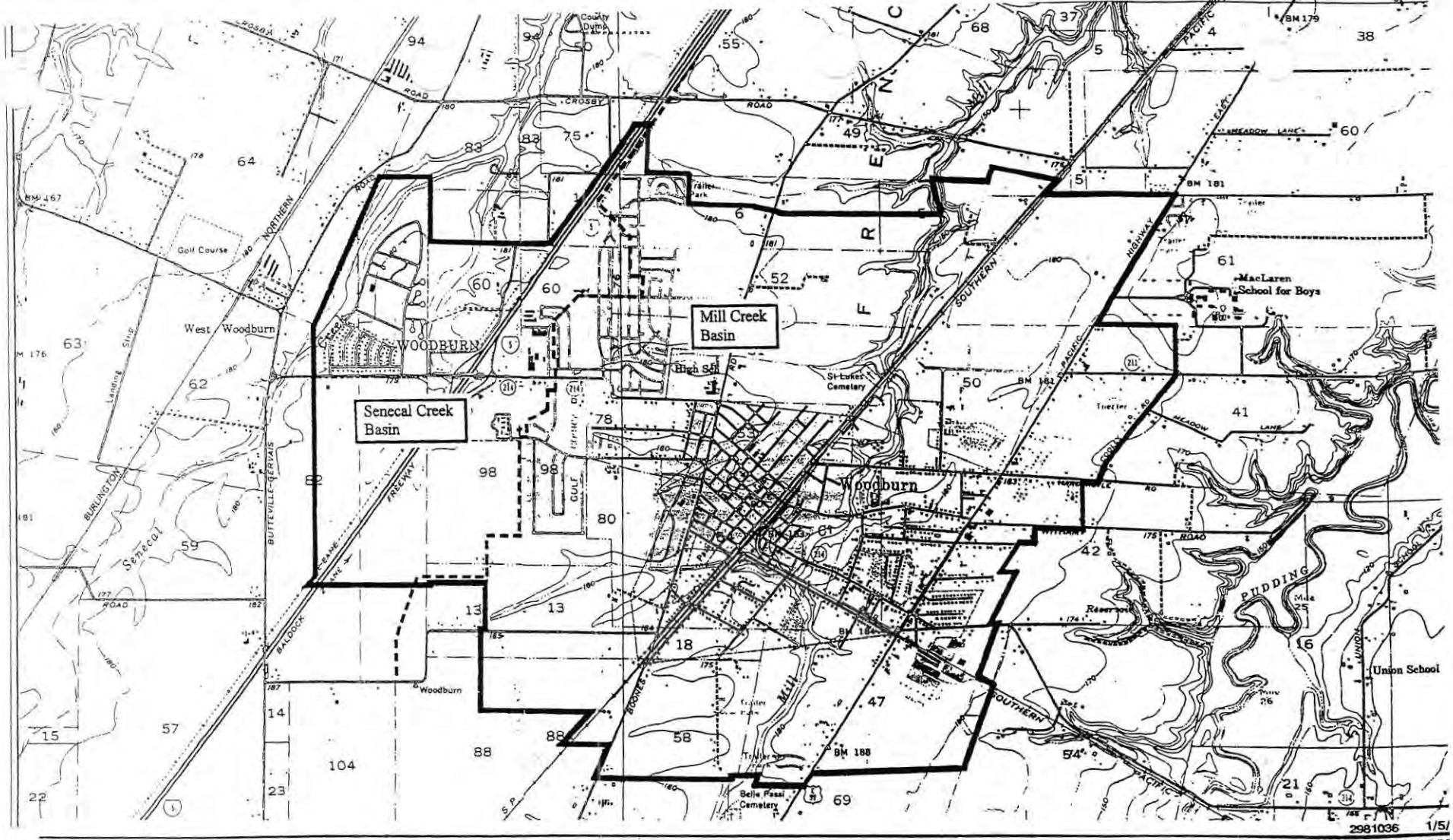

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FIGURE 3

Basins within the City of Woodburn Local Wetlands Inventory study area, Oregon.

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At the time of the inventory, significant commercial and industrial development was occurring in the Senecal Creek basin. Senecal Creek's position on the edge of the UGB makes it sensitive to activities both inside and outside the inventory area.

3.5 Soils

3.5.1 Overview

Most of the soils in the study area were formed in mixed or unsorted alluvium, silty alluvium, mixed mineral and organic material, and loess of mixed mineralogy. Alluvium is unconsolidated sediment deposited by streams. Loess is windblown silt deposit from glacial outwash. The term "mixed" means the soil particle sizes are generally unsorted.

Nine soil types are mapped within the Woodburn UGB. These soils are shown with their mapping codes in Table 1. In addition, hydric soils and soils with hydric inclusions are also indicated in the table. Mapping units are shown in Figure 4.

3.5.2 Soil Association Descriptions

There are two major soil associations mapped in the study area: the Woodburn-Amity-Willamette association (map unit 4) and the Concord-Dayton-Amity association (map unit 5).

The Woodburn-Amity-Willamette association consists of level to rolling, well-drained to somewhat poorly-drained silt loams over silty clay loams that formed in silty alluvium of mixed mineralogy. The soils are located above the bottomlands of the North Santiam, Santiam, and Willamette Rivers. The association is mapped generally in the western half of the study area. Woodburn soils make up about 60% of the association, Amity soils about 30%, and Willamette soils about 8%. The remaining percentage consists of small areas of Concord, Dayton, Wapato, and Bashaw soils. All of the soils, except the Willamette soils, have a perched water table in winter and early spring. Soils of the association are used for small grains, pasture, hay, orchards, grass seed, fruits, and vegetables, and game birds.

The Concord-Dayton-Amity association consists of nearly level, poorly-drained and somewhat poorly-drained silt loams over silty clay, clay, and silty clay loams. The soils have formed in silty and clayey alluvium located in shallow drainageways, depressions, and level areas. The association is mapped generally in the eastern half of the study area. Concord soils make up 40% of the association, Dayton soils about 30%, Amity soils about 20%, and Holcomb soils about 5%, in addition to other minor soils. The soils of this association have a perched water table; during wet periods in winter and spring, water ponds on these soils. Soils in this unit are used for pasture, small grains, hay, grass seed, and game birds.

Table 1. Soil Types within the Woodburn UGB

Soil Type	Map Code	Hydric*	Drainage Class	Erosion Hazard
Amity silt loam	Am	No[1]	Somewhat poorly drained	None or slight
Bashaw clay	Ba	Yes	Poorly-drained	Slight
Concord silt loam	Co	Yes	Poorly-drained	Slight
Dayton silt loam	Da	Yes	Poorly-drained	Slight
Labish silty clay loam	La	Yes	Poorly-drained	None or slight
Terrace escarpments	Te	No	Not listed	Not listed
Woodburn silt loam, 0 to 3% slopes	WuA	No[1]	Moderately well-drained	Slight to moderate
Woodburn silt loam, 3 to 12% slopes	WuC	No	Moderately well-drained	Moderate
Woodburn silt loam, 12 to 20% slopes	WuD	No	Moderately well-drained	Moderate

*Notes: [1] may have inclusions of hydric soils

Sources: USDA SCS, 1972 (Soil Survey of Marion County, Oregon)
USDA SCS, 1989 (Hydric Soils of Oregon by County)

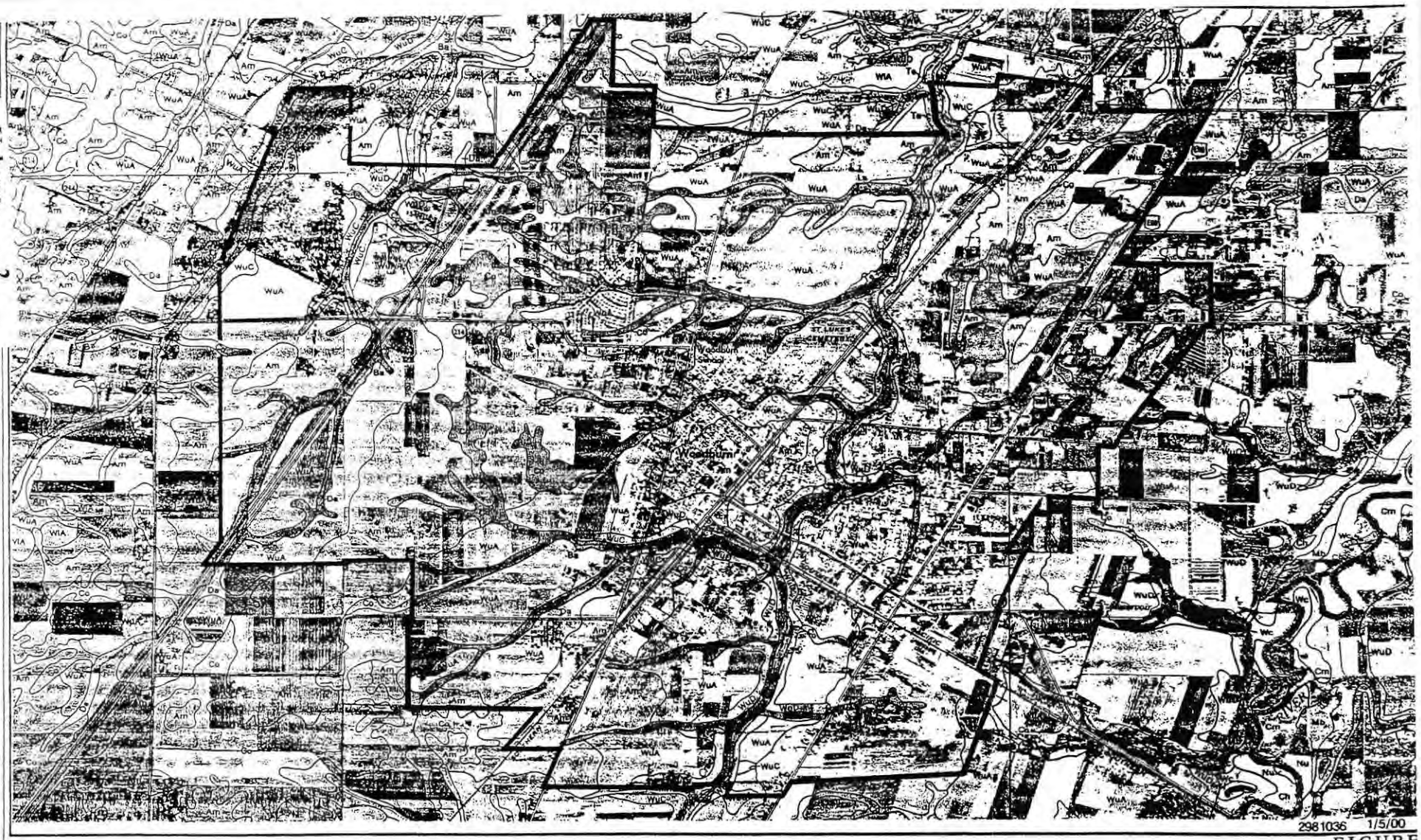

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FIGURE 4

Soil mapping units with hydric soils within the City of Woodburn Local Wetlands Inventory study area, Oregon (Soil Conservation Service, *Soil Survey of Marion County*, Oregon, 1:20000, 1972.)

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3.5.3 Hydric Soil Descriptions

Bashaw clay (Ba) consists of poorly-drained and very poorly-drained soils that have formed in alluvium. These soils are found in backwater areas of the floodplains and in drainage channels of silty alluvial terraces. In a typical profile, the surface layer is very dark gray (10YR 3/1) clay in the upper 3 inches and black (N2/0) clay to 31 inches thick. The upper part of the subsoil extends to about 48 inches deep and is very dark gray (N3/0) clay. The soil is classified as very fine, montmorillonitic, mesic Typic Pelloxererts. Permeability is very slow.

Concord silt loam (Co) consists of poorly-drained soils that have formed in alluvium of mixed mineralogy. These soils are on broad valley terraces, in slightly concave depressions, and in drainageways. The surface layer is typically very dark grayish brown (10YR 3/2) silt loam about 6 inches thick. The subsurface is dark gray silt loam and heavy silt loam (10YR 4/1) about 3 inches thick. The subsoil is dark gray (10YR 4/1) heavy silt loam, and gray (10YR 5/1) and dark gray (10YR 4/1) light silty clay about 10 inches thick. The soil is classified as fine, montmorillonitic, mesic Typic Ochraqualfs. Permeability is slow.

Dayton silt loam (Da) consists of poorly-drained soils that have formed in old, mixed alluvium, with possible influence from loess deposition. The soils are found on terraces, where they occupy areas in drainageways and depressions. In a typical profile, the surface layer is very dark grayish brown (10YR 3/2) silt loam about 7 inches thick. The subsurface layer is dark gray (10YR 4/1) silt loam about 6 inches thick. The subsoil is about 33 inches thick consisting of dark gray (10YR 4/1) and grayish brown (10YR 5/2) clay. The soil is classified as fine, montmorillonitic, mesic Typic Albaqualfs. Permeability is very slow.

Labish silty clay loam (La) is a poorly-drained soil formed in mixed mineral and organic material on the bottoms of former shallow lakes. Typically, the surface layer is black (10YR 2/1) silty clay loam about 7 inches thick. The subsurface layer is very dark brown (10YR 2/2) silty clay about 9 inches thick. The subsoil layer is very dark gray (N3/0) clay extending to 60 inches or more. The soil is classified as fine, montmorillonitic, acid, mesic Cumulic Humaquepts. Permeability is slow.

3.6 Vegetation

3.6.1 Historical Overview

Woodburn is located in the Willamette Valley unit of the Interior Valley zone of Western Oregon (Franklin and Dyrness, 1973). This zone is the warmest and driest region west of the Cascade Range because of its position in the rain shadow of the Coast Range. The Willamette Valley has been occupied by Euroamericans since the early 19th century. Since that time the natural vegetation has been subject to extensive modification. Before the early 19th century, Native Americans controlled vegetation on extensive areas of the Willamette Valley by seasonal burning (Johannessen, 1971).

According to Franklin and Dyrness, four major vegetation communities probably existed in the Woodburn area before the City was founded: oak woodland, coniferous forest, grassland, and riparian communities. Remnants of these community types still exist in the inventory area. An important subset of the riparian community type is wetland vegetation. While not addressed specifically by Franklin and Dyrness, it is included below because of its significance in the present work.

3.6.2 Vegetation Communities

Oak Woodland

Oak woodland is dominated by Oregon white oak (*Quercus garryana*). Other tree species sometimes present are Douglas-fir (*Pseudotsuga menziesii*) and bigleaf maple (*Acer macrophyllum*). A typical example of remnant oak woodland in Woodburn is on the upland riparian areas along parts of Senecal Creek.

Coniferous Forest

Douglas-fir is the dominant tree in the coniferous forest community. Grand fir (*Abies grandis*) and bigleaf maple are common minor constituents of this community. The fir grove in Senecal Creek Park is similar to this community type.

Grassland

Franklin and Dyrness published figures from Johannessen showing that grasslands were probably the main vegetation community on the broad plain between Senecal Creek and Mill Creek. However, they also note that all grasslands in the Willamette Valley most likely have been modified by human activities. Presently, the closest approximation to a grassland community in the inventory area are pasture land, mowed fields, and open areas that support predominantly herbaceous vegetation.

Riparian

Black cottonwood (*Populus balsamifera*) and Oregon ash (*Fraxinus latifolia*) dominated riparian communities. Various willow (*Salix*) species were common in this association. Riparian woodlands are still found in Woodburn. The bottomland in Senecal Creek Park supports an ash forest.

Wetland

Vegetation in Woodburn's wetlands is diverse, varying from grasses and other herbaceous plants to trees. Wetlands dominated by grasses and other herbaceous plants are classified as Palustrine Emergent (PEM). Nearly all the wetlands in Woodburn are PEM. A common grass in unmaintained sites is reed canarygrass (*Phalaris arundinacea*), which is found in and along

many of the stream channels and drainage ditches. Broadleaf cattail (*Typha latifolia*) is also found in these areas, if the duration of wet conditions is long enough. These two species are common in wetland areas of the Mill Creek basin.

Wetlands dominated by woody species less than 30 feet high are classified as Palustrine Scrub/Shrub (PSS). A site dominated by woody species over 30 feet high is classed as Palustrine Forested (PFO). In Woodburn, the scrub/shrub and forest species are often found growing intermingled. Major scrub/shrub species include clustered wild rose (*Rosa pisocarpa*), Scouler willow (*Salix scouleriana*), Sitka willow (*S. sitchensis*), Douglas' hawthorn (*Crataegus douglasii*), and red-osier dogwood (*Cornus stolonifera*). Wetland trees are limited to Oregon ash, black cottonwood, and red alder (*Alnus rubra*).

4.0 WETLAND FINDINGS

4.1 Wetland Classification and Location

4.1.1 Wetland Types and Classification

The USFWS mapped wetlands in the study area as part of the NWI program (Figure 5). The NWI maps are generated primarily on the basis of interpretation of small-scale (1" = 4,833' [1:58000]), color infrared, aerial photographs. Limited ground reconnaissance was conducted to confirm the interpretations. Cowardin classifications of wetlands identified by the NWI in Woodburn are found in Table 2. The LWI conducted by SHAPIRO identified many wetlands within the Woodburn UGB that were not mapped by the NWI.

Palustrine emergent (PEM) wetlands comprise the majority of wetlands mapped in the inventory. All the wetlands along the main stem of Mill and Goose Creeks are PEM. The northern half of wetlands in East Senecal Creek are also PEM. In addition, all the wetlands not directly associated with the main stem drainages are PEM, except the water hazards on the Tukwila golf course and four other isolated sites.

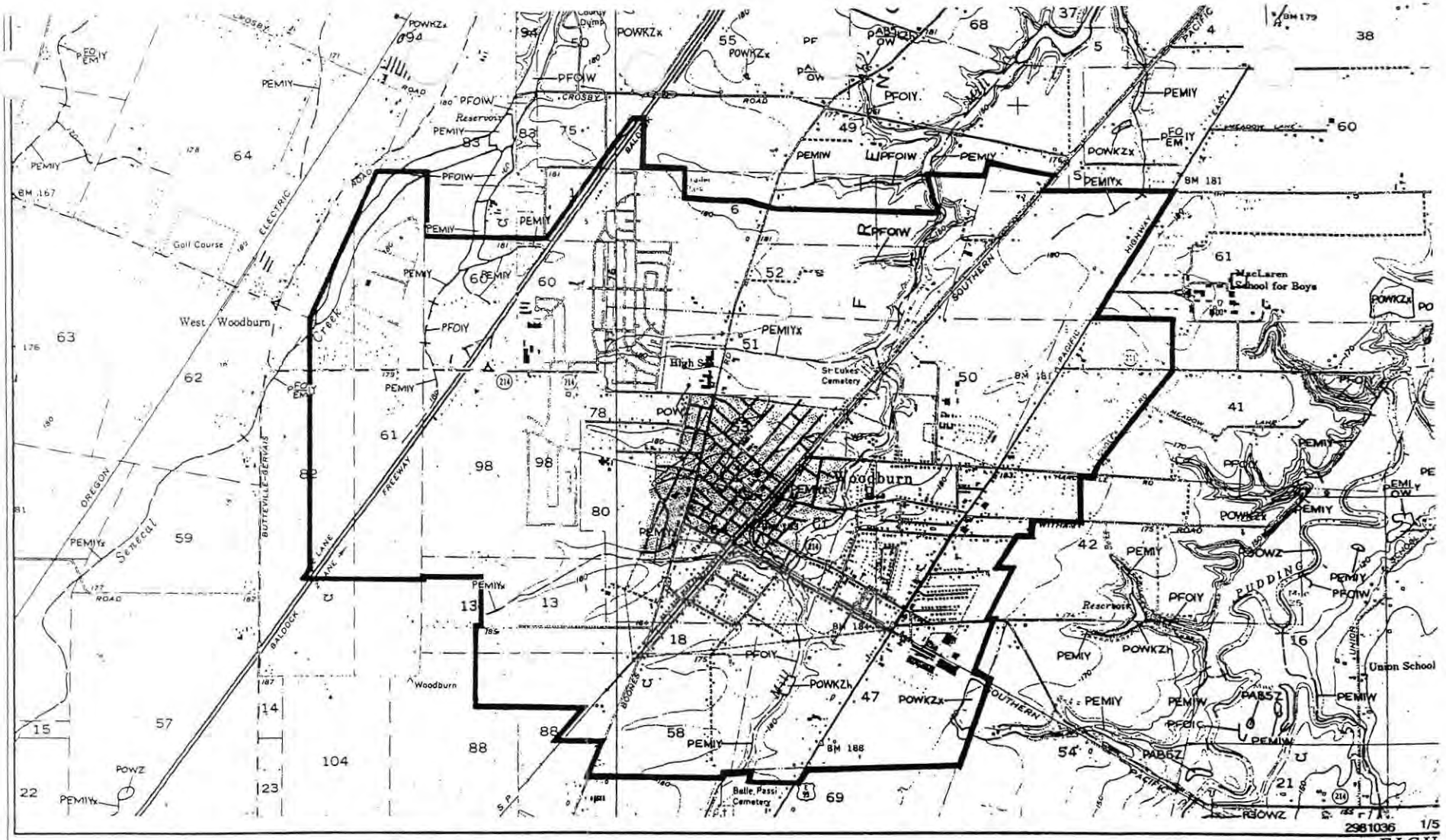
Reed canarygrass is the dominant plant in the main stem drainage PEM wetlands. It is mowed to reduce fire hazard, but is still able to compete successfully with other plant species, preventing them from forming large populations.

With the exception of the golf course water hazards and four other sites noted above, wetlands not directly associated with the main stem drainages are in agricultural fields. These wetlands vary from mostly bare soil surface to a variety of agricultural species and invasive vegetation common to disturbed sites.

Palustrine forested (PFO) wetlands were mapped on Senecal Creek and the southern half of East Senecal Creek. The dominant tree is Oregon ash, with a few specimens of black cottonwood. The understory includes clustered wild rose, red-osier dogwood, and willow species. Herbaceous vegetation under the canopy is dominated by reed canarygrass.

Table 2. U.S. Fish and Wildlife Service Wetland Classes Mapped by the National Wetlands Inventory within the Woodburn UGB

Code	Cowardin Classification of NWI Mapped Wetlands within the Woodburn UGB
PEM1Y	palustrine, emergent, persistent, saturated/semipermanent/seasonal
PEM1Yx	palustrine, emergent, persistent, saturated/semipermanent/seasonal, excavated
PFO1W	palustrine, forested, broad-leaved deciduous, intermittently/flooded/temporary
PFO1Y	palustrine, forested, broad-leaved deciduous, saturated/semipermanent
POWKZh	palustrine, open water, artificially flooded, intermittently exposed/permanent, diked/impounded
POWKZx	palustrine, open water, artificially flooded, intermittently exposed/permanent, excavated
POWZ	palustrine, open water, intermittently exposed/permanent



National Wetland Inventory designations of the City of Woodburn Local Wetlands Inventory study area, Oregon (U.S. Fish and Wildlife Service, Woodburn and St. Paul, Oregon, 7.5-minute quadrangles, 1:24000, based on 1981 color infrared photography).

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Some wetlands in the Mill Creek basin are also PFO. The wetland that extends west onto Tukwila golf course from Mill Creek is partly PFO, with Oregon ash, red alder, black cottonwood, and willow trees. North of the confluence of this wetland and the wetland on the main stem of Mill Creek is a stand of large, black cottonwoods. This is the largest PFO wetland remaining in the Mill Creek bottomlands.

Two isolated wetlands also were classified as PFO. One is a linear stand of black cottonwood trees on the western side of the Southern Pacific Railroad tracks, just south of the intersection of the railroad and Settlemier Street. A second cottonwood stand is located on the western side of the drive-in theatre, southeast of the intersection of Hood Avenue and Highway 99 E.

Palustrine scrub/shrub (PSS) wetlands are found in several places in the inventory area. Scattered, small pockets of PSS wetlands are found along Mill Creek and in the wetland that extends from Mill Creek onto the golf course. Two isolated wetlands also were classified as PSS. At the northern end of Progress Way, water in a drainage ditch supports a PSS wetland dominated by willow species. This wetland extends northeast to the edge of the inventory area. The second isolated PSS wetland is on the future site of Centennial Park. This wetland is in an excavated area in a large, unused field. The combination of hydric soil and excavation apparently produces saturation or possibly shallow ponding in the excavation early in the growing season. Black cottonwood saplings are the dominant wetland vegetation on the site.

Open water wetlands (POW) are uncommon in Woodburn. A water feature consisting of the excavated floodplain of Mill Creek, which ponds approximately 1 acre of water, is the main open water feature in Woodburn's wetland system. This pond is mapped as part of wetland MC-1. The pond includes two small islands. Shoreline vegetation is predominantly reed canarygrass and Himalayan blackberry (*Rubus discolor*). At the time of the inventory, the surface of the pond had been reduced by evaporation and percolation to expose the pond bottom around the edges. Turbidity was high, possibly from algal growth and suspended sediments resulting from feeding activities of resident waterfowl observed on the pond.

Tukwila golf course has seven water hazards that were mapped on the inventory. The water level in the ponds is maintained by precipitation and surface runoff during wet periods. In the summer, water is added to the ponds by pumping water into them from the course's irrigation system. These water hazards are mostly unvegetated. Three of the water hazards were excavated in non-hydric soil, and therefore probably would not be considered jurisdictional wetlands.

Three stormwater detention facilities were mapped during the inventory. These facilities ameliorate runoff from impervious surfaces and remove sediments, petroleum products, and other deleterious materials that may be found in storm runoff from developed sites. These facilities also were constructed in non-hydric soil, and therefore probably would not be considered jurisdictional wetlands.

4.1.2 Location of the Wetlands

Figure 6 shows the location of individual wetlands, wetland complexes, and water bodies mapped in the inventory. Table 3 lists each wetland, its area, and its wetland classification. The 31 water resources listed in Table 3 total 99.88 acres Seven of these wetlands totaling 72.13 acres, or 72 percent of the total, are adjacent to, or part of, wetland complexes associated with Mill Creek, Senecal Creek, or East Senecal Creek. The remaining features are isolated.

Of the total acres, 60.72 acres, or 61% are in the Mill Creek drainage basin. Wetlands directly associated with the main stem of Mill Creek were mapped in seven separate wetland complexes, some of which are composed of several smaller sub-units. Thirteen wetlands were mapped in the Mill Creek drainage that are not on the main stem of the creek. Seven ponds (water hazards) were mapped on the Tukwila golf course. One (wetland 8J) was mapped as part of wetland 8 because it was excavated in hydric soil and is hydrologically connected to wetland 8. Three stormwater detention facilities were mapped in this drainage basin.

Wetlands mapped in the Senecal Creek basin totaled 39.16acres, or 39% of the wetlands mapped in the inventory. Wetlands directly associated with the main stem of Senecal Creek were mapped as one unit, totaling 23.02 acres, or 23% of the total mapped wetlands. Wetlands directly associated with the main stem of East Senecal Creek were mapped as one complex, with three sub-units. Total acreage of this complex is 12.81 acres, or 13% of the total. One wetland was mapped in the Senecal Creek basin that was not directly associated with either of the creeks.

4.2 Oregon Freshwater Wetland Assessment Methodology Results

Results of the OFWAM are summarized in Table 4. This table is useful primarily for obtaining an overview of the current and potential functional status of each wetland. The functional level of each assessed characteristic is shown for each wetland. These functional levels are derived directly from the assessment summary forms. Detailed responses used to generate the summary results are available on the data forms for each wetland, which are provided in Appendix B. This more detailed information (individual OFWAM data sheets) should be consulted before making decisions regarding any wetland.

4.3 Locally Significant Wetlands

Ten individual wetland sites or wetland complexes were determined to be locally significant based on the OFWAM analysis of significance (Table 5). Nine of these significant wetlands are along the main stem of Mill, Senecal, East Senecal, or Goose Creeks. These wetlands include the entire length of these streams within the inventory area. The tenth wetland is a short length of a minor drainage that flows directly into Mill Creek.

All the significant wetlands were given the highest rank for hydrologic control. This indicates that they serve important hydrologic control functions because of their location in developed areas and their ability to absorb floodwaters within floodplains.

Table 3. Woodburn Wetlands, Wetland Area, and USFWS Wetland Classification*

Wetland Code	Drainage Basin	USFWS Wetland Classification				Total Acreage
		PEM	PFO	PSS	POW	
MC-1	Mill Creek	7.44	0	0	1.31	8.75
MC -2	Mill Creek	1.64	0	0	0	1.64
MC -3	Mill Creek	3.72	0	0	0	3.72
MC -4	Mill Creek	0.19	0	0	0	0.19
MC -5	Mill Creek	4.88	0	1.45	0	6.33
MC -6	Mill Creek	1.24	0	0	0	1.24
MC -7	Mill Creek	2.15	0	0	0	2.15
MC -8	Mill Creek	14.70	1.05	0.50	1.16	15.86
MC -9	Mill Creek	0	0.35	0	0	0.35
MC -10	Mill Creek	0.29	0	0	0	0.29
MC -11	Mill Creek	2.06	0	0	0	2.06
MC -12	Mill Creek	0.58	0	0.17	0	0.75
MC -13	Mill Creek	0.43	0	0	0	0.43
MC -14	Mill Creek	0.06	0	0	0	0.06
MC -15	Mill Creek	2.0	0	0	0	2.0
MC-16	Mill Creek	0.96	0	0	0	0.96
MC-17	Mill Creek	0.99	0	0	0	0.99
MC-18	Mill Creek	0.19	0	0	0	0.19
MC-19	Mill Creek	2.07	0	1.89	0	3.96
MC-20	Mill Creek	0	1.61	0	0	1.61
MC-21	Mill Creek	0	0	0	0.16	0.16
MC-22	Mill Creek	0	0	0	0.54	0.54
MC-23	Mill Creek	0	0	0	0.84	0.84
MC-24	Mill Creek	1.41	0	0	0	1.41
MC-25	Mill Creek	0	0	0	0.92	0.92
MC-26	Mill Creek	0	0	0	1.07	1.07
MC-27	Mill Creek	0	0	0	0.07	0.07
MC-28	Mill Creek	0	0	0	0.18	0.18
SC-1	Senecal Cr.	0	11.51	11.51	0	23.02
SC-2	Senecal Cr.	6.06	0	6.75	0	12.81
SC-3	Senecal Cr.	0	0	3.33	0	3.33
	TOTALS	53.06	14.52	25.6	6.70	99.88

* Wetland type according to the wetland classification system developed by Cowardin, et al. ("Classification of Wetlands and Deepwater Habitats of the United States"; 1979) and used by the USFWS – NWI. ()
PEM=Palustrine emergent, PFO=palustrine forested, PSS= palustrine shrub/scrub, POW=Palustrine open water.

Oregon Freshwater Wetland Assessment Methodology (OFWAM) Results for City of Woodburn

Wetland	OFWAM Assessment Elements: Functions and Conditions (C)									
	Wildlife Habitat (F)	Fish Habitat Streams (F)	Fish Habitat Lakes/Ponds (F)	Water Quality (F)	Hydrologic Control (F)	Education (F)	Recreation (F)	Enhancement Potential (C)	Aesthetic Quality (C)	Impact Sensitivity
MC-01	Provides Limited	Impacted	N/A	Intact	Intact	Can Provide	Can Provide	High	Moderately Pleasing	High
MC-02	Provides Limited	Impacted	N/A	Impacted	Intact	Potential	Inappropriate	Low	Moderately Pleasing	Moderate
MC-03	Provides Limited	N/A	N/A	Impacted	Intact	Inappropriate	Inappropriate	Low	Moderately Pleasing	Moderate
MC-04	Provides Limited	Not Present	N/A	Intact	Intact	Potential	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-05	Provides Limited	Not Present	N/A	Intact	Intact	Potential	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-06	Provides Limited	N/A	N/A	Intact	Impacted	Can Provide	Potential	Moderate	Moderately Pleasing	Moderate
MC-07	Provides Limited	Impacted	Impacted	Impacted	Intact	Potential	Potential	Moderate	Moderately Pleasing	Moderate
MC-08 a-j	Provides Limited	Impacted	Impacted	Intact	Intact	Can Provide	Potential	Moderate	Moderately Pleasing	Moderate
MC-09	Provides Limited	N/A	N/A	Intact	Impacted	Potential	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-10	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Low	Moderately Pleasing	Moderate
MC-11	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Low	Moderately Pleasing	Moderate
MC-12	Provides Limited	N/A	N/A	Intact	Intact	Potential	Inappropriate	Low	Moderately Pleasing	Moderate
MC-13	Provides Limited	N/A	N/A	Impacted	Impacted	Potential	Inappropriate	Low	Moderately Pleasing	Moderate
MC-15	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-16	Provides Limited	N/A	N/A	Intact	Intact	Potential	Inappropriate	Low	Moderately Pleasing	Moderate
MC-17	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Low	Moderately Pleasing	Moderate
MC-18	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-19	Provides Limited	Impacted	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Low	Moderately Pleasing	High
MC-20	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Moderate	Moderately Pleasing	Moderate
MC-24 a,b	Provides Limited	N/A	N/A	Impacted	Impacted	Potential	Inappropriate	Low	Not Pleasing	Moderate
MC21-23,25,26	Provides Limited	N/A	Impacted	Impacted	Intact	Potential	Potential	Low	Moderately Pleasing	Moderate

Note: N/A = Not applicable for this wetland

Wetland Code	OFWAM Assessment Elements: Functions (F) and Conditions (C)									
	Wildlife Habitat (F)	Fish Habitat Streams (F)	Fish Habitat Lakes/Ponds (F)	Water Quality (F)	Hydrologic Control (F)	Education (F)	Recreation (F)	Enhancement Potential (C)	Aesthetic Quality (C)	Impact Sensitivity (C)
SC-01	Provides Limited	Impacted	N/A	Intact	Intact	Can Provide	Potential	Moderate	Moderately Pleasing	Moderate
SC-02 a-d	Provides Limited	Impacted	N/A	Impacted	Intact	Potential	Potential	Moderate	Moderately Pleasing	Moderate
SC-03	Provides Limited	N/A	N/A	Impacted	Impacted	Inappropriate	Inappropriate	Moderate	Moderately Pleasing	Moderate

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Note: N/A = Not applicable for this wetland

Table 5. Significant Wetlands and Wetlands of Special Interest for Protection

Wetland Code	Results of Local Wetland Significance Assessment	Results of Wetlands of Special Interest for Protection Assessment
MC-1	• Wetland scores the highest rank for hydrologic control. • Wetland is rated in either the highest or second highest category for water quality AND borders a water quality limited stream as listed by DEQ.	
	• .	
MC-2	• Wetland scores the highest rank for hydrologic control. • Wetland is rated in either the highest or second highest category for water quality AND borders a water quality limited stream as listed by DEQ.	
MC-3	• Wetland scores the highest rank for hydrologic control. • Wetland is rated in either the highest or second highest category for water quality AND borders a water quality limited stream as listed by DEQ.	
MC-5	• Wetland scores the highest rank for water quality and hydrologic control, AND borders a water quality limited stream as listed by DEQ.	
MC-6	• Wetland scores the highest rank for water quality and hydrologic control, AND borders a water quality limited stream as listed by DEQ.	
MC-7	• Wetland scores the highest rank for hydrologic control.	
MC-8	• Wetland scores the highest rank for water quality and hydrologic control, AND borders a water quality limited stream as listed by DEQ.	
MC-16	• Wetland scores the highest rank for water quality and hydrologic control.	
SC-1	• Wetland scores the highest rank for hydrologic control.	
SC-2	• Wetland scores the highest rank for hydrologic control.	Factory Outlet Store Mitigation
SC-3	• Wetland scores the highest rank for water quality.	

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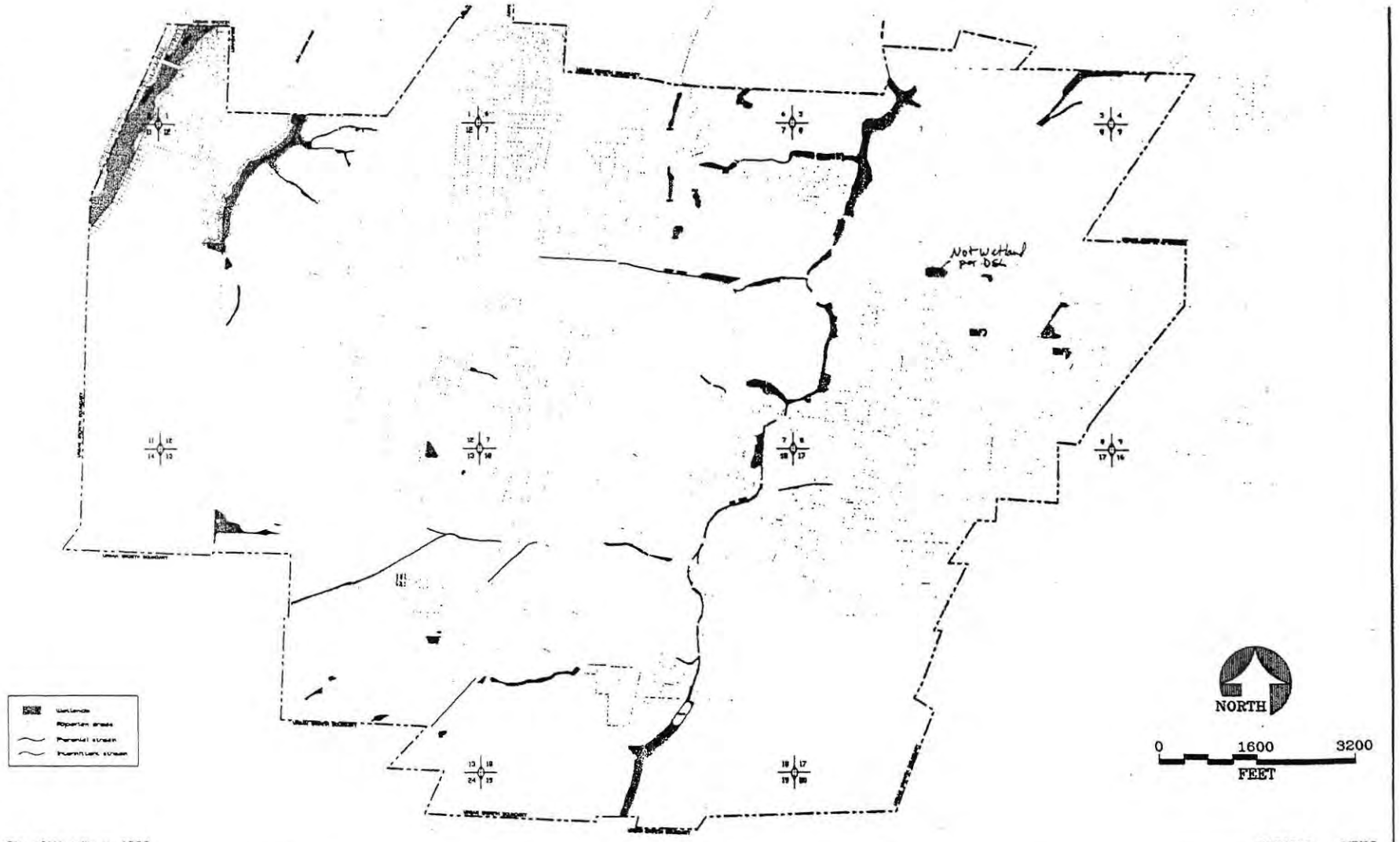

Base map from City of Woodburn, 1998

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FIGURE 6

Wetlands, riparian areas, and intermittent drainages identified by the Local Wetlands Inventory of the area within the City of Woodburn's Urban Growth Boundary.

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Seven of the eight wetlands in the Mill Creek drainage were significant also because they scored in the highest or second highest category for water quality, and they are along a water quality limited stream. This finding of significance indicates that these wetlands continue to play a significant role in maintaining water quality in Mill Creek.

5.0 RIPARIAN FINDINGS

The riparian inventory and assessment was conducted on Senecal and East Senecal Creeks using the procedures in the Riparian Guide. The riparian areas on each side of the creeks were segmented into reaches based on various characteristics, such as the type of development (or lack thereof) adjacent to the stream and the type of vegetation dominating the area. Each segment or riparian reach was coded to identify the side of the stream (looking downstream: right side [R] and left side [L]) and its sequential number, with number 1 being the furthest upstream.

The riparian corridor on Senecal Creek was divided into five reaches, two on the left (western) side of the creek and three on the right (eastern) side. The length of East Senecal Creek within the inventory area was assessed with one riparian reach on each side of the stream.

The width of each riparian area was determined by the potential height of the dominant tree species growing in it. Two tree species dominated portions of the riparian areas. Douglas-fir dominated the riparian areas on Senecal Creek. Its potential tree height (PTH) is 120 feet, resulting in a riparian area width determination of 120 feet. Oregon white oak was determined to be the dominant tree species in the riparian areas bordering East Senecal Creek. The PTH of Oregon white oak is 60 feet, resulting in a riparian area width determination of 60 feet.

The actual widths of existing riparian areas, with a vegetated buffer that was not disturbed, varied from nonexistent to 120 feet. These widths are reported for informational purposes to assist in writing ordinances addressing riparian buffers. The vegetated riparian buffer is generally absent on the part of Senecal Creek north of Senecal Creek Drive and on the eastern side of East Senecal Creek. By contrast, the riparian area on the eastern side of Senecal Creek, in Senecal Creek Park, is largely intact and extends the full width of the riparian area as determined by the PTH. This broad variation in the width and quality of the riparian areas summarized in Table 6) is not surprising because of the extensive historical alteration of the stream corridors.

Riparian areas along Mill Creek are generally vegetated by reed canarygrass. The vigorous, dense growth of this invasive species, combined with mowing, may prevent shrubs and trees from becoming established.

6.0 SUMMARY

Woodburn's Goal 5 wetland resource inventory has been completed in compliance with guidance from the DSL, which governs LWIs. The resulting maps are more complete and of greater resolution and accuracy than the NWI maps that were used previously by the City to determine

Table 6. Woodburn Urban Riparian Inventory and Assessment Summary

Reach Code	Potential Tree Height (ft)	Actual Riparian Width (ft)	Length Of Reach (ft)	Water Quality Function	Flood Management Function	Thermal Regulation Function	Wildlife Habitat Function
ECL-1	60	35	600	HIGH	HIGH	MED	HIGH
ECR-2	60	60	2600	MED	LOW	LOW	HIGH
SCL-1	120	100	2120	HIGH	LOW	LOW	MED
SCL-2	120	20	1320	MED	LOW	MED	LOW
SCR-1	120	40	2060	HIGH	MED	MED	HIGH
SCR-2	120	120	950	HIGH	MED	MED	HIGH
SCR-3	120	20	880	MED	LOW	MED	HIGH

the location of possible wetlands. The inventory is a tool that can be used by the City to make informed planning decisions.

Thirty-one individual wetlands, wetland systems, and water bodies totaling 99.88 acres, were identified by the LWI. The largest single mapped wetland complex is 23.02 acres. The most common wetland classification type in the inventory area is PEM (53.06 acres). Most of these wetlands are directlyassociated with the main drainages in Woodburn. These wetlands are vegetated by grasses and other non-woody, low-growing plants. Many of these wetlands may experience some degree of inundation during the winter and early part of the growing season.

Palustrine forested wetlands comprise the second largest category of mapped wetlands. Most of these forested wetlands are in the Senecal Creek and East Senecal Creek bottomlands. Small amounts of PFO wetland also remain in the Mill Creek drainage as isolated stands of trees.

Ten wetlands were determined to be locally significant. These significant wetlands include all of the wetlands along Mill, Senecal, East Senecal, and Goose Creeks. Each of these wetlands is significant because of its hydrologic control functions in the drainage basin. In addition to hydrologic control, nine of the significant wetlands are significant because of their water quality functions. Under Goal 5 rules, locally significant wetlands in Woodburn will need to be protected by local ordinances.

Assessment of the riparian corridor along Senecal Creek and East Senecal Creek resulted in a determination of 7 riparian reaches, the longest being approximately 2,600 feet long. The width of each reach was determined by existing vegetation, and varied from 60 to 120 feet. In some reaches, actual riparian vegetation and function were almost completely gone. In other reaches, significant vegetation, natural value, and function remain.

Most of the wetlands and riparian areas within Woodburn's UGB have been affected significantly by development, whether residential, commercial, industrial, or agricultural. Each of the wetlands and riparian areas within the study area still serves important functions associated with fish and wildlife habitat, water quality, hydrologic control, and quality of life.

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Appendix A

Wetland and Riparian Inventory Section Map Information

The wetland and riparian inventory section maps are provided separately.

Appendix B

Wetland Data and Summary Sheets (organized by drainage basin and wetland code)

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-01

Investigator(s): KC/PO

Size (acres): 8.75

Location

Legal: T5S R1W S18 & S19

Sec.18 (100, 4100) Sec.19 (100)
18 DC - 4100-92081401
100-92081391
19 B - 100 - 43463000

Other: South of intersection of Hermason & Deer Run St.

Basin: Mill Creek

Soils

Mapped Series: Ba, Da, WuD

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): POW

Dominant Vegetation

Trees | **Shrubs** | **Vines** | **Herbs**

Comments

Field dominated by reed canary grass (Phalaris arundinacea) with drainage ditch bissecting the field roughly through its center. East side of site bordered by Himalayan blackberry (Rubus discolor). West side bordered by meadow foxtail (Alopecurus pratensis). South end of site bordered by a grove of ash (Fraxinus latifolia) with an understory of Himalayan blackberry. The drainage ditch connects to a pond (possibly excavated) at the north end of the grassy field. Two small islands with willow growing on them, are located in the pond. A culvert exits from the pond at its north end. The field and pond have good potential for future enhancement.

Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

SHAPIRO Project Number: 2981036

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	KC/PO
Project Name:	City of Woodburn		
Wetland Code:	MC-01	Project Number:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	B	Q1:	C	Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	B	Q2:	B	Q2:		Q2:	A	Q2:	A	Q2:	A
Q3:	C	Q3:	C	Q3:		Q3:	A	Q3:	A	Q3:	A
Q4:	A	Q4:	A	Q4:		Q4:	A	Q4:	A	Q4:	A
Q5:	A	Q5:	C	Q5:		Q5:	A	Q5:	B	Q5:	A
Q6:	A	Q6:	B	Q6:		Q6:	A	Q6:	A	Q6:	C
Q7:	C							Q7:	B		
Q8:	C										
Q9a:											
Q9b:	B										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	A	Q1:	A	Q1:	A	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	A
Q3:	B	Q3:	B	Q3:	C	Q3:	A
Q4:	A	Q4:	A	Q4:	B	Q4:	B
Q5a:		Q5:	A	Q5:	A	Q5:	A
Q5b:	B	Q6:	B	Q6:	B	Q6:	A
Q6:	C						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is impacted or degraded.
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is sensitive to future impacts.
Enhancement Potential:	The wetland has high enhancement potential.
Education:	The wetland has educational uses.
Recreation:	The wetland provides recreational opportunities.
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-01	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with more than 5 plant species. Emergent veg. & ponding or open water only. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Less than 50% of stream shaded by riparian vegetation. Portions of stream channel modified. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. Non-Salmonid, non-sensitive fish species present sometime during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. More than 5 acres of wetland area. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is more than 5 acres. Waterflow out of wetland is restricted or no outlet. Emergent veg. and ponding , or open water only is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Agricultural land use in watershed upstream from area.
Sensitivity to Impact	The wetland is sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is being taken out of stream(s) through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-01	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has high enhancement potential.	One or more of functions for assessment results for wildlife habitat, fish habitat, water quality and hydrologic control is impacted or degraded. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is restricted, but may be breached or new flow channel created. Wetland's area is more than 5 acres. Between 10 and 40 % of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is sensitive to future impacts.
Education	The wetland has educational uses.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is existing physical public access to other features or it can be created easily and other habitats can be observed from this site. There is a maintained public access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland provides recreational opportunities.	There is a maintained public access point within 250 feet of wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is allowed at wetland or adjacent water body. Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-01

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-01

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- Yes water quality,
- Yes hydrologic control.

Yes Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-02 a-d

Investigator(s): KC/PO

Size (acres): 1.64

Location

Legal: T5S R2W S18

Other: W of Cleveland/Marshall intersection, S to pond

Basin: Mill Creek

2100, 2200, 3500, 3600, 3800, 3900, 7000, 7100, 8400, 8500, 8600, 11400, 11500, 12000, 12100

Soils

Mapped Series: Ba

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

Most of this is in the Mill Creek Greenway (City of Woodburn). Highly disturbed ditch between houses. Pipe crossings. Mowed to top of bank. Lots of invasive species. Occasionally tree lined (mostly ash (Fraxinus latifolia). Reed canarygrass (Phalaris arundinaceae) in most places but conspicuously absent in some. Abundant water-starwort (Callitriche heterophylla) in stream. Potential for enhancement high.

18DB - 11800 - ON MAP NOT ON SUMMARY SHEET
11600 - " " "
11901 - " " "
11900 - " " "
12800 - OK
12100 - OK
11400 - OK
11500 - ON SUMMARY SHEET - NOT ON MA
2700 - ON MAP NOT ON SUMMARY
2200 - OK
2100 - OK

* 25

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

T 9S R 2W S 18 City: Woodburn County: Marion State: OR

Plot Location; Topography: SW of intersection of Cleveland and Marshall streets.

Project #: 2981036 Determined by: KC/PO Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? No

Explanation: Vegetation mowed to creek; stream confined to ditch.

Are Soils ☐ Vegetation ☑ Hydrology ☑ significantly disturbed? Yes

Explanation: Vegetation (probably reed canarygrass) mowed to the creek.

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		70
Phalaris arundinacea	FACW	60
Rorippa nasturtium-aquaticum	OBL	20
Equisetum arvense	FAC	15
Rumex crispus	FAC+	5
Myosotis laxa	OBL	5

Shrub/Sapling Stratum - % total cover:	0

Woody Vine Stratum - % total cover:		100
Convolvulus arvensis	UPL	15

Tree Stratum - % total cover:	0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 3 = 67 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly to very poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxorererts

D SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-16"	2.5Y 2.5/0	gleyed	clay loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☑ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: 16" Depth to saturation: 0"

Primary Indicators:

☐ Inundated

☑ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☑ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	KC/PO
Project Name:	City of Woodburn		
Wetland Code:	MC-02	Project Number:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	B	Q1:	B	Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:	C	Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:	C	Q3:		Q3:	B	Q3:	B	Q3:	A
Q4:	A	Q4:	A	Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	A	Q5:	C	Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:	B	Q6:		Q6:	A	Q6:	A	Q6:	C
Q7:	C							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	A	Q2:	B	Q2:	C	Q2:	C
Q3:	C	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	A	Q5:	B	Q5:	B
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is impacted or degraded.
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-02	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with more than 5 plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Between 50 and 75% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. Non-Salmonid, non-sensitive fish species present sometime during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Moderate (approx. 60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-02	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is restricted and cannot be restored. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. One to two visible safety hazards exist at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is a maintained public access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. At certain times, unpleasant odors are present at the primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Wetlands of Special Interest for Protection Assessment Answer Sheet

WetlandCode: MC-02

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-02

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **No** water quality,
- **Yes** hydrologic control.

Yes Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

[illegible] WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-03 a-d

Investigator(s): CM/DG

Size (acres): 4.11

Location

Legal: T5S R1W S7 & S18

200, 300, 1000, 1800, 1900, 2400, 2500, 3000, 3300, 3600, 3700, 3800, 5300, 5800

Other: N of RR, NE of Cleveland & Brown, N to Hardcastle

Basin: Mill Creek

Soils

Mapped Series: Ba, WuA, WuD, Te

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM, PFO

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments

This wetland contains the channel of Mill Creek with a small Oregon ash (Fraxinus latifolia) forest in the northern portion. The majority of the wetland is vegetated with reed canarygrass (Phalaris arundinaceae) that is periodically mowed. This mowing keeps shrub species from becoming established and access by pedestrians [illegible]t difficult. Wetland hydrology source is surface runoff and shallow groundwater. The soil has a very high [illegible] content so water does not percolate through the soil quickly. Instead, it flows overland to Mill Creek and other drainages.

Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Client/Applicant: City of Woodburn Site: MC-03 Plot: 8

T 5S R 1W S 18 City: Woodburn County: Marion State: OR

Plot Location; Topography: NW of intersection of Lincoln and Gatch streets.

Project #: 2981036 Determined by: CM/DG Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? No

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

	Ind.	%Cover:
Herb Stratum - % total cover:		100
Alopecurus pratensis	FACW	38
Festuca arundinacea	FAC-	30
Convolvulus sepium	UPL	20
Equisetum arvense	FAC	10
Phalaris arundinacea	FACW	2
Woody Vine Stratum - % total cover:		0

	Ind.	%Cover:
Shrub/Sapling Stratum - % total cover:		0
Tree Stratum - % total cover:		0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 1 of 3 = 33 % (50/20 Rule)

Remarks: Mowed this season.

Vegetation Criterion Met? No

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: Poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-18"	10 YR 3/2		silty clay loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >18" Depth to saturation: >18"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? No

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City: Woodburn County: Marion State: OR

Plot Location; Topography: Swale W of channel NW of intersection of Lincoln and Gatch streets.

Project #: 2981036 Determined by: CM/DG Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site?	**Yes**
Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed?	**No**

VEGETATION Dominant Plant Species

	Ind.	%Cover:
Herb Stratum - % total cover:		**50**
Alopecurus pratensis	FACW	80
Phalaris arundinacea	FACW	10
Festuca arundinacea	FAC-	5
Holcus lanatus	FAC	5
Woody Vine Stratum - % total cover:		**0**

	Ind.	%Cover:
Shrub/Sapling Stratum - % total cover:		**0**
Tree Stratum - % total cover:		**50**
Fraxinus latifolia	FACW	100

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 2 = 100 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0"-10"	10 YR 3/2		silty clay loam
	10"-	10 YR 2/1	few/coarse 7.5 YR 4/3	clayey silt

☐ stosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ stic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >18" Depth to saturation: >18"

Primary Indicators:

- ☐ Inundated
- ☐ Saturated in upper 12"
- ☑ Water marks
- ☐ Drift lines
- ☐ Sediment deposits
- ☐ Drainage patterns

Secondary Indicators (2 or more required):

- ☐ Oxidized rhizospheres
- ☐ Water-stained leaves
- ☐ Recorded data (aerials, groundwater data)
  Explain:
- ☑ Other
  Explain: moist to surface
- ☑ Local soil survey data
- ☐ FAC-Neutral test

Remarks: Low-lying area showing evidence of ponding.

Hydrology Criterion Met? Yes

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Client/Applicant: City of Woodburn Site: MC-03 Plot: 10

T 5S R 1W S 18 City: Woodburn County: Marion State: OR

Plot Location; Topography: Ditch W of intersection of Lincoln and Gatch streets.

Project #: 2981036 Determined by: KC/PO Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? No

Explanation: Mowed to top of bank.

Are Soils ☐ Vegetation ☑ Hydrology ☐ significantly disturbed? Yes

Explanation: Stream confined to straight ditch. Vegetation is mowed to top of bank.

VEGETATION Dominant Plant Species

	Ind.	%Cover:
Herb Stratum - % total cover:		100
Phalaris arundinacea	FACW	90
Convolvulus arvensis	UPL	10
Woody Vine Stratum - % total cover:		0

	Ind.	%Cover:
Shrub/Sapling Stratum - % total cover:		0
Tree Stratum - % total cover:		0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 1 of 1 = 100 % (50/20 Rule)

Remarks: Mowed.

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw

Drainage Class: Poorly to very poorly drained

Taxonomy: Very fine, montmorillonitic mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0"-16"	7.5 YR 2.5/1	small few mottles, bright	clayey silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: >16"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Remarks: Probably a flood plain.

Hydrology Criterion Met? No

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City: Woodburn County: Marion State: OR

Plot Location; Topography: Swale about 50' W of channel NW of intersection of Lincoln and Gatch streets.

Project #: 2981036 Determined by: KC/PO Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? No

Explanation: Mowed ditch

Are Soils ☐ Vegetation ☑ Hydrology ☐ significantly disturbed? Yes

Explanation: Appears that native ash woodland has been removed.

VEGETATION Dominant Plant Species

	Ind.	%Cover:
Herb Stratum - % total cover:		**100**
Phalaris arundinacea	FACW	100
Woody Vine Stratum - % total cover:		**0**
Shrub/Sapling Stratum - % total cover:		**0**
Tree Stratum - % total cover:		**10**
Fraxinus latifolia	FACW	100

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 2 = 100 % (50/20 Rule)

Remarks: Depressional area of predominantly reed canarygrass (Phalaris arundinaceae) is bordered by a small ash woodland with an understory of wetland plant species. (see OFWAM).

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw

Drainage Class: poorly to very poorly drained

Taxonomy: Very fine montmorillonitic mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-14"	10 R 2.5/1	small, few, mottles	blocky structure, clayey silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Remarks: Gravel at 14".

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >14" Depth to saturation: >14"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☑ Drainage patterns

Secondary Indicators (2 or more required):

☑ Oxidized rhizospheres ☑ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Remarks: Soil moist but not saturated.

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	KC/PO
Project Name:	City of Woodburn		
WetlandCode:	MC-03	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:		Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	B	Q3:	B	Q3:	A
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	A	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:		Q6:		Q6:	A	Q6:	A	Q6:	C
Q7:	C							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	B
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	C	Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-03	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Moderate (approx. 60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-03	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is restricted and cannot be restored. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat- no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	Two Cowardin classes are visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

WetlandCode: MC-03

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**B**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-03

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **No** water quality,
- **Yes** hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-04

Investigator(s): CM/DG

Size (acres): 0

Location

Legal: T5S R1W S7 100, 200, 8800, 890, 9000

Other: W of RR, between Mt. Hood Ave and Hardcastle Ave

Basin: Mill Creek

Soils

Mapped Series: Ba, Da, Te

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM, PSS

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

MC-4 consists of two short excavated segments in a residential neighborhood. The two segments are separated by a street crossing, but are hydrologically connected by a culvert under the street. The small wetland may provide a very small amount of stormwater detention. The excavated area is broad enough that temporary flooding and storage of surface runoff may occur. The wetland is vegetated by grasses.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG
Project Name:	City of Woodburn		
WetlandCode:	MC-04	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:	C	Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:	C	Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:	C	Q3:		Q3:	A	Q3:	B	Q3:	A
Q4:	B	Q4:	C	Q4:		Q4:	B	Q4:	C	Q4:	A
Q5:	A	Q5:	C	Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:	C	Q6:		Q6:	A	Q6:	A	Q6:	B
Q7:	C							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	A	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	A	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is lost or not present.
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-04	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. Between 0.5 and 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is lost or not present.	Less than 50% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

Wetland Code:	MC-04	Project Number:	2981036

Function	Evaluation Descriptor	Rationale
		within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is existing physical public access to other features or it can be created easily and other habitats can be observed from this site. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-04	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		at primary viewing locations.

WOODBURN LOCAL WETLANDS INVENTORY

- Wetland Summary Sheet -

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-05

Investigator(s): CM/DG

Size (acres): 6.52

Location

Legal: T5S R1W S7 & S8

100, 200, 400, 401, 500, 600, 700, 800, 900, 1000, 1700, 1800, 1900, 2000, 2100, 2200, 4700, 4800, 4900, 5000, 5100, 9000

Other: E of RR, between Mt. Hood Ave and Hardcastle Ave

Basin: Mill Creek

Soils

Mapped Series: Ba, Da, Te

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM, PSS

Dominant Vegetation

Trees | **Shrubs** | **Vines** | **Herbs**

Comments:

This wetland area contains the incised channel of Mill Creek and the wetland is mostly a narrow strip with a couple of low-lying areas where the wetland becomes wider. The majority of the wetland is vegetated with reed canarygrass (Phalaris arundinaceae) with the southern wider area containing Pacific and Scouler's willow shrubs (Salix lasiandra, Salix scouleriana). This portion of Mill Creek is not mowed as often as other portions and pedestrian access is more difficult. The soil has a high clay content and the wetland area is poorly drained. The majority of the water that enters the wetland must drain through Mill Creek instead of percolating into the aquifer. Recently planted shore pine seedlings were observed along the eastern bank of Mill Creek.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG
Project Name:	City of Woodburn		
WetlandCode:	MC-05	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:	C	Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:	C	Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:	C	Q3:		Q3:	A	Q3:	B	Q3:	A
Q4:	A	Q4:	C	Q4:		Q4:	B	Q4:	C	Q4:	A
Q5:	A	Q5:	C	Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:	C	Q6:		Q6:	B	Q6:	A	Q6:	C
Q7:	C							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	A	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	B
Q5b:	C	Q6:	B	Q6:	B	Q6:	B
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is lost or not present.
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-05	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is lost or not present.	Less than 50% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed moderate water quality stream reaches in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use

Function and Condition Summary Sheet for the Oregon Method

WetlandCode: MC-05	ProjectNumber: 2981036

Function	Evaluation Descriptor	Rationale
		within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. At certain times, unpleasant odors are present at the primary viewing location. Continuous traffic and other intrusive noise and natural

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-05	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		sounds are audible at primary viewing location.

Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-05

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-05

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **Yes** water quality,
- **Yes** hydrologic control.

Yes Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

[illegible] LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 08/04/98 **Wetland Mapping Code:** MC-06

Investigator(s): JG/ES **Size (acres):** 1.24

Location

Legal: T5S R1W S7 700, 900

Other: S of Hwy 214, 600' W of Hwy 214/Front St.

Basin: Mill Creek

Soils

Mapped Series: Ba

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments:

OFFSITE DETERMINATION. This wetland is approximately 50' wide and 1100' in length, oriented roughly west to east, bordered by Hwy 214 on the north, Front St. to the east, and a drainage ditch (Goose Creek) on its south side. The site slopes gently toward the south from Hwy. 214, and appears to have been mowed prior to this site investigation. The drainage is connected to MC-7A to the west by a culvert under Hwy. 214, and [illegible]nected to MC-5 to the southwest by a culvert under Front St.

Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	CM/DG
Project Name:	City of Woodburn		
WetlandCode:	MC-06	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	A	Q1:	B	Q1:	A
Q2:	C	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	A	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	A	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	B
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	A										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	A	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	A
Q3:	A	Q3:	B	Q3:	B	Q3:	C
Q4:	B	Q4:	B	Q4:	B	Q4:	B
Q5a:		Q5:	A	Q5:	B	Q5:	A
Q5b:	A	Q6:	A	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has educational uses.
Recreation:	The wetland has the potential to provide recreational opportunities.
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-06	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. More than 40% of wetland edge bordered by veg. buffer 25 or more feet wide.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has moderate	Wetland has lost one or more functions or

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-06	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
	potential for enhancement.	one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. More than 40% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has educational uses.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, but observation of other features can be made. There is a maintained public access point within 250 feet of the wetland's edge. Access is available for limited mobility.
Recreation	The wetland has the potential to provide recreational opportunities.	There is a maintained public access point within 250 feet of wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. Existing undeveloped trails and viewing ares to guide user. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Wetlands of Special Interest for Protection Assessment Answer Sheet

WetlandCode: MC-06

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-06

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **Yes** water quality,
- **Yes** hydrologic control.

Yes Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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Wetland Summary Sheet

Date(s) of Field Verification: 08/04/98

Wetland Mapping Code: MC-07a,b

Investigator(s): JG/ES

Size (acres): 2.15

Location

Legal: T5S R1W S7

Other: N. of Hwy 214, S. of Woodburn H.S. athletic fields

Basin: Mill Creek

600, 2200, 22601, 7200, 7300, 7400, 7500, 7600, 7800, 7900, 8000, 8100, 8200, 18400, 18500, 18600, 18700, 18800

Soils

Mapped Series: Ba, Da

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM, RUB

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments:

Goose Cr. emerges from a culvert at the NE corner of Lincoln Elementary School property. The channelized creek enters the wetland from the west and maintains the wetland's southern boundary. The east to west trending 50' by 450' site is a mowed field, sloping upward gently to the north. Soils were low in chroma with mottles and concretions.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Client/Applicant: City of Woodburn Site: MC-07 Plot: 15

T 5S R 1W S 7 City: Woodburn County: Marion State: OR

Plot Location; Topography: Sloping mowed field south of Woodburn High School athletic fields, north of Hwy 214.

Project #: 2981036 Determined by: JG/ES Date: 8/4/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? No

Explanation: Mowed field; channelized stream.

Are Soils ☐ Vegetation ☑ Hydrology ☑ significantly disturbed? Yes

Explanation: Mowed field; and channelized stream.

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		Ind. %Cover: 100
Alopecurus pratensis	FACW	35
Holcus lanatus	FAC	35
Festuca arundinacea	FAC-	20
Plantago lanceolata	FAC	15
Rumex acetosa	NI	5
Taraxacum officinale	FACU	5

Shrub/Sapling Stratum - % total cover:	Ind. %Cover: 0

Woody Vine Stratum - % total cover:	0

Tree Stratum - % total cover:	0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 3 = 67 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic, Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-6"	10YR3/2	mottling, faint, common	fine sandy loam
	6-18"	10YR3/1		silty loam

☐ Histosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☑ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >18" Depth to saturation: >18"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☑ Oxidized rhizospheres ☑ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)
Explain:

☐ Other
Explain:

Hydrology Criterion Met? Yes

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City: Woodburn County: Marion State: OR

Plot Location; Topography: Mid-point of slope south facing slope; S of Woodburn HS athletic field, North of Hwy 214.

Project #: 2981036 Determined by: JG/ES Date: 8/4/98

DETERMINATION: IS THIS PLOT IN A WETLAND? No

Do Normal Circumstances exist on the site? No

Explanation: mowed field; channelized stream

Are Soils ☐ Vegetation ☑ Hydrology ☑ significantly disturbed? No

Explanation: Mowed field; and channelized stream.

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		**100**	**Shrub/Sapling Stratum - % total cover:**	**0**
Holcus lanatus	FAC	20		
Poa pratensis	FAC	10		
Leontodon leysseri	UPL	10		
Rumex acetosella	FACU	5		
Daucus carota	UPL	5		
Woody Vine Stratum - % total cover:		**0**	**Tree Stratum - % total cover:**	**0**

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 5 = 40 % (50/20 Rule)

Remarks: About 50% of cover is dead; dry grass (mowed).

Vegetation Criterion Met? No

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly drained

Taxonomy: Very fine,montmorillonitic, mesic Typic Pelloxererts

D SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-6"	10YR4/3		Silt loam
	6-16"	10YR4/3		Silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? No

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: >16"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)
Explain:

☐ Other
Explain:

Hydrology Criterion Met? No

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	08/04/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-07	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:	C	Q1:	C	Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:	C	Q2:	C	Q2:	B	Q2:	B	Q2:	B
Q3:	C	Q3:	C	Q3:	C	Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:	A	Q4:	B	Q4:	B	Q4:	A	Q4:	A
Q5:	A	Q5:	C	Q5:	C	Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:	C	Q6:	C	Q6:	C	Q6:	A	Q6:	B
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	B	Q1:	A	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	C	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	A	Q5:	B	Q5:	B
Q5b:	B	Q6:	B	Q6:	B	Q6:	B
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is impacted or degraded.
Fish Habitat - Lakes/Ponds:	The wetland's fish habitat function is impacted or degraded.
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has potential for educational use.
Recreation:	The wetland has the potential to provide recreational opportunities.
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-07	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Less than 50% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Fish Habitat - Lakes/Ponds	The wetland's fish habitat function is impacted or degraded.	Less than 50% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. One or more upstream reaches are listed moderate water quality. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Unable to determine evidence of flooding or ponding during the growing season (or not applicable). Area is between 0.5 and 5 acres. Waterflow out of wetland is restricted or no outlet. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact		

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-07	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is restricted and cannot be restored. Wetland's area is between 0.5 and 5 acres. Between 10 and 40 % of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation, but allowed only with permission. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is a maintained public access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland has the potential to provide recreational opportunities.	There is a maintained public access point within 250 feet of wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has visual

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-07	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. At certain times, unpleasant odors are present at the primary viewing location. Continuous traffic and other intrusive noise and natural sounds are audible at primary viewing location.

WetlandCode: MC-07

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

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WetlandCode: MC-07

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **No** water quality,
- **Yes** hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-08 a-j

Investigator(s): CM/DG/JG/ES

Size (acres): 16.25

Location

Legal: T5S R1W S8 & S5

200, 300, 400, 600, 700, 1200, 1300, 1400, 1600, 3000, 310

Other: NW of intersec. of Front & Hwy 214, E of golf cour

Basin: Mill Creek

Soils

Mapped Series: Ba, La, Da

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM, PSS, PFO, RUB

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

This wetland is a broad drainage swale with Mill Creek located in an incised channel that is up to 200 feet wide in some portions. Wetland codes 8 a-d are along Mill Creek. The wetland vegetation consists of a monoculture of reed canarygrass (Phalaris arundinaceae) that is occasionally mowed. The mowing keeps shrub species from becoming established and allows pedestrians to have easy foot access to the portions that are on public property. There is a small patch of cattail (Typha latifolia) in the northern portion with forested/scrub/shrub areas near the southeast corner of the golf course. Dominant species in the forested/scrub/shrub areas are Oregon ash (Fraxinus latifolia), black cottonwood (Populus balsamifera), pacific willow (Salix lasiandra) and Scouler's willow (Salix scouleriana). The soil has a high clay content so percolation of water is very slow and it tends to pond during the wet season. The reed canarygrass contributes to the removal of sediment and other impurities from runoff water but decreases the diversity of the plant community and diminishes the value of the wetland as wildlife habitat. Wetland extends into Tukwila golf course bordering fairways in the middle portion of course. MC-8b was previously delineated (DSL 97-0318). Wetland sections 8 E-J are on the golf course, in a drainage swale that flows into Mill Creek. 8J is a water hazard on the golf course, at the top of the drainage. It was excavated in hydric soil. The remaining segments are emergent, scrub-shrub, and forested wetlands that connect 8J with the wetland sections along Mill Creek.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Plot: 12

City: Woodburn County: Marion State: OR

Plot Location; Topography: Drainage swale to the east of Woodburn HS; NW of intersection of Front St. and Hwy 214.

Project #: 2981036 Determined by: CM, DG Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

	Ind.	%Cover:
Herb Stratum - % total cover:		**100**
Phalaris arundinacea	FACW	100
Woody Vine Stratum - % total cover:		**0**

	Ind.	%Cover:
Shrub/Sapling Stratum - % total cover:		**0**
Tree Stratum - % total cover:		**0**

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 1 of 1 = 100 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-18	10 YR 3/2	mottles many, medium, 7.5 YR 4/4	clayey, silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >18" Depth to saturation: >18"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☑ Drainage patterns

Secondary Indicators (2 or more required):

☑ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)
Explain:

☐ Other
Explain:

Remarks: Soil profile is moist.

Hydrology Criterion Met? Yes

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Client/Applicant: City of Woodburn Site: MC-08 Plot: 13

T 5S R 1W S 8 City: Woodburn County: Marion State: OR

Plot Location; Topography: Upslope on west side of drainage swale located E of HS; NW of intersection of Front St. and Hwy 214.

Project #: 2981036 Determined by: CM, DG Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? No

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		Ind. %Cover: 120	Shrub/Sapling Stratum - % total cover:	Ind. %Cover: 0
Holcus lanatus	FAC	30		
Festuca arundinacea	FAC-	30		
Poa pratensis	FAC	20		
Trifolium repens	FAC	20		
Hypochaeris radicata	FACU	10		
Rumex acetosella	FACU	5		
Woody Vine Stratum - % total cover:		0	**Tree Stratum** - % total cover:	0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 3 of 4 = 75 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: Poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-6	10 YR 3/3		Silt loam
	6+	N/A		N/A

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Remarks: Soil very hard. Could not dig below 6".

Soil Criterion Met? No

HYDROLOGY

Depth of inundation: N/A Depth to water table: >18" Depth to saturation: >18"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? No

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Site: MC-08 Plot: 17

City: Woodburn County: Marion State: OR

Plot Location; Topography: Slight slope, SE area of Tukwila Golf Course

Project #: 2981036 Determined by: DC/JG Date: 9/1/98

DETERMINATION: IS THIS PLOT IN A WETLAND? No

Comments: North edge of wetland that runs in a swale east to west across golf course 40 feet from hazlenut orchard.

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION

Dominant Plant Species	Ind.	%Cover:
Herb Stratum - % total cover:		**100**
Holcus lanatus	FAC	75
Cirsium arvense	FACU	15
Phalaris arundinacea	FACW	5
Equisetum arvense	FAC	5
Woody Vine Stratum - % total cover:		**0**

Ind.	%Cover:
Shrub/Sapling Stratum - % total cover:	**0**
Tree Stratum - % total cover:	**0**

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 5 of 5 = 100 % (50/20 Rule)

Remarks: Golf greens within 50 feet.

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bawshaw clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-9"	10YR 3/3		silt loam
	9-16"+	10YR 4/3	mottles few, faint	silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? No

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16' Depth to saturation: >16"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? No

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...ION DATA SHEET - 1987 MANUAL

Client/Applicant: City of Woodburn Site: MC-08 Plot: 18

T 5S R 1W S 8 City: Woodburn County: Marion State: OR

Plot Location; Topography: In swale in SE area of Tukwila golf Course.

Project #: 2981036 Determined by: DC/JG Date: 9/1/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Comments: Mostly emergent with some shrubs and trees.

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		75	Shrub/Sapling Stratum - % total cover:		15
Phalaris arundinacea	FACW	100	*Salix scouleriana*	FAC	60
Solanum dulcamara	FAC+	20	*Rosa pisocarpa*	FAC	40
Woody Vine Stratum - % total cover:		0	**Tree Stratum** - % total cover:		10
			Fraxinus latifolia	FACW	100

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 5 of 5 = 100 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-7"	10 YR3/1		silt loam
	7-16"	10 YR2/1	small concretions	clayey silt

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☑ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: 12"

Primary Indicators:

☐ Inundated
☐ Saturated in upper 12"
☐ Water marks
☐ Drift lines
☐ Sediment deposits
☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres
☐ Water-stained leaves
☐ Recorded data (aerials, groundwater data)
Explain:
☐ Other
Explain:

☐ Local soil survey data
☐ FAC-Neutral test

Remarks: Water on ped faces at 12".

Hydrology Criterion Met? Yes

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Plot: 19

T 3S R 1W S 8 City: Woodburn County: Marion State: OR

Plot Location; Topography: Swale, fairway #7.

Project #: 2981036 Determined by: DC/JG Date: 9/1/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		60	Shrub/Sapling Stratum - % total cover:		80
Lysichitum americanum	OBL	30	*Salix scouleriana*	FAC	100
Carex obnupta	OBL	30			
Phalaris arundinacea	FACW	20			
Glyceria elata	FACW	20			
Woody Vine Stratum - % total cover:		**30**	**Tree Stratum - % total cover:**		**20**
Solanum dulcamara	FAC+	70	*Salix scouleriana*	FAC	70
Rubus discolor	FACU	30	*Fraxinus latifolia*	FACW	30

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 8 of 9 = 89 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw Clay

Drainage Class: poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-13"	10 YR2/1		organic siltly clay loam
	13-16"	3 10GY		clay

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: surface Depth to water table: 1" Depth to saturation: 0"

Primary Indicators:

☐ Inundated

☑ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	08/04/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-08 a-j	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:	C	Q1:	A	Q1:	A	Q1:	A	Q1:	A
Q2:	B	Q2:	C	Q2:	C	Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:	C	Q3:	C	Q3:	A	Q3:	A	Q3:	A
Q4:	A	Q4:	B	Q4:	A	Q4:	A	Q4:	C	Q4:	A
Q5:	A	Q5:	C	Q5:	C	Q5:	A	Q5:	B	Q5:	A
Q6:	A	Q6:	A	Q6:	C	Q6:	A	Q6:	A	Q6:	C
Q7:	B							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	A										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	B	Q1:	B
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	A	Q3:	B	Q3:	C	Q3:	A
Q4:	A	Q4:	A	Q4:	B	Q4:	A
Q5a:		Q5:	B	Q5:	B	Q5:	A
Q5b:	A	Q6:	B	Q6:	B	Q6:	B
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is impacted or degraded.
Fish Habitat - Lakes/Ponds:	The wetland's fish habitat function is impacted or degraded.
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has educational uses.
Recreation:	The wetland has the potential to provide recreational opportunities.
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-08 a-j	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. & ponding or open water only. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed moderate water quality. Residential/Industrial land use within 500 feet of wetland edge. More than 40% of wetland edge bordered by veg. buffer 25 or more feet wide.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Less than 50% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. One or more upstream reaches are listed moderate water quality. Residential/Industrial land use within 500 feet of wetland edge. Salmon, trout, or sensitive species present sometime during the year.
Fish Habitat - Lakes/Ponds	The wetland's fish habitat function is impacted or degraded.	More than 75% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. More than 5 acres of wetland area. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is more than 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. and ponding , or open water only is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-08 a-j	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is more than 5 acres. More than 40% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has educational uses.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is existing physical public access to other features or it can be created easily and other habitats can be observed from this site. There is an unmaintained access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland has the potential to provide recreational opportunities.	There is an unmaintained public access point within 250 feet of the wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	Two Cowardin classes are visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-08 a-j	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is open or naturally landscaped. Natural, pleasant odors are present at primary viewing location. Continuous traffic and other intrusive noise and natural sounds are audible at primary viewing location.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-08

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

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Local Wetland Significance Assessment

WetlandCode: MC-08

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- Yes water quality,
- Yes hydrologic control.

Yes Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 09/15/98 **Wetland Mapping Code:** MC-09

Investigator(s): JG/ES **Size (acres):** 0.35

Location

Legal: T5S R2W S13 500, 11800, 11900

Other: S of Parr Rd.; W of Boone's Ferry Rd.

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PFO

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments

OFFSITE DETERMINATION. This linear site follows the west side of RR tracks in a drainage ditch. This site has a low number of vegetation species. The cottonwood trees (Populus balsamifera) on the site are large, mature specimens. Soil is somewhat poorly drained.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-09	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	A	Q1:	B	Q1:	A
Q2:	A	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	A	Q3:	B	Q3:	C
Q4:	C	Q4:		Q4:		Q4:	B	Q4:	C	Q4:	B
Q5:	B	Q5:		Q5:		Q5:	B	Q5:	A	Q5:	A
Q6:	A	Q6:		Q6:		Q6:	C	Q6:	B	Q6:	A
Q7:	A							Q7:	A		
Q8:	B										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	A	Q2:	B	Q2:	C	Q2:	A
Q3:	A	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	B
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-09	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Woody vegetation is dominant vegetation cover. Low degree of Cowardin class interspersion. Less than 0.5 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Agricultural land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Agricultural land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Woody vegetation is dominant cover type. Agricultural land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Agricultural land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Woody vegetation is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-09	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. One to two visible safety hazards exist at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. At certain times, unpleasant odors are present at the primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest to Protection Assessment
Answer Sheet

WetlandCode: MC-09

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-09

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- Yes water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 09/15/98 **Wetland Mapping Code:** MC-10

Investigator(s): JG/ES **Size (acres):** 0.29

Location

Legal: T5S R2W S13 1200

Other: SW of Settlemier and RR crossing

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

OFFSITE DETERMINATION. Aerial photo seems to indicate earlier season ponding. Currently dry, with visually distinct vegetation in the mapped area. Amity silt loam has hydric inclusions of Concord silt loam.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-10	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams	Fish Habitat Lakes/Ponds	Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:	Q1:	Q1:	B	Q1:	B	Q1:	A
Q2:	B	Q2:	Q2:	Q2:	B	Q2:	B	Q2:	A
Q3:	C	Q3:	Q3:	Q3:	C	Q3:	B	Q3:	C
Q4:	C	Q4:	Q4:	Q4:	B	Q4:	C	Q4:	B
Q5:	B	Q5:	Q5:	Q5:	B	Q5:	B	Q5:	B
Q6:	B	Q6:	Q6:	Q6:	C	Q6:	B	Q6:	C
Q7:	A					Q7:	A		
Q8:	B								
Q9a:									
Q9b:	C								

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	C	Q2:	A	Q2:	C	Q2:	C
Q3:		Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	B
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

Wetland Code:	MC-10	Project Number:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. & ponding or open water only. Low degree of Cowardin class interspersion. Less than 0.5 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Agricultural land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Precipitation or sheet flow is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Agricultural land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Unable to determine evidence of flooding or ponding during the growing season (or not applicable). Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. and ponding , or open water only is dominant cover type. Agricultural land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is being taken out of stream(s) through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Agricultural land use within 500 feet of wetland's edge. Dominant Agricultural land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode: MC-10	ProjectNumber: 2981036

Function	Evaluation Descriptor	Rationale
		assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is precipitation or sheet flow. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. At certain times, unpleasant odors are present at the primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-10

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

Shapiro and Associates, Inc., 1650 N.W. Naito Parkway, Suite 302, Portland, Oregon 97209
Project Number: 2981036

WetlandCode: MC-10

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 09/15/98

Wetland Mapping Code: MC-11

Investigator(s): JG/ES

Size (acres): 3.32

Location

Legal: T5S R1W S18

1200, 1300, 1400, 1401, 8600, 8800, 8900

Other: E of Boone's Ferry; S of Parr Rd.

Basin: Mill Creek

Soils

Mapped Series: Am, Da

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PSS

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments:

OFFSITE DETERMINATION. Site is composed of two section. One section is located east of Boones Ferry Road consisting of an elongated strip through agricultural fields, with areas of bare ground or patchy vegetation. This area may pond earlier in the season. The second area is a wedge shaped parcel dominated by shrubs, located where the Southern Pacific Railroad and Boones Ferry Road cross. Soil is hydric.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-11	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:		Q1:		Q1:	B	Q1:	B	Q1:	
Q2:	C	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	A
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	C	Q4:	A
Q5:	B	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	B
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	C	Q2:	A	Q2:	C	Q2:	B
Q3:		Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-11	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Precipitation or sheet flow is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Water is being taken out of stream(s) through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-11	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		precipitation or sheet flow. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

WetlandCode: MC-11

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

Local Wetland Significance Assessment

WetlandCode: MC-11

A "OUT" Test

__ Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-12

Investigator(s): JG/ES **Size (acres):** 0.17

Location

Legal: T5S R2W S13 700

Other: S of Parr; W. Central side of Centennial Park

Basin: Mill Creek

Soils

Mapped Series: WuA; and possibly Co

Hydrology

Hydrologic Source: Precipitation

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
	Populus balsamifera		*Phalaris arundinacea*
			Eleocharis palustris
			Carex unilateralis

Comments:

This site consists of an excavated depression in an agricultural field. The area is approximately 60'x60', and 3' deep. Bare ground inside the depression shows evidence of water ponding earlier in the season (sediment crust layer and cracked earth). Vegetation is more dense around the margin. Black cottonwood (Populus balsamifera) and patchy herbaceous species are located in the center of the depression. The lack of soil indicators is considered a result of excavation. WuA has hydric inclusions of somewhat poorly drained soil; Co is hydric.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

State: OR

Plot Location; Topography: Centennial Park parcel; in an excavated depression.

Project #: 2981036 Determined by: JG/ES Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Comments: Considered wetland on the basis of vegetation and hydrology. Lack of soil indicators considered a result of excavation.

Do Normal Circumstances exist on the site? Yes

Explanation: Site is an excavated depression.

Are Soils ☑ Vegetation ☐ Hydrology ☐ significantly disturbed? No

Explanation: Area is excavated to approximately 3' deep.

VEGETATION Dominant Plant Species

	Ind.	%Cover:		Ind.	%Cover:
Herb Stratum - % total cover:		50	**Shrub/Sapling Stratum** - % total cover:		60
Phalaris arundinacea	FACW	50	*Populus balsamifera*	FAC	100
Eleocharis palustris	OBL	5			
Carex unilateralis	FACW	5			
Woody Vine Stratum - % total cover:		0	**Tree Stratum** - % total cover:		0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 2 of 2 = 100 % (50/20 Rule)

Remarks: Populous balsamifera. patch in middle of ag. field; much bare soil.

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Woodburn silt loam (WuA)

Drainage Class: Moderately well drained
Taxonomy: fine-silty, mixed, mesic Aquultic Argixerolls

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-16"	5 Y 4	few, fine, faint	fine silt loam
	6-16"	2.5 Y 5/3		silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking
☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan
☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☐ On hydric soils list

Remarks: Excavated area, 60' x 60' (est). 3' deep.

Soil Criterion Met? No

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: >16"

Primary Indicators:
☐ Inundated
☐ Saturated in upper 12"
☐ Water marks
☐ Drift lines
☐ Sediment deposits
☐ Drainage patterns

Secondary Indicators (2 or more required):
☐ Oxidized rhizospheres
☐ Water-stained leaves
☐ Recorded data (aerials, groundwater data)
Explain:
☐ Other
Explain:
☐ Local soil survey data
☐ FAC-Neutral test

Remarks: Sediment crust layer on the surface of the depression, and cracked soil. Area probably experienced ponding earlier in the year.

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-12	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	B	Q1:	B	Q1:	A
Q2:	A	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	A	Q3:	B	Q3:	C
Q4:	B	Q4:		Q4:		Q4:	B	Q4:	A	Q4:	A
Q5:	B	Q5:		Q5:		Q5:	A	Q5:	A	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	A
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	B	Q1:	C	Q1:	C
Q2:	C	Q2:	B	Q2:	C	Q2:	A
Q3:		Q3:	B	Q3:	C	Q3:	B
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-12	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Woody vegetation is dominant vegetation cover. Low degree of Cowardin class interspersion. Between 0.5 and 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Precipitation or sheet flow is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is restricted or no outlet. Woody vegetation is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Woody vegetation is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

Wetland Code:	MC-12	Project Number:	2981036

Function	Evaluation Descriptor	Rationale
		Wetland's primary source of water is precipitation or sheet flow. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation, but allowed only with permission. One to two visible safety hazards exist at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors, which can be removed easily. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Wetlands of Special Interest for Protection Assessment Answer Sheet

WetlandCode: MC-12

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-12

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **No** water quality,
- **No** hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-13

Investigator(s): JG/ES **Size (acres):** 0.43

Location

Legal: T5S R2W S13 500

Other: Vallor/Heritage School property

Basin: Mill Creek

Soils

Mapped Series: Co, WuA

Hydrology

Hydrologic Source: Precipitation

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments

This site is located in the southwest corner of the Vallor/Heritage School property south of Parr Rd. It is an area of recent ponding, 90 percent unvegetated, and surrounded by a rye grass field. Co is hydric soil; WuA has hydric inclusions of somewhat poorly drained soil.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Client/Applicant: City of Woodburn Site: MC-13 Plot: 6

T 5S R 2W S 13 City: Woodburn County: Marion State: OR

Plot Location; Topography: SW edge of field just south of Vallor/Heritage school; W of Boone's Ferry Road.

Project #: 2981036 Determined by: JG/ES Date: 7/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Comments: Soil surface and lack of vegetation indicates vegetation stress due to ponding or saturation.

Do Normal Circumstances exist on the site? Yes

Are Soils ☑ Vegetation ☑ Hydrology ☑ significantly disturbed? Yes

Explanation: Site is surrounded by a cultivated field; vegetation lacking due to ponding.

VEGETATION Dominant Plant Species **Ind. %Cover:**

Herb Stratum - % total cover: 0 **Shrub/Sapling Stratum - % total cover:** 0 **Ind. %Cover:**

Woody Vine Stratum - % total cover: 0 **Tree Stratum - % total cover:** 0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 0 of 0 = 0 % (50/20 Rule)

Remarks: 90% unvegetated, surrounded by rye grass field.

Vegetation Criterion Met? No

SOILS Mapped Unit Name: Concord silt loam (Co) & Woodburn silt loam (WuA)

Drainage Class: (Co) poorly drained, (WuA) moderately well drained

Taxonomy: Fine, montmorillonitic, mesic Typic Ochraqualfs & fine-silty, mixed, mesic Aquultic

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-12"	10 YR 4/3	fine, common, moderately bright 10 YR 5/6	v. fine sandy loam
	12-16"	Gley 5 10 Y	medium, common mottles 10 YR 4/6	clay

☐ Histosol ☐ Prob. Aquic moisture regime ☑ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☑ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: >16"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)
Explain:

☐ Other
Explain:

Remarks: Dry, finely cracked surface. Area appears to experience ponding early in season.

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-13	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	B	Q1:	B	Q1:	A
Q2:	B	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	C	Q4:		Q4:		Q4:	B	Q4:	C	Q4:	B
Q5:	B	Q5:		Q5:		Q5:	B	Q5:	B	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	B	Q6:	B
Q7:	A							Q7:	B		
Q8:	B										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	B	Q1:	C	Q1:	C
Q2:	C	Q2:	A	Q2:	C	Q2:	A
Q3:		Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-13	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. & ponding or open water only. Low degree of Cowardin class interspersion. Less than 0.5 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Agricultural land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Precipitation or sheet flow is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Agricultural land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. and ponding , or open water only is dominant cover type. Agricultural land use within 500 ft of wetland on downstream or down-slope edge of wetland. Agricultural land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Agricultural land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control.

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-13	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		Wetland's primary source of water is precipitation or sheet flow. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation, but allowed only with permission. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-13

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-13

A. "OUT" Test

o Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-14

Investigator(s): JG/ES **Size (acres):** 0.06

Location

Legal: T5S R2W S13 500

Other: S of Parr Rd., at Vallor/Heritage School

Basin: Mill Creek

Soils

Mapped Series: WuA

Hydrology

Hydrologic Source: Precipitation; stormwater runoff

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
	Cornus sericea		*Epilobium angustifolium*
	Salix sp.		*Parentucellia viscosa*
			Phalaris arundinacea

Comments:

OFFSITE DETERMINATION. This site appears to be a storm water detention pond. Vegetation is growing on the sloping sides of the depression, with some standing water at the bottom present as of the site investigation date in July 1998.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-14

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-14

A. "OUT" Test

Yes Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

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Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98

Wetland Mapping Code: MC-15a,b

Investigator(s): JG/ES

Size (acres): 0.55

Location

Legal: T5S R2W S13 100, 4000, 4100, 4200, 4600, 5900

Other: N & E of intersection of Parr Rd/Stubb Rd

Basin: Mill Creek

Soils

Mapped Series: Ba, Co, Da

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

OFFSITE DETERMINATION. This site is composed of two sections. MC-15a consists of a small emergent wetland located approximately 200' north of Parr Rd., bordering Stubb Rd. on its east side. The emergent wetland is connected to what appears be a natural drainage line following a subtle swale (about 2200 feet) to the northeast (this feature is more apparent on the aerial photo than in the field). West of Smith Dr. and aughlin Dr.the intermittent stream/drainage turns, flowing to the east along the south side of the residential perties that border Smith Dr. The drainage enters a culvert approximately 300' east of the west end of Santiam Dr. MC-15b is a drainage running southwest to northeast between Ben Brown Ln. (425' west of Settlemier Ave.) and Settlemier Ave.(100' south of Cherry St.). MC-15C enters culverts at its eastern end.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG
Project Name:	City of Woodburn		
WetlandCode:	MC-15	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	A	Q1:	B	Q1:	A
Q2:	C	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	C	Q4:	B
Q5:	B	Q5:		Q5:		Q5:	B	Q5:	C	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	B	Q6:	B
Q7:	A							Q7:	B		
Q8:	B										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	A
Q3:	A	Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	B
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-15	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Agricultural land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Agricultural land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. or wet meadow is dominant cover type. Agricultural land use within 500 ft of wetland on downstream or down-slope edge of wetland. Agricultural land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Agricultural land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-15	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Continuous traffic and other intrusive noise and natural sounds are audible at primary viewing location.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-15

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-15

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-16

Investigator(s): KC/PO **Size (acres):** 0.96

Location

Legal: T5S R1W S18 100, 2200, 2900

Other: Cleveland & Brown W to Cleveland St. RR Xing

Basin: Mill Creek

Soils

Mapped Series: Ba

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
			Phalaris arundinacea
			Myosotis laxa
			Veronica americana
			Dipsacus sylvestris
			Epilobium watsonii
			Lemna minor

Comments:

Ditch with very few plant species, bordered by mowed field nearly to top of bank. There was standing water in the ditch (late July). Lots of small duckweed (Lemna minor) in stream. Field bordered by roads on two sides, housing (ca 1960s) on third side.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	KC/PO
Project Name:	City of Woodburn		
WetlandCode:	MC-16	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	A	Q1:	A	Q1:	A
Q2:	C	Q2:		Q2:		Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	A	Q3:	B	Q3:	A
Q4:	B	Q4:		Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	A	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	A	Q6:		Q6:		Q6:	A	Q6:	A	Q6:	C
Q7:	C							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	B
Q3:	C	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is intact.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-16	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. Between 0.5 and 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. One or more upstream reaches are listed water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. One or more upstream reaches are listed water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
nhancement Potential	The wetland has little	Wetland has lost one or more functions or

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-16	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
	enhancement potential.	one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is restricted and cannot be restored. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-16

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-16

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland MEETS the criteria for identification as a Local Significant Wetland

B. "IN"

Yes Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **Yes** water quality,
- **Yes** hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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WOODBURN LOCAL WETLANDS INVENTORY
- Wetland Summary Sheet -

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-17

Investigator(s): JG/ES **Size (acres):** 0.91

Location

Legal: T5S R2W S12 100

Other: Field between Cascade Dr. and McLaughlin Dr.

Basin: Mill Creek

Soils

Mapped Series: Co

Hydrology

Hydrologic Source: Precipitation

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs

Comments

OFFSITE DETERMINATION- This site was identified by aerial photo and shows an area of recent ponding in a cultivated field. Vegetation appears to be lacking or very sparce in the mapped area, possibly due to ponding. Soil is hydric.

Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG
Project Name:	City of Woodburn		
Wetland Code:	MC-17	Project Number:	2981036

Wildlife Habitat		Fish Habitat Streams	Fish Habitat Lakes/Ponds	Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:	Q1:	Q1:	B	Q1:	B	Q1:	A
Q2:	C	Q2:	Q2:	Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:	Q3:	Q3:	C	Q3:	B	Q3:	C
Q4:	B	Q4:	Q4:	Q4:	B	Q4:	C	Q4:	B
Q5:	C	Q5:	Q5:	Q5:	B	Q5:	C	Q5:	A
Q6:	B	Q6:	Q6:	Q6:	C	Q6:	B	Q6:	B
Q7:	A					Q7:	A		
Q8:	B								
Q9a:									
Q9b:	C								

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	C	Q2:	A	Q2:	C	Q2:	A
Q3:	A	Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-17	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. Between 0.5 and 1 acre of unvegetated open water present. Wetland not connected to another body of water, and no water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Agricultural land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Precipitation or sheet flow is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Agricultural land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Emergent veg. or wet meadow is dominant cover type. Agricultural land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Agricultural land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-17	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		Wetland's primary source of water is precipitation or sheet flow. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-17

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

Shapiro and Associates, Inc., 1650 N.W. Naito Parkway, Suite 302, Portland, Oregon 97209
Project Number: 2981036

WetlandCode: MC-17

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

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WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-18

Investigator(s): JG/ES **Size (acres):** 0.05

Location

Legal: T5S R2W S7 100, 4500, 4600, 4700, 13600

Other: S of Lincoln St. and N of West Hayes St.

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
			Phalaris arundinacea

Comments

This site consists of a drainage ditch approximately 6'-8' wide and 3' deep, dominated by reed canarygrass (Phalaris arundinacea). The ditch runs across undeveloped sections of four residential lots for approximately 375'. Vegetation has been mowed to the edges of both sides. Surface flow terminates in culverts at the [illegible]ern end of the ditch. The upper 16" of soil is gleyed, highly organic (0"-2") and gleyed with concretions and [illegible]ottling (2"-16").

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Client/Applicant: City of Woodburn Site: MC-18 Plot: 7

T 5S R 1W S 7 City: Woodburn County: Marion State: OR

Plot Location; Topography: South of Lincoln St., north of W. Hayes St.

Project #: 2981036 Determined by: JG/ES Date: 4/22/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? No

Explanation: Wetland isolated in channelized ditch through residential area.

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species | Ind. | %Cover:

Herb Stratum - % total cover: 100 | **Shrub/Sapling Stratum** - % total cover: 0

Phalaris arundinacea FACW 100

Woody Vine Stratum - % total cover: 0 | **Tree Stratum** - % total cover: 0

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 1 of 1 = 100 % (50/20 Rule)

Remarks: Phalaris only within banks of ditch.

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Amity

Drainage Class: somewhat poorly drained.

Taxonomy: Fine-silty, mixed, mesic Argiaquic Xeric Argialbolls

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-2	10 YR 3/1	90% peaty material (dead reed canary grass)	silt loam
	2-6"	gley 1 3/10Y	concretions 2-3mm	clayey silt loam
	6-16"	gley 1 3/10Y	mottling 10 YR 5/4 distinct, common, med.	clayey silt loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☑ Concretions ☐ Organic pan

☐ Sulfidic odor ☑ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: 12" Depth to saturation: 0"

Primary Indicators:

☐ Inundated

☑ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)
Explain:

☐ Other
Explain:

Remarks: Saturated to surface. Pit was located at the bottom of 3' deep ditch.

Hydrology Criterion Met? Yes

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	07/22/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-18	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	A	Q1:	B	Q1:	A
Q2:	C	Q2:		Q2:		Q2:	B	Q2:	B	Q2:	B
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	C	Q4:		Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	B	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	B
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	A	Q2:	A	Q2:	C	Q2:	C
Q3:	A	Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-18	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. Less than 0.5 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Unable to determine evidence of flooding or ponding during the growing season (or not applicable). Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential		

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode: MC-18	ProjectNumber: 2981036

Function	Evaluation Descriptor	Rationale
	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-18

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-18

A "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 08/04/98 **Wetland Mapping Code:** MC-19

Investigator(s): JG/ES **Size (acres):** 3.96

Location

Legal: T5S R1W S4 & S5 3100, 3500, 3800

Other: At the NE end of Progress Way and 500' west of the NE corner of the Woodburn UGB

Basin: Mill Creek

Soils

Mapped Series: Am, Co, Da, WuA

Hydrology

Hydrologic Source: Surface flow & Groundwater

Wetland Classification(s): PSS & PEM

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
Fraxinus latifolia	*Salix scouleriana*	*Rubus discolor*	*Phalaris arundinacea*
	Salix sitchensis		
	Corylus cornuta		

Comments

OFFSITE DETERMINATION. Vegetation borders a ditch 6-7' deep, containing standing water. The ditch starts at a culvert approx. 200' SW of the end of Progress Way. The ditch follows a NE direction aproximately 700' across open space/agricultural land. Willow (Salix sp.), hazlenut (Corylus cornuta), and blackberry (Rubus discolor), dominate the banks of the channel. Co is hydric; WuA and Am have hydric inclusions.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	08/04/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
Wetland Code:	MC-19	Project Number:	2981036

Wildlife Habitat		Fish Habitat - Streams		Fish Habitat - Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	A	Q1:	B	Q1:		Q1:	A	Q1:	B	Q1:	A
Q2:	A	Q2:	C	Q2:		Q2:	B	Q2:	B	Q2:	A
Q3:	C	Q3:	C	Q3:		Q3:	A	Q3:	B	Q3:	A
Q4:	A	Q4:	A	Q4:		Q4:	B	Q4:	B	Q4:	A
Q5:	B	Q5:	C	Q5:		Q5:	A	Q5:	A	Q5:	A
Q6:	A	Q6:	C	Q6:		Q6:	C	Q6:	A	Q6:	A
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	B
Q2:	A	Q2:	A	Q2:	C	Q2:	C
Q3:	A	Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	C
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	C						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	The wetland's fish habitat function is impacted or degraded.
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-19	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Woody vegetation is dominant vegetation cover. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Between 50 and 75% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). High (>60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Unable to determine evidence of flooding or ponding during the growing season (or not applicable). Area is between 0.5 and 5 acres. Minor restrictions slow down waterflow out of the wetland. Woody vegetation is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is being taken out of stream(s) through active diking, drainage, or irrigation districts upstream. One or more upstream reaches listed as water quality limited in watershed or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-19	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Woody vegetation is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	Two Cowardin classes are visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is developed with no landscaping. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-19

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

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WetlandCode: MC-19

. OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- **No** wildlife habitat,
- **No** fish habitat,
- **No** water quality,
- **No** hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 08/04/98 **Wetland Mapping Code:** MC-20

Investigator(s): JG/ES **Size (acres):** 1.61

Location

Legal: T5S R1W S8 300, 500

Other: SE of the Hwy 99E/Hwy 211 intersection

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Unknown

Wetland Classification(s): PFO

Dominant Vegetation

Trees	Shrubs	Vines	Herbs
Fraxinus latifolia	*Salix scouleriana*	*Rubus discolor*	*Phalaris arundinacea*
	Salix sitchensis		
	Corylus cornuta		

Comments

OFFSITE DETERMINATION. This site is located west of the drive-in theatre off Hwy. 211, and north of the Jehovah's Witnesses facility off Hwy. 99E. The site is a mature black cottonwood (Populus balsamifera) woodland. Surface hydrology entering the site is not obvious on the aerial photo. Lack of access prevented more detailed site information. Am has hydric inclusions.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	08/04/98	Investigator(s):	JG/ES
Project Name:	City of Woodburn		
WetlandCode:	MC-20	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:		Q1:	C	Q1:	B	Q1:	A
Q2:	A	Q2:		Q2:		Q2:	B	Q2:	B	Q2:	A
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	C	Q4:	A
Q5:	B	Q5:		Q5:		Q5:	A	Q5:	A	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	A
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	C	Q1:	C	Q1:	C
Q2:	B	Q2:	A	Q2:	C	Q2:	C
Q3:		Q3:	B	Q3:	C	Q3:	A
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	C	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	A
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has moderate potential for enhancement.
Education:	The wetland site is not appropriate for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-20	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Woody vegetation is dominant vegetation cover. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Groundwater (including seeps and springs) is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. Unable to determine evidence of flooding or ponding during the growing season (or not applicable). Area is between 0.5 and 5 acres. Waterflow out of wetland is unrestricted. Woody vegetation is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is being taken out of stream(s) through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Woody vegetation is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in

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Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-20	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is groundwater, including springs and seeps. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland site is not appropriate for educational use.	Wetland site is not open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-20

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

WetlandCode: MC-20

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

- Wetland Summary Sheet -

Date(s) of Field Verification: 09/15/98 **Wetland Mapping Code:** MC-21, 22, 23, 25, 26

Investigator(s): JG/DC **Size (acres):** 4.69

Location

Legal: T5S R1W S6 &7 400, 2700, 3100, 3200

Other: Tukwila golf course, Boone's Ferry Rd.

Basin: Mill Creek

Soils

Mapped Series: Da, WuA, WuD

Hydrology

Hydrologic Source: Surface flow, maintained by pumping in dry season

Wetland Classification(s): POW

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments:

Water hazards located in Tukwila golf course. Sizes range from .1 acre to .25 acre. Small bands of cattail (Typha latifolia) ringed the edges of most.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/15/98	Investigator(s):	JG/DC
Project Name:	City of Woodburn		
Wetland Code:	MC-21, 22, 23, 25, 26	Project Number:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	C	Q1:		Q1:	A	Q1:	A	Q1:	B	Q1:	A
Q2:	B	Q2:		Q2:	C	Q2:	A	Q2:	A	Q2:	B
Q3:	C	Q3:		Q3:	C	Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:	A	Q4:	B	Q4:	A	Q4:	A
Q5:	B	Q5:		Q5:	C	Q5:	A	Q5:	B	Q5:	A
Q6:	B	Q6:		Q6:	C	Q6:	C	Q6:	A	Q6:	C
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	B	Q1:	A	Q1:	C
Q2:	B	Q2:	B	Q2:	C	Q2:	C
Q3:	C	Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	B
Q5a:		Q5:	A	Q5:	B	Q5:	A
Q5b:	C	Q6:	B	Q6:	B	Q6:	B
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	The wetland's fish habitat function is impacted or degraded.
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is intact.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland has the potential to provide recreational opportunities.
Aesthetic Quality:	The wetland is considered to be moderately pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-21, 22, 23, 25, 26	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with 5 or fewer plant species. Emergent veg. & ponding or open water only. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	The wetland's fish habitat function is impacted or degraded.	More than 75% of stream shaded by riparian vegetation. Physical character of stream channel extensively modified/piped. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Water Quality	The wetland's water quality function is impacted or degraded.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	No part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is restricted or no outlet. Emergent veg. and ponding , or open water only is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-21, 22, 23, 25, 26	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. and ponding,or open water only are the dominant cover types.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is groundwater, including springs and seeps. Water flow into wetland is restricted and cannot be restored. Wetland's area is between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation, but allowed only with permission. One to two visible safety hazards exist at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is a maintained public access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland has the potential to provide recreational opportunities.	There is a maintained public access point within 250 feet of wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	One Cowardin class is visible from primary viewing area(s). Less than 25% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Continuous traffic and other intrusive noise and natural sounds are audible at primary viewing location.

Woodburn
Wetlands of Special Interest for Protection Assessment
Answer Sheet

WetlandCode: MC-21, 22, 23, 25, 26

Question 1	**B** *List:*
Question 2	**B** *List:*
Question 3	**B** *List:*
Question 4	**B** *List:*
Question 5	**B**
Question 6	**B**
Question 7	**B** *List:*
Question 8	**C**
Question 9	**B**
Question 10	**B**

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WetlandCode: MC-21, 25, 26

'OUT" Test

Yes Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

WetlandCode: MC-22, 23

A. "OUT" Test

No Wetlands artificially CREATED ENTIRELY FROM UPLAND that are:

(a) created for the purpose of controlling, storing, or maintaining stormwater;
(b) active surface mining ponds;
(c) ditches without free and open connection to waters of the state AND without fish;
(d) <1 acre and unintentionally created from irrigation leak or construction activity;
(e) of any size and created for the purpose of wastewater treatment, stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

No Documented as being contaminated by hazardous substances, materials or wastes ("Hazmat sites").

This wetland does NOT meet the criteria for identification as a Local Significant Wetland

B. "IN"

No Wetlands that score the highest rank for ANY of the four ecological functions addressed by OFWAM or equivalent methodology:

- No wildlife habitat,
- No fish habitat,
- No water quality,
- No hydrologic control.

No Wetlands that (1) are rated in either the highest or second highest category for water quality (in OFWAM or equivalent) AND that (2) the wetland is within one-quarter mile from a water quality-limited stream as listed by DEQ.

No Contains one or more rare wetland plant communities including those listed in the Oregon Natural Heritage Program's CLASSIFICATION AND CATALOG OF NATIVE WETLAND PLANT COMMUNITIES IN OREGON as G1-G3 and S1-S3.

No Inhabited by any species listed by the federal or state government as a sensitive, threatened or endangered species in Oregon (unless consultation with appropriate agency deems the site not important for the maintenance of the species.

No Wetland rates in either the highest or second highest category for Fish Habitat in OFWAM and is located adjacent to a stream segment that is mapped by ODFW as habitat for "Indigenous anadromous salmonids."

No OPTIONAL CRITERION (at discretion of local government): Wetland represents a LOCALLY unique plant community.

No OPTIONAL CRITERION (at discretion of local government): Wetland is publicly owned, rates highest rank for education potential, and there is documented use for educational purposes by a school or organization.

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 09/25/99 **Wetland Mapping Code:** MC-24 a,b

Investigator(s): ES **Size (acres):** 0

Location

Legal: T5S R1W S8 2600, 3800

Other: NW of intersection of Hwy 214 and Hwy 99E

Basin: Mill Creek

Soils

Mapped Series: WuA, Co

Hydrology

Hydrologic Source: Precipitation

Wetland Classification(s): PEM

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

POTENTIAL WETLAND AREA: On the advise of a DSL wetland inventory specialist, these sites were investigated after the initial Woodburn Local Wetland Inventory field work in 1998. Site MC-30a, the larger of the sites, is just west of the K-Mart Store, north of Hwy.214 and west of Hwy.99E. The site is an undeveloped, field surrounded by commercial development and impervious road surfaces. Topography is generally level, with the exception of subtle lower areas in places across the site possibly resulting from past land use practices. Because of surrounding development, the site is slightly lower than the adjacent properties, thus increasing the likelihood that low areas retain moist conditions longer in the season. Surface conditions observed in Sept. 1999 were very dry. Vegetation had been mowed earlier in the season, though partial regrowth had occurred by the time of the site visit. Vegetation across the site is generally an assemblage of weedy species, with only a few hydrophytes present in no apparent pattern. Site MC-30b is similar to MC-30a in surrounding land use, plant species. Topography is similar in character to MC-30a, although the southern border of MC-30b has a higher berm area. Old, dried tire ruts were present in the middle of MC-30b suggesting the site is considerably wetter earlier in the season. An early spring site investigation, when higher surface moisture content and new plant growth are present would help to make a more accurate determination of potential wetland sites, MC-30a, b.

Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Date(s):	09/25/99	Investigator(s):	ES
Project Name:	City of Woodburn		
WetlandCode:	MC-24 a,b	ProjectNumber:	2981036

Wildlife Habitat		Fish Habitat Streams		Fish Habitat Lakes/Ponds		Water Quality		Hydrologic Control		Sensitivity to Impact	
Q1:	B	Q1:		Q1:		Q1:	B	Q1:	B	Q1:	
Q2:	C	Q2:		Q2:		Q2:	B	Q2:	C	Q2:	
Q3:	C	Q3:		Q3:		Q3:	C	Q3:	B	Q3:	C
Q4:	A	Q4:		Q4:		Q4:	B	Q4:	A	Q4:	A
Q5:	B	Q5:		Q5:		Q5:	A	Q5:	C	Q5:	A
Q6:	B	Q6:		Q6:		Q6:	C	Q6:	A	Q6:	B
Q7:	A							Q7:	A		
Q8:	C										
Q9a:											
Q9b:	C										

Enhancement Potential		Education		Recreation		Aesthetic Quality	
Q1:	B	Q1:	A	Q1:	C	Q1:	C
Q2:	C	Q2:	A	Q2:	C	Q2:	A
Q3:		Q3:	B	Q3:	C	Q3:	C
Q4:	B	Q4:	C	Q4:	B	Q4:	C
Q5a:		Q5:	C	Q5:	B	Q5:	B
Q5b:	C	Q6:	B	Q6:	B	Q6:	C
Q6:	B						

Wildlife Habitat:	The wetland provides habitat for some wildlife species.
Fish Habitat - Streams:	N/A
Fish Habitat - Lakes/Ponds:	N/A
Water Quality:	The wetland's water quality function is impacted or degraded.
Hydrologic Control:	The wetland's hydrologic control function is impacted or degraded.
Sensitivity to Impact:	The wetland is potentially sensitive to future impacts.
Enhancement Potential:	The wetland has little enhancement potential.
Education:	The wetland has potential for educational use.
Recreation:	The wetland is not appropriate for or does not provide recreational opport
Aesthetic Quality:	The wetland is not pleasing.

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-24 a,b	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	One Cowardin wetland class with more than 5 plant species. Emergent veg. or wet meadow. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland not connected to another body of water, but water within 1 mile. Wetland not connected to other wetlands, but within 3 mile radius of other wetlands. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge.
Fish Habitat - Streams	N/A	
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is impacted or degraded.	Precipitation or sheet flow is wetland's primary source of water. Unable to determine evidence of flooding or ponding during the growing season (or unapplicable). Low (<60%) degree of wetland vegetation cover. Between 0.5 and 5 acres of wetland connected to other wetlands within a 3 mile radius. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is impacted or degraded.	No part of wetland located within 100-year floodplain or enclosed basin. No evidence of flooding or ponding during the growing season. Area is between 0.5 and 5 acres. Waterflow out of wetland is restricted or no outlet. Emergent veg. or wet meadow is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Urban or Urbanizing land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use within 500 feet of wetland's edge. Emergent veg. only or wet meadow is the dominant cover.
Enhancement Potential	The wetland has little enhancement potential.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is precipitation or sheet flow. Wetland's area is

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	MC-24 a,b	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		between 0.5 and 5 acres. Less than 10% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has potential for educational use.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is no existing physical public access to other features, and observation of other features cannot be made. There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Access is not available for limited mobility.
Recreation	The wetland is not appropriate for or does not provide recreational opportunities.	There is not an existing access point within 250 feet of the wetland's edge (if existing-hazardous). Wetland not accessible by boat- no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is not pleasing.	One Cowardin class is visible from primary viewing area(s). More than 50% of wetland is visible from viewing area(s). General appearance of wetland has visual detractors which cannot be removed easily. Visual character with surrounding area is developed with no landscaping. At certain times, unpleasant odors are present at the primary viewing location. Continuous traffic and other intrusive noise and NO natural sounds are audible at primary viewing location.

WOODBURN LOCAL WETLANDS INVENTORY
Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-27

Investigator(s): JG/ES **Size (acres):** 0.07

Location

Legal: T5S R1W S8 1500

Other: W SW of Hwy 211/99E intersection

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Precipitation

Wetland Classification(s): N/A

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

OFFSITE DETERMINATION. This site appears to be a stormwater detention pond on the eastern border of the shopping center parking lot.

Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

Date(s) of Field Verification: 07/22/98 **Wetland Mapping Code:** MC-28

Investigator(s): JG/ES **Size (acres):** 0.18

Location

Legal: T5S R1W S8 300

Other: W SW of Hwy 211/99E intersection

Basin: Mill Creek

Soils

Mapped Series: Am

Hydrology

Hydrologic Source: Precipitation; stormwater runoff

Wetland Classification(s): N/A

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

This site appears to be a triangular shaped stormwater detention pond located on the eastern boundary of the Jehovah's Witnesses facility off of Hwy.99E.

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Wetland Classification Codes:

PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

WOODBURN LOCAL WETLANDS INVENTORY

Wetland Summary Sheet

te(s) of Field Verification: 07/21/98 **Wetland Mapping Code:** SC-01

..vestigator(s): JG/ES **Size (acres):** 23.02

Location

Legal: T5S R2W S1 3100, 7000, 9700

Other: NE and SW of Senecal Creek Dr.

Basin: Senecal Creek

Soils

Mapped Series: Ba

Hydrology

Hydrologic Source: Surface flow

Wetland Classification(s): PFO, PEM, RUB

Dominant Vegetation

Trees **Shrubs** **Vines** **Herbs**

Comments

This wetland is roughly a rectangular shaped area approximately 300' wide and 3000' in length, trending southwest to northeast. The northern one-third of the site has a more open vegetative character; the 'ghtened channel of Senecal Creek is dominated by reed canarygrass (Phalaris arundinacea). The creek nearly dry with small areas of inundation and other areas very wet. Outside the northern channel zone the wetland is bordered by Oregon ash (Fraxinus latifolia) and Sitka willow (Salix sitchensis). The southern section is more densely wooded with Oregon ash, Sitka willow and a greater diversity of herbaceous and shrub species. Additionally, Douglas fir (Pseudotsuga menziesii) upland is found outside the wooded wetland on the west and east-central sides and the extreme southwestern side.

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Wetland Classification Codes:		
PFO = palustrine forested	PSS = palustrine scrub-shrub	RSB = riverine streambed (intermittent)
PEM = palustrine emergent	POW = palustrine open water	RUB = riverine unconsolidated bottom

Client/Applicant: City of Woodburn Site: SC-01 Plot: 1

T 5S R 2W S 1 City: Woodburn County: Marion State: OR

Plot Location; Topography: In drainage channel due west of intersection of Willow Ave. and Steven St.

Project #: 2981036 Determined by: JG/ES Date: 7/21/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site?	Yes
Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed?	No

VEGETATION Dominant Plant Species

	Ind.	%Cover:		Ind.	%Cover:
Herb Stratum - % total cover:		80	**Shrub/Sapling Stratum** - % total cover:		20
Phalaris arundinacea	FACW	90	*Convolvulus sepium*	UPL	70
Solanum dulcamara	FAC+	10	*Rosa pisocarpa*	FAC	30
Woody Vine Stratum - % total cover:		0	**Tree Stratum** - % total cover:		30
			Fraxinus latifolia	FACW	100

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 3 of 4 = 75 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw

Drainage Class: poorly to very poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-4"	10 YR 3/1	none	silty clay smooth mucky
	4-16"	Gley 1 3/N		clayey silt - angular, blocky

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☑ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: 0"

Primary Indicators:

☐ Inundated

☑ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Remarks: Soil saturated to the surface.

Hydrology Criterion Met? Yes

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Client/Applicant: City of Woodburn Site: SC-01 Plot: 2

T 5S R 2W S 1 City: Woodburn County: Marion State: OR

Plot Location; Topography: Level area along the creek channel; W of intersection of Willow Ave. and Steven St.

Project #: 2981036 Determined by: JG/ES Date: 7/21/98

DETERMINATION: IS THIS PLOT IN A WETLAND? Yes

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		Ind. %Cover: 75	Shrub/Sapling Stratum - % total cover:		Ind. %Cover: 25
Phalaris arundinacea	FACW	60	*Rosa pisocarpa*	FAC	75
Carex obnupta	OBL	30	*Cornus stolonifera*	FACW	25
Rumex sp.	FAC	10			
Woody Vine Stratum - % total cover:		**5**	**Tree Stratum - % total cover:**		**70**
Solanum dulcamara	FAC+	100	*Fraxinus latifolia*	FACW	85
			Salix sitchensis	FACW	15

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 6 of 6 = 100 % (50/20 Rule)

Vegetation Criterion Met? Yes

SOILS Mapped Unit Name: Bashaw

Drainage Class: poorly to very poorly drained

Taxonomy: Very fine, montmorillonitic, mesic Typic Pelloxererts

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0-8"	10 YR 3/1	none	silty clay
	8-16"	Gley 1-3N		clayey silt

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☑ Gleyed ☐ Highly organic surface layer ☑ On hydric soils list

Soil Criterion Met? Yes

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16" Depth to saturation: >16"

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☑ Water marks

☐ Drift lines

☑ Sediment deposits

☑ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? Yes

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Client/Applicant: City of Woodburn Site: SC-01 Plot: 3

T 5S R 2W S 1 City: Woodburn County: Marion State: OR

Plot Location; Topography: SE of intersection of Ten Oaks Lane and Senecal Creek Drive.

Project #: 2981036 Determined by: JG/ES Date: 7/21/98

DETERMINATION: IS THIS PLOT IN A WETLAND? No

Do Normal Circumstances exist on the site? Yes

Are Soils ☐ Vegetation ☐ Hydrology ☐ significantly disturbed? No

VEGETATION Dominant Plant Species

Herb Stratum - % total cover:		20
Polystichum munitum	FACU	80
Vancouveria hexandra	UPL	20

Shrub/Sapling Stratum - % total cover:		60
Symphoricarpos albus	FACU	30
Corylus cornuta	FACU	15
Rhamnus purshiana	FAC-	15
Prunus emarginata	FACU	10
Ilex aquifolium	UPL	5
Holodiscus discolor	UPL	5
Rosa gymnocarpa	FACU	5

Woody Vine Stratum - % total cover:		10
Rubus ursinus	FACU	100

Tree Stratum - % total cover:		90
Pseudotsuga menziesii	FACU	60
Acer macrophyllum	FACU	40

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-) 0 of 8 = 0 % (50/20 Rule)

Vegetation Criterion Met? No

SOILS Mapped Unit Name: Woodburn Silt Loam

Drainage Class: moderately well drained

Taxonomy: Fine-silty, mixed, mesic, Aquultic Argixerolls

FIELD SOIL CHARACTERISTICS:

Horizon	Depth	Matrix Color	Redox Abundance, Size, Color	Texture, Structure, Other
	0"-9"	10 YR 3/4	none	loam
	9"-16"	10 YR 4/3		silty loam

☐ Histosol ☐ Prob. Aquic moisture regime ☐ Redox features ☐ Organic streaking

☐ Histic epipedon ☐ Reducing conditions ☐ Concretions ☐ Organic pan

☐ Sulfidic odor ☐ Gleyed ☐ Highly organic surface layer ☐ On hydric soils list

Soil Criterion Met? No

HYDROLOGY

Depth of inundation: N/A Depth to water table: >16 Depth to saturation: >16

Primary Indicators:

☐ Inundated

☐ Saturated in upper 12"

☐ Water marks

☐ Drift lines

☐ Sediment deposits

☐ Drainage patterns

Secondary Indicators (2 or more required):

☐ Oxidized rhizospheres ☐ Local soil survey data

☐ Water-stained leaves ☐ FAC-Neutral test

☐ Recorded data (aerials, groundwater data)

Explain:

☐ Other

Explain:

Hydrology Criterion Met? No

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OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	SC-01	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
Wildlife Habitat	The wetland provides habitat for some wildlife species.	Two or more Cowardin wetland classes. Woody vegetation is dominant vegetation cover. Low degree of Cowardin class interspersion. More than 1 acre of unvegetated open water present. Wetland connected to another body of water by surface water. Wetland connected to other wetlands within a 3 mile radius. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. More than 40% of wetland edge bordered by veg. buffer 25 or more feet wide.
Fish Habitat - Streams	The wetland's fish habitat function is impacted or degraded.	Less than 50% of stream shaded by riparian vegetation. Portions of stream channel modified. Stream contains less than 10% of instream structures. Upstream not listed as water quality limited. Residential/Industrial land use within 500 feet of wetland edge. No fish species present during the year.
Fish Habitat - Lakes/Ponds	N/A	
Water Quality	The wetland's water quality function is intact.	Surface flow (including streams and ditches) is wetland's primary source of water. Evidence of flooding or ponding during part of the growing season. High (>60%) degree of wetland vegetation cover. More than 5 acres of wetland area. Residential/Industrial land use within 500 feet of wetland edge. Upstream not listed as water quality limited in watershed or adjacent to the wetland.
Hydrologic Control	The wetland's hydrologic control function is intact.	All or part of wetland located within 100-year floodplain or enclosed basin. Evidence of flooding or ponding during the growing season. Area is more than 5 acres. Minor restrictions slow down waterflow out of the wetland. Woody vegetation is dominant cover type. Residential/Industrial land use within 500 ft of wetland on downstream or down-slope edge of wetland. Agricultural land use in watershed upstream from area.
Sensitivity to Impact	The wetland is potentially sensitive to future impacts.	Stream flow or bank has been modified by human activities within 1 mile above wetland. Water is not being taken out of streams through active diking, drainage, or irrigation districts upstream. Upstream not listed as water quality limited in watershed upstream of the or adjacent to the wetland. Residential/industrial (developed) land use within 500 feet of wetland's edge. Dominant Residential/Industrial (developed) land use

OREGON FRESHWATER WETLAND ASSESSMENT METHODOLGY

Function and Condition Summary Sheet for the Oregon Method

WetlandCode:	SC-01	ProjectNumber:	2981036

Function	Evaluation Descriptor	Rationale
		within 500 feet of wetland's edge. Woody vegetation is the dominant cover.
Enhancement Potential	The wetland has moderate potential for enhancement.	Wetland has lost one or more functions or one or more functions is not present in assessment results for wildlife habitat, fish habitat, water quality and hydrologic control. Wetland's primary source of water is surface flow, including streams and ditches. Water flow into wetland is not restricted, but if blocked, obstruction can be removed easily. Wetland's area is more than 5 acres. More than 40% of wetland's edge is bordered by a vegetative buffer 25 or more feet wide. Wetland is potentially sensitive to future impacts.
Education	The wetland has educational uses.	Wetland site is open to the public for direct access or observation. There are no visible hazards to the public at the wetland site. Provides wildlife habitat for some species, or fish habitat is impacted or degraded. There is existing physical public access to other features or it can be created easily and other habitats can be observed from this site. There is an unmaintained access point within 250 feet of the wetland's edge. Access is not available for limited mobility.
Recreation	The wetland has the potential to provide recreational opportunities.	There is an unmaintained public access point within 250 feet of the wetland's edge. Wetland not accessible by boat-no boat launch within 1 mile/ cannot develop. No existing trails and viewing areas to guide user or if created, would disrupt wildlife or plant habitat. Wetland provides habitat for some species. Fishing is not allowed at wetland or adjacent water body (or not applicable). Hunting is not allowed at the wetland.
Aesthetic Quality	The wetland is considered to be moderately pleasing.	Two Cowardin classes are visible from primary viewing area(s). Between 25 and 50% of wetland is visible from viewing area(s). General appearance of wetland has no visual detractors. Visual character with surrounding area is landscaped or manipulated by people. Natural, pleasant odors are present at primary viewing location. Some traffic and other similar sounds and natural sounds are audible at primary viewing locations.

Appendix C

Riparian Data and Summary Sheets

Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECL-1

Riparian Width Determination

Date: 7/22/98 Investigators: JG/ES

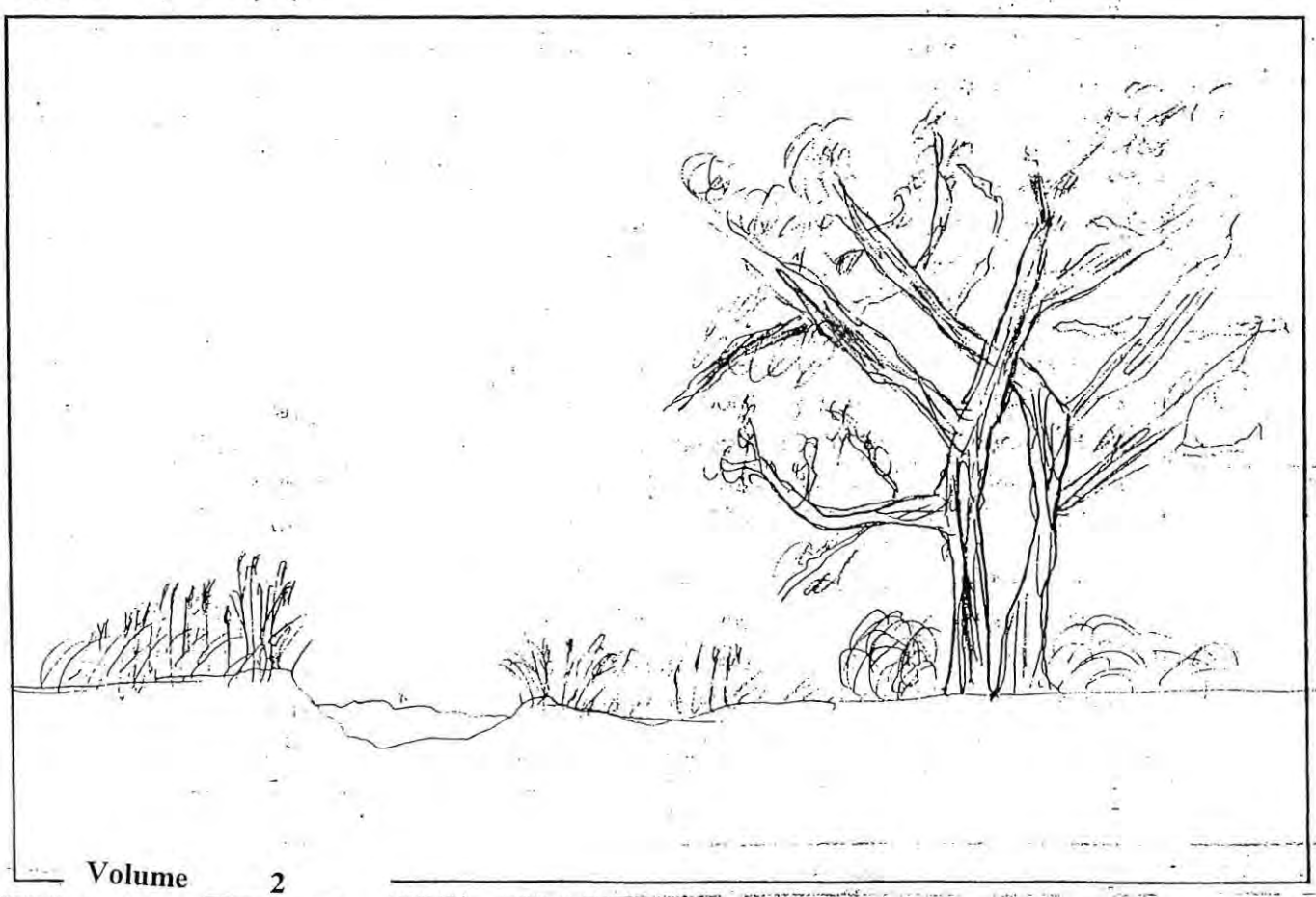
Dominant tree species: Quercus garryana

Potential tree height (PTH)/Width of Riparian Area: 60/35
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: Wetland oriented in a north/south direction, bordered closely on the west by Quercus garryana, and far fewer numbers of Fraxinus latifolia, within 50' of open water. The same species of trees are scattered to a lesser extent on the east side of the wetland at a greater distance fron the water. The tree layer is aprox. 40' wide and composes about 20% of the wetland margin.The open water segment is aprox.10-15' wide by 600' long and ponded or very slow moving in character. Open water is estimated < 1% of the wetland and mainly unshaded. Tree understory consists of Rubus sps., Juncus sps., Phalarus arundinacea., Rosa pisocarpa, Pleum pratense, and Lotus corniculatus.

Typical Cross Section:



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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECL-1

Riparian Characterization Form — Part 1

General Information

Date: 7/22/98

On-site ☑ Office ☐ Reach Length: 600

Investigators: JG/ES Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☐ Width: 0
Lake/Pond ☑ Width: 15
Wetland ☑ Width: 150

LWI Wetland Code: PEM

Water present year-round: Yes

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: No

Mapped soil series: Ba, WuC, WuD

Adjacent Land Uses?

Agriculture ☑ Residential ☑ Undeveloped ☐
Commercial ☐ Roads ☑ Forestry ☐

Woody Vegetation	Herbaceous Vegetation
Quercus garryana	Juncus effusus
Fraxinus latifolia	Juncus patens
Rubus discolor	Phalaris arundinacea
Rubus laciniatus	Lotus corniculatus
	Phleum pratense
	Dipsacus sylvestris
	Rosa pisocarpa

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECL-1

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☑ <10% ☐ 10% to 25% ☐ >25%

☑ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☑ Woody vegetation ☐ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☐ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☐ >40% ☑ 10% to 40% ☐ <10%

Degree of development or human cause disturbance:

☐ <25% ☑ 25% to 75% ☐ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECL-1

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	3
Question 3:	2
Question 4:	3
Question 5:	2
Total Points:	13

Function:
- ☑ High
- ☐ Medium
- ☐ Low

Flood Management

Question 6:	3
Question 7:	3
Question 8:	3
Total Points:	9

Function:
- ☑ High
- ☐ Medium
- ☐ Low

Thermal Regulation

Question 9:	1
Question 10:	3
Question 11:	1
Total Points:	5

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Wildlife Habitat

Question 12:	3
Question 13:	3
Question 14:	1
Question 15:	1
Question 16:	2
Question 17:	3
Question 18:	1
Question 19:	3
Total Points:	17

Function:
- ☑ High
- ☐ Medium
- ☐ Low

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECR-1

Riparian Width Determination

Date: 9/1/98 Investigators: DC/JG

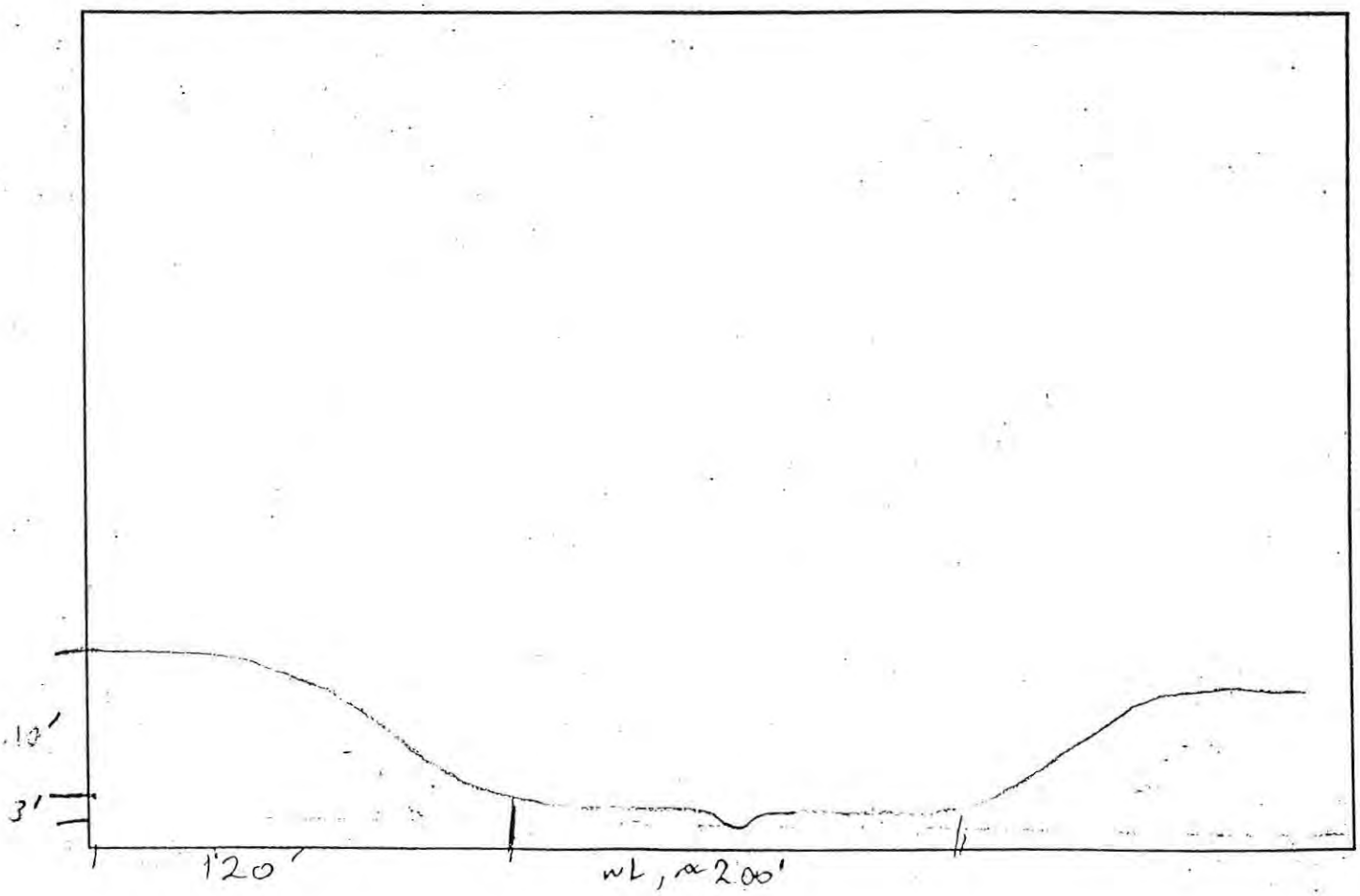
Dominant tree species: Quercus garryana

Potential tree height (PTH)/Width of Riparian Area: 60/60
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: Riparian area from tip of land east is being developed; reach from Arney Road to north boundary of sandy area.

Typical Cross Section:



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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECR-1

Riparian Characterization Form — Part 1

General Information

Date: 9/1/98

On-site ☑ Office ☐ Reach Length: 2600

Investigators: DC/JG Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☑ Width: 5
Lake/Pond ☐ Width: 0
Wetland ☑ Width: 2

LWI Wetland Code: SC-2

Water present year-round: No

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: No

Mapped soil series: Ba, WuD, WuC, Co

djacent Land Uses?

Agriculture ☐ Residential ☐ Undeveloped ☐
Commercial ☑ Roads ☐ Forestry ☐

Woody Vegetation	Herbaceous Vegetation
Quercus garryana	Rubus discolor
Fraxinus latifolia	Daucus carota
Pseudotsuga menziesii	Cirsium arvense
Prunus emarginata	Holcus lanatus
Crataegus monogyna	
Rosa pisocarpa	

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECR-1

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☐ <10:1 (10%) ☑ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☑ <10% ☐ 10% to 25% ☐ >25%

☐ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☐ Woody vegetation ☑ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☐ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☑ >40% ☐ 10% to 40% ☐ <10%

Degree of development or human cause disturbance:

☑ <25% ☐ 25% to 75% ☐ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: ECR-1

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	2
Question 2:	2
Question 3:	2
Question 4:	3
Question 5:	2
Total Points:	11

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Flood Management

Question 6:	1
Question 7:	2
Question 8:	1
Total Points:	4

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Thermal Regulation

Question 9:	1
Question 10:	2
Question 11:	1
Total Points:	4

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Wildlife Habitat

Question 12:	30
Question 13:	3
Question 14:	2
Question 15:	3
Question 16:	3
Question 17:	3
Question 18:	3
Question 19:	3
Total Points:	50

Function:
- ☑ High
- ☐ Medium
- ☐ Low

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-1

Riparian Width Determination

Date: 9/1/98 Investigators: DC/JG

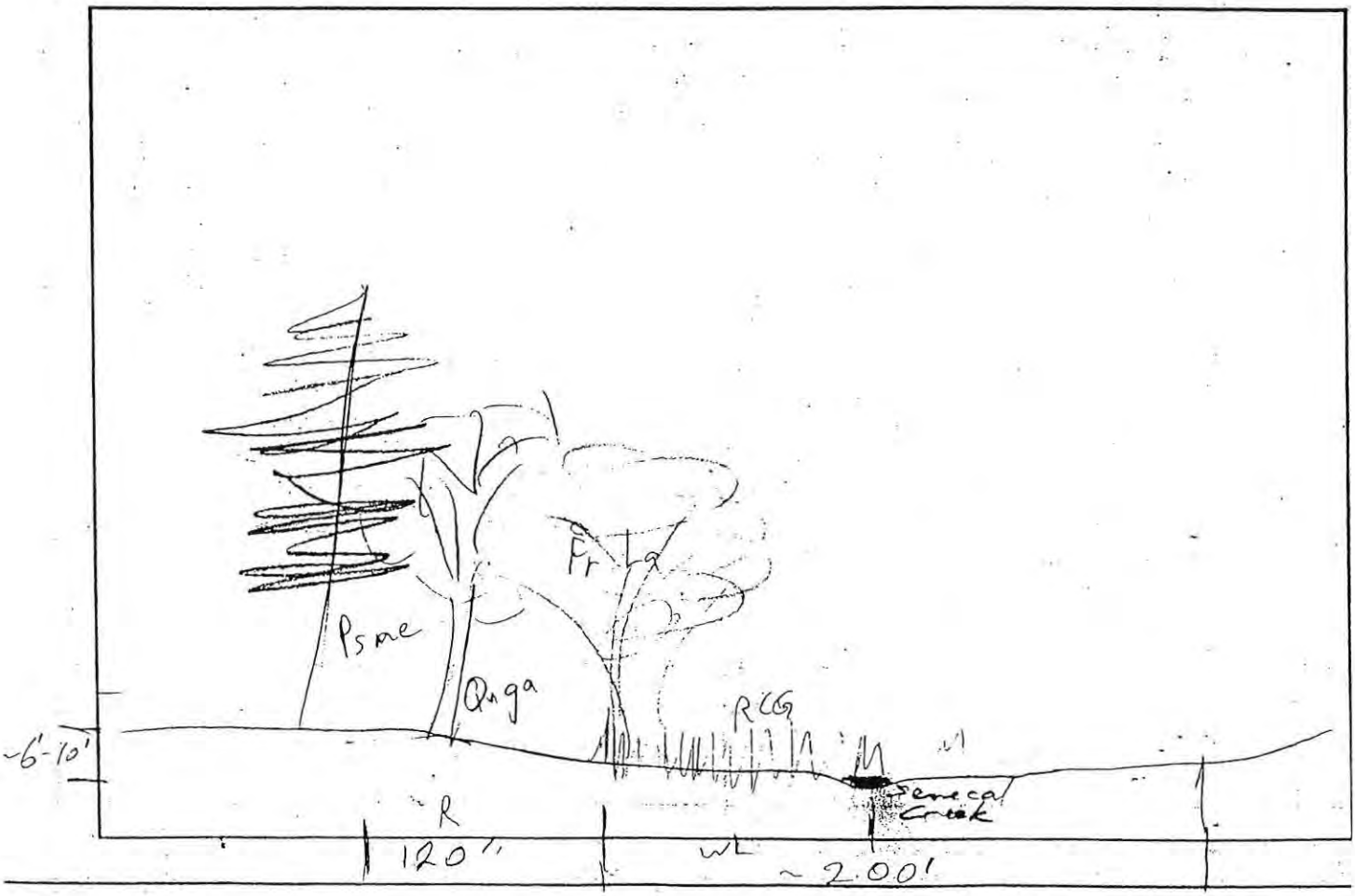
Dominant tree species: Pseudotsuga menziesii

Potential tree height (PTH)/Width of Riparian Area: 120/100
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: From west edge of UGB (north of Hwy 214); south end of riparian area to south end of Ten Oaks Lane

Typical Cross Section:



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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-1

Riparian Characterization Form — Part 1

General Information

Date: 9/1/98

On-site ☑ Office ☐ Reach Length: 2120

Investigators: DC/JG Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☑ Width: 5
Lake/Pond ☐ Width: 0
Wetland ☑ Width: 200

LWI Wetland Code: SC-1

Water present year-round: No

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: Yes

Mapped soil series: Ba, WuC, WuD,Da

djacent Land Uses?

Agriculture ☑ Residential ☑ Undeveloped ☐
Commercial ☐ Roads ☐ Forestry ☐

Woody Vegetation	Herbaceous Vegetation
Pseudotsuga menziesii	Rubus discolor
prem	Holcus lanatus
Corylus cornuta	Symphoricarpos albus
Amelanchier alnifolia	Rubus ursinus
	Dactylis glomerata
	Daucus carota
	Phalaris arundinacea
	Lonicera involucrata

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-1

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☑ <10% ☐ 10% to 25% ☐ >25%

☐ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☐ Woody vegetation ☑ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☑ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☑ >40% ☐ 10% to 40% ☐ <10%

Degree of development or human cause disturbance:

☐ <25% ☐ 25% to 75% ☑ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-1

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	2
Question 3:	3
Question 4:	3
Question 5:	2
Total Points:	13

Function:
- ☑ High
- ☐ Medium
- ☐ Low

Flood Management

Question 6:	1
Question 7:	1
Question 8:	1
Total Points:	3

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Thermal Regulation

Question 9:	1
Question 10:	2
Question 11:	1
Total Points:	4

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Wildlife Habitat

Question 12:	1
Question 13:	2
Question 14:	1
Question 15:	1
Question 16:	2
Question 17:	1
Question 18:	3
Question 19:	1
Total Points:	12

Function:
- ☐ High
- ☑ Medium
- ☐ Low

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-2

Riparian Width Determination

Date: 9/1/98 Investigators: DC/JG

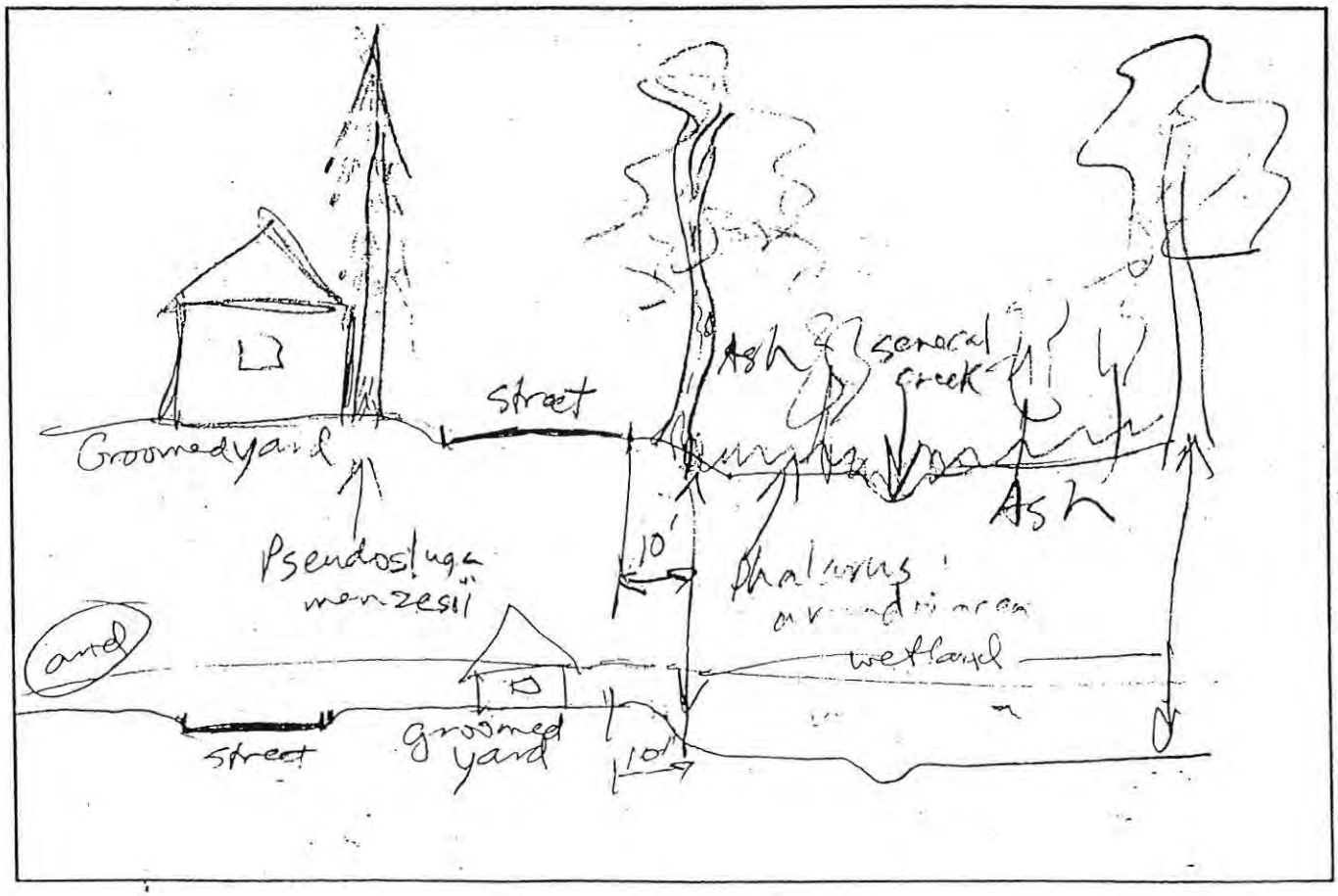
Dominant tree species: Pseudotsuga meziesii

Potential tree height (PTH)/Width of Riparian Area: 120/20
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: From Ten Oaks Lane, south end to north end of Ten Oakds Lane; NW corner of UGB. Riparian are mostly yards, streets and houses in manufucatured home development.

Typical Cross Section:



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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-2

Riparian Characterization Form — Part 1

General Information

Date: 9/1/98

On-site ☑ Office ☐ Reach Length: 1320

Investigators: DC/JG Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☑ Width: 5
Lake/Pond ☐ Width: 0
Wetland ☑ Width: 200

LWI Wetland Code: SC-1

Water present year-round: No

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: Yes

Mapped soil series: Ba, WuC

djacent Land Uses?

Agriculture ☐ Residential ☑ Undeveloped ☐
Commercial ☐ Roads ☐ Forestry ☐

Woody Vegetation
Pseudotsuga menziesii
Fraxinus latifolia

Herbaceous Vegetation
Cirsium vulgare
Phalaris arundinacea
Daucus carota

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-2

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☐ <10% ☐ 10% to 25% ☑ >25%

☐ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☐ Woody vegetation ☑ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☐ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☐ >40% ☐ 10% to 40% ☑ <10%

Degree of development or human cause disturbance:

☐ <25% ☐ 25% to 75% ☑ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCL-2

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	2
Question 3:	2
Question 4:	1
Question 5:	2
Total Points:	10

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Flood Management

Question 6:	1
Question 7:	1
Question 8:	1
Total Points:	3

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Thermal Regulation

Question 9:	1
Question 10:	2
Question 11:	2
Total Points:	5

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Wildlife Habitat

Question 12:	1
Question 13:	2
Question 14:	1
Question 15:	1
Question 16:	1
Question 17:	1
Question 18:	3
Question 19:	1
Total Points:	11

Function:
- ☐ High
- ☐ Medium
- ☑ Low

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-1

Riparian Width Determination

Date: 9/1/98 Investigators: DC/JG

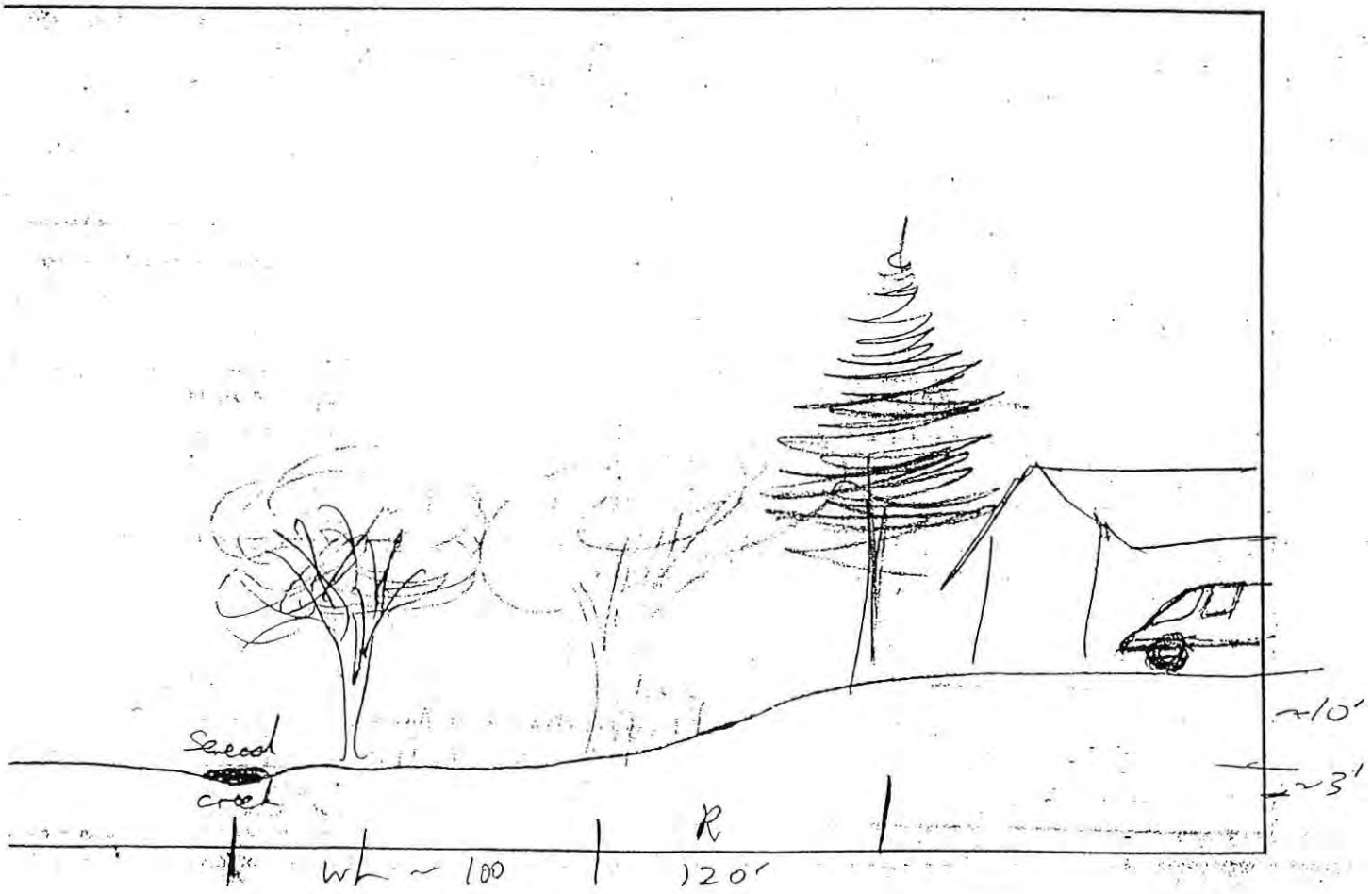
Dominant tree species: Pseudotsuga menziesii

Potential tree height (PTH)/Width of Riparian Area: 120/40
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: From west edge of UGB to Steven Street. Reach is a residential development. Riparian vegetation is mostly removed. Scattered, small groups of Douglas Fir (Psedotsuga menziesii)

Typical Cross Section:



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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-1

Riparian Characterization Form — Part 1

General Information

Date: 9/1/98

On-site ☑ Office ☐ Reach Length: 2060

Investigators: DC/JG Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☑ Width: 5
Lake/Pond ☐ Width: 0
Wetland ☑ Width: 200

LWI Wetland Code: SC-1

Water present year-round: No

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: Yes

Mapped soil series: Ba, WuC

Adjacent Land Uses?

Agriculture ☐ Residential ☑ Undeveloped ☐
Commercial ☐ Roads ☐ Forestry ☐

Woody Vegetation **Herbaceous Vegetation**

Pseudotsuga menziesii

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-1

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☐ <10% ☐ 10% to 25% ☑ >25%

☐ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☑ Woody vegetation ☐ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☐ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☐ >40% ☑ 10% to 40% ☐ <10%

Degree of development or human cause disturbance:

☐ <25% ☐ 25% to 75% ☑ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-1

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	3
Question 3:	3
Question 4:	3
Question 5:	2
Total Points:	14

Function:
- ☑ High
- ☐ Medium
- ☐ Low

Flood Management

Question 6:	3
Question 7:	3
Question 8:	1
Total Points:	7

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Thermal Regulation

Question 9:	1
Question 10:	3
Question 11:	2
Total Points:	6

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Wildlife Habitat

Question 12:	3
Question 13:	3
Question 14:	2
Question 15:	3
Question 16:	3
Question 17:	3
Question 18:	1
Question 19:	3
Total Points:	21

Function:
- ☑ High
- ☐ Medium
- ☐ Low

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-2

Riparian Width Determination

Date: 7/21/98 Investigators: JG/ES

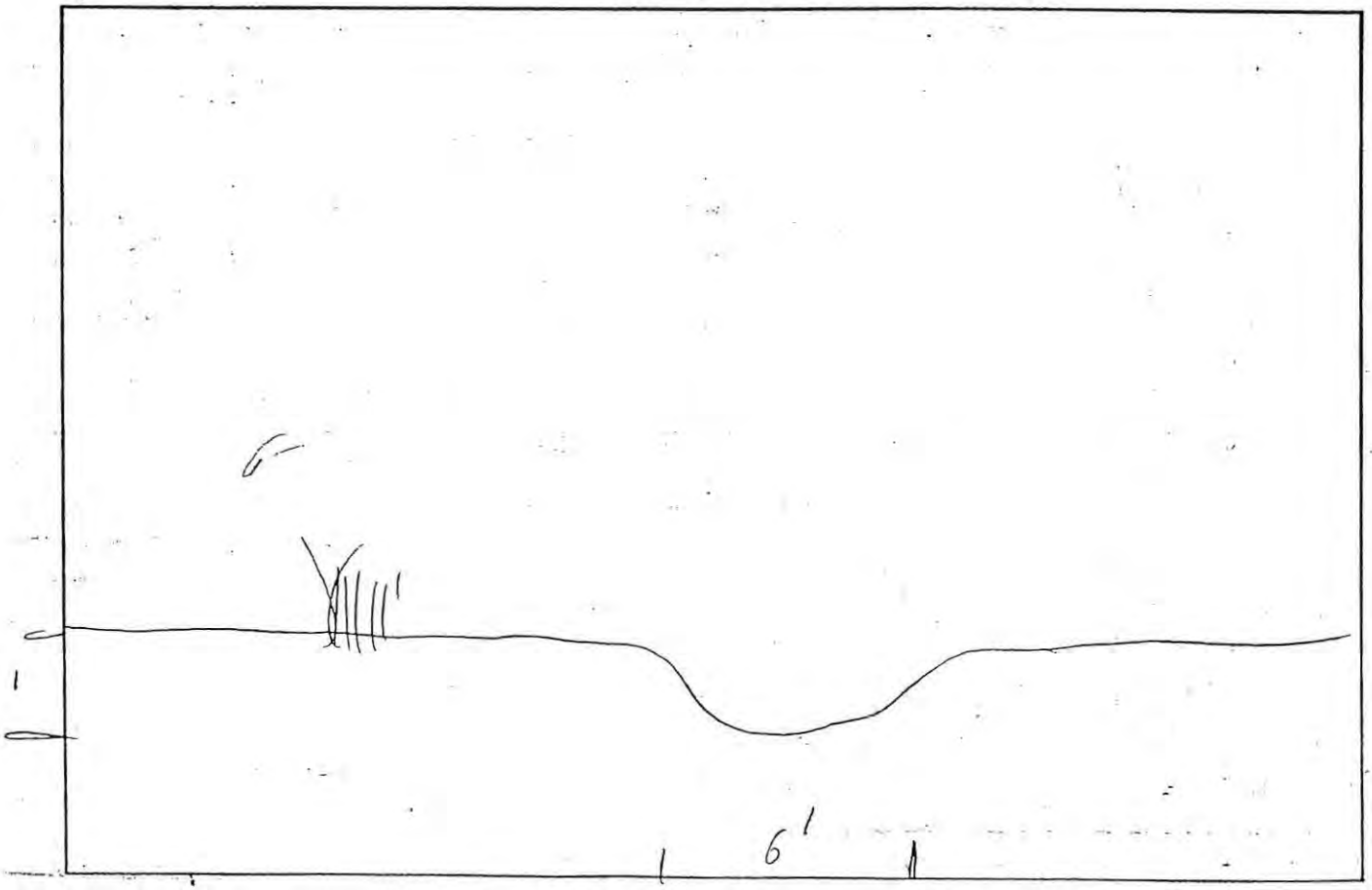
Dominant tree species: Pseudotsuga menziesii

Potential tree height (PTH)/Width of Riparian Area: 120/120
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments:

Typical Cross Section:



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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-2

Riparian Characterization Form — Part 1

General Information

Date: 7/21/98

On-site ☑ Office ☐ Reach Length: 950

Investigators: JG/ES Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource: Stream/River ☑ Width: 6
Lake/Pond ☐ Width: 0
Wetland ☐ Width: 0

LWI Wetland Code: SC-1

Water present year-round: Yes

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: Yes

Mapped soil series: Ba, WuC

djacent Land Uses?

Agriculture ☐ Residential ☑ Undeveloped ☐
Commercial ☐ Roads ☑ Forestry ☐

Woody Vegetation	Herbaceous Vegetation
Rosa pisocarpa	Phalaris arundinacea
Spiraea douglasii	Carex obnupta
Pseudotsuga menziesii	Solanum dulcamara
Fraxinus latifolia	Equisetum arvense
Salix sitchensis	
Salix lasiandra	
Populus balsamifera	
Crataegus douglasii	
Cornus sericea	

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-2

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☑ <10% ☐ 10% to 25% ☐ >25%

☑ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☑ Woody vegetation ☐ Herbaceous vegetation ☐ Bare ground

☑ **Woody vegetation hangs over the edge of the water.**

☑ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☑ >40% ☐ 10% to 40% ☐ <10%

Degree of development or human cause disturbance:

☑ <25% ☐ 25% to 75% ☐ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-2

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	3
Question 3:	3
Question 4:	3
Question 5:	2
Total Points:	14

Function:
- ☑ High
- ☐ Medium
- ☐ Low

Flood Management

Question 6:	3
Question 7:	3
Question 8:	1
Total Points:	7

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Thermal Regulation

Question 9:	1
Question 10:	3
Question 11:	2
Total Points:	6

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Wildlife Habitat

Question 12:	3
Question 13:	3
Question 14:	2
Question 15:	3
Question 16:	3
Question 17:	3
Question 18:	1
Question 19:	3
Total Points:	21

Function:
- ☑ High
- ☐ Medium
- ☐ Low

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-3

Riparian Width Determination

Date: 9/1/98 Investigators: DC/JG

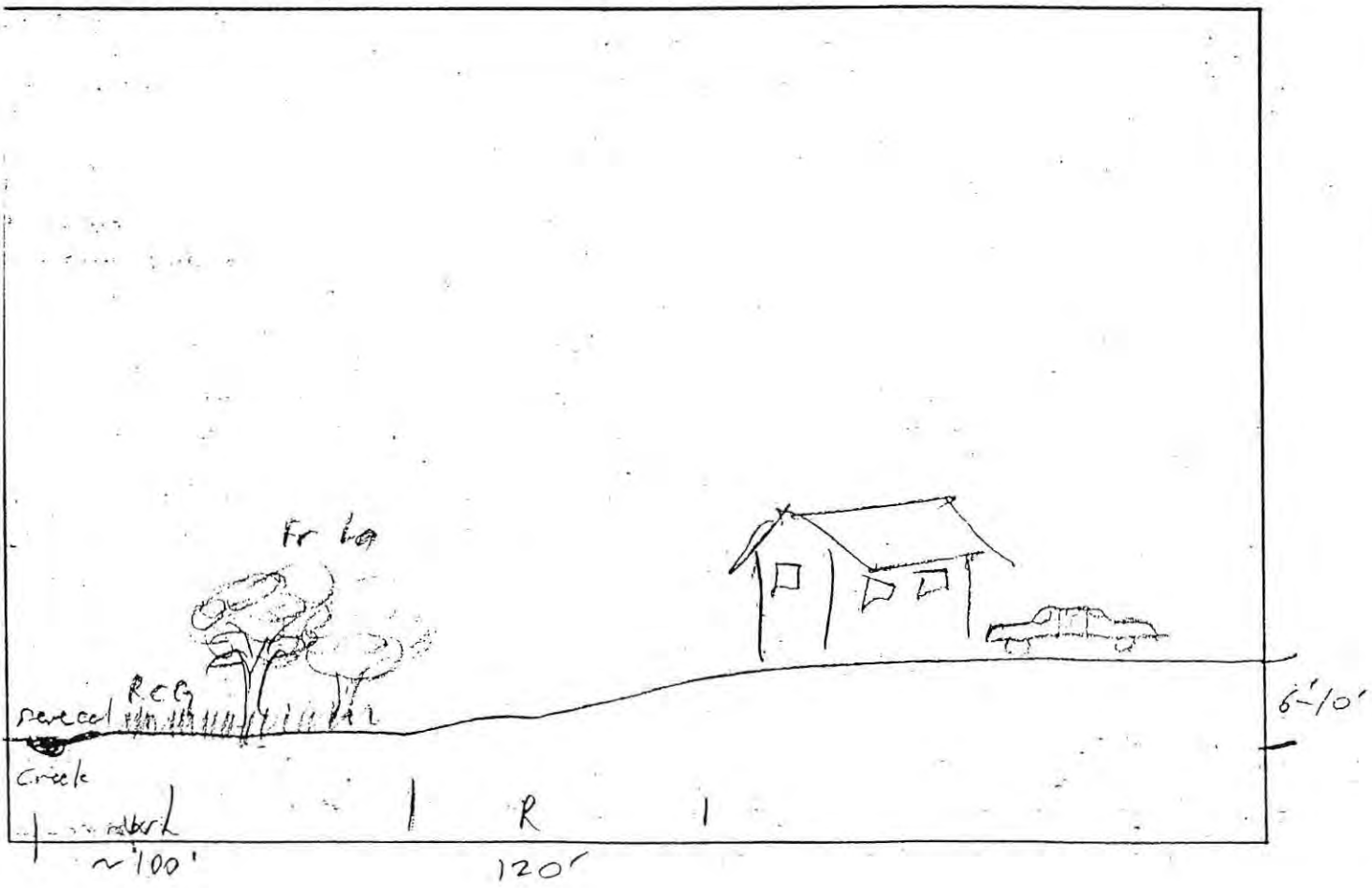
Dominant tree species: Pseudotsuga menziesii

Potential tree height (PTH)/Width of Riparian Area: 120/20
(Width measured horizontally from edge of water resource)

PTH determined by: ☑ On-site vegetation ☐ Reference site Code:

Comments: From Senecal Creek Drive, NE to corner of UGB. Riparian vegetation is gone. Riparian area is a manufactured home development.

Typical Cross Section:



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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-3

Riparian Characterization Form — Part 1

General Information

Date: 9/1/98

On-site ☑ Office ☐ Reach Length: 880

Investigators: DC/JG Hydrologic Basin: Senecal Creek

Water Resource Information

Water Resource:			
	Stream/River	☑	Width: 5
	Lake/Pond	☐	Width: 0
	Wetland	☑	Width: 200

LWI Wetland Code: SC-1

Water present year-round: No

Are salmonids present in the adjacent water resource: No

Is the water resource listed for temperature on DEQ's 303(d) list: No

Within FEMA-mapped 100-year floodplain: Yes

Mapped soil series: Ba, WuC

djacent Land Uses?

Agriculture	☐	Residential	☑	Undeveloped	☐
Commercial	☐	Roads	☐	Forestry	☐

Woody Vegetation **Herbaceous Vegetation**

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Urban Riparian Inventory and Assessment

Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-3

Riparian Characterization Form — Part 2

Average slope in the riparian area: (Question 1)

☑ <10:1 (10%) ☐ Between 10:1 (10%) and 5:1 (20%) ☐ >5:1 (20%)

Extent of impervious surface within the riparian area: (Question 4)

☐ <10% ☑ 10% to 25% ☐ >25%

☐ **The reach is constricted by man-made features.**

☐ **The orientation allows for shading of the water resource at midday in summer.**

Dominant vegetation layer within the riparian area:

☐ Woody vegetation ☑ Herbaceous vegetation ☐ Bare ground

☐ **Woody vegetation hangs over the edge of the water.**

☐ **Large woody debris in riparian area.**

Percent of water resource bordered by vegetated riparian area at least 30 feet wide:

☐ >40% ☐ 10% to 40% ☑ <10%

Degree of development or human cause disturbance:

☐ <25% ☐ 25% to 75% ☑ >75%

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Project Number: 2981036
Project Name: City of Woodburn
Riparian Code: SCR-3

Riparian Function Assessment Answer Sheet

Water Quality

Question 1:	3
Question 2:	2
Question 3:	2
Question 4:	2
Question 5:	2
Total Points:	11

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Flood Management

Question 6:	1
Question 7:	2
Question 8:	1
Total Points:	4

Function:
- ☐ High
- ☐ Medium
- ☑ Low

Thermal Regulation

Question 9:	1
Question 10:	3
Question 11:	1
Total Points:	5

Function:
- ☐ High
- ☑ Medium
- ☐ Low

Wildlife Habitat

Question 12:	3
Question 13:	3
Question 14:	2
Question 15:	3
Question 16:	3
Question 17:	1
Question 18:	3
Question 19:	1
Total Points:	19

Function:
- ☑ High
- ☐ Medium
- ☐ Low

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Appendix D

DSL OFWAM Manual

APPENDIX D

SUMMARY OF OFWAM ASSESSMENT CATEGORIES

Wetland functions and characteristics assessed by the Oregon Freshwater Assessment Methodology (OFWAM) are summarized below. The results of the assessment are used to determine the significance of each wetland. For complete assessment information, consult the OFWAM document.

Wetland Functions

WILDLIFE HABITAT: Wetlands provide habitat for many wildlife species. A single wetland often cannot satisfy all requirements for wildlife use, so its proximity to other bodies of water or upland areas is important. Buffers and corridors are also essential for this reason, and they reduce human disturbance. Many species also have special habitat requirements. Good water quality is necessary for amphibians and mammals; structural diversity is important for birds; and a combination of open water and grazing areas is important for waterfowl.

OFWAM evaluates the habitat diversity for species usually associated with wetlands, without emphasizing one particular species. Wetlands assessed by OFWAM can provide diverse habitat for wildlife, habitat for some wildlife species, or have a wildlife habitat function that is lost or not present.

FISH HABITAT: Wetlands that contribute to habitat for fish include areas with dense overhanging vegetation. This vegetation provides shade, cover, and food sources to related waterways and lakes. Wetlands also provide spawning, rearing, and resting opportunities for fish. However, a wetland need not actually contain fish to contribute to fish habitat, because wetlands may perform important functions for fish-bearing waters downstream.

OFWAM evaluates how a wetland contributes to fish habitat in streams, ponds, or lakes associated with a wetland. The questions are suitable for both warmwater and coldwater fish, and no particular species is emphasized. Wetlands assessed by OFWAM have a fish habitat function that is intact, impacted or degraded, or lost or not present.

WATER QUALITY (pollutant removal):

Sediment Trapping: During periods of heavy rainfall, water runoff may cause erosion and increase solids suspended in receiving surface waters. The excess sediment entering water systems can damage aquatic ecosystems. Sediment accumulation in stream bottoms can smother spawning areas and kill aquatic insect larvae. It also can reduce the storage capacity of downstream water supply reservoirs.

Wetlands perform an important function by trapping sediment from waters that pass through them. As water flows through the wetlands, it is slowed by vegetation, and

sediment settles to the bottom before the water moves farther downstream. As much as 90% of the solids suspended in the water may be removed as the water moves through the wetland, resulting in cleaner water entering rivers, lakes, and estuaries.

Nutrient Attenuation: Nitrogen and phosphorus are the two nutrients most often associated with water pollution. They are also main ingredients of fertilizers used on agricultural fields and lawns, and both are found in high concentrations in discharges from sewage treatment plants and livestock operations. Excessive amounts of nitrogen and phosphorus in lakes and slow-moving streams can cause algal blooms and subsequent oxygen deficiencies, which may kill fish and reduce water quality. The processes that occur as a result of excess nutrients are combined under the term "eutrophication." Within limits, wetlands can reduce nutrient levels so the effects of eutrophication on downstream areas are prevented or reduced.

OFWAM evaluates the potential of a wetland to reduce the impacts of excess nutrients in stormwater runoff on downstream waters. A wetland assessed by OFWAM can have a water quality function that is intact, impacted or degraded, or lost or not present.

HYDROLOGIC CONTROL (flood control and water supply): Wetlands function as natural water storage areas during periods of high runoff and stream flooding. At times, they act as flood regulators by holding floodwaters, then slowly releasing them downstream. This temporary storage reduces the amount of water downstream during floods, thereby reducing peak flows. Through this flood storage mechanism, wetlands associated with tributaries of streams or rivers can prevent water from all tributaries reaching the stream or river at the same time (this is called desynchronization). Wetlands also can act as floodwater "brakes." For example, water flowing through riverine wetlands during floods is slowed by trees, shrubs, rushes, and other wetland vegetation. Wetlands acting as brakes can reduce flood peaks, thereby reducing flood damage, bank and bed erosion, and other adverse effects caused by fast-moving water.

Wetlands also have long-term water holding abilities. Wetlands may store water for longer periods, sometimes for months. The slow draining of these wetlands to surface water or groundwater as the water level in the wetland recedes may contribute to the maintenance of base flows in streams connected hydrologically to the wetland.

OFWAM evaluates the effectiveness of a wetland to reduce downstream flood peaks and store floodwaters. A wetland assessed by OFWAM can have a hydrologic control function that is intact, impacted or degraded, or lost or not present.

EDUCATION: Field trips to wetlands are an important part of the educational experience, providing students opportunities to learn about ecological principles. OFWAM bases the educational assessment on the accessibility and diversity of the wetlands. Wetlands that provide fish and wildlife habitat and permit access to other natural features allow a broader course of study.

OFWAM evaluates the suitability of a wetland to provide educational opportunity and act as an "outdoor classroom." A wetland assessed by OFWAM can have educational use, potential for educational use, or not be appropriate for educational use.

RECREATION: Many recreational activities take place in and around wetlands. Wetlands associated with open bodies of water also may support boating and fishing. Many people simply enjoy the beauty and sounds of nature and spend time walking in or near wetlands observing plant and animal life.

OFWAM evaluates the suitability of a wetland and associated watercourses for non-powered boating, fishing, and similar recreational activities. A wetland assessed by OFWAM can provide, have the potential to provide, not provide, or not be appropriate for recreational opportunities.

Wetland Characteristics

ENHANCEMENT POTENTIAL: Enhancement potential represents how well a wetland might respond to the mitigation of past environmental impacts. The recovery of a wetland, and in particular its wetland function, depends on the site's hydrology, its soils and substrate, and the presence of environmental buffers surrounding the wetland.

OFWAM evaluates the suitability of a degraded wetland for enhancement. A wetland fulfilling this condition does not provide one or more of the functions assessed by OFWAM. A wetland fulfilling this condition, therefore, would be of lower overall quality than a wetland providing such features as wildlife or fish habitat. A wetland assessed by OFWAM can have high, moderate, or little enhancement potential.

AESTHETIC QUALITY: Although this is a subjective index, it is included to assess the open space and overall pleasing qualities of wetlands to local residents and users. The assessment assumes the user will be visiting the wetland, not just driving by in a car, bus, or on a bicycle. Wetlands can be areas of scenic beauty. Most often they are viewed from along a stream, from a canoe, along a nature trail, or from an overlook. The assessment area may include the entire wetland or only a portion, such as an area clearly visible from a road or stream. Thus, this assessment can be based on an average of several viewpoints or on one outstanding viewpoint.

OFWAM evaluates the visual and aesthetic quality of the wetland. Wetlands can be considered pleasing, moderately pleasing, or not pleasing.

SENSITIVITY TO IMPACT: The wetland's ability to provide ecological function depends on its condition. If past environmental impacts have affected its ability to sustain itself, its ability to recover from future impacts is diminished. Various factors, such as vegetation type, contribute to a wetland's sensitivity. Forested wetland types, for example, are considered particularly sensitive, because their vegetation structure is complex and slow to recover once disturbed. Also, a wetland is considered sensitive to impact if the quantity and quality of its water supply has been altered or degraded, and if

the intensity of adjacent land use suggests the impairment is permanent. Under such circumstances, the wetland will have lost some of its natural capacity to recover form impacts. Small, incremental impacts on sensitive wetlands can cause broader, secondary effects throughout the wetland system. A wetland's resilience depends on whether adverse effects caused by future impacts will be localized or spread throughout the wetland and beyond into other ecosystems. The sensitivity to impact index is an indication of risk to the wetland from future changes in the watershed and land surrounding it.

This index evaluates whether an affected or lost wetland function can be restored at a degraded wetland site. It does **not** evaluate the enhancement potential of changing the vegetation through exotic weed removal, which is considered to be a management issue. Wetland enhancement provides opportunities to connect wetlands and adjacent natural areas, thus creating larger natural systems that provide corridors for animal movement.

Appendix E

DSL Riparian Manual

APPENDIX E

SUMMARY OF RIPARIAN GUIDE ASSESSMENT CATEGORIES

Riparian characteristics and functions assessed by the Urban Riparian Inventory and Assessment Guide (Riparian Guide) are summarized below. For complete assessment information, consult the Riparian Guide document.

Riparian Functions

WATER QUALITY: Erosion risk is directly related to slope: The steeper the slope, the greater the risk of erosion. Vegetation reduces erosion by stabilizing soil and banks through the binding action of roots. Woody vegetation provides the most effective stabilization because of its root mass. Declines in urban water quality can be linked directly to an increase in impervious surfaces. Impervious surfaces increase the frequency and quantity of runoff, contribute pollutants, and reduce natural infiltration provided by soil and vegetation.

FLOOD MANAGEMENT: The ability of the riparian area to provide a flood management function depends on its potential to store or detain floodwaters temporarily. Floodwaters detained in the riparian area infiltrate into the soil and are slowly released downstream. Woody vegetation reduces the velocity of floodwaters by providing resistance, which increases detention time in the riparian area, allowing the water to infiltrate into the soil. Both of these factors reduce downstream flooding. Channelization of streams and armoring of banks (e.g., riprap, walls, concrete) increase the velocity of floodwaters. Although channelization and armoring may reduce local flooding by separating the water resource from its floodplain, these measures often increase the risk of flooding downstream.

THERMAL REGULATION: In Oregon, vegetation on the southern side of an east-west-oriented water resource has the highest potential of providing shade in the summer. The ability of vegetation to provide shade is directly related to the height of the vegetation. In general, tall, woody vegetation provides more shade than herbaceous vegetation. Vegetation overhanging a water resource provides shade, creating microclimates.

WILDLIFE HABITAT: A vegetated riparian area increases the quality of wildlife habitat by providing food, cover, and nesting opportunities. Vertical complexity of vegetation increases the variety of niches available to wildlife. In general, tall, woody vegetation provides more food, cover, and nesting habitat for a variety of wildlife than herbaceous vegetation. Overhanging woody vegetation contributes leaves, woody debris, and insects to the water resource. It also shades the water resource and creates microclimates. Large woody debris in the riparian area provides cover for a variety of small mammals, birds, amphibians, and insects. It can also be transported to the aquatic system in flood events, where it can enhance in-stream fish habitat. More than one type of water resource within or immediately adjacent to the riparian reach increases the

complexity and quality of wildlife habitat. Human-caused disturbance/development within the riparian area directly affects wildlife use. The proximity of human activities may negatively affect sensitive wildlife species that cannot tolerate noise, light, or traffic.

Item 5

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SECTION 1.1 ORGANIZATION AND STRUCTURE

SECTION 2.1 LAND USE ZONING

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2.2 SPECIFIED USE STANDARDS

SECTION 3.1 DEVELOPMENT GUIDELINES AND STANDARDS

SECTION 4.1 ADMINISTRATION AND PROCEDURES

SECTION 5.1 APPLICATIONS REQUIREMENTS

List of Tables

6.1 APPENDICES (Adopted by City Council Resolution)

6.102 List of Figures

WDO

Woodburn Development Ordinance

Ord. 2313
Adopted April 9, 2002
Effective July 1, 2002

WOODBURN
OREGON
Incorporated 1889

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1.1 ORGANIZATION AND STRUCTURE

1.101 Structure

1.101.01 Title

This ordinance may be referred to as the "Woodburn Development Ordinance" (*WDO*).

1.101.02 Application and Construction of Regulations

A. The provisions of the *WDO* shall be considered the minimum regulations adopted to promote the public health, safety and general welfare; and shall apply uniformly to each case or kind of use, structure or land unless varied or otherwise conditioned as allowed in the *WDO*.

B. A period of time to perform expressed in days shall mean consecutive "calendar days" unless otherwise defined. The number of calendar days is counted beginning with the first date after the date or event from which the period begins, and ending at 5 o'clock p.m. on the last day of the number of days stated, unless the last day is not a City business day, in which case the last day of the period shall be the first City business day following the last of the consecutive calendar days.

1.101.03 Relationship to Other Laws and Private Agreements

It is not the intent of the *WDO* to interfere with, abrogate or annul any easement, covenant or agreement between parties; provided, however, that where the *WDO* imposes greater restrictions than those imposed or required by other rules or regulations, the provisions of the *WDO* shall control.

1.101.04 Prior Approvals and Conditions of Approvals

Developments, including subdivisions, partitions, planned unit developments, zone changes, conditional uses, variances, site development review, other development applications for which approvals were granted before the effective date of the *WDO*, may occur pursuant to such approvals; EXCEPT that all subsequent modifications to development approvals shall comply with the *WDO*.

1.101.05 Official Actions Shall Comply with the *WDO*

All officials, departments, employees (including contractor-officials), of the City vested with authority to issue permits or grant approvals shall adhere to and require conformance with the ***WDO***, and shall issue no permit or grant approval for any development or use which violates or fails to comply with conditions or standards imposed to carry out the ***WDO***.

1.101.06 Improper Permits are Void

Any permit or approval issued or granted in conflict with the provisions of the *WDO* shall be void.

1.101.07 Severability

If any section, paragraph, subdivision, clause, or sentence of the ***WDO*** shall be adjudged by any court of competent jurisdiction to be unconstitutional or invalid, such judgement shall not affect, impair, invalidate, or nullify the remainder of the ***WDO***.

1.101.08 Annual Review of the *WDO*

The Community Development Director shall maintain a list of potential modifications of the ***WDO*** due to new state and/or federal laws and rules, case law precedents, scrivener errors, interpretation, or other changes in circumstance. The Director shall report these matters to the City Council at its first regular meeting in the month of November so that the Council may consider initiating appropriate measures to modify the ***WDO***.

1.102 Definitions

Abutting: Touching on the edge or on the line, including at a corner. It shall include the terms adjacent, adjoining and contiguous.

Access: The place, means or way by which pedestrians or vehicles have ingress and egress to and/or from a lot or use.

Accessory Building, Structure or Use: A detached, accessory building, structure or use which is incidental and subordinate to and supports upon the primary use on the same premisses.

Adjacent: Near, close or bordering but not necessarily contiguous with; adjoining but separated by a right of way.

Adjustment, Property Line: The relocation of a common boundary between two contiguous lots where an additional unit of land is not created and where the conditions created for the resulting units of land comply with zoning standards and building code separations.

Adjustment, Zoning: A land use action granting a minor variance to zoning standards as provided by the ***WDO***.

Administrative Body: The City Council, Planning Commission, Design Review Board, or staff member having the jurisdiction to hear and decide proceedings on land use actions.

Aerial: A privately owned and operated antenna for noncommercial uses subject to height limitations as specified in the ***WDO***. Aerial includes "ham radio antennae", but is not a "telecommunications facility."

Alley: A public right of way not more than 20 feet wide and not less than ten feet in width that provides secondary access to property and intersects with a public street.

Alteration, Structural: Any change in the exterior dimensions of a building, or a change which would affect a supporting member of a building, such as a bearing wall, column, beam or girder.

Ancillary Facilities, Telecommunications: The structure and equipment required for operation of the telecommunication equipment, including but not limited to antennae, repeaters, equipment housing structures, and ventilation and other mechanical equipment.

Antenna(e), Telecommunications: An electrical conductor or group of electrical conductors that transmit or receive radio waves for commercial uses.

Anti-graffiti Surface: Either a preparation applied to the surface area of a wall or fence that is

formulated to aid in the removal of unintended paint or other surface markings; or evergreen vegetation planted directly in front of, or covering, a fence or wall in a way that obscures the visibility of at least 75 percent of any element of each exterior face.

Apartment: A dwelling unit in an apartment house.

Apartment House: A multiple family dwelling containing 3 or more dwelling units that are either rented or leased, or in condominium ownership.

Applicant: The property owner of record, contract purchaser or a person authorized by the property owner or contract purchaser to file an application.

Application: Any request for approval of a development or a legislative amendment to the city's land use regulations, comprehensive plan or related maps.

Approval criteria and approval standards: All standards which must be met in order to approve an application. Depending upon the specific application, approval criteria include standards contained in the ***WDO***, Woodburn Comprehensive Plan and applicable state law.

Approved: Official acknowledgment by the administrative body or official given specific jurisdiction to grant such approval.

Arbor: A latticework bower intertwined with climbing vines and flowers. [Section 1.102 as amended by Ordinance No. 2383, §2, passed March 16, 2005.]

Archway: A covering or enclosing arch. [Section 1.102 as amended by Ordinance No. 2383, §2, passed March 16, 2005.]

Arterial Street, Major or Minor: See "Street, Major Arterial" and "Minor Arterial."

Articulate/Articulation: The joining and intersecting of building spaces through offsets, projections, overhangs, extensions and similar features.

Assisted Care Facility: A building or portion of building containing living units and providing services as described by NAICS 62331.

Attachment, Telecommunications: An antenna or other piece of related equipment affixed to a transmission tower.

Average Setback: See "Setback, Average."

Backhaul Network, Telecommunications: The lines that connect a provider's towers/cell sites to one or more cellular telephone switching offices, and /or long distance providers, or the public

switched telephone network.

Berm: A linear mound of soil, a small rise or hill in a landscape which is intended to buffer or visually screen certain features of development, such as parking.

Block: A unit or contiguous units of land bounded by intersecting streets.

Boundary Street: See "Street, Boundary."

Buffer: (noun) Landscaping and/or screening between two land uses of differing character to minimize potential conflicts and provide a more aesthetic environment.

Buffer Yard: See "Yard, Buffer."

Building: Any structure having a roof built for the support, shelter, or enclosure of persons, animals, or property of any kind.

Building, Medium Density Residential: Any building where the predominant use is multiple family, nursing care or assisted care residential.

Building, Primary: A building, within which is conducted the main or principal use of the property.

Cabana: A stationary structure with two or more walls, used in conjunction with a manufactured dwelling to provide additional living space and meant to be moved with the manufactured dwelling.

Caliper: The diameter of a tree measured 6 inches above ground level for trees up to 4 inches in diameter, and 12 inches above ground for larger sizes.

Carport: A permanent structure consisting of a roof and supports for covering a parking space which is not completely enclosed.

Cemetery: Land used or intended to be used for the burial of the dead and dedicated for cemetery purposes, including a columbarium, crematory, mausoleum, or mortuary, when operated in conjunction with and within the boundary of such cemetery.

Change of Occupancy: A change from one type of occupancy of a building to another type of occupancy as defined by the state building code.

Change of Use: A change from one type of use of a building or land to another type of use for uses as defined by the *WDO*.

Child Day Care Center: A facility which provides care or kindergarten for 13 or more children.

Child Day Care Home: The home of a child care provider for 12 or fewer children.

Church: See "House of Worship."

Club: An organization, group, or association supported by the members, the purpose of which is to render a service primarily for members and their guests, but shall not include any organization, group or association the chief activity of which is to render a service customarily carried on as business for profit.

City or City of Woodburn: The City of Woodburn, an Oregon municipal corporation.

City Administrator: The City Administrator of the City of Woodburn, or designee.

City Engineer: The City Engineer of the City of Woodburn.

Collocated Telecommunications Facilities: The attachment of new or additional transmission facilities to an existing transmission tower designed for such multiple use.

Commission: The Planning Commission of the City of Woodburn.

Community Building: A facility available for public use for meetings, recreation, education.

Comprehensive Plan: The officially adopted Woodburn Comprehensive Plan, including all components thereof adopted by reference or otherwise lawfully incorporated as parts thereof.

Conditional Use: Any use which is permitted in a particular zoning district only after review and approval as provided by the ***WDO***.

Conditional Use, Specific: Any use which is permitted in a particular zoning district subject to specified standards and only after review and approval as provided by the ***WDO***.

Condominium: A building or group of buildings, in which separate buildings or portions of buildings are separately owned, while the land on which the building(s) is located is held in a common ownership.

Conforming: In compliance with the current regulations of the ***WDO.***

Contiguous: Touching along a boundary or point.

Corner Clearance: The distance from an intersection of a street to the nearest driveway. The distance shall be measured along the traveled way the street connecting the intersecting street and

the driveway, starting from the closest edge of the pavement of the intersecting street and ending at the closest edge of pavement of the driveway.

Corner Lot: See "Lot, Corner."

Council: The City Council of the City of Woodburn.

Cul de sac Street: See "Street, Cul de sac."

Dead End Street: See "Street, Dead End."

Department of Public Works or Public Works: The Department of Public Works of the City of Woodburn.

Decision: The formal action by an administrative body regarding its final disposition of a land use action.

Delivery Service: The delivery of packages and the sale and/or delivery of food and/or beverages as permitted by the standards of ***Section 2.203.07.***

Density per gross acre: The number of dwelling units or living units per acre prior to the dedication of public right of way; public easements; irrevocable easements for private streets or access ways; and private streets in Manufactured Dwelling Parks..

Density per net acre: The number of dwelling units or living units per acre based on the land area committed to housing and common, private ownership but EXCLUDING public right of way; public easements; irrevocable easements for private streets or access ways; and private streets in Manufactured Dwelling Parks.

Description, Legal: The description of a subject property by either metes and bounds or in reference to a lot, or lot and block, number of a recorded subdivision or partition.

Design Review Board: The Design Review Board of the City of Woodburn.

Development: A building or grading operation, making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, partitioning or subdividing of land as provided in ORS Chapter 92 or the creation or termination of an access right.

Development Standard: The requirement of the City with respect to the quality and quantity of an improvement or activity. All ***WDO*** standards are both the maximum and the minimum requirement unless otherwise indicated.

Director: The Director of Community Development of the City of Woodburn or designee.

DLCD: The Oregon Department of Land Conservation and Development.

Driveway: A private access way to and from a property, a parking space or area, a garage, or a use, intended to allow vehicular ingress and egress but not intended to provide the traffic circulation function of a street.

Duplex: See "Dwelling, Two-Family."

Dwelling Unit: A building or portion of a building providing complete, independent living facilities for occupancy by one family including permanent provisions for living, sleeping, eating, cooking and sanitation.

Dwelling, Site Built Single Family: A detached building constructed on a single lot containing one dwelling unit designed exclusively for occupancy by one family.

Dwelling, Two-Family (Duplex): A detached building on a single lot containing 2 dwelling units designed exclusively for occupancy by 2 families living independently of each other.

Dwelling, Manufactured: Any of the following:

1. Residential trailer: A structure constructed for movement on the public highways, has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed before January 1, 1962.

2. Mobile home: A structure constructed for movement on the public highways that has sleeping, cooking anD plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of the Oregon mobile home law in effect at the time of construction.

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

"Manufactured dwelling" does not mean any building or structure constructed to conform to the State of Oregon Structural Specialty Code or the One and Two Family Dwelling Code adopted pursuant to ORS Chapter 455 or any unit identified as a recreational vehicle by the manufacturer.

Dwelling, Multiple Family: A building on a single lot containing 3 or more dwelling units.

Employees: All person, including proprietors, performing work on a premises during the largest shift or peak season.

Exchange Carrier: A provider of telecommunications services.

Family: An individual or two or more persons related by blood, marriage, legal adoption or guardianship, or a group of not more than five persons (excluding servants) who need not be related by blood or marriage, living together in a dwelling unit. "Family" shall include two or more handicapped persons as defined in the Fair Housing Amendments Act of 1988 living as a single housekeeping unit.

Fence: An unroofed barrier or an unroofed structure used as an enclosure, barrier or restriction to light, sight air or passage.

Final action and final decision: The City's final decision on a permit application for which there is either no appeal to another decision-maker within the City, or, if there is the possibility of a local appeal, an appeal was not timely perfected in accordance with the ***WDO***.

Floor Area, Gross: The sum of the gross horizontal areas of the several floors of a building, measured from the exterior faces of the exterior wall or from the centerline of walls separating two buildings, but not including:

1. Attic and basement space providing headroom of less than seven feet;
2. Uncovered steps or fire escapes;
3. Private garages, carports, or porches;
4. Accessory water towers or cooling towers;
5. Off street parking or loading spaces.

Frontage: That portion of a lot which abuts a public street.

Front Lot Line: See, "Lot Line, Front."

Garage: A building, or portion of a building, which is completely enclosed and designed for the storage or parking of a vehicle.

Grade: Adjacent ground elevation is the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and property line or, when the property line is more than 5 feet from the building, between the building and a line 5 feet from the building.

Group Home: A residential treatment or training or an adult foster home licensed by or under the authority of the Department of Human Resources under ORS 443.400 to 443.835, a residential facility registered under ORS 443.480 to 443.500 or and adult foster home licensed under ORS 443.705 to 443.825 which provides residential care alone or in conjunction with treatment or training or a combination thereof for five or fewer individuals who need not be related. Staff persons required to meet licensing requirements shall not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential [group] home.

Group Care Facility: A residential care, residential training or residential treatment facility licensed or registered by or under the authority of the Department of Human Resources under ORS 443.400 to 443.460 or licensed by the State Office for Services to Children and Families under ORS 418.205 tp 418.327 which provides residential care alone or in conjunction with treatment or training or a combination thereof for six to fifteen individuals who need not be related. Staff person required to meet licensing requirements shall not be counted in the number of facility residents and need not be related to each other or to any resident of the residential [group care] facility.

Guyed Tower, Telecommunications: A transmission tower on which cables (guy wires) are permanent.

Height, Building: The vertical distance above a reference datum measured to the highest point of the coping or flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The height of a stepped or terraced building is the maximum height of any segment of the building. The reference datum shall be selected by either of the following, whichever yields the greater height of building: (See Figure 6.1)

1. The elevation of the highest adjoining sidewalk or ground surface within 5-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade.

2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in "1" above is more than 10 feet above the lowest grade.

Home Occupation: A business or professional activity engaged in by a resident of a dwelling unit as a secondary use of the residence, and in conformance with the provisions of the *WDO*. Such term does not include the lease or rental of a dwelling unit.

House of Worship: A church, synagogue, temple, mosque or other permanently located building primarily used for religious worship. A house of worship may also include accessory building for related religious activities and a residence.

Interested Person: With respect to a land use action, any person or organization, or the duly authorized representative of either, having a right of appeal under the *WDO*.

Kennel: Any lot or premises on which four or more dogs and/or cats over the age four months are kept for sale, lease, boarding or racing.

Landscaping: Areas primarily devoted to the planting and preservation of trees, shrubs, lawn and other organic ground cover, together with other natural or artificial supplements such as watercourses, ponds, fountains, decorative lighting, benches, arbors, gazebos, bridges, rock or stone arrangements, pathways, sculpture, trellises and screens.

Lattice Tower, Telecommunications: A transmission tower constructed of lateral cross members.

Legal Description: See "Description, Legal."

Legislative action: Any final decision of the city that adds to, amends or repeals the City's land use regulations, comprehensive plan or related maps and does not pertain to a particular property or small set of properties.

Livestock: One or more members of any species of cattle, swine, sheep, goat, poultry, horse or other equine, or llama, alpaca or related ruminant, regardless of the purpose of which any of the foregoing may be kept; and any species of rabbit, bee, or fur-bearing animal kept for sale, for sale of by-products, for livestock increase, or for value increase.

Living Unit: A room or suite of rooms, providing living and sleeping facilities for one or more persons where either cooking or eating and/or sanitation facilities are shared. In "Rooming" and "Room and Board" facilities each bed rented for compensation is a "Living Unit."

Loading Space: An on-site space or berth on the same lot with a building, or contiguous to a group of buildings, for the temporary parking of a commercial vehicle while loading or unloading merchandise or material, and which abuts upon a street, alley or other appropriate means of access.

Lot: A lot or parcel created by subdivision or partition in compliance with ORS Chapter 92 and applicable zoning and subdivision ordinances or a unit of land created by deed or land sale contract recorded before subdivision requirements, exclusive of units of land created solely to establish a separate property tax account.

Lot Area: The total area of a lot, measured in a horizontal plane, within the boundary lines, EXCLUDING dedicated public rights of way and recorded irrevocable easements for private streets or driveways.

Lot, Corner: A lot abutting two segments of street right of way along either, a curvi-linear street, or two intersecting streets, where the projection of the two line segments forms an angle of intersection that is no greater than 135 degrees. (See Figure 6.2)

Lot Coverage: The percentage, or portion, of total lot area covered by primary and/or accessory buildings INCLUDING roofed but unenclosed structures but EXCLUDING covered structures less than five feet in height and having less than 20 square feet of gross floor area (such as pet shelters and play houses).

Lot Depth, Average: The horizontal distance measured from the midpoint of the front lot line to the midpoint of the rear lot line.

Lot, Flag: A lot that is either a) accessed by an easement; or b) accessed by a strip of land; where the width of the driveway access is neither less than, nor exceed by more than 20 percent, the standards of ***Section 3.104.05.*** (***See Figure 6.2***)

Lot, Interior: A lot other than a corner lot. (***See Figure 6.2***)

Lot Line: The property lines forming the exterior boundaries of a lot. (See Figure 6.2)

Lot Line Adjustment: See " Adjustment, Property Line."

Lot Line, Front: (See ***Figure 6.2***)

1. In the case of an interior lot, a line separating the lot from the street.

2. In the case of a corner lot, a line separating the lot from the street from the architectural front of the existing or contemplated primary building.

3. In the case of a flag lot, the lot line which is most nearly parallel to the street that provides access to the interior lot.

Lot Line, Rear:

1. In the case of a triangular shaped lot, diamond shaped lot, or a trapezoidal lot which is narrowest at the rear and has a distance between the side lot lines a the rear of less than ten feet, the rear line for setback purposes shall be an assumed line within the lot ten feet in length, parallel to and at the maximum distance from the front lot line; or
2. In any other case, the lot line opposite and most distant from the front lot line.

Lot Line, Side: Any lot line which is not a front or rear lot line.

Lot, Through: A lot which fronts on two streets which do not intersect along the boundaries of the lot. (See Figure 6.2)

Lot Width: The horizontal distance between the side lot lines, measured at right angles to the lot

depth at a point midway between the front and rear lot lines.

LUBA: The Oregon Land Use Board of Appeals.

Manufactured Dwelling: See "Dwelling, Manufactured."

Manufactured Dwelling Park: Any place where four or more manufactured dwellings are located within 500 feet of one another on a lot, tract or parcel of land under the same ownership, the primary purpose of which is to rent or lease or use facilities or to offer space free in connection with securing the trade or patronage of such person. "Manufactured dwelling park" does not include a lot or lots located within a subdivision being rented or leased for occupancy by no more than one manufactured dwelling per lot if the subdivision was approved pursuant to ORS Chapter 92.

Manufactured Home: See "Dwelling, Manufactured."

Medium Density Residential Building: See "Building, Medium Density Residential."

Mini-Storage Warehouse: An area within an enclosed building or structure used for the storage of personal property.

Mobile Home: See "Dwelling, Manufactured."

Monopole, Telecommunications: A transmission tower consisting of a single upright pole support that does not require guy wires or lateral cross.

Mobile Food Services: A vehicle, trailer, wagon or temporary structure, as defined by the state building code used for the preparation and/or sale of food and/or beverages conducted in compliance with the standards of ***Section 2.203.17***. [Section 1.102 as amended by Ordinance No. 2383, §3, passed March 16, 2005.]

Multiple Family Dwelling Unit: A residential dwelling unit, including an apartment unit, that is part of a residential complex containing three (3) or more dwelling units on the same lot.

North American Industry Classification System or NAICS: A document of the U.S. Office of Management and Budget, 1997 edition, used to classify uses in the ***WDO*** as indicated in ***Section 2.101.01.***

Nonconforming Development: Any development which met all applicable development standards imposed by applicable city or county zoning ordinance provisions when the development was established, and which has been maintained in compliance with such standards; but which does not comply with the current development standards of the *WDO* solely because of the adoption or amendment of the *WDO*, or because annexation to the City resulted in

application of different development standards to the subject property.

Nonconforming Use: A use which met all applicable use standards imposed by applicable City or county zoning ordinance provisions when it was established; but which does not comply with the use standards of the ***WDO*** solely because of the adoption of or amendment of the ***WDO***, or because annexation to the City resulted in the application of different use standards to the subject property.

Non-final decision: Any decision by the Director of Community Development, Planning Commission or Design Review Board which is not a final decision but is appealable to another decision maker within the City.

Notification Area: An area bounded by a line 250 feet equi-distant from all boundaries of the subject property.

Notification List: A certified list prepared by a title company of the owners of property within the notification area, compiled from the most recent property tax assessment roll; the owners of the subject property according to the most recent property tax assessment rolls; the applicant and any neighborhood or community organization recognized by the City of Woodburn and whose boundaries include the subject property.

Nursing Care Facility: A building or portion of building containing living units and providing services as described by NAICS 6231.

OAR: Oregon Administrative Rules.

One-hundred-twenty-day (120 day) period: The one-hundred- twenty-day period within which ORS 227.178 requires the City to take final action on a complete application.

Open Space, Common: An area, feature, building or other facility within a development which has been dedicated in common to the ownership withing the development, or to the public, specifically for the purpose of providing places for recreation, conservation or landscaping, intended for the use of the residents and property owners of the development.

Open Space, Usable Common: Common open space, the use of which conforms with use and development guidelines specified by the ***WDO*** .

ORS: Oregon Revised Statutes.

Owner: The owner of record of real property as shown on the latest tax rolls or deed records of the county, or a person who is purchasing a parcel of property under a written recorded sales contract.

Park Street : A private street which affords principal means of access to abutting individual manufactured dwelling spaces and auxiliary buildings within a manufactured dwelling park.

Park Space: Any area or portion of a manufactured dwelling park, which is designated or used for the placement of one manufactured dwelling and appurtenant facilities.

Parking: The temporary storage of a vehicle where the owner or person entitled to its use intends that its storage shall be for time and in a place where it may be conveniently recovered ready for continued use as transportation.

Parking Lot or Area: An on-site building, structure, or improved area, other than a street or alley, used for the parking of automobiles and other vehicles.

Parking Space: A designated space for the parking of one motor vehicle.

Partition: An act of partitioning land or an area or tract of land partitioned.

Partition Land: To divide an area or tract of land into two or three parcels of land within a calendar year, but does not include:

1. A division of land resulting from a lien foreclosure, foreclosure of recorded contract of sale of real property or the creation of cemetery lots;

2. Adjustment of a property line by the relocation of a common boundary where an additional unit of land is not created and where the existing unit of land reduced in size by the adjustment complies with any applicable zoning ordinance;

3. The division of land resulting from the recording of a subdivision or condominium plat.

Partition Plat: A final map and other writing containing all the descriptions, locations, specifications, dedications, provisions and information concerning a partition.

Pedestrian Facilities: Improvements which provide for public pedestrian foot traffic including sidewalks, walkways, crosswalks and other improvements, such as lighting or benches, which provide safe, convenient and attractive walking conditions.

Permit: Any form of quasi-judicial approval pertaining to the use of land rendered by the City under the ***WDO***, including subdivisions, partitions, lot line adjustments, zone changes and plan amendments, land use, limited land use and expedited land divisions.

Pergola: An arbor formed of horizontal trelliswork supported on columns or posts over which vines or other plants are trained. [Section 1.102 as amended by Ordinance No. 2383, §2, passed

Permitted Use: Those land uses permitted in a zoning district that are allowed outright, subject to the standards of the WDO, without obtaining a land use approval.

Pet: A domestic animal customarily kept, and cared for, by the occupants of a dwelling for personal pleasure, and which is not raised for food, fur, or monetary gain. Neither fowl, herd animals, pigs, goats or horses of any type or breed are classified as pets.

Planned Unit Development or PUD: A type of land development which, as a single project, allows for mixed use and design flexibility that is based on a design that is in compliance with the Comprehensive Plan, the uses allowed by underlying zoning, specified exceptions to zoning standards and applicable subdivision, condominium and homeowner association requirements of the ***WDO***.

Planning Commission: The Planning Commission of the City of Woodburn.

Plant Unit: The quantity of specified plant materials necessary for 20 square feet of surface area.

Plat or Final Plat: A final subdivision plat, partition plat or replat. See "Plat, Partition" and "Plat, Subdivision."

Plat, Preliminary: A tentative diagram or drawing concerning a partition or subdivision.

Pre-existing Towers and Pre-existing Antennae, Telecommunications: Any tower or antenna for which a building permit has been properly issued prior to passage of the ***WDO.***

Private Street: See "Street, Private."

Property Line Adjustment: See, "Adjustment, Property Line."

Quasi-judicial: Any decision by the City which applies the provisions of the ***WDO*** in response to an application and that pertains to a specific property or small set of properties.

Recreational Vehicle: A unit, with or without motive power, which is designated for human occupancy, and is used temporarily for recreational or emergency purposes. "Recreational vehicle" includes: "camping trailer,""motor home,""park trailer,""travel trailer," and "truck camper."

Recreational Vehicle Park or RV Park: A plot of land upon which two or more recreational vehicle sites are located, established or maintained for occupancy by recreational vehicles of the general public as temporary living quarters for recreational or vacation purposes.

Recreational Vehicle Park Space or RV Park Space: That portion of an RV park reserved for the location of a recreational vehicle.

Rear Lot Line: See "Lot Line, Rear."

Recycling Station: An area or structure used for the collection and temporary storage of non-putrescible, discarded materials which will be transported elsewhere to be reused or recycled.

Regulatory Wetland: See "Wetland, Regulatory."

Repair: The reconstruction or renewal of any part of an existing building or structure for the purposes of maintenance. The word "repair" or "repairs" shall not include structural changes.

Repeater, Telecommunications: Equipment containing both a receiver and a transmitter; used to relay radio signals over large distances or to provide signals in an area otherwise in a shadow.

Rooming and Boarding House: A residential building or portion thereof with guest rooms, providing lodging or lodging and meals, for three (3) or more persons for compensation.

School, Elementary, Middle or High School: A public or private institution offering instruction in the several branches of learning and study, in accord with the rules and regulations of the State Department of Education.

Semi-Public: A building, structure or use intended for public purpose by a non-profit organization.

Self-Storage Warehouse: See "Mini-Storage Warehouse."

Setback or Setback Line: The minimum distance between a specified line and the foundation or exterior wall of a building or structure, whichever is closer. The distance shall be measured from the abutting property line, EXCEPT for "Manufactured Dwelling Parks" and "Interior Flag Lots." In a Manufactured Dwelling Park setbacks shall be measured from the delineation of a "Park Space." For Interior Flag Lot setbacks shall be measured from a property line EXCEPT in the case of development that abuts a flag lot driveway access easement or strip of land in fee. In that case the setback shall be measured from the easement line or the property line, whichever is closer to the development. (See **Figure 6.3)**

Setback, Average: For any continuous wall "average setback" shall be as follows:

1. For a straight wall: The distance derived from dividing the sum of the closest and furthest points of the building wall from the property line by 2; or

2. For an articulated wall: The location of a wall where the yard area abutting the property line (accounting for offsets and jogs) is equal to the yard area computed by multiplying the length of the wall by the standard for the allowable average

setback.

Shadow, Telecommunications: A geographic area that has less than adequate telecommunication service coverage.

Side Lot Line: See "Lot Line, Side."

Significant Tree: See "Tree, Significant."

Space, Park: See "Park Space."

Space, Parking: See "Parking Space."

Space, RV: See "Recreational Park Vehicle Space."

Special Use: A use which is permitted in a particular zoning district conditioned upon compliance with the applicable standards of the ***WDO***.

Specific Conditional Use: See "Conditional Use, Specific."

Street: See "Street, Public" and "Street, Private."

Street, Boundary: That portion, or portions, of a street right of way abutting a subject property where existing or proposed development is located within 260 feet of the subject right of way. (***Figure 6.12***)

Street, Major: A street or highway classified in the Woodburn Transportation System Plan as a Major Arterial, Minor Arterial, Service Collector, or Access street.

Street, Major Arterial: A street or highway which provides service to traffic entering and leaving the area and traffic to major centers in Woodburn, pursuant to the Woodburn Transportation System Plan.

Street, Minor Arterial: A street which feeds the major arterial system and supports moderate length trips and service to activity centers pursuant to the Woodburn Transportation System Plan..

Street, Service Collector: A street which provides significant linkages with arterials and tend to accommodate higher volume traffic pursuant to the Woodburn Transportation System Plan.

Street, Access: A street which provides primarily single family residential local street access and tends to accommodate lower volumes of traffic pursuant to the Woodburn Transportation System Plan.

Street, Cul de sac: A dead end street having a turnaround area at the dead end. 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 throat or point of beginning of the turnaround.

Street, Local: A street whose primary function is to provide access to abutting land uses. "Local Street" includes "Residential Street" and "Skinny Residential Street"pursuant to the Woodburn Transportation System Plan.

Street, Park: See "Park Street."

Street, Private: See "Park Street."

Street, Public: The entire width between the right of way lines of a public way capable of providing the principal means of access to abutting property.

Structural Alteration: Any alteration, addition or removal of any structural member of a building, or structure.

Structure: That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner, regardless of whether it is wholly or partly above or below grade.

Subdivide Land: To divide land into four or more lots within a calendar year.

Subdivision: An act of subdividing land or an area or a tract of land subdivided.

Subdivision Plat: A final map and other writing containing all the descriptions, locations, specifications, dedications, provisions and information concerning a subdivision.

Subject Property: The real property or properties that is/are the subject of a quasi-judicial permit application.

Telecommunications Facilities: Facilities designed and used for the purpose of transmitting and receiving voice and data signals from various wireless communications devices.

Telecommunications Facilities, New: The installation of new transmission towers. New attachments are not new facilities.

Tower Footprint, Telecommunications: The area described at the base of a transmission tower as the perimeter of the transmission tower including the transmission tower foundation and any attached or overhanging equipment, attachments, or structural members but excluding ancillary facilities and guy wires and anchors.

Tower Pad, Telecommunications: The area that encompasses the tower footprint, ancillary facilities fencing and screening.

Tower Height, Telecommunications: The vertical distance from the highest point on the transmission tower to the original grade of the ground directly below.

Transmission Tower, Telecommunications: The structure on which receiving antennae are located.

Tree, Significant: Any existing, healthy tree 24 inches or more in diameter measured 12 inches above ground level.

Trellis: A frame or support of lattice work. [Section 1.102 as amended by Ordinance No. 2383, §2, passed March 16, 2005.]

Urban Growth Boundary or UGB: The demarcation that defines the extent of urbanizable land in and around the City of Woodburn in compliance with adopted statewide planning goals and the Woodburn Comprehensive Plan.

Use: (noun) An activity or a beneficial purpose for which a building, structure or land is designed, developed or occupied.

Utilities: Water, sanitary sewer, storm drainage, natural gas, electrical, wire communication service, cable television and all persons and companies supplying the same.

Vision Clearance Area: An area defined by the standards within which visual obstructions are regulated for safety purposes. (See ***Figure 6.4***)

Wall, Architectural: A wall that incorporates at least two colors and/or textures.

Wetlands: An area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands, Regulatory: See "Wetlands, Significant."

Wetlands, Significant: Wetlands which are defined by the criteria adopted by the Division of State Lands (DSL) pursuant to ORS Chapter 197 and subject to land use regulation.

WDO: The Woodburn Development Ordinance.

Yard: An open and unoccupied space unobstructed from the ground to the sky, except where specifically provided by the ***WDO***, on the lot on which a building is situated.

Yard, Buffer: An yard improved with landscaping and/or screening to applicable standards of the *WDO* that is located between two land uses of differing character to minimize potential conflicts and to provide a more aesthetic environment.

Yard, Front: The space extending across the full width of a lot, the depth of which is the minimum horizontal distance between the front lot line and a line parallel to the nearest point of the foundation or exterior wall of the primary building or structure, whichever is closer. (See ***Figure 6.3***)

Yard, Rear: The space extending across the full width of the lot between the rear lot line, the depth of which is the minimum horizontal distance between the rear lot line and a line parallel to the nearest point of the foundation or exterior wall of the primary building or structure, whichever is closer. (See ***Figure 6.3***)

Yard, Side: The space extending from the front yard line to the rear yard line, the depth of which is the minimum horizontal distance between the side lot line and a line parallel to the nearest point of the foundation or exterior wall of the primary building or structure, whichever is closer. (See ***Figure 6.3***)

Zone or Zoning District or District: (noun) A district or area which is subject to land use standards and to development guidelines and standards for those uses. The standards and guidelines for each district are set out in the text of the ***WDO*** and the location of the districts is delineated on the official zoning map.

1.103 Zoning Map

1.103.01 Adoption of the Zoning Map

An official Zoning Map, entitled, "Official Zoning Map of the City of Woodburn" is hereby adopted and made a part of the ***WDO***.

1.103.02 Content of the Official Zoning Map

The location and boundaries of all zoning districts, overlay-combining districts and all other graphic information required by the ***WDO*** shall be noted on the official Zoning Map. The official Zoning Map shall be filed with City Recorder.

The official Zoning Map, and the record of final decisions amending the Map which have not yet been plotted on the Map, shall constitute a certifiable record of the official Zoning Map.

The Director of Community Development shall control the electronic storage of graphic files used to plot the official Zoning Map. The Director shall, when necessary, certify to the accuracy of copies of the official map or portions thereof.

1.103.03 Copies of the Zoning Map

Regardless of the existence of published purported copies of the official Zoning Map, there shall be only one official Zoning Map, which shall be kept on file by the Community Development Director. The official Zoning Map shall be the final authority as to the zoning status of all land within the City. As to amendments to the official Zoning Map, the Map shall be prima facie evidence of the zoning status of the area shown by the amendment; but in the event of a conflict between the Map and the action effecting the amendment, the action shall control.

1.103.04 Maintenance of the Official Zoning Map

The Community Development Director shall maintain an up-to-date copy of the official Zoning Map, to be revised from time to time so that it accurately portrays changes in zone boundaries. The official Zoning Map may be stored on a computerized geographic information system (GIS). The Director shall adopt rules governing access to and storage of an official GIS Zoning Map to insure against accidental or unauthorized modification or loss of the data.

1.104 Nonconforming Uses and Development Standards

1.104.01 Applicability

The provisions of this ***Section*** relate exclusively to the use and development standards and conditions imposed by the ***WDO***. Nothing in this Section shall be deemed a waiver, relaxation or abrogation of any provision of any other applicable law, ordinance, or regulation controlling the use or development of buildings, structures or land.

1.104.02 Termination of a Nonconforming Use

The nonconforming use of a building, structure, or land shall be considered terminated if the Community Development Director finds that the use of the building, structure or land ceased, for any reason, for a continuous period of 6 months. Any findings by the Director shall be subject to ***Section 4.102.09.***

1.104.03 Termination of a Use within a Nonconforming Building or Structure

A use dependent upon a nonconforming building or structure (with the exception of a single family dwelling) shall be terminated, as noted, under any one of the following circumstances: [Section 1.104.03 as amended by Ordinance No. 2383, §4, passed March 16, 2005.]

A. Use of a building or structure that is substantially damaged or becomes deteriorated to the extent that it has been declared a "dangerous building or structure" and ordered demolished pursuant to the state Building Code or other federal, state or local regulations, shall be terminated upon such declaration and order;

B. Use of a building or structure which is substantially damaged or deteriorated to the extent that the cost of repairing the building or structure exceeds 60 percent of its replacement cost shall be terminated upon the date of such damage or deterioration. The replacement cost shall be established by the Building Official assuming new materials and compliance with the state building code; or

C. Use of a building or structure which is damaged or deteriorated less than 60 percent shall be terminated where permits and full reconstruction has not been initiated within one year of the preparation of a restoration estimate. The restoration cost shall be estimated by a registered engineer or architect assuming new materials and compliance with the state building code.

1.104.04 Change or Expansion of an Existing Use within a Nonconforming Structure

A. Any expansion or addition to buildings or structures with nonconforming height, setback, density or lot coverage shall not make the development more nonconforming.

B. Any expansion or addition to single family and duplex dwellings that existed before the effective date of the ***WDO***, EXCEPT those located in the NCOD, shall be EXEMPT from the architectural guidelines and standards of the ***WDO***.

1.104.05 Change or Expansion of an Existing Use with Nonconforming Parking, Loading and/or Landscaping

Any additional parking, loading, landscaping, wall and/or refuse facility required by the ***WDO*** to accommodate a change in use, or expansion of an existing use shall be subject to the following: [Section 1.104.03 as amended by Ordinance No. 2383, §5, passed March 16, 2005.]

A. Applications subject to Design Review, ***Section 5.103.02***, shall conform to all parking, loading, landscaping, wall and refuse facility requirements for the subject use to the standards of the ***WDO***. [Section 1.104.05A as amended by Ordinance No. 2383, §5, passed March 16, 2005.]

B. Applications subject to Design Review, ***Section 5.102.02,*** where the change or expansion increases the required area for parking, loading, or landscaping by 25 percent or more, shall conform all parking, loading, landscaping, buffer walls and refuse facilities to the standards of the ***WDO***. Parking, loading, landscaping, buffer walls and refuse facilities required for changes or expansions of less than 25 percent shall be limited to those necessary to conform with the increment of change or expansion. [Section 1.104.05B as amended by Ordinance No. 2383, §5, passed March 16, 2005.]

1.104.06 Repairs and Maintenance

Except as otherwise provided in this ***Section***, nonconforming structures and development and premises occupied by nonconforming uses may be repaired and maintained, so long as any such repair or maintenance does not in any way increase its nonconformity.

1.104.07 Nonconforming Lots of Record

Any nonconforming lot of record may be used, provided all standards not involving width or lot area shall comply with the ***WDO***.

1.105 Planning Commission

1.105.01 Composition, Terms and Vacancies

A. Creation of the Commission.

1. The Woodburn Planning Commission as created and organized pursuant to Ordinance 1807, is hereby recreated and continued as provided herein.

2. The Commission shall have the duties and powers set forth in this Section and such further and additional powers and duties conferred by the constitutions and laws of the United States and the State of Oregon, the Charter, Ordinances and Resolutions of the City of Woodburn, and as directed by the City Council.

3. The Commission shall act as the Design Review Board under the ***WDO*** EXCEPT where the City Council has acted by resolution pursuant to ***Section 1.106.01*** to appoint a Design Review Board.

B. Composition of the Commission

1. The Commission shall consist of a total seven (7) members appointed by the Mayor to a full or unexpired term, and confirmed by the City Council. Any vacancy in the Commission shall be filled by appointment by the Mayor with the consent of the City Council for the unexpired portion of the term.

2. All members of the Commission shall be legal residents of the City of Woodburn, with the exception that one member who may reside outside the City.

3. No more than one member shall be engaged principally in the buying, selling, or developing of real estate for profit as an individual or be a member of any corporation that is engaged principally in the buying, selling or developing of real estate for profit. No more than one member shall be engaged in the same kind of business, trade or profession.

C. Terms of Office

1. The terms of office of each Commissioner shall be four years, or until a successor is appointed and qualified. The terms of the Commissioners shall be staggered so that the term of office of not more than three members will expire in the same year. The terms of office shall expire at midnight on December 31.

2. Commission members shall be installed at the first regular meeting of the Commission following the expiration of a term or vacancy, and their confirmation by the City Council. Installation shall be completed after an oath or affirmation to uphold the Constitutions of the United States and the State of Oregon and impartially perform the duties of the office to best of their ability.

3. The Council may remove a Commissioner, after hearing, for misconduct or nonperformance of duty.

D. Compensation.

Members of the Commission shall receive no compensation for their services, but may be reimbursed for expenses incurred in the performance of their duties.

1.105.02 Organization of the Commission

A. Officers.

1. The Commission shall elect a Chair and a Vice Chair. The terms of office shall comply with the rules and regulations of the Commission and City Council.

2. The Community Development Director shall serve as Secretary of the Commission. The Secretary, supported by other city staff, shall provide notice of public meetings and public hearings, and keep minutes of all proceedings of the Commission in accordance with state law and city ordinances.

B. Meetings.

1. Four (4) members of the Commission shall constitute a quorum.

2. The Commission shall meet at least once each month, and the regular meeting place of the Commission shall be at the City Hall.

3. The Commission may establish rules to conduct its business consistent with the laws of the State of Oregon and with the Charter and Ordinances of the City of Woodburn.

1.105.03 Functions and Duties of the Commission

A. General Responsibilities for Recommendations to the City Council and Others.

Except as otherwise provided by the City Council, the Commission shall have the power to make recommendations to the City Council and to all other public authorities regarding the following:

1. The laying out, widening, extending, and locating of public thoroughfares, parking of vehicles and relief of traffic congestion;

2. Betterment of housing and sanitation conditions;

3. Establishment of zones or districts limiting the use, height, area and bulk and other characteristics of buildings and structures related to land development;

4. Protection and assurance of access incident to solar radiation;

5. Protection and assurance of access to wind for potential future electrical generation or mechanical application.

6. Plans for regulating future growth, development and beautification of the city in respect to its public and private buildings and works, streets, parks, grounds and vacant lots, and plans consistent with future growth and development of the city in order to secure to the city and its inhabitants sanitation, proper service of public utilities and telecommunications utilities, including appropriate public incentives for overall energy conservation and transportation facilities.

7. Plans for development and regulation of industrial and economic needs of the community in respect to industrial pursuits.

8. Economic surveys of the present and potential needs of the city.

9. Needs of local industries with a view to strengthening and developing them and stabilizing employment conditions.

B. Recommendations on Planning and Zoning.

The Commission shall make written findings and recommendations to the City Council on all proposed amendments to the Comprehensive Plan; proposed or revised ordinances relating to the regulation of land use; all types of land use applications specified for Commission review by the ***WDO*** ; and all other matters as directed by the City Council after holding any prescribed public hearing. The Commission may also hold public hearings and make recommendations to the Council on any other matter that relates to the Commission's powers and duties.

C. Review and Tentatively Approval of Plats and Planned Unit Developments.

The Commission shall have the duty and power to review and tentatively approve plats, replats and planned unit developments of land laid out in lots, including the streets, alleys, and other portions of the same intended to be dedicated for public or private use within the City of Woodburn, subject to review or appeal to the City Council.

D. Other Duties of the Commission

The Commission shall have the authority to exercise any and all powers, functions, and authority delegated to or conferred upon the Commission by the laws of Oregon, the Charter of the City of Woodburn, the ***WDO***, or any other ordinance or resolution of the City of Woodburn.

1.106 Design Review Board

1.106.01 Composition, Terms and Vacancies

A. Creation of the Board.

1. The City Council may, by resolution, create or dissolve a Design Review Board which shall have the functions, duties and powers set forth in this Section. Until a Design Review Board is created, the functions, duties and powers set forth in this Section are vested in the Planning Commission.

2. The Board shall have the functions and duties and powers set forth in this Section and such further and additional functions and duties as may be conferred upon it by the Charter, Ordinances and Resolutions of the City of Woodburn, and as directed by the City Council.

B. Composition of the Board.

1. The Board shall consist of a total of five (5) members appointed by the Mayor to a full or unexpired term and confirmed by the City Council.

2. Voting membership of the Board shall include at least three design professionals or persons with experience and/or knowledge of design. No more than one voting member shall be engaged in the same kind of business, trade or profession.

C. Terms of Office.

1. The terms of office of the initial appointed members shall run as follows: two members until January 1 of the year that commences one year following their initial appointment and three members until January 1 of the year that commences two years following their initial appointment. The Council shall determine by lot the terms of the initial members.

2. The term of office of a member, other than those initially appointed, shall be for staggered terms of four years, or until a successor is appointed. The terms of office shall expire at midnight on December 31.

3. Board members shall be installed at the first regular meeting of the Board following the expiration of a term or vacancy.

4. The Council may remove a Board member, after hearing, for misconduct or nonperformance of duty.

D. Compensation.

Members of the Board may receive compensation for their services as shall be determined by City Council and may be reimbursed for expenses incurred in the performance of their duties.

1.106.02 Organization of the Board

A. Officers.

1. The Board shall elect a Chair and a Vice Chair. The terms of office shall comply with the rules and regulations of the Board.

2. The Community Development Director shall serve as Secretary of the Board. The Secretary, supported by other City staff, shall provide notice of public meetings and public hearings, and keep an accurate record of all proceedings and actions of the Board in accordance with state law and city ordinances.

B. Meetings.

1. Three (3) members of the Board shall constitute a quorum.

2. The Board shall have a regular meeting schedule. All meetings of the Board shall be open public meetings. The regular meeting place of the Board shall be at the City Hall.

3. The Board shall establish rules to conduct its business consistent with the laws of the State of Oregon and with the Charter and Ordinances of the City of Woodburn.

1.106.03 Functions and Duties of the Board

It shall be the function and duty of the Board to administer the design review provisions of the ***WDO*** that are identified as functions of the Board. It shall be the duty of the Board to make recommendations or decisions with written findings in compliance with the applicable procedures of the ***WDO***.

SECTION 2.1 LAND USE ZONING

2.101 General Provisions

2.101.01 Establishment of Zoning

All areas within the corporate limits of the City of Woodburn are divided into distinctive land use categories which shall applied to all geographic areas of the City and recorded on the Official Zoning Map, as provided in ***Section 1.103*** of the ***WDO***. The use of the territory within a zoning district shall be limited to the uses specified in the zoning district.

2.101.02 Zoning Districts

The City of Woodburn shall be divided into the following zoning districts:

A. **Residential Single Family (RS).**

B. **Retirement Community Single Family Residential (R1S).**

C. **Medium Density Residential (RM).**

D. **Commercial Office (CO).**

E. **Commercial General (CG).**

F. **Downtown Development and Conservation (DDC).**

G. **Industrial Park (IP).**

H. **Light Industrial (IL).**

I. **Public and Semi-Public (P/SP).**

J. **Neighborhood Conservation Overlay District (NCOD).**

K. **Significant Wetlands Overlay District (SWOD)**

2.101.03 Classification of Uses

A. Within each zone, uses are classified as "permitted," "special," "conditional," "specific conditional" and "accessory." Further, uses are functionally classified by description of the particular activity (such as "site-built single family residence") or by general category with reference to the North American Industry Classification System (NAICS).

B. Uses functionally classified with reference to North American Industry Classification System (NAICS) are described with the NAICS title for the particular subdivision thereof, followed by the index number assigned in the system for such subdivision.

C. For purposes of the ***WDO***, NAICS refers to the document titled: North American Industry Classification System. U.S. Office of Management and Budget 1997. Published by JIST Works, Inc. Indianapolis, IN.

D. Uses described without reference to the NAICS are described with ordinary words of common usage which, where it is necessary that their definitions be clarified or restricted for purposes of this ordinance, are defined in ***Section 1.102.***

E. Where a use is not described with reference to the NAICS or otherwise defined in ***Section 1.102,*** the words of this ordinance describing such a use are to be given their ordinarily accepted meaning except where the context in which they are used otherwise clearly requires.

F. In many cases, uses are listed under convenient categories, often the division of the NAICS, which are in capital letters or boldface type. Such titles of subsections do not indicate nor shall they be construed as meaning that they themselves independently designate permitted, special, conditional or accessory uses. They are provided for ease of reference only.

G. The uses listed in each use classification refer to the "predominant use." The term "predominant use" not only describes the principal use but also allows for "ancillary uses" and "required supporting uses." "Predominant use" does not differentiate about the duration of a use, uses of both permanent and temporary nature are considered to be the same.

H. An ancillary use is a use that is subsidiary to a predominant use and is either:

1. Vertically integrated with [or directly linked with the conduct of] a predominant use: or

2. Exclusively for the benefit of occupants, or employees, of a predominant use.

I. A required supporting use is an on-site space or facility necessary to fulfill a dimensional or development standard of the *WDO* or a condition of a land use approval. Required supporting uses include access facilities, parking, loading, landscaping, and open space.

2.102 Single Family Residential (RS)

2.102.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the RS zone.

A. **Site-built single family dwelling.**

B. **Group home.**

C. **Family child day care** for 12 or fewer children.

D. **Parks and playgrounds.**

E. **Rights of way, easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines, for storm water facilities and for pump stations.

2.102.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the RS zone.

A. **Agricultural practices** without livestock subject to *Section 2.203.02*.

B. **Boat and recreational vehicle storage pad** subject to *Section 2.203.03*.

C. **Boat and recreational vehicle storage area** subject to *Section 2.203.04*.

D. **Community club buildings and facilities** subject to *Section2.203.05*.

E. **Delivery services** subject to *Section 2.203.08*.

F. **Duplex dwelling** on a corner lot subject to *Section 2.203.09*.

G. **Golf courses** without a driving range subject to *Section 2.203.11*.

H. **Home occupations** subject to *Section 2.203.12*.

I. **House of worship** subject to *Section 2.203.13*.

J. **Manufactured home on a lot** subject to ***Section 2.203.16***.

K. **Residential sales office** subject to ***Section 2.203.18***.

L. **Temporary residential sales** subject to ***Section 2.203.20***.

2.102.03 Conditional Uses

The following uses may be permitted in the RS zone subject to the applicable development standards of the ***WDO*** and to the conditions of conditional use approval:

A. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.102.01*** and telecommunication facilities subject to ***Section 2.204.03***.

B. **Elementary and secondary schools (6111).**

C. **Golf driving range** in conjunction with a golf course.

D. **Off street parking** in conjunction with a non-residential use allowed in the zone.

E. **Child day care services** (6244), EXCEPT family child day care for 12 or fewer children, within a non-residential building.

2.102.04 Specific Conditional Uses

The uses permitted by the following designation may be allowed in the RS zone subject to approval as a conditional use that conforms to the specific standards referenced below, the applicable provisions of the ***WDO*** and all other applicable conditions of approval.

A. **Historically or architecturally significant site** subject to ***Section 2.204.02***.

2.102.05 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203***.

A. **Garage** (or carport in the case of a manufactured home).

B. **Deck or patio.**

C. **Fence or free standing walls.**

D. **Greenhouse or hobby shop.**

E. **Private recreational facilities,** including swimming pool, hot tub or sauna, and game courts.

F. **Personal storage structure.**

2.102.06 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the RS zone.

A. Lot Standards.

Lots in an RS zone shall comply with the standards of ***Table 2.1.1*** and ***Table 2.1.2.***

TABLE 2.1.1 Lot Standards for Residential Uses in an RS Zone*

*EXCEPT PUD's subject to ***Section 3.109***

Use Type and Lot Location	Minimum Lot Area	Minimum Lot Width	Average Lot Depth	Minimum Street Frontage
A. Single Family Dwelling, Site Built; Group Home; Family Child Day Care; Manufactured Home, on a Lot; & Residential Sales Office				
Interior Lot				
1. For an interior lot.	6000 sq. ft.	60 ft.	100 ft.	50 ft.
Corner Lot				
2. For a corner lot.	8000 sq. ft.	80 ft.	100 ft.	50 ft.
Flag Lot/*** or Cul de sac Lot**				
3. For either a flag or cul de sac lot.	6000 sq. ft.	60 ft. at the front setback line.	100 ft.	Flag lot: The driveway access easement or strip of land per ***Section 3.104.05.*** Cul de sac lot: 40 feet.
Flag lot dimension and area standards EXCLUDE the driveway access, per Section 3.104.05 attached. ***Within a subdivision, not more than one (1) flag lot shall be located behind another lot as shown in ***Figure 6.6.* attached.				
B. Duplex Dwelling on a Corner Lot				
1. For a corner lot.	10,000 sq. ft..	100 ft.	100 ft.	50 ft.

Table 2.1.1 as amended by Ordinance No. 2383, §6, passed March 16, 2005.]

TABLE 2.1.2 Lot Standards for Non-Residential Uses in an RS Zone
In an RS zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings and structures shall not exceed 35 feet, EXCEPT chimneys, spires, domes, flag poles and other features (EXCEPT telecommunication facilities subject to ***Section 2.204.03***) not used for human habitation, which shall not exceed 70 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

1) The minimum setback abutting a street, or front property line shall be 20 feet plus any Special Setback, ***Section 3.103.05***, EXCEPT:

a) For flag lot that provides a minimum setback of 12 feet in all yards; or

b) When the existing pattern of development requires the application of ***Section 2.102.06.C.1.a.2)***.

2) When the lots abutting a vacant property are already developed and front the same street, the minimum setback abutting the street for the subject property shall equal the average setback of the existing, abutting residential buildings, plus or minus 5 feet, but in no case shall be less than 10 feet.

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback or any yard abutting a street EXCEPT for parking and maneuvering within a driveway leading to a garage (or carport in the case of a manufactured home) or

adjacent to a wall. [Section 2.102.06.C.1.b.1 as amended by Ordinance No. 2383, §7, passed March 16, 2005.]

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Vehicular access shall be permitted in conformance with ***Section 3.104.***

2. Interior Side Yard and Interior Rear Yard Setbacks

a. Dimensions:

1) Side Yard Setback. The minimum side yard setback shall be 5 feet EXCEPT for a flag lot. The side yard setback for a flag lot may be either one of the following:

a). 12 feet, when all yard setbacks are a minimum of 12 feet; or

b) 5 feet, when the rear yard setback complies with dimensions of ***Section 2.102.06.C.2.a.2)a).***

2) Rear Yard Setback.

a) The average rear yard setback (as defined in ***Section 1.102***) for all lots, EXCEPT a flag lot shall be:

(i) 24 feet wide for structure up to 16 feet in height;
(ii) 30 feet wide for structure 16.1 to 28 feet in height;
(iii) 36 feet wide for structure 28.1 to 35 feet in height

with no point measuring less than 5 feet from the average dimension.

b) The minimum rear yard setback for a flag lot shall be either one of the following:

(i). A minimum12 feet, when all yard setbacks are a minimum of 12 feet; or

(ii). The dimensions of ***Section 2.102.06.C.2.a.2)a)*** when the side yards are a minimum of 5 feet.

3) The minimum setback from a private access easement shall be 5 feet.

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking, maneuvering and storage shall be permitted in the side and rear yard setback subject to applicable Special Use and Accessory Use standards, ***Sections 2.202.03 and 2.201***.

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and a minimum of 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards of ***Section 3.103.10***.

2.102.07 Development Standards

All development in the RS zone shall comply with the applicable provisions of the ***WDO***. The following standards specifically apply to uses in the RS zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.102.06*** and ***Section 3.105***.

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103***.

C. Architectural Design Standards.

1. Site-built single family and duplex dwellings and manufactured homes on lots in the RS zone, EXCEPT those existing on the effective date of the ***WDO*** or those located in the Neighborhood Conservation Overlay District (NCOD), shall be subject to the architectural design standards of ***Section 3.107.03***.

2. All single family and duplex dwellings located within the NCOD shall be subject to the architectural standards or guidelines of ***Section 3.107.04***.

3. All primary buildings and structures, other than those noted in ***Sections 2.102.07.C.1. and 2.*** shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110.*** [Section 2.102.07D as amended by Ordinance No. 2359, §3, passed March 22, 2004.]

E. Accessory Uses and Structures.

By definition, prior to the construction or installation of an accessory structure, EXCEPT a fence or free standing wall, an existing primary permitted use, building or structure shall have been established on the same lot. Accessory uses and structures shall be subject to ***Section 2.2.***

F. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. No landscaping is required for single family and duplex dwelling lots EXCEPT conservation of significant trees, ***Section 3.106.04***.

3. All uses, EXCEPT lots for single family and duplex dwellings shall be landscaped to the applicable standards of ***Section 3.106***.

G. Lot Coverage.

Lot coverage by the primary and accessory structures EXCEPT accessory structures in the rear yard area, shall be:

1. A maximum of 40 percent for lots containing a primary building with a average height of 14 feet or less, and

2. A maximum of 35 percent for lots with a primary building with an average height of more than 14 feet.

H. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***. No more than one primary building shall be located on a lot.

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions,** ***Section 3.108***;
   b. **Subdivisions**, ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109***.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment,** ***Section 5.101.07***.
   b. **Replatting**, ***Section 3.108***.
   c. **Vacation,** applicable Oregon Revised Statutes.

2.103 Retirement Community Single Family Residential (R1S)

2.103.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the R1S zone.

A. **Site-built single family dwelling.**

B. **Group home.**

C. **Family child day care** for 12 or fewer children.

D. **Parks.**

E. **Rights of way, easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines, for storm water facilities and for pump stations.

2.103.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the R1S zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.02***.

B. **Community club buildings and facilities** subject to ***Section 2.203.05***.

C. **Delivery services** subject to ***Section 2.203.08***.

D. **Golf course** without a driving range subject to ***Section 2.203.11***.

E. **Home occupation** subject to ***Section 2.203.12***.

F. **House of worship** subject to ***Section 2.203.13***.

G. **Manufactured home on a lot** subject to ***Section 2.203.16***.

H. **Temporary residential sales** subject to ***Section 2.203.20***.

2.103.03 Conditional Uses

The following uses may be permitted in the R1S zone subject to the applicable development standards of the ***WDO*** and to the conditions of conditional use approval:

A. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.103.01***; telecommunication facilities subject to ***Section 2.204.03***; and Elementary and secondary schools (6111).

B. **Off street parking** in conjunction with a non-residential use allowed in the zone.

2.103.04 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203.***

A. **Garage** with a maximum capacity of three cars (or carport with a maximum capacity of two cars in the case of a manufactured home).

B. **Fence or free standing wall.**

C. **Greenhouse or hobby shop.**

2.103.05 Prohibition of Additional R1S Zoning

The zoning of additional territory as R1S is expressly prohibited.

2.103.06 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the R1S zone.

A. Lot Standards.

Lots in an R1S zone shall comply with the standards of ***Table 2.1.3*** and ***Table 2.1.4.***

TABLE 2.1.3 Lot Standards for Residential Uses in an R1S Zone				
Lot Location	**Minimum Lot Area**	**Minimum Lot Width**	**Average Depth**	**Min. Street Frontage**
Interior Lot	3600 sq. ft.	50 ft.	None	50 ft.
Corner Lot	3600 sq. ft.	50 ft.	None	50 ft.
Flag Lot	3600 sq. ft. [EXCEPT a flag lot driveway required in *Section 3.104.05.*	50 ft.	None	No direct street frontage shall be required other than the width of the driveway access easement or strip of land in fee ownership required per *Section 3.104.05.*
Cul de sac Lot	3600 sq. ft.	50 ft.	None	40 feet.

TABLE 2.1.4 Lot Standards for Non-Residential Uses in an R1S Zone
The lot area for a non-residential use in an R1S zone shall be adequate to contain all structures within the required setbacks. In no event shall a lot be less than 7,200 square feet. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings shall not exceed 35 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (EXCEPT telecommunication facilities), shall not exceed 70 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. The minimum setback abutting a street, or front property line shall be 20 feet plus any Special Setback, ***Section 3.103.05***.

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback or any yard abutting a street EXCEPT for parking and maneuvering within a driveway leading to a garage (or carport in the case of a manufactured home) or adjacent to a wall. [Section 2.103.06.C.1.b.1 as amended by Ordinance No. 2383, §8, passed March 16, 2005.]

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10***.

d. Vehicular Access: Vehicular access shall be permitted in conformance with ***Section 3.104***.

2. Interior Side Yard and Interior Rear Yard Setbacks.

a. Dimensions:

1) Side Yard Setback. The minimum side yard setback for all lots shall be 5 feet, or 7% of the lot width, whichever is greater.

2) Rear Setback: The minimum rear yard setback for all lots shall be 5 feet.

b. Off Street Parking and Maneuvering:

1) Off street parking, maneuvering and storage shall be permitted in the side and rear yard setback subject to applicable Special Use and Accessory Use standards, ***Sections 2.203.03 and 2.201***.

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and a minimum of 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards ***Section 3.103.10***.

2.103.07 Development Standards

All development in the R1S zone shall comply with the applicable provisions of the *WDO*. The following standards specifically apply to uses in the R1S zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.103.06 and Section 3.105***.

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103*** EXCEPT ***Section 3.103.09 B. and D*** regarding rear yard setback projections.

C. Architectural Design Standards.

1. Site-built single family and duplex dwellings and manufactured homes on lots in the R1S zone, EXCEPT those existing on the effective date of the ***WDO***, shall be subject to the architectural design standards of ***Section 3.107.03***.

2. All primary buildings and structures, other than those noted in ***Sections 2.102.07.C.1. and 2.*** shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110.*** [Section 2.103.07D as amended by Ordinance No. 2359, §4, passed March 22, 2004.]

E. Accessory Uses and Structures.

By definition, prior to the construction or installation of an accessory structure, EXCEPT a fence or free standing wall, an existing primary permitted use, building or structure shall have been established on the same lot. Accessory structures in the rear setback shall not exceed 25 percent of the rear yard area and shall be set back 3 feet from any property line. The setback for accessory structures in the side yard shall be the same as the primary building.

F. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. No landscaping is required for single family and duplex dwelling lots

EXCEPT conservation of significant trees, ***Section 3.106.04***.

3. All uses, EXCEPT lots for single family and duplex dwellings shall be landscaped to the applicable standards of ***Section 3.106***.

G. Lot Coverage.

Lot coverage by the primary and accessory structures EXCEPT accessory structures in the rear yard area, shall be: [Section 2.103.07.G as amended by Ordinance No. 2383, §9, passed March 16, 2005.]

1. A maximum of 40 percent for lots containing a primary building with an average height of 14 feet or less, and

2. A maximum of 35 percent for lots with a primary building with an average height of more than 14 feet.

H. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***. No more than one primary building shall be located on a lot.

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions**, ***Section 3.108***;
   b. **Subdivisions**, ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109***.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment**, ***Section 5.101.07***.
   b. **Replatting**, ***Section 3.108***.
   c. **Vacation**, applicable Oregon Revised Statutes.

2.104 Medium Density Residential (RM)

2.104.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* are permitted in the RM zone.

A. **Site-built single family dwelling** and **Duplex dwelling**.

B. **Multiple family dwelling units,** INCLUDING apartment houses.

C. **Assisted living facilities**. (62331)

D. **Nursing care facilities**. (6231)

E. **Rooming and boarding house**. (7213)

F. **Group home or group care facilities.**

G. **Child day care services**. (6244)

H. **Parks and playgrounds**.

I. **Rights of way, easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines, for storm water facilities and for pump stations.

2.104.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the RM zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.01***.

B. **Boat and recreational vehicle storage** subject to *Section 2.203.03*.

C. **Boat and recreational vehicle storage area** subject to *Section 2.203.04*.

D. **Community club buildings and facilities** subject to *Section 2.203.05*.

E. **Delivery services** subject to ***Section 2.203.08.***

F. **Facilities during construction** subject to ***Section 2.203.10.***

G. **Golf course** without a driving range subject to ***Section 2.203.11.***

H. **Home occupation** subject to ***Section 2.203.12.***

I. **House of worship** subject to ***Section 2.203.13.***

J. **Manufactured dwelling park** subject to ***Section 2.203.15.***

K. **Manufactured home on a lot** subject to ***Section 2.203.16.***

L. **Residential sales office** subject to ***Section 2.203.18.***

2.104.03 Conditional Uses

The following uses may be permitted in the RM zone subject to the applicable development standards of the ***WDO*** and to the conditions of conditional use approval:

A. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.104.01*** and communications facilities subject to ***Section 2.204.03.***

B. **Elementary and secondary schools (6111).**

C. **Golf driving range** in conjunction with a golf course.

D. **Off street parking** in conjunction with a non-residential use allowed in the zone.

2.104.04 Specific Conditional Uses

The uses permitted by the following designation may be allowed in the RM zone subject to approval as a conditional use that conforms to the specific standards referenced below, the applicable provisions of the ***WDO*** and all other applicable conditions of approval.

A. **Historically or architecturally significant site** subject to ***Section 2.204.02.***

2.104.05 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203.***

A. **Garage** (or carport in the case of a manufactured home).

B. **Deck or patio.**

C. **Fence or free standing wall.**

D. **Greenhouse or hobby shop.**

E. **Private recreational facilities,** including swimming pool, hot tub or sauna, and game courts.

F. **Personal storage structure.**

2.104.06 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the RM zone.

A. Lot Standards.

Lots in an RM zone shall comply with the standards for the subject use described in ***Tables 2.1.1, 2.1.5 and 2.1.6.***

TABLE 2.1.5	Lot and Density Standards for Duplex Dwellings; Multiple Family Residential Dwelling Units and Living Units; and MDP's in an RM Zone

A. The minimum lot area for **duplex dwellings** on an individual lot shall be 10,000 square feet with a minimum width of 100 feet and minimum depth of 100 feet.

B. There shall be no minimum lot area or dimensions for multiple family residential dwellings units or living units in the RM zone.

C. The number of multiple family residential dwelling units; living units; or manufactured dwelling units within a MDP on a lot shall be regulated by:

1. Maximum residential density, not exceeding the following standards:

   a. **Multiple family dwellings:** 16 dwelling units per net acre.

   b. **Assisted living facility** (62331) or **nursing care facility** (6231): 32 living units per net acre.

   c. **Manufactured dwelling park**: 12 dwelling units per net acre.

2. Compliance with the applicable open space and site design standards and guidelines of ***Sections 2.104.07.C. and 2.20315.***

TABLE 2.1.6	Lot Standards for Non-Residential Uses in an RM Zone

The lot area for a non-residential use in an RM zone shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings shall not exceed 35 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (but EXCEPT telecommunication facilities), shall not exceed 70 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

   a. Dimensions: The setback abutting a street shall be a minimum of

20 feet plus any Special Setback, ***Section 3.103.05.***

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback or any yard abutting a street EXCEPT for parking and maneuvering within a driveway leading to a garage (or carport in the case of a manufactured home) or adjacent to a wall. [Section 2.104.06.C.1.b.1 as amended by Ordinance No. 2383, §10, passed March 16, 2005.]

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and ***Section 3.104.***

2. Interior Side and Interior Rear Yard Setbacks

a. Development in an RM zone, except for a single family dwelling and duplex dwelling, shall be subject to the setback and buffer requirements of ***Table 2.1.7.*** [Section 2.104.06.C.2 as amended by Ordinance No. 2383, §11a, passed March 16, 2005.]

TABLE 2.1.7 Interior Yard and Buffer Standards for RM Zones			
Abutting Property	**Landscaping**	**Wall**	**Interior Setback**
RS or R1S zone; or **Existing single family or duplex dwelling**	All interior yards shall be fully landscaped subject to *Section 3.106.*	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.	24 ft. from any portion of primary building 16 ft. or less in height. 30 ft. from any portion of a primary building 16.1 ft. to 28 ft. in height. 36 ft. from any portion of a primary building 28.1 ft. to 35 ft. in height.
RM, P/SP or CO zone; or **Existing medium density residential unit**	All interior yards shall be fully landscaped subject to *Section 3.106.*	Wall requirements shall be determined in conjunction with the applicable Design Review process.	24 ft. from any portion of main building 16 ft. or less in height 30 ft. from any portion of a main building more than 16 ft. and less than 28 ft. in height 36 ft. from any portion of a main building more than 28 ft. and less than 35 ft. in height.
DDC or CG zone	All interior yards shall be fully landscaped subject to *Section 3.106.*	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.	10 ft.
IP or IL zone	All interior yards shall be fully landscaped subject to *Section 3.106.*	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.	15 ft.

b. A single family dwelling or duplex dwelling in the RM zone shall be subject to the setback and buffer improvement standards in *Section 2.102.06.C.* [Section 2.102.06.C as amended by Ordinance No. 2383, §11b passed March 16, 2005.]

c. The building setback from a private access easement shall be a minimum of 5 feet.

d. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a

required setback or any yard abutting a street EXCEPT for parking and maneuvering within a driveway leading to a garage (or carport in the case of a manufactured home) or adjacent to a wall. [Section 2.104.06.C.2.c.1 as amended by Ordinance No. 2383, §12, passed March 16, 2005.]

2) The entrance to a garage (or carport in the case of a manufactured home) shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

e. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

f. Vehicular Access: Permitted in conformance with ***Section 3.104.***

2.104.07 Development Standards

All development in the RM zone shall comply with the applicable provisions of the *WDO*. The following standards specifically apply to uses in the RM zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.104.06 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines and Open Space Standards.

1. Multiple density residential buildings shall be subject to the design standards or guidelines of ***Section 3.107.05***.

2. Site-built single family and duplex dwellings and manufactured homes on lots, and all manufactured dwellings within a manufactured dwelling park (MDP), in the RM zone, EXCEPT those existing on the effective date of the *WDO* or those located in the NCOD, shall be subject to the architectural design standards of ***Section 3.107.03***.

3. All single family and duplex dwellings on lots in an RM zone located within the Neighborhood Conservation Overlay District (NCOD) shall be

subject to the architectural guidelines of ***Section 3.107.04***.

4. All primary buildings and structures, other than those noted in ***Sections 2.104.07.C.1.,2.*** **and 3.** shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110***. [Section 2.104.07D as amended by Ordinance No. 2359, §5, passed March 22, 2004.]

E. Accessory Uses and Structures.

By definition, prior to the construction or installation of an accessory structure, EXCEPT a fence or free standing wall, an existing primary permitted use, building or structure shall be established on the same lot. Accessory uses and structures shall be subject to ***Section 2.201*** Accessory Uses and Structures.

F. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. The subject property shall be landscaped to the standards of ***Sections 3.106 and 3.107.03.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

G. Lot Coverage.

Lot coverage by the primary single family and duplex dwellings and associated accessory structures in a RM zone shall be a maximum of 40 percent for lots containing a primary building with a average height of 14 feet or less and a maximum of 35 percent for lots with a primary building with an average height of more than 14 feet.

H. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104.***

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions**, ***Section 3.108***;
   b. **Subdivisions**, ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109***.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment,** ***Section 5.101.07***.
   b. **Replatting**, ***Section 3.108***.
   c. **Vacation,** applicable Oregon Revised Statutes.

2.105 Commercial Office (CO)

2.105.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the CO zone.

A. **Residential**

1. **One dwelling unit** in conjunction with a commercial use.

B. **Transportation & Warehousing**

1. **Postal service.** (491)

C. **Information**

1. **Radio & TV studios & offices** EXCEPT antennae or towers. (5131)
2. **Cable networks.** (5132)
3. **Telecommunications** (5133) EXCEPT telecommunication facilities subject to ***Section 2.204.03.***
4. **Information & data processing.** (514)

D. **Finance & Insurance**

1. **Finance and insurance** (52) EXCEPT pawn shops (522298) & check cashing, pay day loan and cash transfer establishments [other than banks] as a predominant, ancillary, or required supporting use.

E. **Real Estate & Rental & Leasing**

1. **Real estate.** (531)
2. **Rental & leasing**, without outdoor display or storage (532)

F. **Professional, Scientific & Technical Services**

1. **Legal services.** (5411)
2. **Accounting.** (5412)
3. **Architects and engineers.** (5413)
4. **Specialized design services** (5414) INCLUDING interior design services.
5. **Computer system design.** (5415)

6. **Management consulting.** (5416)
7. **Advertising.** (5418)
8. **Other professional services** (5419), EXCEPT veterinary service (541940) not contained in a building.

G. **Administrative & Support Services**

1. **Administrative and facilities support services.** (5611 and 5612)
2. **Employment services.** (5613)
3. **Business support services** INCLUDING copy shops. (5614)
4. **Travel and tour agencies.** (5615)
5. **Investigation and security services.** (5616)
6. **Services to buildings and dwellings** (5617), offices only.
7. **Other support services.** (56199)

H. **Educational Service**

1. **Business schools.** (6114)
2. **Technical and trade schools.** (6115)

I. **Health Care & Social Services**

1. **Ambulatory health services** (621) EXCEPT ambulance service. (62191)
2. **Social assistance** (624) INCLUDING child day care services.

J. **Arts, Entertainment & Recreation**

1. **Museums and historic sites** (712) EXCEPT zoos. (712130)
2. **Fitness and recreation sports centers.** (71391)

K. **Accommodation & Food Service**

1. **Hotels** (EXCEPT casino hotels) **and motels.** (72111)
2. **Bed and breakfast inns.** (721191)
3. **Food service and drinking places** (722) EXCEPT food contractors (7231) and mobile food service.

L. **Other Services**

1. **Personal care services** (8121) INCLUDING barber shops and beauty salons.
2. **Funeral homes.** (812210)
3. **Photo finishing.** (81292)

4. **Parking lots and garages** (81293) EXCEPT extended vehicle storage. (4939190)
5. **All Other Personal Services** (81299) INCLUDING bail bonding and consumer buying services.
6. **Religious, civic, professional and similar organizations.** (813)

M. **Public Administration**

1. **Public Administration** (92) INCLUDING government offices, courts and fire protection.

N. **Streets & Utilities**

1. **Rights of way and easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines and for storm water facilities and for pump stations.

2.105.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the CO zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.02***.

B. **Delivery services** subject to ***Section 2.203.08.***

C. **Facilities during construction** subject to ***Section 2.203.10.***

2.105.03 Conditional Uses

The following uses may be permitted in the CO zone subject to the applicable development standards of the *WDO* and to the conditions of conditional use approval:

A. **Ambulance service.** (62191)

B. **Multiple family dwelling units,** INCLUDING apartment houses.

C. **Assisted living facilities.** (62331)

D. **Nursing care facilities.** (6231)

E. **Rooming and boarding house.** (7213)

F. **Group home or group care facilities.**

G. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.105.01*** and telecommunications facilities subject to ***Section 2.204.03.***

2.105.04 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203.***

A. **Fence or free standing wall.**

2.105.05 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the CO zone.

A. Lot Standards.

Lots in a CO zone shall comply with the applicable standards of ***Table 2.1.8.***

TABLE 2.1.8 Lot Standards for Uses in a CO Zone	
A.	In an CO zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.
B.	In a CO zone, residential use shall be subject to the lot standards of ***Table 2.1.5.***

B. Building Height.

The maximum height of buildings shall not exceed 35 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (EXCEPT telecommunication facilities), shall not exceed 70 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

1) The minimum setback abutting a street shall be 15 feet plus any Special Setback, *Section 3.103.05.*

[Section 2.105.05.C.1.a.2 repealed by Ordinance No.. 2383, §13, passed March 16, 2005.]

b. Off Street Parking and Maneuvering:

1) Off street parking, maneuvering and storage shall be prohibited within a required setback EXCEPT for parking, maneuvering and storage adjacent to a wall. [Section 2.105.05.C.1.b.1 as amended by Ordinance No. 2383, §14, passed March 16, 2005.]

2) The entrance to a garage shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance with ***Section 3.104.***

2. Interior Side and Rear Yard Setbacks.

a. Development in an CO zone, EXCEPT conditional uses permitted by ***Section 2.105.03. A. through E.***, shall be subject to the setback and buffer requirements of ***Table 2.1.9.*** Conditional uses permitted by ***Section 2.105.03. A. through E.*** shall be subject to the setback and buffer requirements of ***Table 2.1.7***.

TABLE 2.1.9 Interior Yard and Buffer Standards for Non-Residential Uses in CO Zones

Abutting Property	Landscaping	Wall	Interior Setback
RS, R1S or RM, zone	All interior yards shall be fully landscaped subject to *Section 3.106.*	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.	10 ft.
DDC, CG, IP or IL zone	All interior yards shall be fully landscaped subject to *Section 3.106.*	Wall requirements shall be determined in conjunction with the applicable Design Review process.	15 ft.
P/SP or CO zone	All interior yards shall be fully landscaped subject to *Section 3.106.*	No wall required.	10 ft.

b. The building setback from a private access easement shall be a minimum of 5 feet.

c. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback EXCEPT for parking maneuvering and storage adjacent to a wall. [Section 2.105.05.C.2.c.1 as amended by Ordinance No. 2383, §15, passed March 16, 2005.]

2) The entrance to a garage shall be set back a minimum of 20 feet from the closest edge of a shared driveway and 20 feet from a street right of way line.

3) The distance between the sidewalk on a public street and a loading dock shall be sized to preclude vehicles using the dock from projecting over the sidewalk.

d. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

e. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and ***Section 3.104.***

2.105.06 Development Standards

All development in the CO zone shall comply with the applicable provisions of the ***WDO***. The following standards specifically apply to uses in the CO zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.105.05 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines and Open Space Standards.

1. Multiple density residential buildings shall be subject to the design standards or guidelines of *Section 3.107.05*.

2. All primary buildings and structures, other than those noted in Section ***2.105.05.C.1.***shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110.*** [Section 2.105.06D as amended by Ordinance No. 2359, §6, passed March 22, 2004.]

E. Residential Density.

The density and number of medium density residential units permitted in a CO zone shall be subject to the requirements of ***Table 2.1.5***.

F. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. The subject property shall be landscaped to the standards of ***Section 3.106 and 3.107.03.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

G. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***.

1. New lots of record shall be subject to the following standards and procedures:
   a. **Partitions**, *Section 3.108*;
   b. **Subdivisions**, *Section 3.108*; or
   c. **Planned Unit Development** *Section 3.109*.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

a. **Property Line Adjustment**, ***Section 5.101.07***.
b. **Replatting**, ***Section 3.108***.
c. **Vacation,** applicable Oregon Revised Statutes.

2.106 Commercial General (CG)

2.106.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the CG zone.

A. **Residential**

1. **One dwelling unit** in conjunction with a commercial use.

B. **Special Trade Contractors**

1. **Plumbing, heating and air-conditioning contractors.** (235110)
2. **Paper and wall coving contractors.** (235210)
3. **Masonry, drywall, insulation and tile.** (2354)
4. **Floor laying contractors.** (235520)
5. **Roofing, siding, and sheet metal construction contractors** (235610) entirely within a building.
6. **Glass and glazing contractors.** (235920)
7. **Building equipment and other machinery installation contractors.** (235950)
8. **Ornamental ironwork contracting.** (235990)

C. **Fabricated metal products manufacturing**

1. **Fabricated metal product manufacturing** (332) entirely within a building.

D. **Furniture and Related Products Manufacturing**

1. Household and institutional furniture and kitchen cabinet manufacturing (3371) entirely within a building.

E. **Retail Trade**

1. **Automotive parts** (44131) without installation.
2. **Furniture and home furnishings.** (442)
3. **Electronics and appliance stores.** (443)
4. **Building materials and garden equipment and supplies.** (444) with all outdoor storage and display enclosed by a 7' masonry wall.

5. **Food and beverage stores.** (445)
6. **Health and personal care stores.** (446)
7. **Clothing and accessory stores.** (448)
8. **Sporting goods, hobby, book and music stores.** (451)
9. **General merchandise stores.** (452)
10. **Misc. retail** (453) EXCEPT used merchandise stores (4533), other than antique shops, and EXCEPT manufactured (mobile) home dealers. (45393)

F. **Transportation & Warehousing**

1. **Postal service.** (491)

G. **Information**

1. **Publishing.** (511)
2. **Motion picture theaters** (512131) EXCEPT drive-ins.
3. **Radio and TV.** (5131)
4. **Cable networks.** (5132)
5. **Telecommunications.** (5133) EXCEPT telecommunication facilities subject to Section 2.204.03.
6. **Information and data processing.** (514)

H. **Finance and Insurance**

1. **Finance and insurance** (52) EXCEPT pawn shops (522298) and check cashing, pay day loan and and cash transfer establishments [other than banks] as a predominant, ancillary, or required supporting use. [Section 2.106.01.H.1 as amended by Ordinance No. 2383, §16, passed March 16, 2005.]

I. **Real Estate and Rental and Leasing**

1. **Real estate.** (531)
2. **General rental centers** (532310) with all outdoor storage and display on a paved surface.

J. **Professional, Scientific & Technical Services**

1. **Legal services.** (5411)
2. **Accounting.** (5412)
3. **Architects and engineers.** (5413)
4. **Specialized design services.** (5414)
5. **Computer system design.** (5415)

6. **Management consulting**. (5416)
7. **Advertising**. (5418)
8. **Other professional services** (5419) EXCEPT veterinary service contained entirely within a building. (541940)

K. Administrative & Support Services

1. **Administrative and support services** (561) INCLUDING employment, travel and investigation.

L. Educational Service

1. **Business schools**. (6114)
2. **Technical and trade schools**. (6115)

M. Health Care and Social Services

1. **Ambulatory health services** (621) EXCEPT ambulance service. (62191)
2. **Social assistance** (624) INCLUDING child day care services.

N. Arts, Entertainment and Recreation

1. **Performing arts and spectator sports**. (711)
2. **Museums and historic sites** (712) EXCEPT zoos. (712130)
3. **Fitness and recreational sports**. (71391)
4. **Bowling centers**. (71395)
5. **Other amusements** INCLUDING ballrooms. (713990)

O. Accommodation & Food Service

1. **Hotels** (EXCEPT casino hotels) and motels. (72111)
2. **Bed-and-breakfast inns**. (721191)
3. **Food service and drinking places** (722) EXCEPT mobile food service.

P. Other Services

1. **Electronic and precision equipment repair**. (8112)
2. Electric motor repair entirely within a building.
3. **Reupholstery and furniture repair**. (81142)
4. **Leather repair**. (81143)
5. **Personal care services** (8121) INCLUDING barber shops and beauty salons.
6. **Funeral homes**. (812210)

7. **Dry cleaning and laundry service** (8123) EXCEPT linen supply. (81233)
8. **Photo finishing.** (81292)
9. **Parking lots and garages** (81293) EXCEPT extended vehicle storage. (4939190)
10. **All other personal services** (812990) INCLUDING bail bonding and consumer buying services.
11. **Religious, civic and social organizations.** (813)

Q. **Public Administration**

1. **Public administration.** (92)

R. **Streets & Utilities**

1. **Rights of way and easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines and for storm water facilities and for pump stations.

2.106.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the ***WDO*** including the special development standards of ***Section 2.203***, are permitted in the CG zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.02***.

B. **Complementary residential uses** subject to ***Section 2.203.06.***

C. **Delivery services** subject to ***Section 2.203.08***.

D. **Facilities during construction** subject to ***Section 2.203.10.***

E. **Temporary outdoor marketing and special events** subject to ***Section 2.203.19.***

2.106.03 Conditional Uses

The following uses may be permitted in the CG zone subject to the applicable development standards of the ***WDO*** and the conditions of conditional use approval:

A. **Retail Trade**

1. **Motor vehicle and parts dealers** (441) EXCEPT automotive parts without installation.

2. **Tractor and heavy equipment dealers.**
3. **Gasoline stations.** (447)
4. **Used merchandise stores,** other than antique shops. (4533)
5. **Manufactured (mobile) home dealers.** (453930)

B. Transportation & Warehousing

1. **Urban transit system.** (48511)
2. **Interurban and rural transit.** (4852)
3. **Taxi service.** (48531)
4. **Limousine service.** (4853)
5. **School transportation.** (4854)
6. **Charter bus service.** (4859)
7. **Special needs transportation.** (485991)
8. **Motor vehicle towing.** (48841)
9. **Self- and mini-storage.**

C. Finance and Insurance

1. **Pawn shops.** (522298)
2. **Check cashing, pay day loans and cash transfer establishments,** other than banks.

D. Professional, Scientific and Technical Services

1. **Scientific research and development.** (5417)
2. **Veterinary service.** (541940)

E. Health Care and Social Services

1. **Ambulance service.** (62191)

F. Accommodations and Food Service

1. **Recreational vehicle parks.** (7212)

G. Other Services

1. **Automotive maintenance.** (8111)
2. **Commercial and industrial equipment repair.** (8113)
3. **Home goods repair** EXCEPT upholstery (81142) and leather repair (81143). (8114)
4. **Linen supply.** (81233)

H. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.106.01*** and telecommunications facilities subject to ***Section 2.204.03.***

2.106.04 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203.***

A. **Fence or free standing wall.**

2.106.05 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the CG zone.

A. Lot Standards.

Lots in a CG zone shall comply with the applicable standards of ***Table 2.1.10.***

TABLE 2.1.10 Lot Standards for Uses in a CG Zone
In a CG zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings shall not exceed 70 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (EXCEPT telecommunication facilities), shall not exceed 100 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

1) The minimum setback abutting a street shall be 15 feet plus any Special Setback, ***Section 3.103.05.***

[Section 2.106.05.C.1.a.2 repealed by Ordinance No.. 2383, §17, passed March 16, 2005.]

b. Off Street Parking and Maneuvering:

1) Off street parking and storage shall be prohibited within a required yard or special setback EXCEPT for parking and storage adjacent to a wall. [Section 2.106.05.C.1.b.1 as amended by Ordinance No. 2383, §18, passed March 16, 2005.]

2) The distance between the sidewalk on a public street and a loading dock shall be sized to preclude vehicles using the dock from projecting over the sidewalk.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance with ***Section 3.104.***

2. Interior Side and Rear Yard Setbacks.

a. Development in a CG zone shall be subject to the setback and buffer requirements of ***Table 2.1.11.***

TABLE 2.1.11 Interior Yard and Buffer Standards for CG Zones

Abutting Property	Landscaping	Wall	Interior Setback
RS, R1S, or RM zone	There is no buffer yard landscaping requirement for an interior yard abutting a buffer wall.	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.	10 ft.
CO, CG, DDC, P/SP, IP or IL zone	There is no buffer yard landscaping requirement for and interior yard abutting a buffer wall.	Alternative A: Wall requirements shall be determined in conjunction with the applicable Design Review process. --- Alternative B: No wall required.	Alternative A: 5 ft. --- Alternative B: Zero setback abutting a building wall.

b. The minimum building setback from a private access easement shall be 5 feet.

c. Off street parking, Maneuvering and Storage:

Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.106.05.C.2.c as amended by Ordinance No. 2383, §19, passed March 16, 2005.]

d. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

e. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and ***Section 3.104.***

2.106.06 Development Standards

All development in the CG zone shall comply with the applicable provisions of the ***WDO***. The following standards specifically apply to uses in the CG zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.106.05 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines.

1. Multiple density residential buildings shall be subject to the design standards or guidelines of ***Section 3.107.05***.

2. All primary buildings and structures, EXCEPT those described in ***Section 2.106.05.C.1***, shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110***. [Section 2.106.06D as amended by Ordinance No. 2359, §7, passed March 22, 2004.]

E. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. The subject property shall be landscaped to the standards of ***Section 3.106.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

F. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***.

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions**, ***Section 3.108***;
   b. **Subdivisions**, ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109***.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment**, ***Section 5.101.07***.
   b. **Replatting**, ***Section 3.108***.
   c. **Vacation**, applicable Oregon Revised Statutes.

2.107 Downtown Development and Conservation (DDC)

2.107.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the DDC zone.

A. **Residential**

1. **One dwelling unit** in conjunction with a commercial use.

B. **Retail Trade**

1. **Bakeries**. (31181)

2. **Printing and related support activities** (323)

3. **Furniture and home furnishing stores** (442) INCLUDING:

   a. Floor coverings and installation stores. (44221)
   b. Window treatment and installation stores. (442291)
   c. Used furniture stores. (45331)

4. **Electronics and appliance stores and repair** (44310) INCLUDING:

   a. Camera shops. (44313)
   b. Radio and TV stores. (443112)
   c. Sewing machines stores. (443111)

5. **Building material and garden equipment dealers** (4441) LIMITED TO:

   a. Paint, wallpaper, and interior decorating stores. (444120)
   b. Hardware stores. (44413)
   c. Light fixture stores. (444190)

6. **Garden supply store**. (44422)

7. **Food and beverage stores** LIMITED TO:

   a. Delicatessen stores.
   b. Meat markets. (44521)

c. Fish markets LIMITED TO sales only. (44522)

8. **Other specialty stores** (44529) LIMITED TO:

a. Candy, nut, confectionery stores. (445292)
b. Dairy products stores LIMITED TO sales only. (44529)

9. **Health and personal care stores** LIMITED TO:

a. Drug stores. (44611)
b. Optical goods stores. (44613)
c. Health food stores. (446191)
d. Hearing aid stores. (446199)

10. **Clothing and clothing accessories** (448) LIMITED TO:

a. Clothing stores. (44810)
b. Dressmaker and tailor shops.
c. Furriers and fur shops. (44819)
d. Jewelry, watch, and clock stores. (44815 & 44831)
e. Shoe stores. (44823)
f. Luggage stores. (44832)

11. **Sporting goods stores** (445111) INCLUDING:

a. Bicycle shops. (445111)
b. Gunsmiths and repair. (45111)

12. **Hobby, toy, and game stores** (45112) LIMITED TO:

a. Hobby shops. (45112)
b. Toy stores. (45112)

13. **Sewing, needlework and piece goods stores**. (45113)

14. **Music, piano, and musical instrument stores**. (45114)

15. **Record and CD stores**. (45122)

16. **Book stores**. (4523)

17. **Department stores**. (45211)

18. **Other general merchandise stores** (4529) INCLUDING variety stores. (45299)

19. **Miscellaneous store retailers**. (453)
    a. Antique shops.
    b. Artists supply stores. (453998)
    c. Business machines, typewriters and repair. (453210)
    d. Florist shops. (45311)
    e. Gift, novelty, souvenir shops. (45322)
    f. Greeting card stores. (45322)
    g. Mail order house. (45411)
    h. Orthopedic and artificial limb stores.
    i. Pet stores. (45391)
    j. Stationery stores. (45321)
    k. Used merchandise stores. (45331)

C. **Transportation & Warehousing**

1. **Support Activities for Rail Transportation** (488210)
2. **Postal service**. (491)

D. **Information**

1. **Newspaper, periodical, and book publishing**. (5111)
2. **Radio and TV studios and offices** (5131) EXCEPT antennae and towers.
3. **Cable networks**. (5132)
4. **Telecommunications** (5133) EXCEPT telecommunication facilities subject to ***Section 2.204.03.***
5. **Information & data processing**. (514)

E. **Finance and Insurance**

1. **Finance and insurance** (52) EXCEPT check cashing, pay day loan and and cash transfer establishments [other than banks] as a predominant, ancillary, or required supporting use.

F. **Real Estate and Rental and Leasing**

1. **Real estate**. (531)
2. **Rental & leasing**, without outdoor display or storage. (532)

G. **Professional, Scientific & Technical Services**

1. **Legal services**. (5411)
2. **Accounting**. (5412)
3. **Architects and engineers**. (5413)
4. **Specialized design services** (5414) INCLUDING interior design services.
5. **Computer system design**. (5415)
6. **Management consulting**. (5416)
7. **Advertising**. (5418)
8. **Other professional services** (5419), EXCEPT veterinary service (541940) not contained in a building.

H. **Administrative & Support Services**

1. **Administrative and facilities support services**. (5611 and 5612)
2. **Employment services**. (5613)
3. **Business support services** INCLUDING copy shops. (5614)
4. **Travel and tour agencies**. (5615)
5. **Investigation and security services**. (5616)
6. **Services to buildings and dwellings** (5617), offices only.
7. **Other support services**. (56199)

I. **Educational Service**

1. **Educational services** (611) both public and private, LIMITED TO:

    a. Elementary and secondary schools. (6111)
    b. Community college. (6112)
    c. Business schools. (6114)
    d. Technical and trade schools. (6115)

J. **Health Care & Social Services**

1. **Ambulatory health care** (621) EXCEPT Ambulance service. (62191)
2. **Social services** (624) INCLUDING child day care services.

K. **Arts, Entertainment & Recreation**

1. **Museums and historic sites** (712) EXCEPT zoos (712130).
2. **Fitness and recreational sports** (71394). [Section 2.107.01.K.2 as amended by Ordinance No. 2383, §20, passed March 16, 2005.]

3. **Community center.**
4. **Taxidermists.** (71151)

L. Accommodation & Food Service

1. **Hotels** (EXCEPT casino hotels) **and motels.** (72111)
2. **Bed and breakfast inns.** (21191)
3. **Food service and drinking places** (722) EXCEPT food contractors (7231) and mobile food service.

M. Other Services

1. **Personal care services** (8121) INCLUDING:
   a. Barber shops. (812111)
   b. Beauty shops. (812112)
2. **Funeral home.** (812210)
3. **Laundry,** self service. (81231)
4. **Dry cleaning,** self service. (81231)
5. **Photo finishing.** (81292)
6. **Parking lots and garages** (81293) EXCEPT extended vehicle storage. (493190)
7. **All Other Personal Services** (81299) INCLUDING bail bonding and consumer buying services.
8. **Religious, civic, professional and similar organizations.** (813)

N. Public Administration

1. **Public administration** (92) INCLUDING government offices, courts, and police and fire stations.

O. Streets and Utilities

1. **Rights of way and easements and the improvements therein** for streets, water, sanitary sewer, gas, oil , electric and communication lines and for storm water facilities and for pump stations.

2.107.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the DDC zone:

A. **Complementary residential** use subject to ***Section 2.203.06.***

B. **Craft industries** subject to ***Section 2.203.07.***

C. **Delivery services** subject to ***Section 2.203.08.***

D. **Facilities during construction** subject to ***Section 2.203.10.***

E. **Temporary outdoor marketing and special events** subject to ***Section 2.203.19.***

2.107.03 Conditional Uses

The following uses may be permitted subject to obtaining conditional use approval:

A. **Multiple family dwelling units,** INCLUDING apartment houses.

B. **Nursing care facilities.** (6231)

C. **Assisted care facilities.** (62331)

D. **Grocery store, food market, food store.** (44511)

E. **Gasoline stations** (44719) INCLUDING repair services.

F. **Wine shops.**

G. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.107.01*** and telecommunications facilities subject to ***Section 2.204.03.***

2.107.04 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202 and 2.203.***

A. **Fence or free standing wall.**

2.107.05 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the DDC zone.

A. Lot Standards.

Lots in a DDC zone shall comply with the applicable standards of ***Table 2.1.12.***

TABLE 2.1.12 Lot Standards in a DDC Zone
In a DDC zone the lot area shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

There is no restriction on height in the DDC zone.

C. Setback and Buffer Standards.

Setback and buffers are subject to the DDC design guidelines of ***Section 3.107.07.***

2.107.06 Development Standards

All development in the DDC zone shall comply with the applicable provisions of the ***WDO***. Where the standards of the DDC zone and the ***WDO*** differ, the standards of the DDC shall prevail.

A. Off Street Parking.

All parking and access standards of ***Sections 3.104 and 3.105*** shall apply EXCEPT that there shall be no required parking ratio for uses in the DDC zone.

B. Design Guidelines and Standards.

1. Multiple density residential buildings shall be subject to the design standards or guidelines of ***Section 3.107.05.***

2. All development, EXCEPT that described in ***Section 2.107.B.1.***, shall be subject to the DDC zone architectural design guidelines and standards of ***Section 3.107.07.***

C. Signs.

Signs shall be subject to ***Section 3.110.*** [Section 2.107.06C as amended by Ordinance No. 2359, §8, passed March 22, 2004.]

D. Landscaping.

Landscaping is subject to the DDC zone architectural design guidelines and

standards of *Section 3.107.07.*

E. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104.***

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions**, ***Section 3.108***;
   b. **Subdivisions**, ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109.***

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment**, ***Section 5.101.07.***
   b. **Replatting**, ***Section 3.108.***
   c. **Vacation**, applicable Oregon Revised Statutes.

2.108 [Reserved for expansion.]

2.109 Industrial Park (IP)

2.109.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the IP zone.

A. Construction

1. **Building, developing and general contracting.** (233)
2. **Heavy construction.** (234)
3. **Special trade contractors.** (235)

B. Manufacturing

1. **Food manufacturing.** (311)
2. **Beverage and tobacco product manufacturing.** (312)
3. **Textile product mills.** (314)
4. **Apparel manufacturing.** (315)
5. **Leather and allied products manufacturing.** (316)
6. **Paper manufacturing** (317) limited to assembly.
7. **Printing and related support activities.** (318)
8. **Plastics and rubber product manufacturing.** (326)
9. **Fabricated metal products manufacturing.** (332)
10. **Machinery manufacturing.** (333)
11. **Computer and electronic product manufacturing.** (334)
12. **Electrical equipment, appliance and component manufacturing.** (335)
13. **Transportation equipment manufacturing.** (336)
14. **Furniture and related product manufacturing.** (337)
15. **Misc. manufacturing.** (339)

C. Wholesale Trade

1. **Wholesale trade, durable goods.** (421)
2. **Wholesale trade, nondurable goods** (422) EXCEPT motor vehicle wrecking yards.

D. Educational Services

1. **Technical and trade schools.** (6115)

E. **Health Care**

1. **Ambulance services.** (62191)

F. **Other Services**

1. **Dwelling** for caretaker or watchperson.
2. **Parking lots and garages** (81293)

G. **Public Administration and Facilities**

1. **Fire protection.** (922160)
2. **Government maintenance facilities and storage yards.**

H. **Streets & Utilities**

1. **Rights of way and easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines and for storm water facilities and for pump stations.

2.109.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the IP zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.02***.

B. **Delivery services** subject to ***Section 2.203.08.***

C. **Facilities during construction** subject to ***Section 2.203.10.***

D. **Industrial sales** subject to ***Section 2.203.14.***

E. **Mobile food service** subject to ***Section 2.203.17.***

2.109.03 Conditional Uses

The following uses may be permitted in the IP zone subject to the applicable development standards of the *WDO* and the conditions of conditional use approval:

A. **Manufacturing**

1. **Wood products manufacturing.** (321)
2. **Chemical manufacturing.** (325)

B. **Transportation and Warehousing**

1. **Truck transportation.** (484)
2. **Transit and ground transportation.** (485)
3. **Freight transportation arrangement.** (488510)
4. **Warehousing and storage** .(493)
5. **Self- and mini-storage.**

C. **Food Services**

1. **Food services and drinking places** (722) for industrial employees EXCEPT mobile food service.

D. **Other Services**

1. **Commercial and industrial machinery and equipment repair.** (8113)
2. **Recycling centers.**

E. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.109.01*** and telecommunications facilities subject to ***Section 2.204.03.***

2.109.04 Specific Conditional Uses

The uses permitted by the following designation may be allowed in the IP zone subject to approval as a conditional use that conforms to the specific standards referenced below, the applicable provisions of the ***WDO*** and all other applicable conditions of approval.

A. **Telecommunications Facilities** subject to ***Section 2.204.03.***

2.109.05 Accessory Uses

The following uses are permitted as accessory uses subject to ***Section 2.203.***

A. **Fence or free standing wall.**

2.109.06 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the IP zone.

A. Lot Standards.

Lots in a IP zone shall comply with the applicable standards of ***Table 2.1.15.***

TABLE 2.1.15 Lot Standards in an IP Zone
In an IP zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings shall not exceed 45 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (but EXCEPT telecommunication facilities), shall not exceed 70 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

The minimum setback abutting a street shall be 10 feet plus any Special Setback, ***Section 3.103.05.***

b. Off street parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.109.06.C.1.b.1 as amended by Ordinance No. 2383, §21, passed March 16, 2005.]

2) The distance between the sidewalk on a public street and a loading dock shall be sized to preclude vehicles using the dock from projecting over the sidewalk.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance ***Section 3.104.***

2. Interior Side and Rear Yard Setbacks.

a. Development in an IP zone shall be subject to the setback and buffer requirements of ***Table 2.1.16.***

TABLE 2.1.16 Interior Yard and Buffer Standards for IP Zones

Abutting Property	Landscaping	Wall	Interior Setback
RS, R1S, RM, CO, P/SP zone; or **Existing residential unit**	There is no buffer yard landscaping requirement for an interior yard abutting a buffer wall.	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 9 feet in height.	30 ft.
CG, DDC, IP or IL zone	There is no buffer yard landscaping requirement for and interior yard abutting a buffer wall.	Alternative A: Wall requirements shall be determined in conjunction with the applicable Design Review process. --- Alternative B: No wall required.	Alternative A: 5 ft. --- Alternative B: Zero setback abutting a building wall.

b. The building setback from a private access easement shall be a minimum of 5 feet.

c. Off Street Parking, Maneuvering and Storage:

Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.109.06.C.2.c as amended by Ordinance No. 2383, §22, passed March 16, 2005.]

d. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

e. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and ***Section 3.104.***

2.109.07 Development Standards

All development in the IP zone shall comply with the applicable provisions of the *WDO*. The following standards specifically apply to uses in the IP zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.109.06 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines.

All primary buildings and structures shall be subject to the architectural guidelines of ***Section 3.107.08.***

D. Signs.

Signs shall be subject to ***Section 3.110.*** [Section 2.109.07D as amended by Ordinance No. 2359, §9, passed March 22, 2004.]

E. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106.***

2. The subject property shall be landscaped to the standards of ***Section 3.106.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

F. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104.***

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions**, *Section 3.108*;
   b. **Subdivisions**, *Section 3.108*; or
   c. **Planned Unit Development** *Section 3.109*.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment,** ***Section 5.101.07.***
   b. **Replatting,** ***Section 3.108.***
   c. **Vacation,** applicable Oregon Revised Statutes.

2.110 Light Industrial (IL)

2.110.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO*, are permitted in the IL zone.

A. Construction

1. **Building, developing and general contracting.** (233)
2. **Heavy construction.** (234)
3. **Special trade contractors.** (235)

B. Manufacturing

1. **Food manufacturing.** (311)
2. **Beverage and tobacco product manufacturing.** (312)
3. **Textile product mills.** (314)
4. **Apparel manufacturing.** (315)
5. **Leather and allied products manufacturing.** (316)
6. **Paper manufacturing** (317) limited to assembly.
7. **Printing and related support activities** .(318)
8. **Wood products manufacturing.** (321)
9. **Plastics and rubber product manufacturing.** (326)
10. **Nonmetallic mineral product manufacturing.** (327)
11. **Fabricated metal products manufacturing.** (332)
12. **Machinery manufacturing.** (333)
13. **Computer and electronic product manufacturing.** (334)
14. **Electrical equipment, appliance and component manufacturing.** (335)
15. **Transportation equipment manufacturing.** (336)
16. **Furniture and related product manufacturing.** (337)
17. **Misc. manufacturing.** (339)

C. Wholesale Trade

1. **Wholesale trade, durable goods.** (421)
2. **Wholesale trade, nondurable goods** (422) EXCEPT motor vehicle wrecking yards.

D. Retail Trade

1. **Auction houses** EXCEPT livestock and poultry sales.

E. **Transportation and Warehousing**

1. **Truck transportation.** (484)
2. **Transit and ground transportation.** (485)
3. **Freight transportation arrangement.** (488510)
4. **Warehousing and storage.** (493)
5. **Self- and mini-storage.**

F. **Educational Services**

1. **Technical and trade schools.** (6115)

G. **Health Care**

1. **Ambulance services.** (62191)

H. **Other Services**

1. **Commercial and industrial machinery and equipment repair.** (8113)
2. **Dwelling** for caretaker or watchperson.
3. **Parking lots and garages** (81293)

I. **Public Administration and Facilities**

1. **Fire protection.** (922160)
2. **Government maintenance facilities and storage yards.**

J. **Streets & Utilities**

1. **Rights of way and easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines and for storm water facilities and for pump stations.

2.110.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the IL zone.

A. **Agricultural practices** without livestock subject to *Section 2.203.02*.

B. **Delivery services** subject to ***Section 2.203.08.***

C. **Facilities during construction** subject to ***Section 2.203.10.***

D. **Mobile food service** subject to ***Section 2.203.17.***

2.110.03 Conditional Uses

The following uses may be permitted in the IL zone subject to the applicable development standards of the ***WDO*** and the conditions of conditional use approval:

A. **Manufacturing**

1. **Paper manufacturing.** (322)
2. **Petroleum and coal products manufacturing** (324) with all storage underground.
3. **Chemical manufacturing.** (325)
4. **Primary metal manufacturing.** (331)

B. **Food Services**

1. **Food services and drinking places** (722) for industrial employees, EXCEPT mobile food service.

C. **Other Services**

1. **Motor vehicle wrecking yards.**
2. **Recycling centers.**

D. **Government and public utility buildings and structures** EXCEPT ***uses permitted in Section 2.110.01*** and telecommunications facilities subject to ***Section 2.204.03.***

2.110.04 Specific Conditional Uses

The uses permitted by the following designation may be allowed in the IL zone subject to approval as a conditional use that conforms to the specific standards referenced below, the applicable provisions of the ***WDO*** and all other applicable conditions of approval.

A. **Telecommunications Facilities** subject to ***Section 2.204.03.***

2.110.05 Accessory Uses

The following uses are permitted as accessory uses subject to ***Section 2.203.***

A. **Fence or free standing wall.**

2.110.06 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the IL zone.

A. Lot Standards.

Lots in a IL zone shall comply with the applicable standards of ***Table 2.1.17.***

TABLE 2.1.17 Lot Standards in an IL Zone
In an IL zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings shall not exceed 70 feet, EXCEPT chimneys, spires, domes, flag poles and other features not used for human habitation (EXCEPT telecommunication facilities), shall not exceed 100 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

The minimum setback abutting a street shall be 10 feet plus any Special Setback, ***Section 3.103.05.***

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.110.06.C.1.b.1 as amended by Ordinance No. 2383, §23, passed March 16, 2005.]

2) The distance between the sidewalk on a public street and a loading dock shall be sized to preclude vehicles using the

dock from projecting over the sidewalk.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and ***Section 3.104.***

2. Interior Side and Rear Yard Setbacks.

a. Development in an IL zone shall be subject to the setback and buffer requirements of ***Table 2.1.18.***

TABLE 2.1.18 Interior Yard and Buffer Standards for IL Zones

Abutting Property	Landscaping	Wall	Interior Setback
RS, R1S, RM, CO, P/SP zone; or **Existing residential unit**	There is no buffer yard landscaping requirement for an interior yard abutting a buffer wall.	Solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 9 feet in height.	30 ft.
CG, DDC, IP or IL zone	There is no buffer yard landscaping requirement for and interior yard abutting a buffer wall.	Alternative A: Wall requirements shall be determined in conjunction with the applicable Design Review process. --- Alternative B: No wall required.	Alternative A: 5 ft. --- Alternative B: Zero setback abutting a building wall.

b. The building setback from a private access easement shall be a minimum of 5 feet.

c. Off Street Parking, Maneuvering and Storage:

Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.110.06.C.2.c as amended by Ordinance No. 2383, §24, passed March 16, 2005.]

d. Clear Vision Area: Fences, walls, landscaping and signs shall be

subject to clear vision area standards, ***Section 3.103.10.***

e. Vehicular Access: Permitted in conformance with ***Section 3.104.***

2.110.07 Development Standards

All development in the IL zone shall comply with the applicable provisions of the ***WDO***. The following standards specifically apply to uses in the IL zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.110.06 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines.

All primary buildings and structures shall be subject to the architectural guidelines of ***Section 3.107.08.***

D. Signs.

Signs shall be subject to ***Section 3.110***. [Section 2.110.07D as amended by Ordinance No. 2359, §9, passed March 22, 2004.]

E. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. The subject property shall be landscaped to the standards of ***Section 3.106.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

F. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***.

1. New lots of record shall be subject to the following standards and procedures:

   a. **Partitions,** ***Section 3.108***;
   b. **Subdivisions,** ***Section 3.108***; or
   c. **Planned Unit Development** ***Section 3.109***.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

   a. **Property Line Adjustment,** ***Section 5.101.07***.
   b. **Replatting,** ***Section 3.108***.
   c. **Vacation**, applicable Oregon Revised Statutes.

2.111 Public and Semi-Public (P/SP)

2.111.01 Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* are permitted in the P/SP zone.

A. **Golf Course**, without a driving range.

B. **Parks**.

C. **Playgrounds**.

D. **Rights of way, easements and the improvements therein** for streets, water, sanitary sewer, gas, oil, electric and communication lines, for storm water facilities and for pump stations.

2.111.02 Special Permitted Uses

The following uses, when developed under the applicable development standards of the *WDO* including the special development standards of ***Section 2.203***, are permitted in the P/SP zone.

A. **Agricultural practices** without livestock subject to ***Section 2.203.02***.

B. **Delivery services** subject to ***Section 2.203.08.***

C. **Facilities during construction** subject to ***Section 2.203.10.***

D. **Temporary outdoor marketing and special events** subject to ***Section 2.203.19.***

2.111.03 Conditional Uses

The following uses may be permitted in the P/SP zone subject to the applicable development standards of the *WDO* and to the conditions of conditional use approval:

A. **Ambulatory health care facilities**. (621)

B. **Aquatic facility**.

C. **Cemetery**. (812220)

D. **Elementary and secondary schools (6111).**

E. **Golf driving range** in conjunction with a golf course.

F. **Government and public utility buildings and structures** EXCEPT uses permitted in ***Section 2.111.01*** and telecommunications facilities subject to ***Section 2.204.03***.

G. **Hospitals**. (622)

H. **Play or Ball Field.**

I. **Public parking lots and garages** (81293) EXCEPT extended vehicle storage. (4939190) and parking as an Accessory Use.

2.111.04 Accessory Uses

The following uses are permitted as accessory uses subject to ***Sections 2.202.***

A. **Dwelling** for caretaker or watchperson.

B. Fence or free standing wall.

C. **Public parking** for uses in the same zoning district.

2.111.05 Dimensional Standards

The following dimensional standards shall be the minimum requirements for all development in the P/SP zone.

A. Lot Standards.

Lots in a P/SP zone shall comply with the applicable standards of ***Table 2.1.19.***

TABLE 2.1.19 Lot Standards for Uses in a P/SP Zone
In a P/SP zone the lot area for a non-residential use shall be adequate to contain all structures within the required setbacks. There shall be no minimum width or depth.

B. Building Height.

The maximum height of buildings, EXCEPT chimneys, spires, domes, flag poles

and other features not used for human habitation (EXCEPT telecommunication facilities), shall be 35 feet.

C. Setback and Buffer Improvement Standards.

1. Front Yard Setback and Setback Abutting a Street:

a. Dimensions:

The minimum setback abutting a street shall be 20 feet plus any Special Setback, ***Section 3.103.05.***

b. Off Street Parking, Maneuvering and Storage:

1) Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.111.05.C.1.b.1 as amended by Ordinance No. 2383, §25, passed March 16, 2005.]

2) The distance between the sidewalk on a public street and a loading dock shall be sized to preclude vehicles using the dock from projecting over the sidewalk.

c. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

d. Vehicular Access: Permitted in conformance with ***Section 3.104.***

2. Interior Side and Rear Yard Setbacks.

a. Development in an P/SP zone shall be subject to the setback and buffer requirements of ***Table 2.1.20.***

TABLE 2.1.20 Interior Yard and Buffer Standards for P/SP Zones			
Abutting Property	**Landscaping**	**Wall**	**Interior Setback**
Permitted Use in a P/SP Zone Abutting: **RS, R1S, RM, CO, P/SP, DDC, CG, IP or IL zone ; or** **Existing residential unit.**	All interior yards shall be fully landscaped subject to ***Section 3.106.***	No wall required.	20 feet
Conditional and/or Accessory Use in a P/SP Zone Abutting: **RS, R1S, RM, CO, P/SP zone; or** **Existing residential unit.**	There is no buffer yard landscaping requirement for an interior yard abutting a buffer wall.	Wall requirements shall be determined in conjunction with the applicable Design Review process.	24 ft. from any portion of main building 16 ft. or less in height 30 ft. from any portion of a main building more than 16 ft. and less than 28 ft. in height 36 ft. from any portion of a main building more than 28 ft. and less than 35 ft. in height.
Conditional and/or Accessory Use in a P/SP Zone Abutting: **DDC, CG, IP or IL zone.**	There is no buffer yard landscaping requirement for and interior yard abutting a buffer wall.	Wall requirements shall be determined in conjunction with the applicable Design Review process.	20 ft.

b. The building setback from a private access easement shall be a minimum of 5 feet.

c. Off Street Parking, Maneuvering and Storage:

Off street parking and storage shall be prohibited within a required setback EXCEPT for parking and storage adjacent to a wall. [Section 2.111.05.C.2.c as amended by Ordinance No. 2383, §26, passed March 16, 2005.]

d. Clear Vision Area: Fences, walls, landscaping and signs shall be subject to clear vision area standards, ***Section 3.103.10.***

e. Vehicular Access: Permitted in conformance with Woodburn Access Management Ordinance and *Section 3.104.*

2.111.06 Development Standards

All development in the P/SP zone shall comply with the applicable provisions of the *WDO*. The following standards specifically apply to uses in the P/SP zone.

A. Off Street Parking.

Off street parking shall be subject to the standards of ***Section 2.111.05 and Section 3.105.***

B. Setbacks and Lots, Generally.

Setbacks and lots shall be subject to ***Section 3.103.***

C. Architectural Design Guidelines.

All primary buildings and structures shall be subject to the architectural guidelines of ***Section 3.107.06.***

D. Signs.

Signs shall be subject to ***Section 3.110***. [Section 2.111.06D as amended by Ordinance No. 2359, §11, passed March 22, 2004.]

E. Landscaping and Sidewalks.

1. The street frontage of a subject property shall be improved with either property line sidewalks and street trees or curb line sidewalks. The improvement shall be determined at the time of subdivision, PUD or design review as applicable. Sidewalks and trees shall be installed by the property owner to the standards of ***Section 3.101 and 3.106***.

2. The subject property shall be landscaped to the standards of ***Section3.106.***

3. Common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

F. Property Disposition.

All uses shall be established and conducted on lots of record, as defined by ***Section 1.102*** and developed to the public facility and access standards of ***Sections 3.101, 3.102 and 3.104***.

1. New lots of record shall be subject to the following standards and

procedures:

a. **Partitions**, *Section 3.108*;
b. **Subdivisions**, *Section 3.108*; or
c. **Planned Unit Development** *Section 3.109*.

2. Alteration of the property lines of existing lots of record shall be subject to the applicable following standards and procedures:

a. **Property Line Adjustment,** *Section 5.101.07*.
b. **Replatting**, *Section 3.108*.
c. **Vacation**, applicable Oregon Revised Statutes.

2.112 Neighborhood Conservation Overlay District (NCOD)

2.112.01 Purpose

To conserve the visual character and heritage of Woodburn's oldest and most central neighborhood.

2.112.02 Boundaries of the NCO District

The area encompassed by the Neighborhood Conservation Overlay (NCOD) district are depicted in ***Figure NCOD-1.***

2.112.03 Applicable Provisions

The *NCOD* provides the basis for specific architectural design guidelines. The NCOD architectural guidelines are contained in ***Section 3.107.04.*** The guidelines are applicable to all single family and duplex dwellings, both existing and proposed.

2.113 Significant Wetlands Overlay District (SWOD)

2.113.01 Purpose

To conserve significant wetlands in keeping with the requirements of State Planning Goal 5 and applicable state statutes and administrative rules.

2.113.02 Boundaries of the SWO District

The boundary of the Significant Wetlands Overlay District (***SWOD***) shall be defined by the "significant wetlands" as delineated on the "City of Woodburn Local Wetlands Inventory and Riparian Assessment," prepared by Shapiro and Associates, Inc., dated January 5, 2000. The "significant wetlands" as defined by the Assessment are: MC-1, MC-2, MC-3, MC-5, MC-6, MC-7, MC-8, MC-16, SC-1, SC-2 and SC-3.

2.113.03 Applicable Provisions

The uses and activities that require review with respect to a Significant Wetlands Overlay District permit and the procedures for such a permit are stated in ***Section 5.101.11.***

2.2 SPECIFIED USE STANDARDS

2.201 Accessory Uses and Structures: Residential Zones and Residential Uses

2.201.01 Applicability

The following standards are applicable to accessory structures in the RS, R1S, and RM zones; residential uses in the CO zone; and existing residential uses.

2.201.02 Structures EXCLUDING Fences and Freestanding Walls

A. Height.

The maximum height of an accessory structure, EXCLUDING a fence or freestanding wall, shall depend on the yard in which it is located and its location relative to a lot line in that yard, ***Sections 2.201.02.B., C. and D.***

B. Location and Height in a Yard Adjacent to a Street.

1. The setback for an accessory structure, EXCEPT a fence or freestanding wall, adjacent to a property line abutting a street shall be the same as for a primary use.

2. The maximum height of the structure at the setback line shall be 15 feet.

C. Location and Height in an Interior Side Yard.

1. The interior side yard setback for an accessory structure, EXCEPT a fence or freestanding wall, shall be the same as for the primary structure.

2. The maximum height of the structure at the set back line shall be 15 feet.

D. Location and Height in an Interior Rear Yard.

1. The required interior rear yard setback for an accessory structure, EXCEPT for a fence and freestanding wall, shall be governed by the height of the structure.

2. A structure with a height of 8 feet or less may be located on the property line, EXCEPT abutting an alley. All structures shall setback one foot from an alley; and

3. For each foot of height, or fraction thereof, in excess of 8 feet, the accessory structure shall set back one additional foot from a lot line. The maximum height of an accessory structure shall be 15 feet, with a corresponding minimum setback from an interior rear lot line of 7 feet.

E. Attachment to a Primary Building.

Covered or enclosed accessory structures which are attached to a primary building shall be considered as a portion of the primary building and subject to the same zoning requirements as the primary building.

F. Lot Coverage.

The maximum lot coverage for accessory structures, EXCLUDING a fence or freestanding wall, shall be not more than 25 percent of the rear yard area.

2.201.03 Fences and Freestanding Walls

A. Review Prior to Installation.

Plans for installation or construction of all fences and freestanding walls shall be reviewed as a ***Type I*** application before installation or construction to assure compliance with standards of the state Building Code and the ***WDO.***

B. Location and Height in Yards Adjacent to a Street.

1. The location and height shall comply with the clear vision area standards, ***Section 3.103.10.***

2. The location and height shall not exceed a height of 42 inches above the curb elevation, when located on the front lot line abutting the street. For streets without curbs the maximum height shall be measured relative to the elevation of the center line of the improved street. [Section 2.201.03.B as amended by Ordinance No. 2383, §27(2), passed March 16, 2005.]

3. The location and height shall not exceed a height of 48 inches above the curb elevation, when located on the side lot line abutting the street. For streets without curbs the maximum height shall be measured relative to the elevation of the center line of the improved street. [Section 2.201.03.B as

amended by Ordinance No. 2383, §27(3), passed March 16, 2005.]

4. The height relative to the ground elevation under the fence, may increase one foot in height for each 6 feet of setback from the lot line, not to exceed a maximum height of seven feet.

C. Height in Yards Not Adjacent to a Street.

The maximum height of a fence or free standing wall located in a yard not adjacent to a street shall be seven feet.

D. Construction Materials Prohibited.

Fences and freestanding walls constructed of materials that could cause bodily harm, including, but not limited to, those conveying electric current, barbed or razor wire, spikes and broken glass, shall be prohibited.

2.202 Accessory Uses and Structures: Non-Residential Zones and Uses

2.202.01 Applicability

The following standards are applicable to structures accessory to non-residential uses in the CO, DDC, CG, IP, IL and P/SP zones.

2.202.02 Structures EXCLUDING Fences and Freestanding Walls

A. Location and Height in All Yards.

The setback and maximum height for an accessory structure, except for fences and freestanding walls, shall be the same as for a primary use.

B. Lot Coverage.

Accessory structures shall be included with the primary structures in computing lot coverage.

2.202.03 Fences and Freestanding Walls

A. Safety Review Prior to Fence Installation.

Plans for installation of all fences and freestanding walls shall be reviewed as a ***Type I*** application prior to installation to assure compliance with safety standards of the state building code and the ***WDO***.

B. Location and Height in Yards Adjacent to a Street.

1. The location and height shall comply with the clear vision area standards, *Section 3.103.10.*

2. The location and height shall not exceed a height of 42 inches above the curb elevation, when located on the front lot line abutting the street. For streets without curbs the maximum height shall be measured relative to the elevation of the center line of the improved street. [Section 2.202.03.B as amended by Ordinance No. 2383, §28(2), passed March 16, 2005.]

3. The location and height shall not exceed a height of 48 inches above the curb elevation, when located on the side lot line abutting the street. For

streets without curbs the maximum height shall be measured relative to the elevation of the center line of the improved street. [Section 2.202.03.B as amended by Ordinance No. 2383, §28(3), passed March 16, 2005.]

4. The height relative to the ground elevation under the fence, may increase one foot in height for each 6 feet of setback from the lot line, not to exceed a maximum height of seven feet.

C. Height in Yards Not Adjacent to a Street.

The maximum height in yards not adjacent to a street shall be seven feet.

D. Construction Materials Prohibited.

Fences and freestanding walls constructed of materials that could cause bodily harm, including, but not limited to, those conveying electric current, barbed or razor wire, spikes and broken glass, shall be prohibited, EXCEPT that in an industrial zone fences and freestanding walls may incorporate barbed wire provided the wire is located at least 150 feet from a public street.

2.203 Special Use Standards

2.203.01 General Provisions

A. Application.

Special uses are subject to specific development standards. These standards are non-discretionary so that special review of a proposed development shall not be required. The standards contained in this Section apply to Special Uses identified in ***Section 2.1***. If a special use is listed as a conditional use, the standards contained in this Section shall be considered guidelines and may be modified or eliminated as the result of a ***Type III*** review.

B. Development Requirements.

Unless specifically modified by the provisions of this Section, special uses are also subject to the development requirements of the underlying zone. Where the special use standard imposes a standard higher, the special use standard shall apply.

2.203.02 Agricultural Practices

Where permitted as a special use, gardens, orchards and crop cultivation shall comply with the following requirements:

A. Limitations on Animals.

No coop, stable or barn, cattle or other livestock, or poultry shall be permitted on the premises.

2.203.03 Boat and Recreational Vehicle Storage Pad

Where permitted as a special use in conjunction with a single family dwelling or duplex, the development of any boat and recreational vehicle storage pad shall comply with the following use and development standards:

A. Space Limitation.

Each dwelling unit shall be limited to storage pad(s) with the capacity to store a total of two boats, recreational vehicles or these items in combination, in addition to permitted off-street parking.

B. Use Prohibited.

Permitted off street parking shall not be used to store boats or recreational vehicles in violation of any Woodburn City Ordinance.

C. Location.

The boat or recreational space shall be located in either the side or rear yard.

D. Surfacing.

The space shall be paved and shall be drained to prevent standing water.

E. Screening.

A space located closer than 10 feet to an adjacent property line shall be screened by a sight-obscuring fence or wall with anti-graffiti surface, that is no less than 6 feet or greater than 7 feet in height.

2.203.04 Boat and Recreational Vehicle Storage Area

Where permitted as a special use, boat and recreational vehicle storage areas shall comply with the following use and development standards, EXCEPT when such uses are incorporated in the site plan review of a residential development the following criteria shall serve as review guidelines:

A. Management.

The storage must be operated by either a homeowners' association or a property manager of the apartment, manufactured home park or residential complex.

B. Use Limitation.

The storage area is limited exclusively to the storage of the resident's boats or trailers, recreational vehicles, utility trailers and horse trailers, none of which are kept or used as part of a business or commercial activity.

C. Screening.

Outdoor storage areas shall be screened from all adjacent properties and from abutting streets by a solid brick or architectural block wall and gate with an anti-graffiti surface, that is no less than 6 feet or greater than 7 feet in height.

D. Landscaping.

All yard areas on the exterior of the wall shall be landscaped to a plant density of one (1) plant unit (PU) per 20 sq. ft. per ***Table 3.1.5.***

E. Paving.

Storage areas and driveways to the storage area shall be paved.

F. Lighting.

Outdoor lighting shall be directed away from residential property and public streets.

2.203.05 Community Club Buildings and Facilities

Where permitted as a special use, community club buildings and facilities shall comply with the following use and development standards, EXCEPT when such uses are incorporated in the site plan review of a residential development the following criteria shall serve as design review guidelines:

A. Setbacks.

Buildings shall comply with the setback requirements of the underlying zone. Swimming pools, tennis courts, and similar sports courts or fields shall be set back 20 feet from all abutting residential zones and uses.

B. Parking.

No off-street parking or loading area shall be permitted within 10 feet of the side and rear lot lines.

C. Screening.

All parking shall be screened from abutting residential zones and uses by a solid brick or architectural block wall with an anti-graffiti surface, that is not less than 6 feet, but not more than 7 feet in height.

D. Landscaping.

All yard areas on the exterior of the wall shall be landscaped to a plant density of one (1) plant unit (PU) per 20 sq. ft. ***Table 3.1.5.***

E. Lighting.

Outdoor lighting shall be directed away from residential property and public streets.

2.203.06 Complementary Residential Uses

Where permitted as a special use, Complementary Residential Uses shall comply with the following use and development standards:

A. Mixed Use Required.

Residential uses shall be permitted when developed in conjunction with a commercial use.

B. Ground Floor Use.

Residential uses shall be permitted on any level of a mixed use building EXCEPT the ground floor.

C. Parking.

Vehicle and bicycle parking for each residential unit shall be provided to the standards of ***Section 3.105*** and such parking shall be identified and reserved exclusively for the residential uses.

D. Residential Density.

The residential density per acre of residential use shall be subject to the requirements of ***Table 2.1.5.***

2.203.07 Craft Industries

Where permitted as a special use, craft industries shall comply with the following use and development standards:

A. Uses Permitted.

Primary uses shall be limited to the following:

1. **Apparel manufacturing** (315)
2. **Other leather manufacturing** (31699)
3. **Furniture and related product manufacturing** (337) INCLUDING

cabinets

4. **Sporting goods manufacturing** (33992)
5. **Doll, toy and game manufacturing** (33993)

B. Facility Design.

The use shall have a retail storefront.

C. Prohibited Outdoor Activities.

No outdoor storage, manufacturing, assembly or staging for shipping.

D. Maximum Size.

Manufacturing and/or assembly shall be limited to either 10, 000 sq. ft., or five (5) or fewer full time equivalent employees, whichever is smaller.

E. Environmental Quality.

Noise, light or odor associated with the manufacturing or assembly shall not emanate from the building.

2.203.08 Delivery Services

Where permitted as a special use, delivery services shall comply with the following use and development standards:

A. Uses Permitted.

The use shall be limited to the delivery of packages and the sale and/or delivery of food and/or beverages.

B. Types of Units Permitted.

The service shall be transacted from a self contained, mobile unit.

C. Required Mobility.

In conducting the sales and service, the mobile unit and delivery personnel shall be required to move to a new location at intervals of 15 minutes or less.

D. Business License.

The business represented by the mobile delivery service is subject to business license requirements.

2.203.09 Duplex on a Corner Lot (See ***Figure 6.5***)

Where permitted as a special use, a duplex on a corner lot shall comply with the following additional use and development standards:

A. Lot Area.

The corner lot shall comply with applicable dimensional and platting requirements of ***Table 2.1.1***.

B. Access.

Each dwelling unit shall derive its pedestrian and vehicular access from a different street frontage, unless otherwise required by the Public Works Director.

2.203.10 Facilities During Construction

Where permitted as a special use facilities during construction shall comply with the following use and development standards:

A. Uses Permitted.

The use shall be limited to mobile offices, temporary power equipment, temporary housing for night security personnel and equipment storage during construction.

B. Removal.

All temporary facilities necessary for construction shall be removed prior to final occupancy.

2.203.11 Golf Courses

Where permitted as a special use golf courses, EXCLUDING driving ranges, shall comply with the following use and development standards, EXCEPT when such uses are incorporated in the site plan review of a residential development the following criteria shall serve as review guidelines:

A. Setbacks.

Buildings shall comply with the setback requirements of the underlying zone.

Accessory swimming pools, tennis courts, and similar sports courts or fields shall be set back a minimum of 20 feet from all abutting residential zones and uses

B. Parking.

No off-street parking or loading area shall be permitted within 10 feet of the side and rear lot lines

C. Screening.

All parking shall be screened from abutting residential zones by a solid brick or architectural block wall, with an anti-graffiti surface, that is no less than 6 feet or greater than 7 feet in height.

D. Lighting.

Outdoor lighting shall be directed away from residential property and public streets.

2.203.12 Home Occupations

Where permitted as a special use, a home occupation, conducted entirely within a single family residential dwelling or single family dwelling accessory structure, shall comply with the following use and development standards:

A. Operations.

The owner/operator of the home occupation shall reside in the home in which the home occupation is conducted. No outside employees shall work on-site or use the site as a base of operations that requires a daily visit to the site of the home occupation for instructions, assignments or the distribution of tools or other goods.

B. Compatibility.

The home occupation shall be continuously conducted in such a manner as not to create any off premise nuisance, public or private, including but not limited to noise, odors, vibration, fumes, smoke, fire hazard, or electronic, electrical, or electromagnetic interference.

C. Signs.

Signs shall comply with the provisions of *Section 3.110.* [Section 2.203.12C as

amended by Ordinance No. 2359, §12, passed March 22, 2004.]

D. Location.

The home occupation shall be conducted entirely within the dwelling, any attached garage, or in an unattached accessory building.

E. Area.

The total floor area devoted to the home occupation shall not exceed 500 square feet.

F. Alterations.

The structure shall conform with appropriate occupancy standards of the state building code. Structural alterations shall be permitted provided the residential character of the building is not altered.

G. Parking:

1. The number of required off street parking spaces shall not be reduced; however, no additional parking shall be required.

2. The parking or storage of vehicles licensed as commercial vehicles or displaying permanent commercial advertising shall be prohibited on site.

H. Hours of Operation.

Visits by suppliers or customers shall be limited to the hours of 8:00 a.m. and 8:00 p.m.

I. Outdoor Storage.

Outdoor storage or display of materials, equipment, or merchandise shall be prohibited.

J. Prohibited Activities.

1. Vehicle Repair. Repair of vehicles, including automobiles, motorcycles, tractors and similar mechanized equipment, shall be prohibited. Repair of vehicles includes, but is not limited to, mechanical repair, vehicle service, body work, vehicle painting and vehicle detailing.

2. Retail or Wholesale Sales and Distribution. The retail or wholesale sale or distribution of a product or good(s) on the site to customers shall be prohibited. This prohibition shall not apply to operation of a mail order business where customers do not come to the site.

K. Day Care Provisions.

The provisions in this section shall not apply to family day care providers.

L. Business License.

Home occupations are subject to business licensing requirements.

2.203.13 House of Worship

Where permitted as a special use, a house of worship shall comply with the following use and development standards.

A. Side and Rear Yard Setbacks.

A house of worship shall be located not less than 20 feet from an abutting RS, R1S or RM zone, or from an existing residential use. In all other instances the required setbacks of the underlying zone of the property containing a house of worship shall otherwise apply.

B. Landscaping.

All required setback areas shall be landscaped to the standards of ***Section 3.106.***

C. Off street parking.

1. Off street parking areas shall comply with the required setback. [Section 2.203.13.C.1 as amended by Ordinance No. 2383, §29, passed March 16, 2005.]

2. Any portion of an off street parking area abutting property zoned or used for residential purposes shall be screened by a solid 7 foot brick or architectural block wall with an anti-graffiti surface.

D. Street Access.

Unless permitted by the Public Works Director, no more than two vehicle access driveways per street frontage shall be permitted.

E. Bus and Van Storage.

Storage of buses and vans used by the use shall be permitted if the vehicles are not parked closer than 20 feet to a residential zone or use.

2.203.14 Industrial Sales

Where permitted as a special use, industrial sales shall comply with the following use and development standards:

A. Uses Permitted.

The use shall be limited to:

1. **Manufacture (mobile) home dealers** (453930).

2. **Motor vehicle and parts dealers** (441)INCLUDING new car, used car, recreational vehicle, motorcycle, boat, parts and tire dealers.

3. **Truck dealers** INCLUDING new truck, used truck, parts and tire dealers.

4. **Tractor and farm machinery and equipment dealers.**

5. **Farm, garden and landscaping supplies.**

B. Location.

The site for the use shall be located in an IP zone within 500 feet of Pacific Highway 99E.

C. Development Standards.

The use is subject to site plan review and all development standards of the *WDO*, including the standard that any area that is not landscaped shall be paved.

D. Lighting.

All lighting shall be oriented so that it does not shine or reflect into an abutting property or street.

2.203.15 Manufactured Dwelling Park (MDP)

A. General Requirements.

1. Applicability of Design and Improvement Standards.

The design and improvement standards are applicable to all Manufactured Dwelling Parks (MDP) adopted pursuant to the ***WDO***.

All standards, EXCEPT ***Sections 2.203.15 B.2 and B.3***, are established by state statute (ORS 197.307 and ORS Chapter 446) and/or state administrative rule OAR 918-600). Deviation from these state standards is governed by these statutes and rules.

All Manufactured Home and Dwelling Parks, and manufactured dwellings in those parks, established prior to the adoption of the ***WDO*** have nonconforming status under the ***WDO***.

2. Approval Requirements.

Approval of a MDP shall be subject to design review pursuant to ***Sections 5.103.04 and 5.101.04.*** Site built structures and manufactured dwelling units shall also be subject to applicable design review procedures of the ***WDO***.

B. Design and Improvement Standards

1. Park Area. The minimum site area for a manufactured dwelling park shall be 1.0 acres.

2. Density. The maximum density of a manufactured dwelling park shall be 12.0 manufactured dwellings per net acre of site area. [Net acre includes the total manufactured dwelling park site area EXCLUDING public street right of way, the improved surface of private streets and walkways.]

3. Park Perimeter Setback and Buffer. The required setback at the perimeter property line of each manufacture dwelling park shall be 20 feet, with a brick or architectural block wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height.

4. Minimum Area of a Park Space. The minimum area for each manufactured dwelling space shall be 3600 sq. ft.

5. Dimensions of a Park Space.

a. Minimum Width: 30 feet.

b. Minimum Length: 40 feet.

6. Access. Each manufactured dwelling space shall have direct unobstructed access to street.

7. Clear Vision Area, as described in ***Section 3.103.10***, subject to the following modifications regarding private park streets:

a. Intersection of two streets. 30 foot legs measured along outside edge of the right of way for a public street and along the outside edge of the pavement on private park streets.

b. Intersection of a driveway and a private park street. 10 foot legs measured along outside edge of pavement on a private park street and a driveway.

8. Fire Separation Clearances. ***TABLE 2.2.1.***

9. Vehicular Parking.

a. Number of Vehicular Parking Spaces. A minimum of 2 vehicular parking spaces per manufactured dwelling.

b. Vehicular Parking Configuration.

1) End to end within a manufactured dwelling space.

2) Side by side within a manufactured dwelling space.

3) One on-street space and one within a manufactured dwelling space.

c. Vehicular Parking Space Dimensions and Improvement.

1) On-street: 8 feet x 23 feet. [Section 2.203.15.B.9.c.1 as amended by Ordinance No. 2383, §30, passed March 16, 2005.]

TABLE 2.2.1
In-Park Separations Matrix*

Clearance From	Manufactured Dwellings & Cabanas	Accessory Buildings	Decks, Landings, Steps, Ramps, Awnings & Carports	Garages
Property line & park street	5 feet	5 feet	5 feet	5 feet
Park sidewalk	2 feet	2 feet	0 feet	2 feet
Mfrd. dwelling or cabana on same lot	0 feet (When Permitted)	3 feet	0 feet	6 feet
Mfrd. dwelling or cabana on adjacent lot	10 feet	6 feet	6 feet	6 feet
Park buildings	10 feet	6 feet	6 feet	10 feet
Accessory bldg. on same lot	3 feet	3 feet	0 feet	3 feet
Accessory bldg. on adjacent lot	6 feet	6 feet	6 feet	6 feet
Decks, landings, steps, ramps, awnings & carports on same lot	0 feet	0 feet	0 feet	0 feet
Decks, landings, steps, ramps, awnings & carports on adjacent lot	6 feet	6 feet	6 feet	6 feet
Garage on same lot	6 feet	3 feet	0 feet	0 feet
Garage on adjacent lot	6 feet	6 feet	6 feet	6 feet

NOTE: a) See Section 904(e) of the **2002 Oregon Manufactured Dwelling Standards** for exceptions to this schedule.

b) Except for clearance between manufactured dwellings on adjacent lots and between manufactured dwellings and property lines, clearance shown in this schedule may be further reduced according to the **Oregon One and Two Family Dwelling Specialty Code** or the **Oregon Structural Code** with prior approval from the authority having jurisdiction.

c) Set-backs to perimeter property lines may be greater than those shown in the above table. See municipalities planning and zoning ordinance (***WDO* Section 2.203.15.B.3**).

d) The set-backs and clearances required in this table shall be measured to the exterior walls of the structures and do not include eave overhangs except for awnings and carports.

***SOURCE: Table 903, 1996 Oregon Manufactured Dwelling Standards**

[Table 2.2.1 as amended by Ordinance No. 2383, §32, passed March 16, 2005.]

2) Within a manufactured dwelling space. 10 feet x 20 feet, measured from the edge of the street pavement or sidewalk, whichever is closer.

3) All vehicular parking spaces shall be paved.

d. Driveways.

1) Width: 10 feet, minimum.

2) Improvement: Paved

e. Boat and Recreational Vehicle Storage. Storage of boats and recreational vehicles is prohibited except in a common storage area designed as part of the manufactured dwelling park.

10. Exterior Lighting.

a. All park streets and common park walks shall be illuminated with a minimum of 0.37 candle power of light. [Section 2.203.15.B.10.a as amended by Ordinance No. 2383, §31, passed March 16, 2005.]

b. All public streets shall be illuminated to Public Works standards.

11. Play Area.

a. Area Ratio. 100 sq. ft. per each manufactured dwelling occupied by children under 14 years of age.

b. Minimum Area. 2,500 sq. ft.

c. Safety Standards. A play area shall be suitably separated or safeguarded from railroads, public streets, sharp declivity or other similar hazards.

d. EXCEPTION. A play area shall not be required for manufactured dwelling parks established prior to March 13, 1989, and rented spaces as an all adult park.

12. Water, Sanitary Sewer and Storm Drainage. Infrastructure facilities shall be installed to applicable state and City facility standards.

13. Park Streets.

a. Ownership. Private.

b. Connectivity. The park street system shall connect to a public

street.

c. Paved Width.

1) Without on-street parking. 20 feet.

2) With on-street parking. 30 feet.

d. Pavement Design. Pavement shall be to applicable state and City standards.

e. Sidewalks, Curbs and Drainage. Park streets shall be designed to the ***Local Street Standards of Section 3.301.***

f. The block length and the length of cul de sac streets shall comply with the standards of ***Section 3.301***.

14. Public Streets.

Provision of Public Streets. All streets depicted in the major street classification plan of the Woodburn Transportation System Plan that abut or are shown to be located within manufactured dwelling park shall be dedicated and improved as a condition of approval.

15. Manufactured Home Design Standards. In manufactured dwelling parks one to three acres in size:

a. Roof Pitch: Each manufactured home shall have a pitched roof with a slope no less than a nominal three feet in height for each 12 feet in width.

b. Exterior Siding and Roofing Materials: Each manufactured home shall have exterior siding and roofing which in color, material and appearance, is similar to the exterior siding and roofing material commonly used on residential dwellings within the community or which is comparable to the "predominant materials used in surrounding dwellings." For the purposes of this Section, the definition of "review area" for determining the character of "surrounding dwellings" and "predominant material" defined in ***Sections 2.203.16.H. and I.*** shall apply. [Section 2.203.15.B.15.b as amended by Ordinance No. 2383, §33, passed March 16, 2005.]

16. Accessory Structures and Uses.

a. Height. The maximum height of an accessory structure, including park buildings, shall be 15 feet.

b. Solid Waste Collection. Solid waste shall either be collected with curbside pickup or provisions for common refuse collection facilities shall be screened on all sides by an architectural block wall and solid gate, both with an anti-graffiti surface, a minimum of six feet and a maximum of seven feet in height.

17. Street Naming and Addresses. Each park street shall be named in the same manner as public streets. Each manufactured dwelling space shall be addressed off a park street.

2.203.16 Manufactured Home on a Lot

Where permitted as a special use, a manufactured home located on individual lots outside of a mobile dwelling park shall comply with the following requirements.

These standards are established by statute (ORS 197.307) and therefore non-variable.

A. Manufactured Home Certification.

The manufactured home shall have been manufactured after June 15, 1976, and exhibit the Oregon Department of Commerce "Insignia of Compliance" that indicates conformance with Housing and Urban Development (HUD) standards.

B. Minimum Area.

The manufactured home shall be multi-sectional and enclose a space of not less than 1,000 square feet.

C. Foundation.

The manufactured home shall be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the manufactured home is located not more than 12 inches above grade.

D. Roof.

The manufactured home shall have a pitched roof, except that no standard shall

require a slope of greater than a nominal three feet in height for each 12 feet in width.

E. Exterior Siding and Roofing.

The manufactured home shall have exterior siding and roofing which in color, material and appearance is similar to the exterior siding and roofing material commonly used on residential dwellings within the community or which is comparable to the predominant material used on surrounding dwellings as determined by the City.

F. Energy Efficiency.

The manufactured home shall be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which reduce levels equivalent to the performance standards required of single-family dwellings constructed under the state Building Code as defined in ORS Chapter 455.

G. Garage or Carport.

The manufactured home shall have a garage or carport of like materials. An attached or detached garage in lieu of a carport shall be required where such is consistent with the predominate construction of immediately surrounding dwellings.

H. Surrounding Dwellings and Immediately Surrounding Dwellings Review Area.

As used in ***Section 2.203.16,*** "review area" for the character of "surrounding dwellings" and "immediately surrounding dwellings" shall encompass the five nearest dwellings to the subject lot that are on the same street and that are within 250 feet of the subject lot. If there are fewer than five dwellings within 250 feet, only those dwellings within 250 feet shall be used.

I. Predominant Material and Predominate Construction.

As used in ***Section 2.203.16***, "predominant material" and "predominant construction" shall be the material used on the majority of the dwellings in the review area. If there is no majority of dwellings using the same material, then the material used on the largest plurality of dwellings in the review area shall be the predominant material.

J. Building Permit.

A building permit shall be obtained for each dwelling unit.

2.203.17 Mobile Food Services

Where permitted as a special use, mobile food services shall comply with the following use and development standards:

A. Uses Permitted.

The use shall be limited to the preparation and/or sale of food and beverages from a vehicle, trailer, or temporary structure. Temporary structures shall be as defined and regulated by the state building code.

B. Location of Business Operations.

Business operations:

1. Shall not be conducted within public rights of way.

2. Shall be conducted on property with the written consent of the property owner.

C. Hours of Operation.

Business operations shall be conducted between the hours of 7:00 am and 10:00 p.m.

D. Business License.

The use shall operate with a valid business license for each site of operation within the City.

E. Access.

The use shall not block driveways, entrances or parking aisles.

F. Parking.

The use shall provide a minimum of 4 designated off street parking spaces that comply with the standards of ***Section 3.105.***

G. Setbacks.

The use shall conform with all setback standards for the zone where it is located, including the clear vision area.

H. Signs.

Signs shall comply with the provisions of ***Section 3.110***. [Section 2.203.17H as amended by Ordinance No. 2359, §13, passed March 22, 2004.]

I. Health and Sanitation.

The operator of the use shall possess valid County certification of compliance with health and sanitation standards.

J. Base of Operations.

The base of operations for mobile food service units shall be from commercial or industrial zones. Use of sites in residential zones for the preparation, maintenance, or storage area for mobile food service units is prohibited.

2.203.18 Residential Sales Office

Where permitted as a special use, a residential sales office shall comply with the following use and development standards.

A. Location.

The office shall be located on a lot within a subdivision or planned development or on a space within a manufactured dwelling park.

B. Use Limitations.

The principal use of the office shall be the sale of lots or renting of spaces or the sale of dwellings or manufactured homes on lots or spaces within the development

C. Landscaping.

The office shall have a finished exterior and the site must be landscaped.

D. Signs.

Signs shall comply with the *provisions of Section 3.110.* [Section 2.203.18D as amended by Ordinance No. 2359, §14, passed March 22, 2004.]

E. Hours of Operation.

Business shall be conducted between 8:00 a.m. to 8:00 p.m.

2.203.19 Temporary Outdoor Marketing and Special Events

Where permitted as a special use, temporary outdoor marketing and special events on private property shall comply with the following use and development standards.

A. Uses Permitted.

Uses permitted shall be limited to marketing the following merchandise and services:

1. **Arts and crafts**

2. **Food and beverages,** including mobile food services

3. **Seasonal sales** of fireworks, Christmas trees, produce or plant materials

4. **Amusement rides and games**

5. **Entertainment**

6. **Any other merchandise or service** which is neither accessory to a primary, permanent use of the subject property nor marketed by employees of that permanent use.

B. Duration.

1. Permitted uses, EXCEPT the seasonal sales, shall be limited to events with a maximum duration of three consecutive days with all goods and temporary facilities and signs removed within 24 hours of closing on the last day of each event.

2. Seasonal sales shall be limited to two events, with each event not exceeding more than 30 consecutive days.

C. Hours of Operation.

Each event shall be conducted between the hours of 10:00 a.m. and midnight.

D. On-site Circulation.

The use shall not block driveways, entrances or parking aisles.

E. Parking.

The required parking for all other uses of the property shall not be diminished below that required by ***Section 3.105.***

F. Signs.

Signs shall comply with the provisions of ***Section 3.110.*** [Section 2.203.19F as amended by Ordinance No. 2359, §15, passed March 22, 2004.]

G. Setbacks.

The use shall conform to all setback standards for the zone.

H. Responsibilities.

1. The property owner:

   a. Shall possess a valid special event permit, ***Section 5.101.08,*** for each separate event.

   b. Shall be responsible for compliance with use standards, crowd and traffic control and for sanitation, including rest rooms, waste disposal and clean up.

2. The operator of a special use shall possess valid certification of compliance for all applicable health, sanitation and safety standards of the City and other applicable jurisdictions.

2.203.20 Temporary Residential Sales

Where permitted as a special use temporary retail sales within residential zones shall meet the following use and development standards:

A. Uses Permitted.

1. **Produce and plant materials** grown on the subject property

2. **Estate, garage and yard sales**

3. **Crafts and other hobby items**

B. Number of Sales per Year.

1. Estate, garage, yard, craft and hobby sales The number of sales, in any combination, conducted at the same site shall not exceed two in any calendar year. The duration of each sale period shall not exceed three (3) consecutive days.

2. Sale of produce and plant materials grown on site shall be limited to one event no longer than 30 days in duration.

C. Time and Duration. Sales shall be conducted between the hours of 8:00 a.m. and 8:00 p.m.

D. Signs. All signs shall be taken down the day the sale ends.

2.204 Specific Conditional Uses

2.204.01 General Provisions

A. Specific conditional uses require conditional use approval that is subject to:

1. The development standards described for each specific conditional use listed in this section.

2. The supplementary conditional use approval criteria specified in this section.

3. The additional conditions of development found to be appropriate to mitigate impacts of a particular specific conditional use application.

4. The development standards of the underlying zone, unless the specific conditions of approval set a higher standard.

B. The specific development standards for each type of conditional use listed in this section are mandatory. Any deviation from these standards shall comply with criteria for a variance.

C. The provisions of this section shall not apply to those uses set forth in this section that are also listed as a permitted use in a particular zone.

2.204.02 Historically and Architecturally Significant Buildings

Certain uses are permitted as specific conditional uses in the RS and RM zones in order to preserve historic and architectural resources by allowing an increase in the intensity of use. The conditional use process is intended to strike a balance between providing the economic incentive to restore and maintain the resource and mitigating any negative impacts of the proposed use on surrounding uses.

A. Criteria for Building Designation.

To qualify for designation as a historically or architecturally significant building for the purposes of ***Section 2.204.02***, the building shall meet one or more of the following criteria:

1. Be designated on the "National Register of Historic Places" published by the U.S. Department of Interior, or any other inventory of historic

structures acknowledged by the State Historic Preservation Office.

2. Be designated an architecturally significant building or awarded recognition for meritorious design by a recognized professional design organization.

3. Be designated in the cultural resource inventory of the Comprehensive Plan as a historically or architecturally significant building.

B. Supplemental Conditional Use Approval Criteria.

1. The building shall have been previously designated historically or architecturally significant pursuant to ***Section 2.204.02.A***.

2. The more intensive use of the building is necessary to maintain and preserve its continued existence.

3. In addition to the uses permitted in the underlying zoning district, adaptive reuse of the property may be allowed to a more intensive without a concurrent Comprehensive Plan Map amendment. Such adaptive reuse of the property shall be limited to the uses specified in ***Section 2.204.02.C***.

4. The scope and intensity of negative impacts associated with the proposed use can be suitably conditioned to mitigate adverse affects on adjoining uses.

C. Uses Permitted.

1. **Additional dwelling units.** A maximum of 3 dwelling units in an RS zone.

2. **Retail trade**, with a maximum of 3 on-site employees.

   a. **Art gallery** (45392)

   b. **Clothing and accessory stores** (448)

   c. **Picture frame shop** (442299)

3. **Professional services**, with a maximum of 3 on-site employees.

   a. **Legal services** (5411)

b. **Accounting** (5412)

c. **Architects and engineers** (5413)

d. **Specialized design services** (5414) INCLUDING interior design services

e. **Computer system design** (5415)

f. **Management consulting** (5416)

g. **Advertising** (5417)

4. **Management and support services**, with a maximum of 3 on-site employees.

a. **Telephone answering service** (561421)

5. **Health care and social assistance**, with a maximum of 3 on-site employees.

a. **Physician, dentist, and other health practitioner offices** (6211, 6212, 6213)

b. **Child day care services** (6244)

c. **Other individual and family services** (6241)

6. **Accommodations**, limited to 2 guest rooms.

a. **Bed-and-breakfast inn** (721191)

D. Development Standards.

1. All proposed exterior: a) alterations of the building, b) additions to the building and c) addition of structures on the same site shall maintain the visible architectural and/or historical features and design character that identify the building as a designated resource.

2. Parking and storage within a yard abutting a street shall be prohibited, except for parking within an access to a garage.

2.204.03 Telecommunications Facilities

All telecommunication facilities as defined in ***Section 1.102*** shall be regulated by the provisions of ***Section 2.204.03***. In the event of any conflict between this and other sections of the ***WDO***, the most restrictive provisions shall control.

A. Standards of Approval.

1. All new telecommunications facilities shall be located on a property of sufficient size to comply with the following:

   a. A setback from all property lines to the tower which is at least two-thirds the tower height. This standard shall not apply to collocated telecommunications facilities.

   b. A tower pad large enough to allow for additional collocated and ancillary facilities. The tower or towers shall be located centrally on this pad. This standard shall not apply to antennae attached to existing structures or towers located on rooftops.

   c. Protection to adjoining property from the potential impact of tower failure and ice falling from the tower. A registered structural engineer's analysis shall be submitted that demonstrates that the site and facility adequately accommodate measures to mitigate these hazards.

   d. Separation from pre-existing towers. Tower separation shall be measured by following a straight line from the base of the proposed tower to the base of any pre-existing tower. Minimum separation distances shall be as indicated in ***TABLE 2.2.2***.

TABLE 2.2.2 Minimum Separation Among Telecommunication Facilities				
	Lattice Tower	**Guyed Tower**	**Monopole 80 or more ft. in height**	**Monopole Less than 80 ft. in height**
Lattice Tower	500 ft.	500 ft.	150 ft.	75 ft.
Guyed Tower	500 ft.	500 ft.	150 ft.	75 ft.
Monopole 80 or more feet in height	150 ft.	150 ft.	150 ft.	75 ft.
Monopole Less than 80 ft. in height	75 ft.	75 ft.	75 ft.	75 ft.

2. Collocation.

   a. Before a proposal for a new transmission tower is considered, an applicant shall exhaust all collocation options including placement of antennae on existing tall structures and multiple antennae or attachments on a single tower. In cases where an existing tower is modified or rebuilt to a taller height to allow collocation, such change may only occur one time per communication tower site and may only occur when the modification or rebuild request has been initiated by a separate exchange carrier.

   b. New telecommunication facilities shall be constructed so as to accommodate future collocation, based upon expected demand for transmission towers in the service area. Towers shall be designed so as to accommodate a minimum expansion of three two-way antennae for every 40 vertical feet of tower.

   c. Replacement of existing pole type structures may be permitted for the purpose of collocation, provided that there is no change to the type of tower. Setback and other location criteria of the underlying zone shall still apply.

3. Multiple Attachments on Utility Poles. In conformance with the Telecommunications Act of 1996, Section 703, a utility shall provide any telecommunications carrier with nondiscriminatory access to any pole, duct, conduit, or right of way owned or controlled by it, unless there is insufficient capacity or access cannot be granted for reasons of safety,

reliability, and generally applicable engineering purposes.

4. Height. New telecommunication facilities shall not, without exception, exceed the height limits established by the underlying zone. Exceptions to height limitations in the section require a variance.

5. Visual Impact. The applicant shall demonstrate that the tower shall have the smallest practicable visual impact on the environment, considering technical, engineering, economic and other pertinent factors.

   a. The height and mass of the transmission tower shall not exceed that which is essential for its intended use and public safety as demonstrated in a report prepared by a registered structural engineer.

   b. Towers 100 feet or less in height shall be painted in order to best camouflage the tower with regard to compatibility with surrounding objects and colors. Unless towers are otherwise disguised or collocated, towers shall be camouflaged as trees whenever structurally possible.

   c. Towers more than 100 feet in height shall be painted in accordance with the Oregon State Aeronautics Division and Federal Aviation Administration standards, unless an appropriate waiver is obtained. Where a waiver has been granted, towers shall be painted and/or camouflaged in accordance with ***Section 2.204.03.A.5.b.***

6. Accessory Uses. Accessory uses shall include only buildings and facilities that are necessary for transmission functions and associated satellite ground stations, and shall not include broadcast studios (except emergency broadcast), offices, vehicular storage areas or other similar uses not necessary for the transmission or relay functions. No unenclosed storage of materials is allowed.

7. Lighting. No lighting shall be permitted on transmission towers except that required by the Oregon State Aeronautics Division or Federal Aviation Administration. This standard shall not prevent shared use or replacement of an existing light pole. For collocation on existing or replaced light poles the transmission tower shall have no net increase to the spread, intensity or direction of the existing light source.

8. Noise. Noise generated by equipment shall be sound buffered by means of baffling, barriers, or other suitable means to reduce the sound level

measured at the property line to 30 dBA when adjacent to residential uses and 45 dBA in other areas.

9. Fences and Landscaping.

   a. The tower(s) and ancillary facilities shall be enclosed by a six foot fence meeting the requirement of the ***WDO***. Chain link fences, when allowed, shall be green vinyl coated. Where a six foot fence in sound condition already exists on a side or sides of the tower pad area, fencing requirements may be waived for that side.

   b. Landscaping shall be placed outside of fences and shall consist of fast growing vegetation with a minimum planted height of six feet placed densely so as to form a solid hedge.

   c. Landscaping and fencing shall be compatible with other nearby landscaping and fencing .

   d. Where antennae or towers and ancillary facilities are to be located on existing buildings or structures and are secure from public access, landscaping and fencing may be waived.

10. Signs. One unilluminated sign, not to exceed 2 square feet in area, that states the contact name and phone number for emergency purposes shall be provided at the main entrance to the facility. Signs shall not be placed on towers and antennae.

B. Abandoned Facilities.

1. When the use of a transmission facility is discontinued for a period of six or more consecutive months is declared abandoned. Abandoned facilities shall be removed by the property owner no later than 90 days from the date of abandonment.

2. Failure to remove an abandoned facility is declared a public nuisance and is subject to abatement pursuant to the Woodburn Nuisance Ordinance and all other applicable legal remedies.

3. Upon written application prior to the expiration of the six month period, the Director of Community Development shall grant a six month extension for reuse of the facility. Additional extensions beyond the first six month extension may be granted by the Community Development Director subject to any conditions required to bring the project into compliance

with current law(s) and to make it compatible with surrounding development.

3.1 DEVELOPMENT GUIDELINES AND STANDARDS

3.101 Street Standards

3.101.01 Scope

The provision of streets shall be guided by the goals and policies of the Woodburn Comprehensive Plan, the Woodburn Transportation System Plan, detailed City adopted planning and design studies and the ***WDO***. The right of way standards apply to public streets. The improvement and construction specification standards apply to both public and private facilities, including streets, sidewalks and bikeways under the jurisdiction of the City of Woodburn.

3.101.02 General Provisions

A. The access or driveway, for each lot shall be connected to the existing public street system in compliance with ***Section 3.104.***

B. No access permit shall be issued unless the internal street(s), boundary street(s) and connecting street(s) are constructed pursuant to ***Section 3.101.02.C***, UNLESS or until the applicant has obtained an exception as provided in this section. [Section 3.101.02.B as amended by Ordinance No. 2383, §35, passed March 16, 2005.]

C. Design and Construction Standards.

1. All public streets under the jurisdiction of the City of Woodburn shall comply with the applicable cross section design standards noted in ***Section 3.101.03*** and construction specifications of the Public Works Department.

2. All private streets in manufactured dwelling parks shall comply with applicable City design standards and specifications and state design standards and specifications where state standards and specifications preempt City standards and specifications.

D. Street Right of Way and Improvement Standards for Development.

Any development subject to an access permit, ***Section 3.104***, shall be responsible

for adequate street rights of way and improvements. The standards of ***Section 3.101.02.D*** may only be modified subject to the approval of an exception, ***Section 5.103.12***. In no instance may standards be reduced below specified minimum, non-variable standards.

1. Connecting Street Standards. (***Figure 6.12***)

   a. Right of Way Standard. The full right of way for the subject street classification, ***Section 3.101.03***, shall be required for a connecting street segment without an approved exception or variance.

      The minimum connecting street right of way shall be sufficient to accommodate the connecting street improvement standard in ***Section 3.102.D.1.b.*** below.

   b. Street Improvement Standard. The full street improvement for the subject street classification, ***Section 3.101.03***, shall be provided for a connecting street segment without an approved exception or variance.

      The minimum connecting street improvement standard shall be equivalent to:

      1) One, 12 foot wide travel lane in each direction, in addition to the required curbs, where the classification specifies a maximum standard of two travel lanes; [Section 3.101.02.D.1.b.1 as amended by Ordinance No. 2383, §36, passed March 16, 2005.]

      2) Required drainage facilities;

      3) The pedestrian and bikeway facilities located on one side of the street that comply with the standards for the subject street classification. In locations where the street classification specifies a maximum standard of two travel lanes, the connecting segment on the side with the pedestrian/bikeway facilities shall be completed to standards, including the landscaped parkway strip.

2. Boundary Street Standard. (***Figure 6.12***)

   a. Right of Way Standard. The full right of way for the subject street classification, ***Section 3.101.03***, shall be required for a boundary

street without an approved exception or variance.

The minimum standard for a boundary street right of way shall be no less than the width necessary to accommodate the boundary street improvement standard.

b. Street Improvement Standard. The full street improvement for the subject street classification, ***Section 3.101.03***, shall be provided for a boundary street without an approved exception or variance.

The minimum boundary street improvement standard shall be equivalent to:

1) One, 12 foot wide travel lane in each direction, in addition to the required curbs in each direction where the classification specifies a maximum standard of two travel lanes; [Section 3.101.02.D.2.b.1 as amended by Ordinance No. 2383, §37, passed March 16, 2005.]

2) Required drainage facilities; and

3) In addition to the improvements cited in 1) above, the full improvement of the street from the center line to the boundary of the subject property plus any center turn lane as described for the street classification.

3. Internal Street Standards. (***Figure 6.12***)

a. All public streets within a development shall comply with the full right of way and improvement standards of ***Section 3.101.03*** without an approved variance.

b. All private park streets permitted in manufactured dwelling parks shall comply with the full requirements of ***Section 2.203.15***, as set by statute.

E. Private Streets.

Private streets are prohibited in conjunction with a development approval, EXCEPT where required as private park streets in manufactured dwelling parks, pursuant to ORS Chapter 446 and OAR 918-600.

F. Termination of Streets, Bikeways and/or Pedestrian Ways.

1. Cul de sac Streets.

   a. The maximum length of a cul de sac street shall be 250 feet.

   b. The minimum radius of a cul de sac street right of way shall be 55 feet.

   c. The minimum improved street radius of a cul de sac shall be 45 feet plus curb, planting strip and property line sidewalk.

2. Temporary Dead End Streets. Streets extensions that result in temporary dead end street, or stub streets, due to incremental construction shall:

   a. Be transmitted to the Woodburn Fire District for review and comment.

   b. Have an all weather sign at the temporary street terminus, installed by the applicant, that states: "This Street is Planned for Future Extension."

   c. Provide either a one foot reserve strip deeded to the City, or an alternative method for limiting access approved by the City Engineer, at the temporary end of the right of way.

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/terminating with a connection to a public street or to a designated activity center.

   b. Provide stubbed facilities that may extend beyond the limits of an approved development, when such a public facility has been specifically endorsed by the City Council.

G. Block Standards.

Block length shall not be less than 200 feet and not more than 600 feet, EXCEPT where the dimensions and alignment of existing blocks and streets adjacent to or in the vicinity of a proposed subdivision, topography, adequate lot size, or need for traffic flow warrant other dimensions. The maximum block length shall not exceed 1200 feet.

H. Street Names.

All public streets, and private manufactured dwelling park streets shall be named after providing the Woodburn Fire District an opportunity to review and comment.

1. Principal Street Name.

   a. The street name shall not duplicate an existing street name, unless there is reasonable assurance the named streets will be connected in the future.

   b. New streets shall be designated with the same names as existing streets only if they fall in the same grid line and there are reasonable assurances that the street will connect with another section of the numbered street.

   c. Street names shall not sound like another street name or cause confusion.

   d. Street names that are deliberately misspelled, frivolous, or reflect the name of the developer or family members shall not be allowed.

2. Street Name Suffix. Streets shall be further named with a suffix. EXCEPT as indicated in the Woodburn Transportation System Plan, the following suffixes designations apply to NEW streets, as follows:

   a. North-south streets shall be designated "street", EXCEPT that major streets classified as an arterial in the Woodburn Transportation System Plan may be designated "road" or "highway."

   b. East-west streets shall be designated "avenue", EXCEPT that major streets classified as an arterial in the Woodburn Transportation System Plan may be designated "road" or "highway." .

   c. A skewed or meandering street shall be named "drive."

   d. A street less than 1,000 feet in length may be designated "place," "way," or "lane."

   e. A cul de sac street with no cross street shall be designated "court."

f. A continuous loop street that has two intersections with the same street shall be segmented, in reference to its orientation to the overall North/South, East/West street grid, so that the each segment of the loop has a unique name.

g. A street that runs in a circle with only one entrance/exit shall be designated a "circle."

h. A street with a continuous landscaped median shall be designated a "boulevard."

3. Lot and Space Numbering. The Building Official shall establish and maintain a street numbering grid for the City and assign individual street numbers to lots and manufactured dwelling spaces at the time of the initial building permit.

I. Right of Way Landscaping and Street Trees. See "Development Standards" for the subject zoning district, ***Section 2.1.***

J. Sidewalks. All sidewalks shall be a minimum of 5 feet wide, excluding the curb, and located one foot from the right of way line EXCEPT in the DDC Zone or as otherwise approved by variance.

K. Street Access. No more than 25 dwelling units, including existing units, shall have their only means of public street access to a cul de sac, dead end street, or other street that does not provide two non-overlapping public street routes to a major arterial identified on the Woodburn Transportation System Plan. [Section 3.101.02 as amended by Ordinance No. 2383, §34, passed March 16, 2005.]

3.101.03 Right of Way and Improvement Standards (*Figure 6.9*)

A. The street right of way and improvement cross-sectional standards required for development are depicted in the Woodburn Transportation System Plan Figure 30, EXCLUDING: Local Residential W/ Parking Both Sides -"Skinny" Street; Local Residential W/ Parking One Side -"Skinny" Street; and Local Residential Street W/ No Parking. (See **Figure 6.6**)

B. The following additional standards for Local Residential Streets:

1. Local Residential Street with Parking One Side:

a. Right of way: 50 feet.

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b. Public Utility Easement: 5 feet, each side.

c. Curb to curb improvement: 29 feet.

d. Sidewalks: 5 feet wide, each side.

e. Required common, onsite parking over and above the parking requirements under other provisions of the ***WDO***: One (1) space per dwelling unit, located no further than 250 feet from the subject lot.

2. Local Residential without Parking:

a. Right of way: 50 feet.

b. Public Utility Easement: 5 feet, each side.

c. Curb to curb improvement: 24 feet.

d. Sidewalks: 5 feet wide, each side.

e. Required common, onsite parking over and above the parking requirements under other provisions of the ***WDO***: Two (2) spaces per dwelling unit lot, located no further than 250 feet from the subject lot.

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3.102 Utilities and Easements

3.102.01 Water, Sanitary Sewer and Storm Drainage Facilities

Municipal water, sanitary sewer and storm drainage facilities shall be installed to applicable Public Works Department and state standards.

3.102.02 Underground Utilities

All permanent utility service to development shall be underground EXCEPT where overhead high-voltage electric facilities exist and for partitioned lots that are currently served by overhead wires or cables. [Section 3.102.02 as amended by Ordinance No. 2383, §38, passed March 16, 2005.]

3.102.03 Outdoor Lighting

A. Public Streets.

Public streets abutting development shall be illuminated with street lights installed to the standards of the Public Works Department and the electric utility.

B. Manufactured Dwelling Park Private Streets.

The full length of private streets and walkways in manufactured dwelling parks shall be illuminated with lighting designed to average of 0.25 horizontal candle-power of light.

3.102.04 Easements

A. Municipal Infrastructure Easements.

The Public Works Department shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property shall be required in accordance with the Public Works Department standards.

B. Public Utility Easements (PUE).

Five foot wide public utility easements (i.e., easements for natural gas lines and for electric and telecommunications wire or cable service) shall be dedicated along each lot line abutting a public street. At the time of tentative approval, utilities may request dedication of a public utility easement within a reciprocal access easement or centered along specified rear lot line in those zones where zero

setback is not permitted.

C. Creeks and Watercourse Maintenance Easements.

1. Public improvement and maintenance easements shall be dedicated along all creeks and other water courses. On streams and waterways where development is regulated based on Federal Emergency Management Administration flood hazard delineation, the minimum width shall be adequate to accommodate the 100 year floodway.

2. On other open channel water courses, such easements shall, at a minimum, extend from the top of bank to top of bank and include an additional 20 feet width outward from the top of bank along one side of the entire length of the open channel.

3. On all piped (closed conduit) systems the easement shall be a minimum sixteen (16) feet in width. Wider easements may be required by the City Engineer when needed to accommodate installation of or access to larger and/or deeper pipes.

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3.103 Setback, Open Space and Lot Standards, Generally

3.103.01 Setbacks and Open Space, Generally

Setbacks and required open space define the areas within a lot or a planned unit development that are to be retained and maintained unobstructed by buildings and structures, EXCEPT for projections, accessory uses and structures and for common facilities required as a condition of a land use decision.

3.103.02 Lot Coverage, Generally

Specific standards for lot size or area, for lot dimensions, and for lot coverage are set forth in the applicable zone. Where a standard for lot coverage is expressed as a percentage, such standard means the percentage of total lot area covered by primary and/or accessory buildings INCLUDING roofed but unenclosed structures but EXCLUDING covered structures less than five feet in height and having less than 20 square feet of gross floor area (such as pet shelters and play houses).

3.103.03 Setbacks, Setback Area and Required Open Space, Generally

A. Setbacks Apply to One Building.

1. No required setback provided for any building or structure for the purpose of complying with provisions of the ***WDO*** shall be considered as providing a setback for any other building.

2. No required setback on an adjoining lot shall be considered as providing open space on the lot whereon the building is erected EXCEPT for a common area not required to be located within a lot when owned by a homeowners association in a planned unit development.

B. Setbacks to be Unobstructed.

A setback is the minimum required yard between a structure and a lot line, whether or not additional open space is actually provided between the structure and the lot line. Every setback area shall be open and unobstructed by buildings or structures from the ground to the sky EXCEPT as may otherwise be permitted in this ***Section*** and ***Sections 2.201 and 2.202,*** Accessory Uses and Structures.

C. Setbacks Not to be Reduced.

No lot shall be so reduced or diminished that the setback or required open space shall be smaller than prescribed in the *WDO.*

3.103.04 Separation of Lot or Setback Areas

A. Reduction of Required Lot Area.

No portion of a lot necessary to meet the standards specified by the use zone in which it is located or required by the ***WDO*** shall be separated in ownership.

B. Separation of Setback Areas.

No setback area or required open space around an existing building shall be separated from the lot upon which the building is located.

3.103.05 Special Street Setbacks

A. Purpose.

The special setbacks in this ***Section*** are based upon the functional classification of streets and roads described in the Woodburn Transportation System Plan (WTSP). The purpose of these special setbacks is to provide for adequate air movement, solar access, visibility, aesthetics and compliance with the development standards of the ***WDO*** when a major street is improved.

B. Setback Requirements.

Required setbacks adjacent to a street shall be in addition to the special setbacks required in this Section. The special setback distances shall be measured at right angles to the center line of the original street right of way.

C. Special Provisions.

Buildings, structures and paved surfaces shall not be located within the special setbacks EXCEPT as specifically provided for in the ***WDO***. Any portion of a building or structure lawfully established within a special street setback prior to date of ***WDO*** shall be considered a nonconforming structure.

D. Special Setback Standards.
Special setback standards by street classification are established in ***Table 3.1.1***. The special setback standards shall be applied to streets within the City of Woodburn as functionally classified in the Woodburn Transportation System Plan.

TABLE 3.1.1 Special Setback Standards by Street Classification	
WTSP Functional Classification	**Special Setback from Center Line**
Major Arterial	50 feet
Minor Arterial	37 feet
Service Collector	37 feet
Access Street with Parking or Golf Carts	35 feet
Access Street with Bike Lanes	30 feet

3.103.06 No Parking or Storage in Setbacks Adjacent to a Street

Parking and storage shall be prohibited within a required setback adjacent to a street, EXCEPT for parking in driveways.

3.103.07 Projections into the Setback Adjacent to a Street

A. Chimneys and flues; solar collectors; steps; eaves; gutters; and belt courses, leaders, sills, pilasters, lintels, cornices, planter boxes and other ornamental features projecting not more than 24 inches from the primary building shall be EXEMPT from the setback requirement from a lot line adjacent to a street.

B. Uncovered porches and covered unenclosed porches:

1. Not more than 16 feet high;

2. Extending not more than 10 feet beyond the front walls of the building; and

3. With a floor elevation which does extend more than four feet above grade, shall be EXEMPT from the setback requirement from a lot line adjacent to a street, EXCEPT that no such projection shall be closer than 10 feet to the lot line.

C. Arbor, Archway, Pergola and Trellis shall be EXEMPT from the setback requirement from a lot line adjacent to a street. [Section 3.103.07 as amended by Ordinance No. 2383, §39, passed March 16, 2005.]

3.103.08 Projections in the Interior Side Yard Setback

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A. Cornices, eaves, gutters and fire escapes when not prohibited by any other code or ordinance, may project into a required interior side yard setback not more than one-third of the width of the setback, but not more than three feet in any case.

B. Chimneys and flues; solar collectors; belt courses, leaders, sills, pilasters, lintels, and ornamental features may project not more than 18 inches into a required interior side yard setback, provided, however, chimneys and flues shall not exceed six feet in width.

3.103.09 Projections in the Interior Rear Yard Setback

A. Chimneys and flues; solar collectors; gutters; and belt courses, leaders, sills, pilasters, lintels, and other ornamental features may project not more than 18 inches into a required interior rear yard setback, provided, however, chimneys and flues shall not exceed six feet in width.

B. A fire escape, balcony, outside stairway, cornice or other unenclosed, unroofed projection may project not more than five feet into a required interior rear yard setback. In no case shall such projection come closer than six feet from any lot line.

C. Planter boxes; steps; uncovered porches; covered but unenclosed porches and patios, not more than16 feet high, a floor elevation less than four feet above grade and at least 14 feet from the rear lot line, shall be EXEMPT from the minimum rear yard setback.

D. No permitted projection into a required interior rear yard setback shall extend within ten feet of the center line of an alley, or of a rear lot line if no alley exists, or within six feet of an accessory structure.

3.103.10 Vision Clearance Area (See **Figure 6.4**)

A. Generally.

A vision clearance area is an area at the intersection of two streets, a street and a driveway or a street and an alley in which visual obstructions are limited for safety purposes.

B. Street-Driveway Intersection.

A vision clearance area at the intersection of a street and a driveway shall be the area delineated as follows:

1. A line extending ten feet from the intersection along the street right of way.

2. A line extending ten feet from the intersection along the side of the driveway.

3. A third line that creates a triangular vision clearance area by connecting the ends of the lines described in ***Section 3.103.10.B.1. and 2***.

C. Street-Alley Intersection.

The vision clearance area for street to alley intersections shall be formed as in ***Section 3.103.10.B.*** with legs of 10 feet along the intersecting street and alley rights of way.

D. Street-Street Intersection.

The vision clearance area for street to street intersections shall be formed as in ***Section 3.103.10.B.*** with legs of 30 feet along the intersecting street rights of way.

E. Prohibited Development.

A vision clearance area shall contain no plants, fence, wall, structure, or temporary or permanent obstruction exceeding 30 inches in height [measured from the top of the curb or, where no curb exists, from the established street centerline grade], EXCEPT as follows:

1. Trees, provided branches and foliage are removed to a height of 7 feet above grade;

2. Telephone, power and cable television poles;

3. Telephone and utility boxes less than ten inches at the widest dimension; and

4. Traffic control signs and devices.

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3.104 Access

3.104.01 Applicability

A. Street Access Required.

1. Every lot shall have direct access to an abutting public street or to a public street by an irrevocable access easement.

2. Every joint driveway or cross connection between separate lots shall be established by an irrevocable access easement.

B. Access to City Streets, Permit Required.

1. A City permit shall be required for any new or modified vehicular access to a street that is under City jurisdiction. The following types of access shall be subject to such a permit:

   a. Site access to and/or from a City street;

   b. An extension of an existing City street; or

   c. A new public or private street connecting to a City street.

2. A Traffic Impact Analysis (TIA) may be required by the Public Works Director prior to the approval of a City access or street construction 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. A TIA shall evaluate the traffic impacts projected of a development proposal and the estimated effectiveness of potential traffic impact mitigation measures. The methodology for a TIA shall be consistent with Public Works Department guidelines.

3. Administration of City access permit standards and guidelines.

   a. Type I Applications. Development subject to one of the following Type I applications:

      1) Design Standards for Single Family and Duplex Residential Dwellings , **Section 5.101.01**; or [Section 3.104.01.B.3(1) as amended by Ordinance No. 2383, §40, passed March 16,

2005.]

2) Access to a City Street, EXCLUDING Major and Minor Arterial Streets, ***Section 5.101.12*** [Section 3.104.01.B.3 as amended by Ordinance No. 2383, §40.a..2, passed March 16, 2005.]

shall be subject to the access standards of this **Section** and street improvement standards in ***Section 3.101*** EXCEPT when the subject property is bound by the requirements of a precedent land use decision that has not been modified by a subsequent land use decision.

b. Type II and III Applications. Development subject to one of the following Type II and III applications:

1) Type II Design Review, **Section 5.102.02**;

2) Type III Design Review, **Section 5.103.02**;

3) Access to a City Major or Minor Arterial Street, **Section 5.102.04**;

4) Preliminary Partition Approval, **Section 5.102.01**;

5) Preliminary PUD Plan Approval, **Section 5.103.07**; or

6) Preliminary Subdivision Approval, **Section 5.103.09**

shall be subject to the access standards and guidelines specified in this **Section** and street improvement standards in ***Section 3.101*** EXCEPT when the subject property is bound by the requirements of a precedent land use decision that has not been modified by a subsequent land use decision. [Section 3.104.01.B.3 as amended by Ordinance No. 2383, §40.b.6, passed March 16, 2005.]

4. A City access permit shall be subject to the requirements of the ***WDO*** and Public Works Department standards.

C. Access to State Streets, Highways, and Interchanges.

Access to a transportation facility under the jurisdiction of the Oregon Department

of Transportation (ODOT) shall be subject to the requirements of OAR 734-051.

3.104.02 Driveway and Drive-Through Measurements and Dimensions

A. Driveways Crossing a Setback.

The portion of a driveway crossing a setback shall be perpendicular to the setback lines.

B. Driveway Spacing.

1. Spacing between driveways shall be determined by measurement from the closest edge of the pavement, or curb cut, of the subject driveway to the closest edge of pavement, or curb cut, of an adjoining driveway.

2. Corner clearance between a driveway and a street intersection shall be determined by measurement from the closest edge of the pavement, or curb cut, of the subject driveway to either:

   a. The closest edge of the special setback of an intersecting street with a special setback, or

   b. The closest edge of the right of way line of an intersecting street without a special setback.

C. Driveway Width.

Driveway width shall be determined by measurement at the property line.

D. Drive-Through Dimensions and Configuration.

1. Minimum Lane Width. 12 feet.

2. Minimum Lane Length. 50 feet, unobstructed by lateral vehicular access. Precluded lateral vehicular access shall include the access/maneuvering area for off street parking and overlap onto public street right of way. The unobstructed length shall be measured from the drive up window or stop line, whichever is greater.

3. Turn Radius. 25 feet.

4. By-Pass Lane. A development providing a drive-through for passenger

loading and/or unloading or for drive-up services shall include a by-pass lane to a site exit with a minimum width of 8 feet. [Section 3.104.02.D.4 as amended by Ordinance No. 2383, §41, passed March 16, 2005.]

3.104.03 Driveway Access Guidelines, Type II and III Applications

A. Guidelines for the Number and Location of Driveways, Type II and Type III Applications.

1. The number of driveway accesses should be minimized based on overall site design, including consideration of:

   a. The function classification of abutting streets;

   b. The on-site access pattern, including cross connected parking and circulation, joint access, turnarounds and building orientation;

   c. The access needs of the use in terms of volume, intensity and duration characteristics of trip generation.

2. Joint/Shared Access.

   a. Partition lots. All lots created by a partition that access a Major or Minor Arterial street should be accessed via a single, shared driveway with an on-site turnaround, UNLESS otherwise required by ***Section 3.104.05.***

   b. The lot and street layout in a subdivision or PUD should be configured so that lots abutting a major street have access to a local street. Where the layout necessitates access to a major street, access for abutting lots should be shared and provided with an on-site turnaround, UNLESS otherwise required by ***Section 3.104.05.***

   c. Medium density residential, commercial, industrial uses and other development subject to Type II or III Design Review located on the same lot, or on abutting lots, that abut a Major Arterial, Minor Arterial, or Service Collector should be designed to share access to those major streets. A minimum of two vehicular accesses shall be provided in developments with eleven (11) or more medium density residential dwelling or living units.

   d. Shared/Joint Access Agreements. Shared and/or joint access

agreements serving properties under separate ownership shall be subject to legal documentation, to the satisfaction of the City Attorney, establishing permanent use of the access. The agreement shall be recorded with the County Recorder and filed with the Community Development Director.

3. Cross Connections.

   a. All uses sited on one lot should have common, and/or interconnected, off street parking and circulation facilities.

   b. Similar, and/or compatible, uses on abutting lots should have interconnected on-site access and parking facilities. Such shared facilities serving properties under separate ownership shall be subject to legal documentation, to the satisfaction of the City Attorney, establishing permanent use of the access and parking facilities. The agreement shall be recorded with the County Recorder and filed with the Community Development Director.

4. Access to lots with multiple street frontages should be from the abutting street(s) with the lowest functional classification.

5. Dysfunctional or unused driveways should be closed.

B. Driveway Spacing Guidelines, Type II and III Applications.

The minimum separation of a driveway from: a) the special setback of a parallel major street, b) the right of way of a parallel local street, or c) a from another driveway should be as follows.

1. Major Arterial Street: 300 feet;

2. Minor Arterial Street : 245 feet; and

3. Service Collector, Access or Local Street : 50 feet

EXCEPT where pre-existing conditions preclude such separation the separation should be maximized.

3.104.04 Driveway Access Standards, Type I Applications

A. Number and Location of Driveways Standards, Type I Applications.

1. The maximum number of driveways per lot frontage is one. For purposes of controlling driveway access, every 100 feet of frontage is considered a separate lot frontage. Driveway access to a single family dwelling on a lot with more than one frontage shall be limited to the street with the lowest functional classification.

2. All new driveway connections shall conform with applicable design criteria of the ***WDO*** and the Public Works Department.

3. Any dysfunctional and/or existing driveway that is replaced by a new driveway shall be removed.

B. Driveway Spacing Standards, Type I Applications.

1. The minimum separation between a driveway and the right of way line of an existing local street, or the special setback for a major street intersection corner is as follows:

a. Single family or duplex dwelling: 30 feet

b. Use other than a single family or duplex dwelling: 50 feet.

2. Where more than one driveway is permitted per lot (***Section 3.104.04.A.1.***), the minimum separation between driveways on the same lot shall be 22 feet.

3.104.05 Driveway Dimension and Improvement Standards, Type I, II and III Applications

A. Joint/Shared Driveway.

Shared, or joint, driveway shall require an access and maintenance agreement that is irrevocable without the concurrence of the Community Development Director.

B. Driveway Serving One (1) or Two (2) Dwelling Units. (See **Figure 6.7**)

1. Paved Driveway Width.

a. For a distance less than 40 feet between the access street or shared access driveway and the attached or detached garage doorway: [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

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1) 20 feet minimum and 26 feet maximum width for a garage with a doorway(s) to serve entry by not more than two vehicles at one time; and

2) 20 feet minimum and up to a 30 feet maximum width for a garage with doorway(s) to serve entry by three vehicles at one time

provided the maximum width shall not exceed 50 percent of the lot frontage serving the driveway entrance.

b. For a distance of 40 or more feet between the access street or shared access driveway and the attached or detached garage doorway: 12 feet minimum width, flared to the required exterior parking pad in front of the garage that is 20 feet maximum width. [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

2. Paved Parking Pad at a Garage Entrance (or carport for a manufactured home). There shall be an improved parking space, or pad, abutting the attached or detached garage doorway for each opposing parking space within the garage. The exterior pad area for each vehicle shall have the minimum dimensions of 10 feet wide by 20 feet long. [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

3. Radius of Curb Flare: 15 feet minimum.

4. Flag Lot Driveway Access Width. 20 foot wide, as either an irrevocable easement or a strip of land in fee ownership.

5. Maximum Driveway Length and Turn Around, Improved to Department of Public Works standards. (See **Figure 6.8**)

a. For lots accessed from a City street, EXCLUDING a Major or Minor Arterial, the maximum driveway length from the access street to the front lot line of the lot located furthest from the access street shall not exceed 150 feet UNLESS a turn around is provided.

b. For lots accessed from a Major or Minor Arterial Street a turn around shall be required.

C. Driveway Serving Three (3) to Four (4) Dwelling Units. (See **Figure 6.7 & 6.8**)

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1. Paved Driveway Width.

   a. For a distance less than 40 feet between the access street or shared access driveway and the attached or detached garage doorway: 20 feet minimum and 26 feet maximum width. [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

   b. For a distance of 40 or more feet between the access street or shared access driveway and the attached or detached garage doorway: 20 feet minimum width, including the required exterior parking pad in front of the garage. [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

2. Paved Parking Pad at a Garage (or carport for a manufactured home) Entrance. There shall be an improved parking space, or pad, abutting the attached or detached garage doorway for each opposing parking space within the garage. The exterior pad area for each vehicle shall have the minimum dimensions of 10 feet wide by 20 feet long. [Section 3.104.05.B & C as amended by Ordinance No. 2383, §42, passed March 16, 2005.]

3. Radius of Curb Flare: 15 feet minimum..

4. Flag Lot Driveway Access Width. 24 foot wide, as either an irrevocable easement or a strip of land in fee ownership.

5. Maximum Driveway Length and Turn Around, Improved to Department of Public Works standards. (See **Figure 6.8**)

   a. For lots accessed from a City street, EXCLUDING a Major or Minor Arterial, the maximum driveway length from the access street to the front lot line the lot located furthest from the access street shall not exceed 150 feet UNLESS a turn around is provided.

   b. For lots accessed from a Major or Minor Arterial Street a turn around shall be required.

D. Residential Driveways Serving Any Number of Multiple Family Dwelling Units; Assisted Care Living Units (62331) or Nursing Care Living Units (6231).

1. Paved Driveway Width:

   a. One-way driveway:

      1) Width: 12 feet, min/max. No parking restrictions shall be posted by the owner.

      2) Parallel parking, one-side only ("No parking" restrictions shall be posted by the owner.): 20 feet, min/max.

   b. Two-way driveway:

      1) Width: 20 feet, min/max. "No parking" restrictions shall be posted by the owner.

      2) Parallel parking, one-side only ("No parking" restrictions shall be posted by the owner.): 28 feet, min/max.

2. Radius of Curb Flare: 25 feet minimum.

3. Flag Lot Driveway Access Width. 24 foot wide, as either an irrevocable easement or a strip of land in fee ownership.

4. Throat length of a driveway, extending from the closest off street parking or loading space to the outside edge of right of way for a:

   a. Driveway accessing a City street, EXCLUDING Major and Minor Arterial Streets: 20 feet minimum, with greater improvement as may be required by a Traffic Impact Analysis (TIA).

   b. Driveway accessing Major and Minor Arterial Streets: 50 feet minimum, with greater improvement as may be required by a Traffic Impact Analysis (TIA).

5. Turn arounds shall be required within the off street parking area(s) and/or as specific circulation features, to Department of Public Works requirements based on the review of the Fire District.

E. Commercial and Industrial Use.

1. Paved Driveway Width.

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a) Paved One-way Driveway:

1) Width: 12 feet minimum, 20 foot maximum. ("No Parking" restrictions shall be posted by the owner).

b) Paved Two-Way Driveway:

1) With no turn lane: Throat and travel lane width 26 feet minimum, 36 feet maximum. ("No parking" restrictions shall be posted by the owner.)

2) With a turn lane: Throat width 36 feet minimum, 40 feet maximum. ("No parking" restrictions shall be posted by the owner.)

[Section 3.104.05.E as amended by Ordinance No. 2383, §44, passed March 16, 2005.]

2. Radius of Curb Flare: 30 feet minimum.

3. Flag Lot Driveway Access Width. 30 foot wide, as either an irrevocable easement or a strip of land in fee ownership.

4. Throat length of a driveway, extending from the closest off street parking or loading space to the outside edge of right of way for a:

a. Local street connection: 20 feet minimum, with greater improvement as may be required by a TIA.

b. Major street connection: 50 feet minimum, with greater improvement as may be required by a TIA.

5. Turn arounds shall be required within the off street parking area(s) and/or as specific circulation features, to Department of Public Works requirements based on the review of the Fire District.

F. Improvement Standards

1. Drainage shall be subject to Department of Public Works policies and standards.

2. Paved Surface.

a. The portion of driveway within the public right of way: Portland cement concrete.

b. The portion of driveway on private property: Portland cement concrete or asphalt.

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3.105 Off Street Parking and Loading

3.105.01 Applicability

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

A. New Building or Structure.

All requirements and standards of ***Section 3.105*** shall apply to any new building or structure erected after the effective date of the ***WDO***.

B. Expansion or Change of Use.

Any additional parking and/or loading required by the ***WDO*** to accommodate a change in use, or expansion of an existing use shall be subject to the following.

1. Applications subject to Type III Design Review, ***Section 5.103.02***, shall conform all parking, loading and landscaping for the subject use to the standards of the ***WDO.***

2. Applications subject to Type II Design Review, ***Section 5.102.02,*** where the change or expansion increases the required area for parking, loading or landscaping by 25 percent or more, shall conform to all parking, loading and landscaping to the standards of the ***WDO.*** Parking, loading and landscaping required for changes or expansions of less than 25 percent shall be limited to those necessary to conform with the increment of change or expansion.

3.105.02 General Provisions for Off Street Parking and Loading

A. Reduction of Parking and Loading Spaces Prohibited.

All required parking and loading spaces shall be retained and maintained or an equivalent parking and loading space provided.

B. Ownership of Parking.

The land for off street parking areas shall either be:

1. Owned in fee title by the owner of the structure or site being served by the parking area; or

2. Subject to legal documentation, to the satisfaction of the City Attorney, establishing permanent use of off street parking that is under separate ownership. The parking subject to such a shared, or joint, use parking agreement shall be in compliance with all requirements and development standards of the ***WDO***. The agreement shall be recorded with the County Recorder and filed with the Community Development Director.

C. Fractional Measurements.

When calculations for determining the number of required off street parking or loading spaces results in a fractional space, any fraction of a space less than one-half shall be disregarded, and a fraction of one-half or greater shall be counted as one full space.

D. Location of Off Street Parking.

1. Off street parking spaces shall be provided on the same lot as the primary building or use EXCEPT that:

   a. In an RS, R1S or RM zone, on-site vehicle parking spaces for non-residential uses permitted in the zone may be located on another site if such site is within 200 feet of the lot containing the primary building, structure or use.

   b. In any zone other than RS, R1S or RM, the on-site vehicle parking spaces may be located on an alternative site from the primary building, structure or use if the alternative site is within 500 feet of the site containing the primary use.

2. Off street parking is incident to the primary use which it serves. As such it shall be located either in the same use zone, in a more intensive use zone or in a zone where off street parking is allowed as a permitted use, or subject to approval, as a conditional use.

E. Off Street Vehicle Parking Requirements.

1. Off street vehicle parking spaces shall be provided in amounts not less than those set forth in ***Table 3.1.2.***

2. Off street vehicle parking spaces shall not exceed 2.0 times the amount required in ***Table 3.1.2.***

3. The number of disabled person vehicle parking spaces shall be provided to the standards of the state Building Code and applicable federal standards. The number of disabled person vehicle parking spaces shall be included as part of total required vehicle parking spaces.

4. Vehicle parking within the public right of way shall not be eligible for fulfilling any required off street parking requirement.

5. Required parking spaces shall be available for parking of operable vehicles of residents, customers, patrons and employees and shall not be used for the storage of vehicles or materials or for the parking of fleet vehicles EXCEPT for those fleet vehicles:

   a. Driven by an employee to the site each work day from home, or

   b. Stored during periods other than normal business hours.

F. Compact Vehicle Parking.

A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.

G. Off Street Loading Requirements.

1. Off street loading spaces shall comply with the dimensional standards and amounts not less than those set forth in ***Table 3.1.3.***

2. The off street loading facilities shall be on the same lot, or site, as the use or structure they are intended to serve. Required loading spaces and required parking spaces shall be separate and distinct.

H. On-site Vehicle Parking and Loading Area Improvement Requirements.

1. Surfacing. All vehicle parking and loading areas shall be paved with asphalt, concrete or other hard surfacing approved by the Public Works Director.

2. Drainage. All vehicle parking and loading areas shall be graded and provide storm drainage facilities approved by the Public Works Director.

3. Bumper Guards and Wheel Barriers. All vehicle parking spaces, EXCEPT those for single family and duplex dwellings, shall be constructed with

bumper guards or wheel barriers that prevent vehicles from damaging structures or projecting over walkways, access ways or abutting property or rights of way.

4. Size of Vehicular Parking Spaces and Maneuvering Areas within Off Street Parking Areas.

   a. Off street vehicle parking spaces and maneuvering areas, EXCEPT those for single family and duplex dwellings and those for disabled persons, within off street parking areas shall be designed in compliance with ***Table 3.1.4.*** Three or more off street parking spaces provided subject to ***Table 3.1.4*** shall be designed so that no backing or maneuvering within a public street right of way is required.

   b. Off street parking for single family and duplex dwellings shall be governed by ***Section 3.104.05.B.2 and C.2 and Table 3.1.2.1.***

   c. Off street parking for disabled persons shall be designed to the standards of the state Building Code and applicable federal standards.

5. Directional Marking. EXCEPT for vehicle parking areas for single family and duplex dwellings, off street parking and maneuvering areas shall have directional markings and signs to control vehicle movement.

6. Space Marking. EXCEPT for vehicle parking areas for single family and duplex dwellings, off street parking spaces shall be delineated by double parallel lines on each side of a space. The total width of the lines shall delineate a separation of 2 feet.

7. Access. Access to vehicle parking areas shall be in compliance with the standards of ***Section 3.104.***

8. Outdoor Lighting. EXCEPT for vehicle parking areas for single family and duplex dwellings, all outdoor lighting shall be designed so as not to shine or reflect into any adjacent residentially zoned or used property, and shall not cast a glare onto moving vehicles on any public street.

9. Landscaping. EXCEPT for vehicle parking spaces for single family and duplex dwellings, all parking areas shall be landscaped to the standards of ***Section 3.106.***

10. On-site Bicycle Parking Requirements. All uses required to provide 10 or more off street parking spaces shall provide a bicycle rack within 50 feet of the main entrance. The number of required rack spaces shall be one plus one per ten vehicle parking spaces, with a maximum of 20 rack spaces.

I. Joint Use Vehicle Parking.

1. A parking area may be used for a loading area during those times when the vehicle parking area is not in use for parking.

2. No more than 20 percent of the required vehicle parking may be satisfied by joint use of the parking used for another use. The determination of the applicability of joint use parking shall be determined as a Zoning Adjustment, a Type II land use permit.

TABLE 3.1.2 Off Street Parking Ratio Standards

Use		**Parking Ratio** - spaces per activity unit or square feet of gross floor area (sfgfa)
RESIDENTIAL		
1.	Single family or duplex dwelling, including manufactured homes and dwellings	2.0/ dwelling unit in a garage
2.	Three or more dwelling units per structure	2.0/ dwelling unit
3.	Rooming/boarding house (72131)	2.0 parking spaces + 1.0/ guest room
4.	Nursing care facilities (6231)	0.25/ living unit
5.	Assisted living facilities (62331)	0.75/ living unit

TABLE 3.1.2 Off Street Parking Ratio Standards

Use		Parking Ratio - spaces per activity unit or square feet of gross floor area (sfgfa)
COMMERCIAL		
6.	Hotels (EXCLUDING casinos) & motels (721110)	2.0 parking spaces + 1.0/ guest room
7.	Other traveler accommodations (72119)	2.0 parking spaces + 1.0/ guest room
8.	Recreational vehicle (RV) parks (7212)	2.0 parking spaces + 1.0/ RV space
9.	Food and drinking places (722)	10.0 parking spaces + 1.0/ 200 sfgfa
10.	General retail sales a. Motor vehicle parts (444131) b. Health care stores (445) c. Clothing (448) d. Sporting goods (451) e. General merchandise (452) f. Misc. retail (453)	1.0/ 250 sfgfa
11.	Motor vehicle service a. Gasoline stations (447) b. Automotive repair & maintenance 8111)	1.0/ 200 retail sfgfa + 3.0/ service bay + 1.0/ pump island
12.	Personal services (8129) a. Barbers b. Beauticians	greater of: 1.0/ 350 sfgfa; or 2.0/ service chair
13.	Offices a. Information (EXCLUDING motion pictures) (51) b. Finance and insurance (52) c. Real estate (53) d. Professional, scientific and technical [Including lawyers and engineers] (54) e. Administrative and support services (56) f. Social assistance (624) g. Membership organizations (813) EXCLUDING houses of worship	1.0/ 350 sfgfa
14.	General Repair and Service a. Electronic and precision repair (8112) b. Leather goods repair c. Laundry and dry cleaning (8123)	1/ 500 sfgfa
15.	Indoor Sales and Service of Bulky Merchandise a. Electronics and appliance (443) b. Furniture (442) c. Building materials (444) d. Home goods repair (8114) e. Linen and uniform supply (81233)	1/ 900 sfgfa
16.	Sales & Service of Bulky Merchandise a. Motor vehicle dealers (441) b. Tractor sales (42182) c. Manufactured dwelling dealers (45393)	1.0/ 400 sfgfa of structure + 1.0/ 2000 sfgfa outdoor display area

TABLE 3.1.2 Off Street Parking Ratio Standards continued	
Use	**Parking Ratio** - spaces per activity unit or square feet of gross floor area (sfgfa)
INDUSTRIAL	
17. Warehousing (493) a. 0 to 49,000 sfgfa b. 50,000 to 99,000 sfgfa c. 100,000 or more sfgfa	greater of: a. 1.0/ 5000 sfgfa or 1.0/ employee b. 1.0/ 10,000 sfgfa or 1.0/ employee c. 1.0/ 15,000 sfgfa or 1.0/ employee
18. Self storage	1.0/ 6 storage units, maximum of 6 spaces
19. Manufacturing a. 0 to 49,000 sfgfa b. 50,000 to 99,000 sfgfa c. 100,000 or more sfgfa	greater of: a. 1.0/ 800 sfgfa or 1.0/ employee b. 1.0/ 1000 sfgfa or 1.0/employee c. 1.0/ 2000 sfgfa or 1.0/ employee
20. Wholesale trade (421, EXCEPT 42182, and 422)	1.0/ 700 retail sfgfa + 1.0/ 1000 wholesale sfgfa

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TABLE 3.1.2 Off Street Parking Ratio Standards concluded

Use		Parking Ratio - spaces per activity unit or square feet of gross floor area (sfgfa)
PUBLIC AND SEMI-PUBLIC		
21.	Ambulatory health services [Including doctors and dentists] (621)	1.0/ 250 sfgfa
22.	Hospital (622)	1.5/ bed
23.	Meeting facilities a. Auditorium, Theater (7111 & 71112) b. Motion Picture Theater [in-door] (512131) c. Arena, Stadium d. Funeral Home (81221) e. Lodge Hall f. House of Worship	1.0/ 4 seats or 1.0/ 8 feet of bench or 1.0/ 35 sfgfa of the primary assembly room
24.	General indoor recreation a. Dance hall (71399) b. Skating rink c. Fitness and recreational sports (71394)	1.0/ 200 sfgfa
25.	Bowling center (71395)	5.0/ alley
26.	Golf course (71391)	4.0/ tee
27.	Court games [tennis, handball, racquetball]	3.0/ court + 1.0/ 4 feet of bench
28.	Day care (62241)	2.0/ caregiver
29.	Elementary or middle school	2.0/ classroom
30.	High school	1.0/ unit of capacity for 6 students
31.	Community college, college, business school, technical school, other instruction [Including dance, driving and language] (6112, 6113, 6114, 6115, 6116)	1.0/ unit of capacity for 4 students
32.	Libraries (51412)	1.0/ 400 sfgfa
33.	Public administration (92)	1.0/ 350 office sfgfa

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TABLE 3.1.3 Loading Space Requirements

Use	Minimum No. of Spaces	Minimum Size of Space: Width	Length	Height
Medium Density Dwellings				
0-9 Units	0	---	---	---
10 or more Units	1	12 feet	20 feet	14 feet
For buildings used entirely for office occupancy (sq. ft. gfa*)				
0-1,999	0	---	---	---
2,000-41,999	1	12 feet	20	14
42,000 or more	2	12 feet	20	14
For all uses other than residential or entirely office use:(sq. ft. gfa*)				
0-9,999	1	12 feet	30 feet	14 feet
10,000-41,999	2	12 feet	30 feet	14 feet
42,000-81,999	3	12 feet	30 feet	14 feet
82,000 or more	4	12 feet	30 feet	14 feet

* square feet of gross floor area

TABLE 3.1.4 Parking Space and Aisle Dimensions (See Figure 6.10)

Aisle (A)	Type (B)	Width (Measured from the midpoint of the double stripe) (C)	Curb Length (D)	1-Way Aisle Width (E)	2-Way Aisle Width (E)	Stall Depth (F)
0° (Parallel)	Standard	8.0 feet	22.5 feet	12.0 feet	24.0 feet	8.0 feet
	Compact	8.0 feet	19.5 feet	12.0 feet	24.0 feet	8.0 feet
30°	Standard	9.0 feet	18.0 feet	12.0 feet	24.0 feet	17.0 feet
	Compact	7.5 feet	15.0 feet	12.0 feet	24.0 feet	14.0 feet
45°	Standard	9.0 feet	14.5 feet	15.0 feet	24.0 feet	19.0 feet
	Compact	7.5 feet	12.5 feet	13.0 feet	24.0 feet	16.0 feet
60°	Standard	9.0 feet	10.5 feet	18.0 feet	24.0 feet	20.0feet
	Compact	7.5 feet	8.5 feet	15.0 feet	24.0 feet	17.0 feet
90°	Standard	9.0 feet	9.0 feet	24.0 feet	24.0 feet	19.0 feet
	Compact	7.5 feet	7.5 feet	22.0 feet	24.0 feet	15.0 feet

[Table 3.1.4 as amended by Ordinance No. 2383, §43, passed March 16, 2005.]

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3.106 Landscaping Standards

3.106.01 Applicability

The provisions of this section shall apply:

A. To the site area for all new structures and related parking EXCLUDING single-family and duplex dwellings and accessory structures; and

B. To the entire site area of the development, where the cumulative effect of additions to structures and/or parking areas increases the total area covered by structure and parking by 50 percent or more than existed at the date of the *WDO* adoption.

3.106.02 General Requirements

A. Landscaping and Irrigation Plans Required.

Building plans for all uses subject to landscaping requirements shall be accompanied by landscaping and irrigation plans to City standards.

B. Irrigation.

All required landscaped areas shall be permanently irrigated unless a planting plan without irrigation is submitted by a licensed landscape architect or a licensed nursery person demonstrating that the proposed landscaping will thrive without irrigation.

C. Plant Materials.

All shrubs and ground cover shall be of a size upon installation so as to attain 80% of ground coverage within 3 years.

D. Installation of Plant Materials and Irrigation.

Installation of plant materials and irrigation specified in an approved landscaping plan shall occur at the time of development and shall be a condition of final occupancy. Should site conditions or seasonal conditions make immediate installation impractical, an acceptable performance guarantee may be approved subject to ***Section 4.102.07.***

E. Maintenance.

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The property owner shall be responsible for maintaining all landscaping in good condition so as to present a healthy and orderly appearance. Unhealthy and dead plants shall be removed and replaced in conformance with the original landscape plan.

3.106.03 Landscaping Standards

A. Streetscape.

1. Street Trees. Within the public street right of way abutting a development, or within an alley right of way in the DDC zone, street trees shall be planted to City standards prior to final occupancy.

   a. Acceptable Types of Trees. See ***Section 6.103*** for a description of acceptable and unacceptable trees for this purpose, classified by size and species..

   b. Tree Density. Trees shall be planted at the following intervals within the right of way, subject to Clear Vision Area standards, ***Section 3.103.10 and Section 6.103***:

      1) Four (4) small trees per 100 feet of street frontage;
      2) Three (3) medium trees per 100 feet of street frontage; or
      3) Two (2) large trees per 100 feet of street frontage.

2. Front Yard and Yard Abutting a Street.

   a. Landscaping Density for non-residential uses in the RS and R1S zone and all uses in the RM, P, IL and IP zones. All front yards and yards abutting a street shall be landscaped at a density of one (1) plant unit (PU) per 20 sq. ft.

   b. Landscaping Design and Density in CO and CG zones.

      1) All yards abutting a street, including off street parking and circulation areas shall be landscaped at a density of one (1) plant unit (PU) per 20 sq. ft.

      2) All parking areas abutting a street shall provide a 42 inch vertical visual screen from the abutting street grade. Acceptable design techniques to provide the screening include plant materials; berms; freestanding, architectural walls with an anti-graffiti finish, depressed grade for the parking area. All screening shall comply with the clear

vision standards, ***Section3.103.10.***

B. Buffer Yards.

All buffer yards shall be landscaped at the rate of one (1) plant unit (PU) per 20 sq. ft. EXCEPT for interior buffer yards abutting a wall which are paved and which may be used for parking or site access and vehicular circulation.

C. Off Street Parking Areas.

1. All unpaved land within off street parking area, and within 20 feet of the paved edge of off street parking and/or circulation improvements, shall be landscaped in the following proportions:

   a. RM, CO and CG zones: Landscaped area(s) equivalent to 20% of the paved surface area for off street parking and circulation.

   b. IP and IL zones: Landscaped area(s) equivalent to 10% of the paved surface area for off street parking and circulation.

2. The density of landscaping required in and adjacent to off street parking and circulation facilities, EXCLUDING required trees, shall be one (1) plant unit per 20 square feet.

3. Trees, ***Section 6.103***, shall be planted within and abutting off street parking facilities in a pattern that is in roughly proportion to the distribution of the parking spaces, at the following densities:

   a. 1 small tree per 5 parking spaces;

   b. 1 medium tree per 10 parking spaces; or

   c. 1 large tree per 14 parking spaces.

4. Multi-Purpose Landscaping. Trees and other required landscaping located on private property within a required setback abutting a street or an interior lot line that is within 20 feet of the paved surface of off street parking and circulation facilities, may also be counted in calculating required landscaping for off street parking and circulation areas.

D. Common Areas.

All common areas, EXCEPT those approved as natural common areas in a PUD, shall be landscaped with at least three (3) plant units per 50 square feet.

E. Yards.

The entire yard area of a property, EXCLUDING areas subject to more intensive landscaping requirements and all yards of residential uses in a RS or R1S zone, shall be landscaped to a standard of at least one (1) plant unit (PU) per 50 square feet prior to final occupancy.

3.106.04 Conservation of Significant Trees

A. Applicability.

The provisions of this ***Section*** apply to the removal of any significant tree and the replacement requirements for significant tree removal. A "significant tree" is any existing, healthy tree 24 inches or more in diameter, measured 12 inches above ground level.

B. Limitations on Tree Removal.

A City tree removal permit shall be required to remove any tree, subject to the following EXCEPTIONS:

1. Three or fewer significant trees may be removed from a lot zoned RS, R1S or P that is less than 0.5 acres in area within any calendar year without a permit;

2. One significant tree may be removed from a lot:

   a. Zoned RS, R1S or P which is greater the 0.5 acres; or

   b. Zoned other than RS, R1S or P

   within any calendar year without a permit.

3. A diseased or dangerous tree may be removed without a permit in an emergency.

C. Tree Replacement Requirement.

The issuance of a significant tree removal permit requires the property owner to replace each tree removed with two new trees on the same property. Each new tree shall be at least 2 inches in caliper. A tree required by the development standards of the underlying zone, ***Section 3.1.***, or as a condition of permit approval shall qualify as a replacement tree.

3.106.05 Planting Standards

A. Distribution of Plant Materials.

The required number of plant units shall be met by a combination of plant materials listed in ***Table 3.1.5***, so that eighty (80) percent of the area to be landscaped is covered within three years. Required plant units need not be allocated uniformly through out specified landscaping areas, but may be grouped for visual effect.

B. Ground Cover.

Landscaped areas that are not covered by plant materials shall be covered by a layer of bark mulch or decorative rock, EXCLUDING ordinary crushed gravel, a minimum of 2 inches in depth.

C. Curbs.

A six-inch concrete curb shall be provided between a landscaped area and a parking area or access way.

TABLE 3.1.5 Definition of a Plant Unit (PU)

Plant Material	Plant Unit (PU) Value	Minimum Size of Plant
1 Significant Tree	15 PU	24" Caliper
1 Large Tree, *Section 6.103*	10 PU	10' Height or 2" Caliper
1 Medium Tree, *Section 6.103*	8 PU	10' Height or 2" Caliper
1 Small Tree, *Section 6.103*	4 PU	10' Height or 2" Caliper
1 Large Deciduous or Evergreen shrub (at maturity over 4' wide x 4' high)	2 PU	3 gallon or balled & burlapped
1. Small to Medium shrub (at maturity maximum 4' wide x 4' high)	1 PU	1 gallon
Lawn or other living ground cover	1 PU	50 sq. ft.

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3.107 Architectural Design Guidelines and Standards

3.107.01 Dwellings EXEMPT from Architectural Design Standards and Guidelines

The following dwellings shall be EXEMPT from the provisions of *Section 3.107*:

A. Any single family or duplex dwelling (site built dwelling, manufactured dwelling or manufactured home) that exists, or is subject to a building permit that has been issued prior to *WDO*, EXCEPT such dwellings located within the Neighborhood Conservation Overlay (NCOD).

B. All new dwellings sited in Manufactured Dwelling Parks containing more than 3 acres.

3.107.02 Design Standards for Manufactured Homes Sited in Manufactured Dwelling Parks of 1 to 3 Acres

A. Design Standards for Roofing and Siding.

These standards are established by statute (ORS 197.307) and therefore non-variable.

1. Roof. The manufactured home ***shall*** have a pitched roof with a slope no less than a nominal three feet in height for each 12 feet in width.

2. Exterior Siding and Roofing Materials. Each manufactured home ***shall*** have exterior siding and roofing which in color, material and appearance is similar to the exterior siding and roofing material commonly used on residential dwellings within the community or which is comparable to the predominant material used on surrounding dwellings as determined by the standards of comparison defined in ***Section 3.107.02.B.***

B. Standards of Comparison for Roofing and Siding.

1. Review Area. The "review area" that defines the character of "surrounding dwellings" and "immediately surrounding dwellings" ***shall*** encompass the five nearest dwellings to the subject lot that are on the same street and that are within 250 feet of the subject lot. If there are fewer than five dwellings within 250 feet, only those dwellings within 250 feet ***shall***

be used.

2. Predominant Material and Predominant Construction. As used in the ***WDO***, "predominant material" and "predominant construction" ***shall*** be the material used on the majority of the dwellings in the review area. If there is no majority of dwellings using the same material, then the material used on the largest plurality of dwellings in the review area ***shall*** be the predominant material.

3.107.03 Design Standards for New Single Family and Duplex Dwellings Sited on Individual Lots

A. Foundation Standards.

1. Site Built Dwelling. The foundation shall comply with the standards of the state building code.

2. Manufactured Home.

This standard is established by statute (ORS 197.307) and therefore non-variable.

A dwelling ***shall*** be placed on an excavated and back-filled foundation and enclosed at the perimeter such that the dwelling is located not more than 12 inches above grade for elevations facing a street.

B. Roof Standards.

1. Site Built Dwelling.

a. A site built dwelling ***shall*** have a pitched roof with a minimum slope ratio of four feet in height for each 12 feet in width.

b. The roofing material for a site built dwelling ***shall*** be either composition shingles; clay or concrete tile; metal; or cedar shingles or shakes. Composition shingles ***shall*** be architectural style with a certified performance of at least 25 years.

2. Manufactured Home.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

These standards are established by statute (ORS 197.307) and therefore non-variable.

a. A manufactured home ***shall*** have a pitched roof with a slope no less than a nominal three feet in height for each 12 feet in width.

b. A manufactured home ***shall*** have roofing which in color, material and appearance is similar to the roofing material commonly used on residential dwellings within the community or which is comparable to the predominant material used on surrounding dwellings as determined by the standards of comparison defined in ***Section 3.107.02.B.***

C. Exterior Finish.

1. Site Built Dwelling. The exterior finish ***shall*** have the appearance of either horizontal lap siding, shakes, shingles, brick or stucco. Where horizontal lap siding is used, it ***shall*** appear to have a reveal of 3 to 8 inches.

Plain concrete, corrugated metal, plywood and sheet press board ***shall not*** be used as exterior finish material.

2. Manufactured Home.

These standards are established by statute (ORS 197.307) and therefore non-variable.

Each manufactured home ***shall*** have exterior siding which in color, material and appearance is similar to the exterior siding material commonly used on residential dwellings within the community or which is comparable to the predominant material used on surrounding dwellings as determined by the standards of comparison defined in ***Section 3.107.02.B.***

D. Garage (or carport for a manufactured home).

A dwelling ***shall*** have a garage (or carport, in the case of a manufactured home).

1. The facade containing the vehicular entrance(s) for an attached garage

shall either:

a. Face away from the street frontage of the main pedestrian entry of the dwelling at an angle of at least 90 degrees; or

b. Comprise less than half the lateral dimension of the total facade facing a street; or

c. Comprise no more than 65 percent of the area, including second stories, dormers, and eye brows, of the total facade of the structure facing the street

2. The facade containing the vehicular entrance(s) for a detached garage ***shall*** either:

a. Face away from the street frontage of the main pedestrian entrance of the dwelling at an angle of at least 90 degrees; or

b. Setback at least 20 feet from the facade of the dwelling containing the main pedestrian entrance and with the area of the facade of the garage no greater than that of the dwelling.

E. Main Pedestrian Entrance.

1. The main pedestrian entrance of each dwelling unit, EXCLUDING manufactured dwellings in a MDP and dwellings on flag lots, ***shall*** face the street. [Section 3.107.03.E.1 as amended by Ordinance No. 2383, §45, passed March 16, 2005.]

2. The main entrance to each dwelling unit ***shall*** have either:

a. A covered porch, at least 48 square feet in area with the minimum dimension of 6 feet on any side; or

b. A recessed entry, at least 24 square feet in area with the minimum dimension of 4 feet on any side.

F. Windows on Facades Fronting a Street.

At least 15 percent of the facade wall surface of a dwelling unit facing a front lot

line ***shall*** be windows, excluding roofs and non-habitable wall area under the end of a roof, and excluding the garage facade. [Section 3.107.03.F as amended by Ordinance No. 2383, §46, passed March 16, 2005.]

G. Multi-dimensional Facade and/or Roof Line on the Front of the Dwelling.

The front of the dwelling unit ***shall*** either contain:

1. An articulated roof line incorporating more than one pitch or elevation of the ridge line that is visible in the front elevation, EXCLUDING a porch;

2. A gable, dormer, eye brow, off-set roof line or other vertical, architectural extension of the building at least 36 inches above the eave; or

3. An off-set line in the facade of the building of at least 36 inches and ten feet in length, EXCLUDING a recessed pedestrian entrance or porch.

H. Eaves.

Eaves of a dwelling unit or garage ***shall*** provide a minimum 12 inch projection.

3.107.04 Design Guidelines and Standards for Single Family and Duplex Dwellings in the Neighborhood Conservation Overlay (NCOD)

A. Applicability.

1. New Dwellings. For any new single family and duplex dwelling within the Neighborhood Conservation Overlay (NCOD), that the portion of the exterior surface facing a public street shall be subject to architectural review.

   a. At the time of application, the applicant shall choose whether the review shall be conducted as a Type I review following the procedures of ***Section 5.101.01*** or as a Type II or III review following the procedures of ***Section 5.102.02*** or ***5.103.02***, depending on floor area.

   b. For a Type I review, the criteria of ***Section 3.107.04.B*** shall be read as "***shall***" and shall be applied as standards.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

c. For a Type II or III review, the criteria ***Section 3.107.04.B*** shall be read as "***should***" and shall be applied as guidelines.

2. Exterior Remodel of an Existing Single Family or Duplex Dwelling. The exterior remodel of the facade or roof of an existing single family or duplex that faces a street within the NCOD shall be subject to a Type II architectural review following the procedures of ***Section 5.102.02***.

The criteria of ***Section 3.107.04.B*** shall be read as "***should***" and shall be applied as guidelines.

B. Design Guidelines and Standards.

1. The proposed construction ***should/shall*** provide architectural details, such as dormers, bays, bracketing, cornices and trim, to add aesthetic visual interest and detail.

2. The design ***should/shall*** minimize the negative visual impact of on-site automobile parking within the district by orienting garage openings so that they do not front directly onto a public street. An attached garage opening should either be located a minimum of ten (10) feet back of the building facade or the garage should be detached.

3. New structures and additions to existing ones ***should/shall*** be no higher than 35 feet.

4. Long, flat facades on buildings ***should/shall*** be avoided. Buildings ***should/shall*** not be more than 50 feet wide.

5. The character of single family and duplex roofs shall be maintained. The roof pitch ***should/shall*** range between 6/12 and 12/12.

6. The main entrance of a dwelling ***should/shall*** face the street and be covered with a roof.

7. Windows in the building ***should/shall*** be wood sash with trim that is at least 5-1/2 inches wide. No pane of glass ***should/shall*** be any larger than 30 inches wide by 84 inches high. Glass ***should/shall*** be clear or stained.

8. Horizontal wood siding, brick or stucco ***should/shall*** be used for exterior

Note:
Read as "***should***," the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall***," the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

finishes. For building additions the exterior finish ***should/shall*** be of the same style and character as the existing building.

9. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height, ***should/shall*** be constructed on the perimeter property line of the development where the abutting use is commercial or industrial and no comparable buffer exists.

3.107.05 Guidelines and Standards for Medium Density Residential Buildings

A. Applicability.

Pursuant to ***Section 1.102***, "Medium Density Residential Building" means any building where the predominant use is multiple family, nursing care or assisted care residential.

At the time of application, the applicant shall choose whether the review will be conducted as a Type I review following the procedures of ***Section 5.101.01*** or as a Type II or III review following the applicable procedures of ***Section 5.102.02*** or ***5.103.02***, depending on floor area.

1. For a Type I review, the criteria of ***Section 3.107.04.B*** shall be read as "***shall***" and shall be applied as standards.

2. For a Type II or III review, the criteria ***Section 3.107.04.B*** shall be read as "***should***" and shall be applied as guidelines.

B. Open Space Guidelines and Standards.

1. Common Open Space and Facilities.

   a. Common open space and facilities consist of the site area and facilities not devoted to dwellings, parking, streets, driveways or storage areas that are available for use by all residents of a development.

   b. Required yard setbacks ***should/shall*** be included as common open space.

   c. Open Space and Facility Design Guidelines and Standards.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

1) A minimum of 30 percent of the net site area of each medium density residential development ***should/shall*** be permanently designated for use as common open space and facilities.

2) The common area ***should/shall*** include at least one open space containing 2000 sq. ft., with a minimum width of 36 feet.

3) Recreation Areas and Facilities. Facilities to accommodate children's and/or adult recreation, meeting or education activities ***should/shall*** be provided at a ratio of 36 sq. ft. of outdoor, or 12 sq. ft. of indoor, common area per dwelling unit or living unit. The minimum improved common area for this purpose ***should/shall*** be 720 square feet of outdoor or 240 sq. ft. indoor space. The space for such improvements may be counted as part of the common area required by ***Section 3.107.05.B.1.c.2).*** at a 1:1 ratio for outdoor space and 3:1 ratio for indoor space.

2. Private Open Space.

a. Ground Level Courtyard

1) Medium density dwelling units sited on the finished grade, or within 5 feet of the finished grade, ***should/shall*** have 96 square feet of semi-enclosed, private open space, with no dimension less than 6 feet.

2) Ground level private open space ***should/shall*** be visually and physically separated from common open space through the use of perimeter landscaping or fencing.

b. Balcony

Medium density dwelling units sited more than 5 feet from the finished grade (a balcony) ***should/shall*** have 48 square feet of private open space, with no dimension less than 6 feet.

C. Architectural Design Guidelines and Standards.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

1. Building Mass and Facade.

   a. Medium density residential buildings ***should/shall*** have no dimension greater than 150 feet.

   b. Every two attached medium density residential dwelling units ***should/shall*** be offset by at least 4 feet in depth.

   c. Adjacent medium density residential buildings located within 28 feet of a property line, ***should/shall*** vary the setback at least 4 feet.

   d. A flat roof, or the ridge of a sloping roof, for a medium density residential building ***should/shall*** not exceed a horizontal length of 100 feet without providing a difference in elevation of at least 4 feet.

   e. Medium density residential buildings ***should/shall*** incorporate a porch or recessed entry for each ground level dwelling unit. Covered porches and entries should average at least 30 feet square per unit, with no dimension less than 6 feet.

   f. All habitable rooms, except bath rooms, facing a required front yard ***should/shall*** incorporate windows.

   g. Stair cases providing access above the first floor level ***should/shall*** not be visible from a street.

2. Building Materials, Texture and Color.

   a. The exterior finish for at least 90 percent of the facade ***should/shall*** be:

      1) Either siding, brick or stucco. Plain concrete, corrugated metal, plywood and sheet press board ***should/shall*** not be used as exterior finish material; and

      2) Either white, tinted with a minimum of 10 parts per 100 of white, or shaded with a minimum of 10 parts per 100 of black or brown. "Flourescent," "day-glo," or any similar

Note:
Read as "***should***," the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall***," the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

bright color ***should/shall*** not be used on the facade.

b. The roofing material for medium density dwellings ***should/shall*** be either composition shingles; clay or concrete tile; metal; or cedar shingles or shakes. Composition shingles ***should/shall*** be architectural style with a certified performance of at least 25 years.

3. Pedestrian Circulation.

a. Connection with Buildings and Streets. The internal pedestrian system in medium density residential developments ***should/shall*** connect to other areas of the site, to other building entrances and to adjacent streets.

b. When a residential building is sited within 24 feet of a street right of way, the building ***should/shall*** contain entrances directly accessible from the street.

4. Parking. Fifty percent of the required parking ***should/shall*** be covered by garages.

5. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height, ***should/shall*** be constructed on the perimeter property line of the development where the abutting use is commercial or industrial and no comparable buffer exists.

6. Sidewalk Location and Street Trees. Sidewalks ***should/shall*** be located at the property line along streets with street trees, ***Section 3.106***. . [Section 3.107.05.C as amended by Ordinance No. 2383, §47, passed March 16, 2005.]

3.107.06 Guidelines and Standards for Non-Residential Structures in RS, R1S, RM, CO, CG and P/SP Zones

A. Applicability.

The following design guidelines shall be applicable to all non-residential structures and buildings in the RS, R1S, RM, CO, CG and P zones.

B. Architectural Design Guidelines.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

1. Mass & Bulk Articulation Guidelines.

   a. Building facades visible from streets and public parking areas ***should*** be articulated in order to avoid the appearance of box-like structures with unbroken wall surfaces.

   b. The appearance of exterior walls ***should*** be enhanced by incorporating three dimensional design features, including the following:

      1) Public doorways and/or passage ways through the building.

      2) Wall offsets and/or projections.

      3) Variation in building materials and/or textures.

      4) Arcades, awnings, canopies and/or porches.

2. Materials and Textures Guidelines.

   a. Building exteriors ***should*** exhibit finishes and textures that reduce the visual monotony of bulky structures and large structural spaces; enhance visual interest of wall surfaces and harmonize with the structural design.

   b. The appearance of exterior surfaces ***should*** be enhanced by incorporating the following:

      1) At least 30% of the wall surface abutting a street ***should*** be glass.

      2) All walls visible from a street or public parking area ***should*** be surfaced with wood, brick, stone, designer block, or stucco or with siding that has the appearance of wood lap siding.

      3) The use of plain concrete, plain concrete block, corrugated metal, plywood, T-111 and sheet composite siding as

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

exterior finish materials for walls visible from a street or parking area ***should*** be avoided.

4) The color of at least 90 percent of the wall, roof and awning surface visible from a street or public parking area ***should*** be an "earth tone" color containing 10 parts or more of brown or a "tinted" color containing 10 parts or more white. Flourescent, "day-glo," or any similar bright color ***should not*** be used on the building exterior.

3. Multi-planed Roof Guidelines.

a. The roof line at the top of a structure ***should*** establish a distinctive top to the building.

b. The roof line ***should not*** be flat or hold the same roof line over extended distances. Rather the roof line ***should*** incorporate variations, such as:

1) Offsets and/or jogs in the plane of the roof.

2) Changes in the height of the exterior wall for flat roof buildings, including parapet walls with variations in elevation and/or cornices.

4. Roof Mounted Equipment Guidelines. All roof mounted equipment, EXCEPT solar collectors, ***should*** be screened from view from streets abutting the building site by:

a. Locating roof mounted equipment below the highest vertical element of the building; or

b. Screening roof top equipment using materials of the same character as the structure's basic materials.

5. Weather Protection Guidelines. All building faces abutting a street or a public parking area ***should*** provide weather protection for pedestrians. Features to provide this protection should include:

a. A continuous walkway at least 8 feet wide along the face of the

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

building utilizing a roof overhang, arcade, awnings and/or canopies.

b. Awnings and canopies that incorporate the following design features:

1) Angled or curved surfaces facing a street or parking area.

2) A covering of canvas, treated canvas, awning fabric, or matte finish vinyl.

3) A constant color and pattern scheme for all buildings within the same development.

4) No internal back lighting.

6. Landscaping and Screening Guidelines. The landscaping required by the standards of the ***WDO should*** be augmented to address site specific visual impacts of abutting uses and the visual character of the surrounding area.

7. Design Character Guidelines. Standardized or characteristic "corporate" and "franchise" design elements ***should*** be refined to reduce domination of the visual environment by corporate icons.

8. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height:

a. ***Should*** be constructed on the perimeter property line of non-residential development to mitigate adverse visual, noise and/or light impacts on the abutting use when no comparable buffer exists, and

b. ***Shall*** be constructed where the standards of the underlying zone require such a wall for a non-residential use in, or abutting, a RS, R1S, or RM zoning district.

9. Sidewalk Location and Street Trees. Sidewalks ***should*** be located at the property line along streets with street trees, ***Section 3.106***.

10. Solar Access Protection. Obstruction of existing solar collectors on abutting properties by site development ***should*** be mitigated.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

C. Site and Building Access Guidelines.

1. Access to and from the site and circulation within the site ***should*** separate facilities for cars, trucks and transit from those for bicycles and pedestrians.

2. Site access in compliance with ***Section 3.104 should*** be augmented by the following considerations:

a. Vehicle Access.

1) Vehicle access points ***should*** be identified by accentuated landscaped areas, by entrance throats designed to control access from abutting parking and by monument type entrance signs.

2) New parking lots abutting major streets ***should*** connect internally with the parking lots of abutting commercial uses or land zoned for commercial use.

b. Pedestrian Access and Circulation.

1) The buildings ***should*** be linked to the sidewalks on abutting streets by internal pedestrian ways. Such pedestrian ways should be either raised or delineated by distinctive pavers.

2) Parking areas ***should*** be designed in multiples of no more than 50 spaces separated by landscaped buffers or raised pedestrian ways in order to minimize negative visual impacts associated with expansive parking.

D. Building Location Guidelines. [Section 3.107.06.D as amended by Ordinance No. 2383, §48, passed March 16, 2005.]

1. Within the prescribed setbacks, building location and orientation ***should*** compliment abutting uses and development patterns.

2. The maximum yard abutting a street should be 150 feet.

E. Parking Location Guidelines.

Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

Off street parking between the architectural front of a building and the setback line abutting street ***should*** be limited to a depth of not more than 130 feet.

F. Design Standards.

1. Outdoor Storage Standards. Outdoor storage, when permitted, ***shall*** be screened from the view of abutting streets by a solid brick or architectural block wall not less than 6, nor more than 9 feet in height.

2. Outdoor Lighting Standards. All outdoor lighting ***shall*** be designed so that:

   a. Parking areas are evenly illuminated at ground level at one foot candle;

   b. Entrance and loading areas are illuminated at ground level of two foot candles;

   c. Illumination does not shine or reflect into any adjacent residentially zoned or used property; and

   d. Lighting does not cast a glare onto moving vehicles on any public street.

3.107.07 Design Guidelines and Standards for the DDC Zone

A. Applicability and Procedure.

The following guidelines and standards shall be applicable to the Downtown Development and Conservation (DDC) zone The Woodburn Downtown Association (WDA) shall be notified as an interested party in conjunction with design review within the DDC zone.

B. Design Guidelines for New Development.

1. Site Design Guidelines. All new development ***should*** comply with the following site design guidelines.

   a. Building placement. Buildings ***should*** occupy a minimum of 50 percent of all street frontages along public streets. Buildings should

Note:
Read as "***should***," the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall***," the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

be located at public street intersections.

b. Building setback. The minimum setback from a public street right of way may be 0 feet, the maximum building setback ***should*** be 10 feet.

c. Front setback and setback abutting a street design. Landscaping, an arcade, or a hard-surfaced expansion of the pedestrian path ***should*** be provided between a structure and a public street.

1) Setbacks abutting a street ***should*** be 5 feet in depth or equal to the building setback, whichever is greater. The setback ***should*** be landscaped at a planting density of five (5) planting units per 20 square feet to the street tree standards of ***Table 3.1.5***.

2) Setbacks abutting and alleyway ***should*** be landscaped to the street tree standards of ***Section 3.106.03.A.1***.

3) Hard-surfaced areas ***should*** be constructed with scored concrete or modular paving material. Benches and other street furnishings ***shall*** be encouraged.

d. Walkway connection to building entrances. A walkway connection ***should*** connect a building entrance and a public street. This walkway ***should*** be at least six (6) feet wide and be paved with scored concrete or modular paving materials. Building entrances at corners near a public street intersection ***shall*** be encouraged.

e. Parking location and landscape design. Parking for buildings or phases adjacent to public street rights of way ***should*** be located to the side or rear of newly constructed buildings. When located abutting a street, off street parking ***should*** be limited to 50 percent of the street frontage. Setbacks abutting a street ***should*** be 5 feet in depth or equal to the building setback, whichever is greater. The setback ***should*** be landscaped at a planting density of five (5) planting units per 20 square feet to the street tree standards of ***Section 3.106.03.A.1***.

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Note:
Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

f. Interior side and rear yards setbacks ***should*** be landscaped to the street tree standards of ***Section 3.106.03.A.1.b***.

g. Any open area not used for building space ***should*** be landscaped in compliance with ***WDO*** standards and guidelines.

2. New Building Architectural Design Guidelines and Standards.

a. Applicability.

1) All non-residential buildings shall comply with the following design guidelines (read as "***should***").

2) At the time of application, the applicant shall choose whether the review of new residential buildings shall be conducted as a Type I review following the procedures of ***Section 5.101.01*** or as a Type II or III review following the procedures of ***Section 5.102.02*** or ***5.103.02***, depending on floor area.

a) For a Type I review, the criteria of ***Section 3.107.04.B*** shall be read as "***shall***" and shall be applied as standards.

b) For a Type II or III review, the criteria ***Section 3.107.04.B*** shall be read as "***should***" and shall be applied as guidelines.

b. Architectural Design Guidelines and Standards.

1) Ground floor window. All street-facing building elevations that are set back 10 feet or less from a public street ***should*** include a minimum of 50 percent of the ground floor wall area with windows, display areas or doorway openings. The ground floor wall area ***shall*** be measured from three feet above grade to nine feet above grade the entire width of the street-facing elevation. The ground floor window requirement ***should*** be met within the ground floor wall area and for glass doorway openings to the ground level. Up to

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Read as "***should,***" the criteria reflect "guidelines" applicable to an application submitted for review by a Type II or III procedure.
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50 percent of the required ground floor window area on a particular street-facing building elevation *may* be met on an adjoining building elevation when the adjoining elevation is also street-facing and setback 10 feet or less.

2) Building facades. No building facade ***should/shall*** extend for more than 300 feet without a pedestrian connection between or through the building. Facades that face a public street ***should/shall*** extend no more than 50 feet without providing at least one of the following features:

   a) A variation in building material;

   b) A building off-set of at least 1 foot;

   c) A wall area that is entirely separated from other wall areas by a projection, such as an arcade; or

   d) By other design features that reflect the building's structural system.

3) Weather protection. Weather protection for pedestrians, such as awnings, canopies and arcades. ***should/shall*** be provided at building entrances. Weather protection ***shall*** be encouraged along building frontages abutting a public sidewalk or a hard-surfaced expansion of a sidewalk, and along building frontages between a building entrance and a public street or access way. Awnings and canopies ***should/shall not*** be back lit.

4) Building materials. Corrugated metal, plywood, sheet press board or vinyl siding ***should/shall not*** be used as exterior finish material. Plain concrete block and plain concrete ***should/shall not*** be used as exterior finish material EXCEPT as a foundation material where the foundation material ***should/shall not*** revealed for more the 2 feet.

5) Roofs and roof lines. EXCEPT in the case of a building entrance feature, roofs ***should/shall*** be designed as an

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extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs ***should/shall not*** be used.

6) Roof-mounted equipment. All roof-mounted equipment ***should /shall*** be screened from view from adjacent public streets. Satellite dishes and other communication equipment ***should/shall*** be set back or positioned on a roof so that exposure from adjacent public streets is minimized. Solar heating panels ***shall/shall*** be exempt from this guideline.

C. Architectural Design Guidelines For the Exterior Alteration of Existing Buildings

1. General Scope. An application for exterior alteration of an existing building should be approved if the change or the treatment proposed is determined to be harmonious and compatible with the appearance and character of the building and should not be approved if found to be detrimental to or otherwise adversely affecting the architectural significance, integrity, historic appearance, or historic value of the building.

2. Design Guidelines. The following guidelines shall apply to the exterior alterations to existing buildings:

a. Retention of original construction. So far as possible, all original exterior materials and details ***should*** be preserved or reproduced to match the original.

b. Height. Additional stories ***may*** be added to buildings provided that:

1) The added height complies with requirements of the state Building Code; and

2) The added height does not alter the traditional scale and proportions of the building style; and

3) The added height is visually compatible with adjacent buildings.

c. Bulk. Horizontal additions ***may*** be added to buildings provided that:

1) The building of the addition does not exceed that which was traditional for the building style; and

2) The addition maintains the traditional scale and proportion of the building; and

3) The addition is visually compatible with adjacent buildings.

d. Visual Integrity of Structure. The lines of columns, piers, spandrels, and other primary structural elements ***should*** be maintained so far as practicable.

e. Scale and Proportion. The scale and proportion of altered or added building elements, the relationship of voids to solid (windows to wall) ***should*** be visually compatible with the traditional architectural character of the building.

f. Material, Color and Texture. The materials, colors and textures used in the alteration or addition ***should*** be fully compatible with the traditional architectural character of the historic building. In general colors ***should*** be emphasized as follows: darker colors for window sashes; medium for building; and lightest for window trim and detailing.

g. Lighting and Other Appurtenances. Exterior lighting and other appurtenances, such as walls, fences, awnings, and landscaping ***should*** be visually compatible with the traditional architectural character of the building.

[Section 3.107.07D repealed by Ordinance No.. 2359, §17, passed March 22, 2004.]

3.107.08 Design Guidelines for IP and IL Zones

A. Applicability.

The following design guidelines shall apply to all structures and buildings in the IP

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and IL zones.

B. Design Guidelines.

1. Loading.

a. Loading facilities ***should*** be located at the rear or side of structures to reduce their unsightly appearance.

b. Loading facilities located on the front or side of a structure, the visual impact from the abutting street ***should*** be mitigated by:

1) Offsetting the location of the driveway entrance and the loading dock; and

2) Screening the loading area with a sight obscuring fence, wall or hedge.

3) Loading areas should be located on the site so that backing onto or off the street frontage is not required.

2. Outdoor Storage. Outdoor storage, when permitted, ***should*** be screened from the view of abutting streets by a solid brick or architectural block wall not less than 6, nor more than 9 feet in height.

3. Outdoor Lighting. All outdoor lighting ***should*** be designed so as not to shine or reflect into any adjacent residentially zoned or used property, and shall not cast a glare onto moving vehicles on any public street.

4. Energy Efficiency. Building and location, orientation, and design ***should*** encourage energy conservation and solar access.

5. Building Bulk and Scale. Long blank walls abutting streets ***should*** be avoided. The visual impact of building and scale ***should be*** reduced by:

a. Articulating building facades;

b. Landscaping the area abutting building walls, including plant materials that provide vertical accents;

c. Tying entrances to the structure to the overall mass and composition of the building;

d. Minimizing the use of smooth concrete, concrete block and all types of metal siding;

e. Shading colors with brown or black to create earth tones or tinting colors with white to soften the appearance. Day-glow, flourescent and other intense colors ***shall*** be prohibited;

f. Screening exterior building equipment, including roof top equipment, from view; and

g. Altering roof lines, constructing cornices, or parapets that offset the continuous plane of large buildings and extended building lines. [Section 3.107.08.B.5.g as amended by Ordinance No. 2383, §49, passed March 16, 2005.]

6. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height:

   a. ***Should*** be constructed on the perimeter property line of non-residential development to mitigate adverse visual, noise and/or light impacts on the abutting use when no comparable buffer exists; and

   b. ***Shall*** be constructed where the standards of the underlying zone require such a wall for a non-residential use in, or abutting, a RS, R1S, or RM zoning district.

7. Sidewalk Location and Street Trees. Sidewalks ***should*** be located at the property line along streets with street trees, ***Section 3.106***.

8. Solar Access Protection. Obstruction of existing solar collectors on abutting properties by site development ***should*** be mitigated.

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Read as "***shall,***" the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

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Note:
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Read as "***shall***," the criteria reflect "standards" applicable to an application submitted for review by a Type I procedure.

3.108 Partition and Subdivision Standards (See Figure 6.11)

3.108.01 Requirements

All partitions and subdivisions shall comply with the standards of ORS Chapter 92 and all applicable standards of the ***WDO***. The applicable requirements of the WDO include, but not limited to, the following:

A. Applicable Zoning Standards.

The standards of the underlying zone, as specified in ***Section 2.1***, including the dimensional standards for lots.

B. Applicable Development Standards.

The following standards of the ***WDO*** shall apply to a partition and to a subdivision:

1. ***Section 3.101,*** Street Standards, including street names, ***Section 3.101.I.***

2. ***Section 3.102,*** Utilities and Easements;

3. ***Section 3.103,*** General Lot Standards;

4. ***Section 3.104,*** Site Access;

5. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height, shall be constructed on the perimeter property lines of residential subdivisions where the abutting use is commercial or industrial and no comparable buffer exists; and

all other applicable requirements of the ***WDO*** as modified by ***Sections 5.102.03 and 5.103.11.***

C. Applicable Procedures.

The procedures of the ***WDO*** shall apply to a partition or subdivision, including ***Section 4.1***.

D. Application Requirements.

The application requirements of the ***WDO*** shall apply to a partition or subdivision including:

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1. ***Section 5.102.01*** for a preliminary partition approval and ***Section 5.103.09*** for a subdivision preliminary approval,

2. ***Section 5.103.05*** for a subdivision phasing plan approval, and

3. ***Section5.101.05*** for a partition final plat approval and ***Section 5.101.09*** for a subdivision final plat approval.

E. Description of Applicable Exhibits.

Section 6.101 provides uniform guidelines regarding the exhibits necessary for a land division application.

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3.109 Planned Unit Development Standards (See Figure 6.11)

3.109.01 Types of PUD's

A. Single Family Residential PUD.

A "Single Family Residential PUD" shall consist entirely of property zoned RS and/or R1S. All uses allowed (permitted, special, conditional, specific conditional and accessory] by the underlying zone shall be allowed.

B. Mixed Use PUD.

A "Mixed Use PUD" shall include land zoned either RM, CO, CG, IP or IL, and may include land zoned RS or R1S. All uses allowed (permitted, special, conditional, specific conditional and accessory] by the underlying zone shall be allowed.

3.109.02 Flexible Standards

The design of a PUD plan may be flexible to the extent that it provides for the following design elements in compliance with stated minimum standards. The minimum standards of the ***WDO*** stated below shall supercede the standards of the underlying zone for a PUD. [Section 3.109.02 as amended by Ordinance No. 2383, §50, passed March 16, 2005.]

A. Minimum PUD Site Area.

A PUD shall comprise a minimum of 5.0 acres under single ownership or control.

B. Minimum Lot Standards in an RS zone.

1. The minimum single family dwelling lot area shall be as follows:

a. Without common open space:

1) 6,000 sq. ft. for an interior, flag or cul de sac lot; and

2) 8,000 sq. ft. for a corner lot

subject to the dimensional standards of *Section 2.102.06*.

b. With common open space:

1) 5,000 sq. ft. for an interior lot, flag or cul de sac, subject to

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the dimensional standards of ***Section 2.102.06***. EXCEPT for the following modified standards:

a) Minimum lot width: 55 feet.

b) Minimum average lot depth: 90 feet; and

2) 7,000 sq. ft. for a corner lot, subject to the dimensional standards of ***Section 2.102.06***. EXCEPT for the following modified standards:

a) Minimum lot width: 75 feet.

b) Minimum average lot depth: 90 feet

2. The minimum duplex dwelling lot size, as a Special Use, shall be as follows:

a. Without common open space; 12,000 sq. ft.

b. With common open space; 10,000 sq. ft.

C. Residential Density Standards.

1. RS or R1S zone: The maximum residential density shall be 6 dwelling units per gross acre.

2. RM, CO or CG zone. The maximum residential density shall be as follows:

a. Multiple Family: A maximum of 16 dwelling units per net acre.

b. Nursing Care and Assisted Care: A maximum of 32 living units per net acre.

c. Manufactured Dwellings in a MDP within a RM zone: A maximum of 12 dwelling units per net acre.

D. Common Ownership of Land and Facilities within any Zone.

1. A Property (Home) Owners Association and CC&R's for maintenance shall be required when a PUD includes common land or facilities.

2. Minimum Common Area.

a. RS or R1S zone.

1) No minimum common area shall be required when residential density is 4 dwellings or less per gross acre.

2) When common area is provided, a minimum ratio of 0.1 acre per acre of PUD shall be required;

3) A minimum of 0.5 acres of common area shall be required when a common area is provided. The minimum width of a common area shall average 100 feet.

4) Common areas shall be one or more of the following types:

a) Natural Areas. Natural areas shall be significant natural resources, including wetlands, creek corridors, woodlands, flood ways, meadows conserved in a virtually undeveloped state. The intent of any man-made improvements should be to enhance opportunities for viewing, studying and other measures to increase the passive enjoyment of the natural setting. Improvements may include paths, educational signs, view points.

b) Activity Areas. Activity areas shall be common open space designated, designed and improved for active recreational use. Improvements should accommodate and stimulate active use and may include playgrounds, swimming pools, tennis courts, bar-b-ques and picnic facilities.

c) Landscaped Areas. Landscaped areas are areas of common open space that are designed and improved for passive use and visual enhancement. Typical improvements include lighted paths, benches, fountains and other water features, signs identifying plant materials, and formal and informal gardens.

b. Medium Density Residential Buildings. The applicable open space and common area requirements of ***Section 3.107.05*** shall apply.

c. All other uses. The common area requirements of the underlying zone shall apply.

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E. Architectural Review.

If the hearings authority finds that the CC&R's comprehensively address the intent of all applicable factors in ***Section 3.107***, the hearings authority may approve the CC&R's to supercede City architectural design review requirements, ***Section 3.107*** and procedures in ***Section 5.101.01***.

F. Dimensional Standards.

1. The minimum setback for a yard abutting a street in an RS or R1S shall be 10 feet EXCEPT that a 20 by 10 foot parking pad shall be provided abutting each garage (or carport for a manufactured home) entrance.

2. The minimum setback for an interior rear yard in an RS, R1S or RM zone shall be 20 feet minimum.

3. Off street parking: The narrower local street standards of ***Section 3.101*** may be applied in compliance with the requirements for compensating common, off street parking.

G. Applicable Standards.

The following standards of the ***WDO*** shall apply to a PUD:

1. The underlying use zone, or zones of ***Section 2.1***;

2. ***Section 3.101,*** Street Standards, including street names, ***Section 3.101.I***;

3. ***Section 3.102,*** Utilities and Easements;

4. ***Section 3.103,*** General Lot Standards;

5. ***Section 3.104,*** Access;

6. Buffer Wall. A solid brick or architectural wall with anti-graffiti surface, no less than 6 feet or greater than 7 feet in height, shall be constructed on the perimeter property lines of residential subdivisions where the abutting use is commercial or industrial and no comparable buffer exists;

7. ***Section 3.109.01***; and

all other applicable requirements of the ***WDO*** as modified by ***Sections 3.109.02, 5.102.03 and 5.103.11.***

H. Applicable Procedures.

The procedures of the ***WDO*** shall apply to a PUD, including ***Section 4.1***.

I. Application Requirements.

The application requirements of the ***WDO*** shall apply to a PUD, including:

a. ***Section 5.103.07*** for a PUD preliminary plan approval,

b. ***Section5.103.06*** for a PUD design plan final approval.

c. ***Section 5.103.05*** for a PUD phasing plan approval, and

d. ***Section 5.101.06*** for a PUD final plan approval.

J. Description of Applicable Exhibits.

Section 6.101 provides uniform guidelines regarding the exhibits necessary for a PUD application.

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3.110 Signs [Section 3.110 (Signs) added by Ordinance No. 2359, §1, passed March 22, 2004.]

3.110.01 Purpose

These regulations balance the need to protect the public safety and welfare, the need for a well maintained and attractive community, and the need for adequate identification, communication and advertising. The regulations for signs have the following specific objectives:

A. To ensure that signs are designed, constructed, installed and maintained according to minimum standards to safeguard life, health, property and public welfare;

B. To allow and promote positive conditions for sign communication while at the same time avoiding nuisances to nearby properties;

C. To reflect and support the desired character and development patterns of the various zones, overlay zones, and plan districts and promote an attractive environment;

D. To allow for adequate and effective signs in commercial and industrial zones while preventing signs from dominating the appearance of the area;

E. To improve pedestrian and traffic safety; and

F. To ensure that the constitutionally guaranteed right of free speech is protected.

The regulations allow for a variety of sign types and sizes for a site. The provisions do not ensure or provide for every property or business owner's desired level of visibility for the signs. The sign standards are intended to allow signs to have adequate visibility from streets and rights-of-way that abut a site, but not necessarily to streets and rights-of-way farther away.

3.110.02 Applicability

Section 3.110 states the standards for the number, size, placement, and physical characteristics of signs. This section applies to signs in all zoning districts within the City of Woodburn. Other regulations in the City Code may also apply to signs.

No sign shall be placed or constructed on any property within the City of Woodburn that is not in compliance with **Section 3.110** or other applicable provisions of the WDO. Proposals for signs where the code is silent, or where the rules of **Section 3.110** do not

provide a basis for concluding that the sign is allowed, are prohibited.

3.110.03 Definitions

Words used in **Section 3.110** shall have their normal dictionary meaning unless they are listed in **Section 3.110.03** below or in **Section 1.102**. Words listed in **Section 3.110.03** have the specific meaning stated or referenced, unless the context clearly indicates another meaning.

Area of sign: Sign area is measured by drawing no more than four straight lines around and enclosing each cabinet or sign display surface; these shall be summed and then totaled to determine total area. No more than three cabinets or sign display surfaces or any combination thereof may be used to calculate the total sign area on any freestanding sign or for each tenant's signage on a building wall. The measurable area shall not include embellishments such as pole covers, decorative roofing, foundation or supports provided there is no written advertising copy, symbols or logos on such embellishments. The area of a sign shall include any symbol, material, lighting, or color forming an integral part of the background of the display or used to differentiate the sign from the backdrop or structure against which it is placed.

Sign area includes only one side of a multi-sided sign, regardless of the presence of sign copy on both or all sides. Where a sign is of a three dimensional, round or irregular solid shape, the largest cross section shall be used in a flat projection for the purpose of determining sign area.

The areas of all signs in existence at the time of enactment of this ordinance, whether conforming or nonconforming, shall be counted in determining permitted sign area.

Awning: A shelter projecting from, and supported by, the exterior wall of a building on a supporting framework. The awning may be constructed of rigid or non-rigid materials.

Bench: A seat located upon or adjacent to public property for the use of a combination of passersby or persons awaiting transportation.

Boundaries of the Site: The area inside the legal lot lines of a site and does not include any property in the public right of way.

Building Code: The most current edition of the Oregon State Structural Specialty Code.

Building Frontage: Building elevations that front on a public street, alley or parking lot. Building frontage shall be measured as the length of a straight line extending horizontally between the exterior building walls of a single tenant building or the midpoint of the separation walls between individual tenant spaces in a complex.

Canopy: A permanent unenclosed roof structure for the purpose of providing shelter to patrons in automobiles.

Complex: Any group of two or more buildings, or individual businesses within a single building provided at least two of the businesses have separate exterior entrances, on a site that is planned and developed to function as a unit and which has common on-site parking, circulation and access. A complex may consist of multiple lots or parcels that may or may not be under common ownership.

Director: Woodburn Director of Community Development or his/her designated representative.

Display Surface: The area made available by the sign structure for the purpose of displaying a message. The display surface includes the area of the message and the background.

Eave: The overhanging lower edge of a roof.

Glare: Illumination of a sign that either directly, or indirectly from reflection, causes illumination on other properties or right of way in excess of a measurement of 0.5 foot candles of light measured at the property line.

Height: Height is measured from the lowest point of the grade below the sign (excluding artificial berm) to the topmost point of the sign.

Marquee: A permanent roofed structure attached to and supported by a building, and projecting out from a building wall, or over public access, but not including a canopy or awning.

Premises: The land and buildings contained within the boundaries of a single tenant site or complex.

Property Owner or Lessee: An individual, corporation, partnership, or other legal entity shown on county records as the owner or contract purchaser of the property, or is named as the lessee in a lease agreement regarding the property.

Sign: Materials placed or constructed, or light projected, that conveys a message or image or is used to inform or attract the attention of the public. Some examples of 'signs' are materials or lights meeting the definition of the preceding sentence and which are commonly referred to as signs, placards, A-boards, posters, billboards, murals, diagrams, banners, flags, or projected slides, images or holograms. The scope of the term 'sign' does not depend on the content of the message or image conveyed. Specific definitions for signs regulated in **Section 3.110** include the following:

A-Frame Sign: A double faced temporary sign constructed with an A-shaped frame, composed of two sign boards attached at the top and separate at the bottom, not permanently attached to the ground, but secured to the ground or sufficiently weighted to prevent the sign from being blown from its location or easily moved.

Awning Sign: A sign attached to or incorporated into an awning or an awning that is internally illuminated.

Balloon: An inflatable device less than 36 inches in diameter and anchored by some means to a structure or the ground.

Banner Sign: A sign made of fabric or other non-rigid material with no enclosing framework.

Bench Sign: A sign on an outdoor bench.

Blimp: An inflatable device 36 inches or greater in diameter and anchored by some means to a structure or the ground.

Changing Image Sign: Any sign, display, device, or portions thereof which is designed to have the capability of movement or give the semblance of movement of the whole or any part of the sign or that displays any artificial light which is not maintained stationary or constant in intensity and color at all times when such signs are in use or through some other automated method, results in movement, the appearance of movement or change of sign image or text. Such signs include but are not limited to electronic signs including LED, LCD, video or other automatic changeable display, rotating and revolving signs, readerboard signs, flashing signs, and wind driven signs including flags, pennants, and streamers.

Directory: A sign located in a complex that lists tenants and corresponding addresses located within the complex.

Externally Illuminated Sign: A sign where the light source is separate from the sign and is directed so as to shine on the exterior of the sign.

Flag: A sign made of fabric or other similar non-rigid material supported or anchored along only one edge or supported or anchored at only two corners.

Flashing Sign: A sign incorporating intermittent electrical impulses to a source of illumination or revolving in a manner which creates the illusion of flashing or which changes colors or intensity of illumination at intervals of more than once in

any 60 second period.

Freestanding Sign: A sign wholly supported by a sign structure in the ground (e.g., monument signs, pole signs).

Historical Marker: A plaque or sign erected and maintained on property, a building, or structure by an organization that is recognized for routinely identifying sites, buildings, or structures of historical value.

Internally Illuminated Sign: A sign where the light source is contained within the sign and is directed so as to shine on the interior of the sign.

Lawn Sign: A temporary freestanding sign made of lightweight materials such as cardboard or vinyl that is supported by a frame, pole, or other support structure placed directly in the ground without foundation or other anchor.

Menu Board: A sign placed adjacent to a designated drive-thru lane of a drive-thru service establishment.

Monument Sign: A low profile freestanding sign that is placed on a solid base that extends a minimum of one-foot above the ground and extends at least 75 percent of the length and width of the sign. The aboveground portion of the base is considered part of the total allowable height of a monument sign.

Off-Premises Sign: A sign designed, intended or used to advertise, inform or attract the attention of the public as to:

a. Goods, products or services which are not sold, manufactured or distributed on or from the premises on which the sign is located;
b. Facilities not located on the premises on which the sign is located; or
c. Activities not conducted on the premises on which the sign is located.

Pennant: A lightweight plastic, fabric, or other material, whether or not containing a message of any kind, suspended from a rope, wire, or string, usually in series, designed to move in the wind.

Permanent Sign: Any sign other than a temporary sign.

Pole Sign: A freestanding sign which exceeds eight feet in height.

Portable Sign: A sign that is not affixed to a structure or the ground in a permanent manner and that may be moved easily from place to place.

Projecting Sign: A sign, other than a wall sign, that projects from, and is supported by a roof or wall of a building or structure and is generally at right angles to the building.

Readerboard Sign, Electronic Changeable Copy: A permanent sign on which copy can be changed electronically by using patterns of lights that may be changed at intervals not exceeding one change in copy or display, or intensity or color of lighting in any 60 second period.

Readerboard Sign, Mechanical Changeable Copy: A permanent sign on which copy can be changed manually in the field.

Roof sign: Any sign erected upon or extending above or over the eave or roof of any building or structure. A sign erected upon a roof which does not vary more than 20 degrees from vertical shall be regulated as a wall sign.

Subdivision Sign: A sign located on land in a recorded subdivision containing 10 lots or more.

Suspended Sign: A sign suspended from the underside of a canopy, awning, arcade, marquee, or other roofed open structure and oriented to pedestrian traffic.

Temporary Sign: A sign that is not permanently affixed or attached to a building, structure, or the ground. Temporary signs include, but are not limited to A-frames, banners, flags, pennants, balloons, blimps, streamers, lawn signs, and portable signs.

Unsafe sign: A sign constituting a hazard to safety or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, disaster, damage, abandonment or inability to meet lateral and/or vertical loads as determined by the City of Woodburn Building Official.

Wall Sign: Any sign attached to or erected against the wall of a building or structure or attached to or erected against a roof which does not vary more than 20 degrees from vertical, with the exposed face of the sign in a plane parallel to the plane of the wall or roof and which does not project more than 18 inches from the wall or roof.

Window Sign: A sign that is placed inside a building (such as placement on a windowsill) within six inches of a window or attached to the inside of a window.

Sign Maintenance: Normal care needed to keep a sign functional such as painting, cleaning, oiling, and changing light bulbs. Does not include an alteration to the sign.

Sign Repair: Fixing or replacement of broken or worn parts. Replacement includes comparable materials only. Repairs may be made with the sign in position or with the sign removed.

Sign Structure: The structure, supports, uprights, braces, framework and display surfaces of a sign.

Single Tenant Site: A development that is not a complex.

Street Frontage: The portion of a site that abuts a public street.

Structural Alteration: Modification of a sign or sign structure that affects size, shape, height, or sign location; changes in structural materials; or replacement of electrical components with other than comparable materials. The replacement of wood parts with metal parts, the replacement of incandescent bulbs with light emitting diodes (LED), or the addition of electronic elements to a non-electrified sign are examples of structural alterations. Structural alteration does not include ordinary maintenance or repair, repainting an existing sign surface, including changes of message or image, exchanging painted and pasted or glued materials on painted wall signs, or exchanging display panels of a sign through release and closing of clips or other brackets.

Vision Clearance Area: See **Section 3.103.10**.

3.110.04 Sign Permit Required

A. A sign permit is required to erect, replace, construct, relocate, or alter a sign, unless such sign or action is exempt under **Section 3.110.11**. The Director shall issue a sign permit if the applicant files an application, filing fee, and plans which demonstrate full compliance with all provisions of **Section 3.110** and other applicable city regulations.

B. Sign maintenance, sign repair and changing of a sign display surface is allowed without obtaining a sign permit so long as structural alterations are not made and the sign display surface is not increased in size.

C. A building permit shall be obtained for any signs where the sign installation is regulated under the Building Code.

D. An electrical permit shall be obtained for all illuminated signs, subject to the provisions of the State Electrical Code.

E. The Director may require application for sign permits for any existing signage on the premises if no existing permits previously had been approved.

3.110.05 Sign Permit Approval Process

A. Initiation of an Application.

An application for a sign permit may only be initiated by the property owner or lessee with the authorization of the property owner.

B. Application Form.

An application for a sign permit shall be made on forms as prescribed by the Director. Such an application shall be filed with the Planning Department. The application shall be accompanied by any fees as specified by City Council resolution. A sign permit application shall include the following information:

1. Sign location

2. Business name and business owner's name, address and phone number

3. Property owner's name, address, and phone number

4. Sign company name, address, and phone number

5. Contact person and phone number

6. Type of sign

7. Illustration of the proposed sign(s), existing signs and location including the following items:

    a. Site plan and/or building elevation plans drawn to scale and dimensioned showing:

        1) Existing structures
        2) Driveways
        3) Streets and right of ways
        4) Existing signs
        5) Proposed sign
        6) Existing property lines

    b. Proposed sign drawn to scale and dimensioned, showing (as applicable):

1) Total height from the ground
2) Width
3) Depth
4) Area of sign in square feet
5) Size and style of letters
6) Colors
7) Type of illumination
8) Materials
9) Drawing of the sign on the building elevation with dimensions of the building wall

8. Signatures of the property owner or lessee. If a lessee signs, property owner authorization shall be provided.

C. Process.

1. Permits for new signs or modification of existing signs shall be processed as follows:

a. Signs subject to a sign permit, except signs listed under **Section 3.110.05.C.1.b** below, shall be processed, using the procedures, standards, and application requirements, provided in **Section 3.110**.

b. Pole signs and the placement of neon tubing on the exterior of a building shall be processed as a Type II land use application, using the application requirements of **Section 5.102.02**, except additional exhibits required under **Section 5.102.02.B** are limited to sign information required under **Section 3.110.05.B**, and using the standards and design guidelines of **Section 3.110** as approval criteria. A Type II sign application may be processed concurrently with a separate Type II or III development application.

2. After a sign application is received and deemed complete by the Director, the Director shall provide the applicant with a written decision granting or denying the application for a sign permit. For non-compliant applications, the decision shall explain the reasons why the application was denied. A decision to deny shall be mailed to the address on the application by regular mail.

3. The Director's decision under **Section 3.110.05.C.1.a** is final for purposes of appeal on the date that it is mailed or otherwise provided to the applicant, whichever occurs first. The Director's decision is not appealable locally, and is the final decision of the City.

4. A decision under **Section 3.110.05.C.1.b** may be appealed following the appeal procedure for a Type II application.

3.110.06 Expiration of Approval

Sign permit approval shall expire 180 days from the date of approval if a building permit is not issued, if required, or substantial construction of the sign has not commenced if a building permit is not required. Signs that require the issuance of a building permit shall be constructed within the time period established by the building permit. Expiration of a Type II sign application approval shall comply with **Section 4.102.03.**

3.110.07 Inspections

A. Construction Inspection.

General requirements for the inspection of signs during and following construction shall be as follows:

1. All construction work for which a permit is required shall be subject to an inspection by the Building Official in accordance with the Building Code and **Section 3.110:**

   a. A survey of the lot or parcel or proposed location for sign erection may be required by the Building Official to verify compliance of the structure with approved plans.

   b. Neither the Building Official nor the City of Woodburn shall be liable for expense or other obligations entailed in the removal or replacement of any material required to allow inspection.

2. It shall be the duty of the person doing the work authorized by a permit to notify the Building Official that such work is ready for inspection. The Building Official may require that every request for inspection be filed at least one working day before such inspection is desired.

3. The applicant shall request a final inspection when all work is completed. This inspection shall cover all items required by the Building Official under State law or City ordinances such as the locations, landscaping if required, and general compliance with the approved plans and requirements of **Section 3.110**.

B. Director's Inspection.

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The Director is authorized and directed to enforce all of the provisions of **Section 3.110**.

1. All signs for which permits are required shall be inspected by the Director.

2. Upon presentation of proper credentials, the Director may enter at reasonable times any building, structure, or premises in the City to perform any duty imposed upon the position by **Section 3.110**.

3.110.08 General Requirements

A. Landscaping: Permanent freestanding signs shall be located in a planted landscaped area which is of a size equal to at least twice the sign area. The landscaped area shall be improved and maintained subject to the landscaping standards of **Section 3.106**.

B. Location: No portion of a freestanding sign shall be located less than five feet from any boundary property line.

3.110.09 Design Guidelines for Type II Sign Applications

The following design guidelines shall be applicable to Type II sign applications:

A. Each sign should be designed to be consistent with the architectural style of the main building or buildings upon the site.

B. Signs located upon a site with only one main building should be designed to incorporate at least one of the predominately visual elements of the building, such as type of construction materials or color. Each sign located upon a site with more than one building, such as a complex or other nonresidential development, should be designed to incorporate at least one predominate visual design element common to all such buildings or a majority of the buildings.

C. Multiple signs located within a single development, or complex should have a common design established through the use of similar sign colors and materials, sign supports, method of illumination, sign cabinet or other configuration of sign area, shape of sign and components, and letter style and size.

D. Sign colors and materials should be consistent with the color scheme and materials used in the development. The use of fluorescent colors or similar highly reflective materials should be discouraged.

E. Supporting elements of pole signs should be covered consistent with subsection (D) above. The total width of pole covers should be at least 30 percent of the sign display width.

F. Freestanding signs should appear to be a single unit and should not have separate or detached cabinets or readerboards that are not architecturally integrated into the primary sign display area.

3.110.10 Sign Maintenance.

Signs and sign structures together with their supports, braces, guys, anchors and electrical components must be maintained in a proper state of repair. The Director may order the removal of any sign or sign structure that is not maintained in accordance with **Section 3.110** or the Building Code. Signs and sign structures that are dangerous must be taken down and removed or made safe, as the Director deems necessary.

3.110.11 Exemptions.

The following are exempt from application, permit and fee requirements of **Section 3.110**, but are subject to other applicable portions of **Section 3.110** and the City Code and may require building and electrical permits:

A. Window signs provided such signs shall not obscure more than 50 percent of the total window area of a building face.

B. Flags provided that not more than two flags shall be permitted on a lot or parcel in any zone. The area of an individual flag shall not exceed 40 square feet. Flag mounts or poles shall not exceed 40 feet in height.

C. Temporary freestanding signs in non-residential zones provided that not more than two such signs shall be permitted on a single tenant site or complex. The total area of such signs on a single tenant site or complex shall not exceed 24 square feet and the height shall not exceed eight feet. Such signs shall not be placed in the public right of way or a vision clearance area.

D. Wall signs on residential dwellings provided that not more than two such signs are permitted on a dwelling unit and the total area of all such signs shall not exceed three square feet.

E. Additional Permanent Wall and Freestanding Signs. In addition to the wall and freestanding signs permitted under **Sections 3.110.14 through 3.110.18**, the following additional permanent wall and freestanding signs are permitted for all uses, except single and two family dwellings. The area of each such freestanding

sign shall not exceed three square feet and a height of five feet. The area of each such wall sign shall not exceed three square feet. Not more than three such freestanding signs shall be permitted on a lot or parcel and not more than two such wall signs shall be placed on a building with a single tenant or on an individual tenant space in a multiple tenant building. A freestanding sign shall not be located within a required front yard setback or setback abutting a street.

F. Menu boards in conjunction with a drive-thru service establishment. Not more than two menu boards shall be permitted for a drive-thru service establishment. Menu boards shall be located adjacent to the driveway leading to a drive through window and shall not exceed seven feet in height and eight feet in width.

G. Lawn signs and A-frame signs in residential zones provided that not more than two such signs are located on a lot or parcel and the total area for all such signs does not exceed eight square feet. Such signs shall not exceed six feet in height and shall not be placed in the public right of way or vision clearance areas.

H. Signs that are inside a building, except window signs, or signs that do not have a primary purpose of being legible from a public street or another property. Such signs include scoreboard signs, signs on the inside of ball field fences, signs within a stadium, and signs located within the site of a special event such as a festival or carnival.

I. Signs required by federal, state, or city law on private property if the sign is no more than 32 square feet in area. Such signs include building addresses, handicap parking signs, designation of fire lanes, public hearing notices, and building inspection notices.

J. Signs owned and maintained by federal or state agencies or the City of Woodburn.

K. Signs lawfully erected in the public right of way in accordance with applicable state and local laws and regulations, including public utility signs, traffic signs and traffic control devices.

L. Decorations and lights relating directly to federal, state, or city recognized events or holidays, provided that such decorations and lights shall be placed not more than 45 days before the holiday or event to which they pertain and shall be removed within 15 days of the passing of the holiday or event to which they pertain.

M. Signs on phone booths and product dispensers, such as beverage, recycling, newspaper, gasoline, and propane machines provided the total area of signage on an individual unit does not exceed three square feet.

N. Directories for non-residential complexes with two or more buildings and multiple family residential complexes with four or more buildings. Directories shall be limited to a maximum of one per street access and shall be located a minimum of 50 feet from a street right of way. Each directory shall be limited to a maximum area of 24 square feet. Freestanding directories shall be limited to a maximum height of eight feet.

O. Bench signs provided the total area of such signs on a bench does not exceed one square foot.

3.110.12 Prohibited signs

The following signs and advertising devices are prohibited:

A. Any sign constructed, erected, replaced, relocated, altered, repaired, or maintained in a manner not in compliance with **Section 3.110**.

B. A temporary sign not otherwise allowed under **Section 3.110.13** or exempt under **Section 3.110.11**.

C. Off-premises sign.

D. A sign located on the roof of any building or structure.

E. A sign located in the vision clearance area established by **Section 3.103.10**.

F. A sign located in the special setback area established by **Section 3.103.05**.

G. A sign in public right of ways except awning, projecting, wall, and suspended signs projecting over a public right of way in conformity with **Section 3.110**, or unless specifically exempt under **Section 3.110.11**.

H. Internally illuminated awning sign.

I. A changing image sign not otherwise allowed under **Sections 3.110.13 through 3.110.18** or exempt under **Section 3.110.11**.

J. A permanent sign located on an undeveloped lot or parcel, except subdivision signs.

K. A beacon light, searchlight, strobe light or a sign containing such lights.

L. Neon tubing on the exterior of a building unless approved as part of a Type II sign

application.

M. A sign that imitates or resembles official traffic lights, signs or signals or a sign that interferes with the effectiveness of any official traffic light, sign or signal.

N. An illuminated sign that produces glare. Glare may not directly, or indirectly from reflection, cause illumination on other properties or right of way in excess of a measurement of 0.5-foot candles of light measured at the property line.

O. A sign required to have been issued a sign permit, but for which no sign permit has been issued.

P. A sign with visible incandescent bulbs or fluorescent tubes or a sign with a visible direct source of illumination, except neon, and not otherwise allowed under **Section 3.110.13** or exempt under **Section 3.110.11**.

Q. A sign that is unsafe or constitutes a public nuisance.

R. A sign that incorporates flames or emits sounds or odors.

S. A sign supported in whole or in part by cables or guy wires or that has cables or guy wires extending to or from it.

T. Blimp.

3.110.13 Temporary Sign Permit

A. Certain temporary signs that are not otherwise exempt under **Section 3.110.11** may be approved for a limited period of time as a means of drawing attention to special events such as grand openings, carnivals, charitable events, seasonable openings, special promotions, etc. Approval of a Temporary Sign Permit application shall be required prior to placement of such signs.

B. Process.

1. Temporary Sign Permits shall be processed using the procedures, criteria, and application requirements of **Section 3.110.14**.

2. After a Temporary Sign Permit application is received and deemed complete by the Director, the Director shall provide the applicant with a written decision granting or denying the application for a Temporary Sign Permit. For non-compliant applications, the decision shall explain the reasons why the application was denied. A decision to deny shall be mailed

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to the address on the application by regular mail.

3. The Director's decision under **Section 3.110.14** is final for purposes of appeal on the date that it is mailed or otherwise provided to the applicant, whichever occurs first. The Director's decision is not appealable locally, and is the final decision of the City.

C. Application Requirements. An application for a Temporary Sign Permit shall be made on forms as prescribed by the Director. Such an application shall be filed with the Planning Department. The application shall be accompanied by any fees as specified by City Council resolution. The following information is required for submittal of a Temporary Sign Permit application:

A completed Temporary Sign Permit application form. The application form shall include the following:

1. Address of location where sign(s) is to be placed.

2. Business name; property owner or tenant name, mailing address, and phone number.

3. Contact person and phone number.

4. Type of signs and total area of signs in square feet.

5. Signatures of the applicant and property owner or tenant.

6. Identification of the location where sign(s) is to be placed as a single tenant site, an individual tenant in a complex, a complex with less than 20 tenants, or a complex with 20 or more tenants.

D. Criteria. The Director shall approve an application for a Temporary Sign Permit only if it complies with the following approval criteria:

1. The following types of temporary signs are permitted with a Temporary Sign Permit: A-frames, banners, flags, pennants, balloons, strings of lights, streamers, and lawn signs. Temporary sign types not specified above including other types of portable signs and blimps are not permitted with a Temporary Sign Permit.

2. A Temporary Sign Permit shall not be granted for single and two family residential uses or for an individual tenant in a multiple family residential complex.

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3. An owner or tenant of an individual property, a tenant in a complex, and the owner of a complex may obtain Temporary Sign Permits. In a complex, a tenant shall be limited to placing only banners and flags on the exterior walls and windows of its tenant space.

4. Temporary Sign Permits shall be limited to a specified number of 15-day periods per calendar year. Said periods may run consecutively; however, unused days from one period shall not be added to another period. The number of Temporary Sign Permits allowed shall be as follows:

   a. A single tenant site or an individual tenant in a complex shall be permitted a maximum of four Temporary Sign Permits per calendar year.

   b. A complex consisting of less than 20 tenant spaces shall be permitted a maximum of four Temporary Sign Permits per calendar year, in addition to Temporary Sign Permits allowed for individual tenants.

   c. A complex consisting of 20 or more tenant spaces shall be permitted a maximum of six Temporary Sign Permits per calendar year, in addition to Temporary Sign Permits allowed for individual tenants.

5. No temporary sign shall extend into or over public right of way or vision clearance areas, as governed by **Section 3.103.10**.

6. No temporary sign shall obstruct on-site pedestrian or vehicular access or circulation.

7. The total area of all temporary signs permitted by a Temporary Sign Permit shall not exceed 100 square feet for an individual tenant in a complex, 200 square feet for a single tenant site or a complex with less than 20 tenant spaces, or 400 square feet for a complex consisting of 20 or more tenant spaces.

3.110.14 Permitted Signs—Residential and Public/Semi-Public Land Use Districts (RS, RIS, RM, and P/SP)

Signs in the RS, RIS, RM and P/SP Districts shall be subject to the following provisions and all other applicable provisions of **Section 3.110** and the **WDO**.

A. Subdivision and Manufactured Home Park Signs. Signs located within a subdivision containing 10 lots or more or a manufactured home park containing 10 lease spaces or more shall be permitted subject to the following limitations:

1. Type. Monument signs and signs attached to a freestanding wall are permitted.

2. Area of signs. Each sign shall not exceed 20 square feet in area.

3. Height of sign.

   a. Monument sign shall not exceed a height of five feet.

   b. Sign on freestanding wall shall not project above wall.

4. Number of signs. One sign is permitted on each side of each public street entry into the development.

5. Illumination. Only externally illuminated signs are permitted and such signs shall not cause glare.

B. Multiple Family Dwelling Signs. Signs associated with multiple family developments containing four or more attached dwelling units shall be permitted subject to the following limitations:

1. Type of sign. Monument and wall signs are permitted.

2. Area of sign.

   a. Wall sign shall not exceed 20 square feet in area.

   b. Monument sign shall not exceed 20 square feet in area.

3. Height of sign. Monument sign shall not exceed a height of five feet.

4. Number of signs. Not more than one monument sign and one wall sign shall be permitted

5. Illumination. Only externally illuminated signs are permitted and such signs shall not cause glare.

C. Non-Residential Use Signs. Signs for non-residential uses shall be permitted subject to the following limitations:

1. Developed site containing less than three acres:

   a. Type of Sign. Monument, wall, and mechanical changeable copy readerboard signs are permitted.

   b. Area of sign.

      1) Wall sign shall not exceed 20 square feet in area.

      2) Monument sign shall not exceed 20 square feet in area including any readerboard sign.

      3) Readerboard sign shall not exceed 12 square feet in area.

   c. Height of Sign. Monument sign shall not exceed five feet in height.

   d. Number of Signs. One monument sign and one wall sign shall be permitted. Readerboard sign may only comprise part of a monument sign and shall be included in the area calculation for a monument sign.

   e. Illumination. Only externally illuminated signs are permitted and such signs shall not cause glare.

2. Developed site containing three or more acres:

   a. Type of Sign. Monument, wall and mechanical changeable copy readerboard signs are permitted.

   b. Area of sign.

      1) Wall sign shall not exceed 32 square feet in area.

      2) Monument sign not exceed 32 square feet in area including any readerboard sign.

      3) Readerboard sign shall not exceed 18 square feet in area.

   c. Height of Sign. Monument sign shall not exceed six feet in height.

   d. Number of Signs. One monument sign is permitted per public street frontage provided the total number of monument signs shall not

exceed two signs. One wall sign is permitted on each building wall that fronts on a public street provided the total number of wall signs shall not exceed two signs. Readerboard signs may only comprise part of a monument sign and shall be included in the area calculation for a monument sign.

e. Illumination. Only externally illuminated signs are permitted and such signs shall not cause glare.

3.110.15 Permitted Signs—Commercial Office District (CO)

Signs in the CO District shall be subject to the following provisions and all other applicable provisions of **Section 3.110** and the **WDO**.

A. Developed site or complex containing less than three acres.

1. Type of signs. Monument and wall sign(s) are allowed.

2. Area of signs.

a. Wall sign. No more than four percent of any building wall shall be covered by wall signs.

b. Monument sign. Monument sign shall not exceed 20 square feet in area.

3. Height of monument sign. Monument sign shall not exceed a height of five feet.

4. Number of signs.

a. Wall sign. Maximum of one sign per tenant. One additional sign is permitted to identify each building or complex.

b. Monument sign. Maximum of one sign per street frontage not to exceed a total of two signs.

5. Illumination. Externally or internally illuminated signs are permitted and such signs shall not cause glare.

B. Developed site or complex containing three acres or more:

1. Type of signs. Monument and wall sign(s) are allowed.

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2. Area of signs.

a. Wall sign. No more than four percent of any building wall shall be covered by wall signs.

b. Monument sign. Monument sign shall not exceed 32 square feet in area.

3. Height of monument sign. Monument sign shall not exceed a height of six feet.

4. Number of signs.

a. Wall sign. Maximum of one sign per tenant. One additional sign is permitted to identify each building or complex.

b. Monument sign. Maximum of one sign per street frontage not to exceed a total of two signs.

5. Illumination. Externally or internally illuminated signs are permitted and such signs shall not cause glare.

3.110.16 Permitted Signs—Commercial General District (CG)

Signs in the CG District shall be subject to the following provisions and all other applicable provisions of **Section 3.110** and the **WDO**.

A. Pole Signs.

1. Single Tenant Site.

a. A pole sign is permitted on a street frontage that exceeds 100 lineal feet not to exceed one pole sign on a single tenant site. A pole sign shall be permitted instead of a monument sign.

b. A pole sign on a street with less than 300 lineal feet of frontage shall not exceed 12 feet in height and 32 square feet in area.

c. A pole sign on a street with 300 lineal feet or more but less than 600 lineal feet of frontage shall not exceed 15 feet in height and 50 square feet in area.

d. A pole sign on a street with 600 lineal feet or more of frontage shall

not exceed 20 feet in height and 100 square feet in area.

2. Complex.

   a. A pole sign is permitted on a street frontage that exceeds 100 lineal feet not to exceed one pole sign for a complex.

   b. A pole sign on a street with less than 300 lineal feet of frontage shall not exceed 15 feet in height and 50 square feet in area.

   c. A pole sign on a street with 300 lineal feet or more but less than 600 lineal feet of frontage shall not exceed 18 feet in height and 75 square feet in area.

   d. A pole sign on a street with 600 lineal feet or more of frontage shall not exceed 20 feet in height and 100 square feet in area.

B. Monument Signs.

1. One primary monument sign is permitted on a single tenant site or complex. If a pole sign is placed on a single tenant site or complex, a primary monument sign is not permitted.

2. In a complex, secondary monument signs are permitted at a ratio of one monument sign for each 300 lineal feet of street frontage on the same street not to exceed two secondary monument signs on a single street frontage and not to exceed a total of four secondary monument signs on a complex.

3. Monument signs on a street frontage with less than 300 lineal feet of frontage shall not exceed six feet in height and 32 square feet in area.

4. Monument signs on a street frontage with 300 lineal feet or more of frontage shall not exceed eight feet in height and 50 square feet in area.

C. Wall Signs.

1. Wall signs are permitted on a primary building frontage. Such signs shall not cover more than six percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 200 square feet. However, a minimum sign area of 20 square feet shall be permitted for each single tenant building or tenant in a multiple tenant building. Only one building wall shall be designated as the primary building frontage.

2. Wall signs are permitted on secondary building frontages. Such signs shall not cover more than three percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 100 square feet. However, a minimum sign area of 16 square feet is allowed for each single tenant building or tenant in a multiple tenant building.

3. Wall signs are permitted on canopies. Such signs shall be limited to no more than two sides of the canopy and shall not cover more than 15 percent of a canopy face or 50 square feet, whichever is less.

D. Readerboards.

Mechanical and electronic changeable copy readerboards are permitted. Readerboards are permitted on pole and monument signs only. Readerboards shall be integrated into the overall sign to appear as a single unit and shall not comprise more than 50 percent of the total sign display surface.

E. Awning and Marquee Signs.

Signs on awnings and marquees are permitted as wall signs, except that internally illuminated awning signs are prohibited. Signs on awnings and marquees shall not extend above or below the awning or marquee.

F. Projecting Signs.

One projecting sign is permitted on a single tenant site or complex. However, no projecting sign shall be permitted on a single tenant site or complex where there is a pole or monument sign. Projecting signs shall not exceed an area of 24 square feet and shall be located a minimum of eight feet above the ground. Such signs shall not project more than six feet from a building wall.

G. Suspended Signs.

One suspended sign is permitted for each entrance to a building or tenant space. Such sign shall not exceed an area of six square feet and shall be located a minimum of eight feet above the ground. Such sign shall not project past the outer edge of the roof structure.

H. General Standards.

1. Pole and monument signs within the same complex shall be located a

minimum of 100 feet apart.

2. Pole signs shall be subject to approval of a Type II application pursuant to **Section 3.110.05.C.1.b**.

3. Illumination: Externally or internally illuminated signs are permitted and such signs shall not cause glare.

3.110.17 Permitted Signs--Downtown Development and Conservation District (DDC)

Signs in the DDC District shall be subject to the following provisions and all other applicable provisions of **Section 3.110** and the **WDO**.

A. Monument Signs.

1. A monument sign is permitted on a single tenant site or complex.

2. A monument sign shall not exceed five feet in height and 20 square feet in area.

B. Wall Signs.

1. Wall signs are permitted on a primary building frontage. Such signs shall not cover more than four percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 50 square feet. However, a minimum sign area of 16 square feet shall be permitted for each single tenant building or tenant in a multiple tenant building. Only one building wall shall be designated as the primary building frontage.

2. Wall signs are permitted on secondary building frontages. Such signs shall not cover more than two percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 30 square feet. However, a minimum sign area of 12 square feet is allowed for each single tenant building or tenant in a multiple tenant building.

C. Readerboards.

Mechanical and electronic changeable copy readerboards are permitted. Readerboards are permitted on monument signs only. Readerboards shall be integrated into the overall sign to appear as a single unit and shall not comprise more than 50 percent of the total sign display surface.

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D. Awning and Marquee Signs.

Signs on awnings and marquees are permitted as wall signs, except that internally illuminated awning signs are prohibited. Signs on awnings and marquees shall not extend above or below the awning or marquee.

E. Projecting Signs.

One projecting sign is permitted on a single tenant site or complex for each street or alley frontage. However, no projecting sign shall be permitted on a single tenant site or complex where there is a monument sign on the same street frontage. Projecting signs shall not exceed an area of 12 square feet and shall be located a minimum of eight feet above the ground. Such signs shall not project more than four feet from a building wall.

F. Suspended Signs.

One suspended sign is permitted for each entrance to a building or tenant space. Such sign shall not exceed an area of six square feet and shall be located a minimum of eight feet above the ground. Such sign shall not project past the outer edge of the roof structure.

G. General Standards.

1. Projecting signs shall be subject to approval of a Type II application pursuant to **Section 3.110.05.C.1.b**.

2. Illumination: Externally or internally illuminated signs are permitted and such signs shall not cause glare.

3.110.18 Permitted Signs—Industrial Districts (IP and IL)

Signs in the IP and IL Districts shall be subject to the following provisions and all other applicable provisions of **Section 3.110** and the **WDO**.

A. Monument Signs.

1. One monument sign is permitted on a single tenant site or complex.

2. In a complex, one additional monument sign is permitted if the complex has at least two street frontages that each exceed 300 lineal feet.

3. Monument signs on a street frontage with less than 300 lineal feet of frontage shall not exceed six feet in height and 32 square feet in area.

4. Monument signs on a street frontage with 300 lineal feet or more of frontage shall not exceed eight feet in height and 50 square feet in area.

B. Wall Signs.

1. Wall signs are permitted on a primary building frontage. Such signs shall not cover more than four percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 150 square feet. However, a minimum sign area of 16 square feet shall be permitted for each single tenant building or tenant in a multiple tenant building. Only one building wall shall be designated as the primary building frontage.

2. Wall signs are permitted on secondary building frontages. Such signs shall not cover more than two percent of the building wall on a single tenant building or each tenant's leased wall on a multiple tenant building and shall not exceed a maximum area of 75 square feet. However, a minimum sign area of 12 square feet is allowed for each single tenant building or tenant in a multiple tenant building.

C. Readerboards.

Mechanical and electronic changeable copy readerboards are permitted. Readerboards are permitted on monument signs only. Readerboards shall be integrated into the overall sign to appear as a single unit and shall not comprise more than 50 percent of the total sign display surface.

D. Awning and Marquee Signs.

Signs on awnings and marquees are permitted as wall signs, except that internally illuminated awning signs are prohibited. Signs on awnings and marquees shall not extend above or below the awning or marquee.

E. Projecting Signs.

One projecting sign is permitted on a single tenant site or complex. However, no projecting sign shall be permitted on a single tenant site or complex where there is a monument sign. Projecting signs shall not exceed an area of 20 square feet and shall be located a minimum of eight feet above the ground. Such signs shall not project more than four feet from a building wall.

F. Suspended Signs.

One suspended sign is permitted for each entrance to a building or tenant space. Such sign shall not exceed an area of six square feet and shall be located a minimum of eight feet above the ground. Such sign shall not project past the outer edge of the roof structure.

G. General Standards.

1. Monument signs within the same complex shall be located a minimum of 100 feet apart.

2. Illumination. Externally or internally illuminated signs are permitted and such signs shall not cause glare.

3.110.19 Variances

A variance may be granted from any regulation of **Section 3.110** in accordance with the provisions of **Section 5.103.11**.

3.110.20 Nonconforming Signs

A. Nonconforming signs are those signs lawfully established prior to the adoption of **Section 3.110** or subsequent amendment thereto or signs lawfully established on property annexed to the City, which do not conform to the requirements of **Section 3.110**. Nonconforming permanent signs may remain provided they comply with the provisions of **Section 3.110.20**. However, nonconforming temporary signs and off-premises signs that have not been permitted by a variance shall comply with the provisions of **Section 3.110**.

B. Nonconforming permanent signs shall comply with the provisions of **Section 3.110** when one or more of the following occurs:

1. A nonconforming sign is expanded, relocated, replaced or structurally altered.

2. The use of the premises upon which the sign is located terminates for a continuous period of 180 days or more. In a complex, if an individual tenant space is vacant for a continuous period of 180 days or more, only signs attached to such tenant space shall be required to comply with the provisions of **Section 3.110**.

3. The use of the premises upon which the sign is located changes. In a complex, if the use of an individual tenant space changes, only signs attached to such tenant space shall be required to comply with the provisions of **Section 3.110**.

4. A Type II Design Review or Type III Conditional Use or Design Review land use application is approved for the premises upon which the sign is located. In a complex, if an individual tenant space is the subject of a Type II Design Review or Type III Conditional Use or Design Review land use application, only signs attached to such tenant space shall be required to comply with the provisions of **Section 3.110**.

5. A nonconforming sign is damaged, destroyed, or deteriorated by any means where the cost of repairs exceeds 50 percent of its current replacement cost as determined by the Building Official.

6. A sign permit for a conforming sign(s) is issued for the premises upon which a nonconforming sign is located. In such case, all nonconforming signs on the same premises, except signs attached to individual tenant spaces in a complex, shall comply with **Section 3.110** prior to installation of the new sign(s). In a complex, if a sign permit for a conforming sign(s) is issued for an individual tenant space upon which a nonconforming sign is attached, only signs attached to such tenant space shall be required to comply with the provisions of **Section 3.110**.

C. A nonconforming sign or sign structure may be removed for no more than 60 days to perform sign maintenance or sign repair. A nonconforming sign or sign structure removed for more than 60 days shall comply with the provisions of **Section 3.110**.

2.109.21 Enforcement.

The violation of any provision of **Section 3.110** is subject to the enforcement provisions contained in **Section 4.102.11**.

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4.1 ADMINISTRATION AND PROCEDURES

4.101 Decision Making Procedures

4.101.01 Purpose

This section provides the review and decision making procedures by which all applications relating to the use of land authorized by ORS Chapters 92, 197 and 227 are reviewed and decided, as well as legislative enactments initiated by the City Council.

4.101.02 Consolidated Applications

Pursuant to ORS 227.175, any applicant may request, in writing, to consolidate zone change and permit applications needed for a single development project. Annexation applications may be consolidated with Comprehensive Plan map amendments and Zoning Map changes. 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.

4.101.03 City Council May Initiate Procedures

The City Council may initiate any type of land use action by its duly adopted motion designating the appropriate City department to complete and file the application.

4.101.04 Formal Preapplication Conference

A. Purpose.

1. Prior to submitting an application, the applicant may schedule and attend a formal preapplication conference with City staff to discuss the proposal before submitting an application of any land use action. A formal preapplication conference is advisory in nature and shall be voluntary, unless specified as an application requirement by the ***WDO***.

2. The purpose of a formal preapplication conference is to provide staff from

all affected City departments with a summary of the applicant's development proposal and an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. Following a formal preapplication conference, the Community Development Director shall provide the applicant with a written summary of the formal preapplication conference.

B. Requirements for a Formal Preapplication Conference.

To schedule a formal preapplication conference, the applicant shall contact the Community Development Director, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights of way.

C. Scope of Staff Comments.

Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of the ***WDO***, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

4.101.05 Application and Appeal Fees

Fees are jurisdictional. The City may adopt by resolution, and revise from time to time, a schedule of fees for applications, appeals and other services provided by City departments. Fees shall be based upon the City's actual or average cost of processing the application or conducting the appeal process. The only EXCEPTION shall be the appeal fee for a Type II decision, which shall be limited by ORS 227.175(10)(b). The requirements of this section shall govern the payment, refund and reimbursement of fees.

A. Payment.

All fees shall be due and payable at the time the application or appeal is submitted. No application or appeal shall be accepted without the proper fee being paid.

B. Refunds.

Fees will only be refunded as provided in this subsection:

1. When a fee is paid for an application which is later found by the City to not be required, the City shall refund the fee.

2. Errors. When an error is made in calculating a fee, overpayment will be refunded.

3. Refund upon Withdrawal of an Application. In the event an applicant withdraws an application, the Community Development Department shall:

   a. Refund 100 percent of application fee prior to deeming the application complete;

   b. Refund 50 percent prior to making the public notice; and

   c. Make no refund after completing the public notice.

4.101.06 Types of Decisions: Type I, II, III, IV and V

See ***TABLE 4.1*** for a summary of decisions by type.

A. Type I Decisions. (Ministerial)

Type I decisions do not require interpretation or the exercise of policy or legal judgment in evaluating approval criteria. Because no discretion is involved, Type I decisions do not qualify as a land use, or limited land use, decision. The decision-making process requires no notice to any party other than the applicant. The Community Development Director's decision is final and not appealable by any party through the City land use process.

B. Type II Decisions. (Administrative)

Type II decisions involve the exercise of limited interpretation or exercise of policy or legislative judgment in evaluating approval criteria. The Community Development Director's decision is appealable to the City Council with notice to the Planning Commission, by any party with standing (i.e., applicant and any person who was mailed a notice of decision). The City Council then conducts a de novo public hearing. The City Council decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final.

C. Type III Decisions. (Quasi-Judicial)

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Type III decisions involve significant discretion and evaluation of subjective approval standards, yet are not required to be heard by the City Council, except upon appeal. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the Planning Commission or Design Review Board hearing is published and mailed to the applicant, recognized neighborhood associations and property owners within 250 feet of the subject property. Notice must be issued at least 20 days before the initial evidentiary hearing, and the staff report must be available at least seven days before the hearing. At the evidentiary hearing held before the Planning Commission or the Design Review Board, all issues are addressed. The decision of the Planning Commission or Design Review Board is appealable to the City Council for a de novo public hearing. The City Council decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final. In the event any decision is not classified, it shall be treated as a Type III decision. [Section 4.101.06.C as amended by Ordinance No. 2383, §51, passed March 16, 2005.]

D. Type IV Decisions. (Quasi-Judicial)

Type IV decisions involve the greatest amount of discretion and evaluation of subjective approval standards and are directed at a closely circumscribed factual circumstance or relatively small number of persons. Type IV decisions must be heard by the City Council before a final decision can be rendered. Included are small scale annexations, comprehensive plan map amendments and zoning map amendments. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and Planning Commission or the Design Review Board hearing is published and mailed to the applicant, recognized neighborhood associations and property owners within 250 feet of the subject property. Notice must be issued at least 20 days pre-hearing, and the staff report must be available at least seven days pre- hearing. At the evidentiary hearing held before the Planning Commission or the Design Review Board, all issues are addressed. The Commission or the Board makes a recommendation to the City Council, the City Council holds a de novo public hearing on the matter. The City Council decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final.

E. Type V Legislative Decisions. (Legislative)

Type V decisions involve legislative actions where the City Council enacts or amends the City's land use regulations, comprehensive plan, zoning maps or some other component of any of these documents where changes are such a size, diversity of ownership or interest as to be legislative in nature under state law.

Included are large scale annexations, and adopting or amending the comprehensive plan text or the WDO. The Planning Commission holds an initial public hearing on the proposal prior to making a recommendation to the City Council. The City Council then holds a final de novo public hearing and makes the City's final decision. Public notice is provided for all public hearings (***Section 4.101.09***). The City Council's decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final.

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TABLE 4.1 SUMMARY OF DECISIONS BY TYPE

Section	Decision	I	II	III	IV	V	Appeal
5.101.12	Access Permit to a City Street EXCLUDING a Major and Minor Arterial Street	■					
5.102.04	Access Permit to a City Major or Minor Arterial Street		■				
5.104.01	Annexation, Quasi-Judicial				■		
5.104.01	Annexation, Legislative					■	
4.102.01	Appeals: Type II or III Decision						■
4.102.02	Call-Up Review by the City Council: Type II or III Decision						■
5.104.02	Comprehensive Plan Change, Owner Initiated				■		
4.101.10	Comprehensive Plan Change, Legislative					■	
5.103.01	Conditional Use			■			
5.101.01	Design Review of Single Family and Duplex Residential Dwellings	■					
5.102.02	Design Review for All Structures LESS THAN 1000 Sq. Ft.		■				
5.103.02	Design Review for All Structures 1000 Sq. Ft. OR MORE			■			
5.103.12	Exception to Street Right of Way and Improvement Requirements			■			
4.102.04	Extension for a Development Decision	■					
5.101.02	Fence and Free Standing Wall Pre-construction Review	■					
5.101.03	Grading Permit	■					
5.103.03	Historically or Architecturally Significant Site, Specific Conditional Use			■			
5.104.03	Formal Interpretation of the *WDO*				■		
5.101.04	Manufactured Dwelling Park, Final Plan Approval	■					
5.103.04	Manufactured Dwelling Park, Preliminary Approval			■			
4.102.08	Modification of Conditions EXCLUDING Limits on Use					■	
4.102.08	Modification of Conditions Limiting Use				■		
5.102.01	Partition, Preliminary Approval		■				
5.101.05	Partition, Final Plat Approval	■					
5.103.05	Phasing Plan, Subdivision, PUD, Manufactured Dwelling Park or any other Land Use Permit			■			
5.103.06	Planned Unit Development (PUD), Design Plan Final Approval			■			
5.103.07	Planned Unit Development (PUD), Preliminary Plan Approval			■			
5.101.06	Planned Unit Development (PUD), Final Plan Approval	■					
5.101.07	Property Line Adjustment; Consolidation of Lots	■					
5.102.05	Residential Architectural Standards Substitution		■				
4.102.10	Revocation of Previously Approved Permit				■		
5.101.11	Significant Wetlands Overlay District (SWOD) Permit	■					
[illegible]	[illegible]		■				
[illegible]	[illegible]	■					
5.103.08	Special Use as a Conditional Use			■			
5.103.09	Subdivision Preliminary Approval			■			
5.101.09	Subdivision, Final Plat Approval	■					
5.103.10	Telecommunications Facility, Specific Conditional Use			■			
5.101.08	Temporary Outdoor Marketing and Special Event Permit for a *WDO* Special Use	■					
[illegible]	[illegible]	■					
5.101.10	Tree Removal Permit	■					
5.103.11	Variance			■			
4.101.10	*WDO* Amendment, City Initiated					■	
5.102.03	Zoning Adjustment		■				
5.104.04	Zoning Map Change, Owner Initiated				■		
4.101.10.E	Zoning Map Change, Legislative					■	

[Table 4.1 as amended by Ordinance No. 2383, §51, passed March 16, 2005.]

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4.101.07 Complete Application Requirements: Type I, II, III and IV

A. Initiation of an Application.

An application for a land use action may only be initiated by the record property owner or contract purchaser, the City Council or Planning Commission. If there is more than one record owner, then the City will not accept an application without signed authorization from all record owners.

B. Required Information.

It is the responsibility of the applicant to demonstrate that all applicable criteria are satisfied. Unless stated elsewhere in the ***WDO***, a complete application includes all the materials listed in this ***Section and Section 5.1***. The number of copies of required information shall be specified in the City application materials, but in no case less than one copy. The Community Development Director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Within 30 days of the date the application is first submitted, the Community Development Director may require additional information, beyond that listed in this subsection or elsewhere in the ***WDO*** to assure all applicable approval criteria are addressed. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation. The City will not deem the application complete until all information required by the Community Development Director is submitted and received.

C. Application Form.

A permit application shall be submitted on the form provided by the City which shall include the following information:

1. Signatures of the parties necessary to authorize an application;

2. Name, address, telephone number of the applicants and contact person if other than the property owner;

3. A complete list of the permit approvals sought by the applicant with a description of the principal features regarding use, density or size, and design that characterize the request; and

4. The location and size of the subject property, including tax account

number(s) and address.

D. Application Fee.

E. Standard Exhibits.

1. Type I Permit. The exhibits for each Type I permit application are described in ***Section 5.101.***

2. Type II, III or IV Permit.

a. Proof of ownership, as evidenced by a current recorded deed or recorded sales contract. The Community Development Director may require that a title report be submitted on the subject property.

b. An accurate legal description of the subject property, as evidenced by a current recorded deed. All legal descriptions for properties that are submitted for annexation are subject to verification by the State Department of Revenue.

c. The applicant's written narrative statement demonstrating that all applicable criteria stated in ***Sections 5.102.103 and .104*** are met. [Section 4:101.07.E.2.c as amended by Ordinance No. 2383, §53 passed March 16, 2005.]

d. Notification area map and mailing labels.

1) An original copy of a current Assessor's Map with the notification area, depicted by a line drawn 250 feet, equi-distant from all boundaries of the subject property.

2) Two (2) sets of self adhesive labels for each property within the notification area, showing the owner's name, the tax lot number of the ownership and the owner's mailing address.

3) An affidavit by the preparer of the notification list, that the address labels reflect the required ownership and address data as contained in the current property tax rolls.

4) The specific exhibits required for the subject application as set out in ***Sections 5.102,.103 and .104***. or otherwise

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required by the Community Development Director.

4.101.08 Completeness Review and 120-Day Rule: Type I, II, III and IV

A. Initial Acceptance. Type I, II, III and IV.

Upon submission, the Community Development Director shall date stamp the application form and verify that the appropriate application fee has been submitted.

B. 120-day Rule. Type II, III and IV applications EXCEPT annexations and Comprehensive Plan amendments.

1. The Community Development Director shall review the application and all information submitted with it and evaluate whether the application is complete. Within thirty days of receipt of the application, the Community Development Director shall complete this completion review. If the application is incomplete, the Community Development Director shall notify the applicant in writing what information is missing.

2. Upon receipt of a letter from the Community Development Director indicating the application is incomplete, the applicant has 180 days within which to submit the missing information. If the applicant submits the requested information within the 180-day period, the Community Development Director shall again verify whether the application, as augmented, is complete. Each such review and verification shall follow the procedure prescribed in this ***Section***.

3. If an incomplete application is not made complete within 180 days from the date it was first filed it shall become void on the 181st day. If an application becomes void under this subsection, the Community Development Director shall return all materials and the unearned portion of the application fee to the applicant.

C. An application shall be complete:

1. When the Community Development Director, within 30 days after the filing date, determines the application is complete; or

2. On the 31st day after filing if the applicant refuses in writing to submit the missing information; or

3. On the date that the applicant files the missing information if a notice of incompleteness was given; or

4. On the 31st day for any application not previously deemed complete if no incompleteness notice was given.

The City shall take final action on the application within 120 days of that date unless the applicant extends the 120 day period. Any continuance or extension of the record requested by an applicant shall result in a corresponding extension of the 120-day period.

D. When the 120-day Rule is Not Applicable, Type I and V.

The 120-day rule does not apply to:

1. Any Type I decision;

2. Any application for an amendment to the City's comprehensive plan; or

3. Any application for a permit, the approval of which depends upon a comprehensive plan amendment;

4. Any application that is not wholly within the City's authority and control;

5. Any Type V decision, or

6. Any annexation.

E. Applicable Standards.

The approval standards which control the City's review and decision on a complete application are those which were in effect on the date the application was first submitted.

4.101.09 Public Notices: Type II, III, IV and V

All public notices issued by the City for Type II, III, IV, and V decisions shall comply with the requirements of this ***Section***.

A. Mailed Notice.

1. Type II. After the Community Development Director has deemed a Type II application complete, the Community Development Director shall issue a decision. The City shall send notice of the decision, by first class mail, to all record owners of property within 250 feet of the subject property, any City recognized neighborhood associations whose territory includes the subject property. The City's Type II notice of decision shall include the following information:

   a. An explanation of the nature of the application and the proposed use or uses which could be authorized;

   b. Street address or other easily understood location of the subject property;

   c. The name and telephone number of the planning staff person assigned to the application or is otherwise available to answer questions about the application;

   d. A statement that the application and all supporting materials may be inspected at no cost, and copies may be obtained at reasonable cost, at City Hall during normal business hours;

   e. State that the decision will not become final until the period for filing an appeal to the City Council has expired and that the decision cannot be appealed directly to the Land Use Board of Appeals; and

   f. An explanation of appeal rights, including that any person who is adversely affected or aggrieved or who is entitled to written notice of the decision may appeal the decision.

2. Type III or IV. Notice for all initial evidential public hearings concerning Type III and IV decisions shall conform to the requirements of this subsection. At least 20 days before a Type III initial evidentiary hearing, or at least 10 days before the first hearing of a Type IV application the Director shall prepare and send, by first class mail, notice of the hearing to all record owners of property within 250 feet of the subject property and to any City-recognized neighborhood association whose territory includes the subject property. If an application would change the zone of property that includes any part of a mobile home or manufactured dwelling park, notice shall also be mailed to the tenants at least 20 days before but not more than 40 days before the initial evidentiary hearing. Notice of the application

hearing shall include the following information: [Section 4.101.09.A.2 as amended by Ordinance No. 2383, §54, passed March 16, 2005.]

a. The time, date and location of the public hearing;

b. Street address or other easily understood location of the subject property and City-assigned planning file number;

c. A description of the applicant's proposal, along with a list of citations of the approval criteria that the City will use to evaluate the proposal;

d. A statement that any interested party may testify at the hearing or submit written comments on the proposal at or before the hearing and that a staff report will be prepared and made available to the public at least seven days prior to the hearing;

e. A statement that any issue which is intended to provide a basis for an appeal to the City Council must be raised before the close of the public record. Issues must be raised and accompanied by statements or evidence sufficient to afford the City and all parties to respond to the issue;

f. A statement that the application and all supporting materials and evidence submitted in support of the application may be inspected at no charge and that copies may be obtained at reasonable cost at City Hall during normal business hours;

g. The name and telephone number of the planning staff person responsible for the application or is otherwise available to answer questions about the application; and

h. A statement advising that ADA access may be accommodated, upon receipt of a timely request.

3. Type V. At least 20 days before an initial evidentiary public hearing at which a Type V decision is to be considered, the Director shall issue a public notice that conforms to the requirements of this subsection and any applicable state statute. Notice shall be sent to affected governmental entities, special districts, providers of urban services, the Oregon Department of Transportation and any affected recognized neighborhood associations and any party who has requested in writing such notice.

[Section 4.101.09.A.3 as amended by Ordinance No. 2383, §55, passed March 16, 2005.]

Notice shall also be published in a newspaper of general circulation within the City. Notice issued under this subsection shall include the following information:

a. The time, date and location of the public hearing;

b. The City-assigned planning file number and title of the proposal;

c. A description of the proposal in sufficient detail for people to determine the nature of the change being proposed;

d. A statement that any interested party may testify at the hearing or submit written comments on the proposal at or before to the hearing;

e. The name and telephone number of the planning staff person responsible for the proposal and who interested people may contact for further information; and

f. A statement advising that ADA access may be accommodated, upon receipt of a timely request.

B. Posted Notice. Type III and IV.

Notice of an initial evidentiary public hearing for a Type III or IV decision shall be posted on the subject property as follows: [Section 4.101.09.B as amended by Ordinance No. 2383, §56, passed March 16, 2005.]

1. City Posting. The Community Development Director shall post all required notices.

2. Number and Location. The Community Development Director shall post a notice on each frontage of the subject property. If the property's frontage exceeds 600 feet, one copy of the notice shall be posted for each 600 feet or fraction thereof. Notices shall be posted within ten feet of the street and shall be visible to pedestrians and motorists.

3. Timing of Notice. The notice shall be posted at least 10 days prior to a public hearing. Once posted, the Director need not maintain a posted notice. The Community Development Director shall remove all signs

within ten days following the event announced in the notice.

C. Published Notice. Type IV and V.

The Community Development Director shall publish a notice of a Type IV or V public hearing as described in this subsection, unless otherwise specified by statute. The notice shall be published in a newspaper of general circulation within the City at least 7 days prior to the hearing. Such notice shall consist of:

1. The time, date and location of the public hearing;

2. The address or other easily understood location of the subject property and the City-assigned planning file number;

3. A summary of the principal features of the application or legislative proposal; and

4. Any other information required by statute for an annexation or other hearing procedure.

4.101.10 Assignment of Decision-Makers: Type I, II, III, IV and V

The following City entity or official shall decide the following types of decisions:

A. Type I Decisions.

The Community Development Director shall render all Type I decisions. The Community Development Director's decision is the City's final decision on a Type I application and this decision is not appealable by any party through the City's land use process.

B. Type II Decisions.

The Community Development Director shall render the City's decision on all Type II permit applications which are appealable to the City Council with notice to the Planning Commission. The City Council may call up a Type II decision for review on its own motion. A type II decision is appealable to LUBA within 21 days after it becomes final.

C. Type III Decisions.

The Planning Commission shall render all Type III decisions EXCEPT for Type

III design review, with or without a concurrent variance, which shall be decided by the Design Review Board, if one has been created by the City Council. A Type III decision is appealable to the City Council. The City Council may call up a Type III decision for review on its own motion. A Type III decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final.

D. Type IV Decisions.

The Planning Commission shall hold an initial public hearing on all Type IV permit applications before making a recommendation to the City Council. The City Council shall then conduct a de novo public hearing. The City Council decision is the City's final decision on a Type IV application and is appealable to LUBA within 21 days after it becomes final.

E. Type V Legislative Decisions.

Type V decisions involve legislative actions where the City Council enacts or amends the City's land use regulations, comprehensive plan, official zoning maps or some component of these documents. Type V decisions may only be initiated by the City Council. The Planning Commission holds an initial public hearing on the proposal before making a recommendation to the City Council. The City Council then holds a final public hearing and renders a decision. Public notice is provided for all public hearings (***Section 4.101.09***). The City Council's decision is the City's final decision and is appealable to LUBA within 21 days after it becomes final.

4.101.11 Quasi-Judicial Hearing Process: Type III and IV and Appeals of Type II, III and IV

All public hearings pertaining to Type III and IV permits, whether before the Planning Commission, Design Review Board, or City Council, and any appeal or review for a Type II, III or IV permit, shall comply with the procedures of this ***Section***. In addition, all public hearings shall comply with the Oregon Public Meetings Law, the applicable provisions of ORS 197.763 and any other applicable law.

A. Scheduling.

Once the Community Development Director determines that an application for a Type III or IV decision is complete, the Planning Department shall schedule a hearing before the Planning Commission or Design Review Board, as applicable.

If the Community Development Director has doubt about which Type of procedure is applicable to a particular application, the application shall be processed pursuant to the procedure that provides the greater opportunity for public review. Once the Community Development Director determines that an appeal of a Type II or Type III decision has been properly filed, or that the City Council has called the decision up for review, the Planning Department shall schedule a hearing before the City Council.

B. Public Hearing Notice.

Notice of the hearing shall be issued at least 20 days before the hearing.

C. Staff Report.

The Community Development Director shall prepare a staff report on the application which lists the applicable approval criteria, describes the application and the applicant's development proposal, summarizes all relevant City department, agency and public comments, describes all other pertinent facts as they relate to the application and the approval criteria, concludes whether each of the approval criteria are met and makes a recommendation to approve or deny the application. The recommendation may include conditions of approval to assure that applicable approval standards or criteria are satisfied.

D. Conduct of an Quasi-Judicial Hearings.

At the beginning of the public hearing at which any quasi-judicial application or appeal is reviewed, a statement shall be made to those in attendance that states that:

1. The applicable substantive criteria;

2. The hearing will proceed in the following general order: staff report, applicant's presentation, testimony in favor of the application, testimony in opposition to the application, rebuttal, record closes, deliberation and decision;

3. All testimony and evidence submitted, orally or in writing, must be directed toward the applicable approval criteria. If any person believes that other criteria apply in addition to those addressed in the staff report, those criteria must be listed and discussed on the record. The decision-maker may reasonably limit oral presentations in length or content depending

upon time constraints and to content that is relevant to applicable approval criteria. Any party may submit written materials while the public record is open;

4. Failure to raise an issue on the record accompanied by statements or evidence sufficient to afford the City and all parties an opportunity to respond to the issue, will preclude appeal on that issue to LUBA;

5. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the City Council/Planning Commission/Design Review Board to respond to the issue precludes an action for damages in Circuit Court; and

6. Any party wanting a continuance or to keep open the record must make that request while the record is still open.

4.101.12 Requests of Continuance and to Keep the Record Open: Type III and IV and Appeals of Type II, III and IV

A. The City Council/Planning Commission/Design Review Board, as the case may be, may continue the hearing from time to time to allow the submission of additional information or for deliberation without additional information. Similarly, the decision-maker may close the hearing but keep the record open for the submission of additional written material or other documents and exhibits.

B. Before the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence. The decision-maker shall grant the request by either continuing the hearing or allowing the record to remain open for at least seven days.

1. If the decision-maker grants a continuance:

   a. The hearing shall be continued to a date, time and place certain at least seven days from the date of the initial evidentiary hearing.

   b. An opportunity shall be provided at the continued hearing for persons to present and rebut new evidence, arguments or testimony.

   c. If new written evidence is submitted at the continued hearing any person may request, before conclusion of the continued hearing,

that the record be left open for at least seven days to submit additional written evidence, arguments or testimony for the purpose of responding to the new written evidence.

2. If the decision-maker holding the hearing leaves the record open:

   a. The record shall be left open for at least seven days for additional written evidence, arguments or testimony.

   b. If new evidence is submitted during the period the record was left open, any participant may file a written request for an opportunity to respond to the new evidence and the decision-maker shall reopen the record.

3. If the decision-maker reopens a record to admit new evidence, arguments or testimony, any person may raise new issues which relate to the new evidence, arguments, testimony or criteria for decision-making which apply to the matter at issue.

4. Any continuance or extension of the record granted shall be subject to the limitations of the 120-day rule.

5. Unless waived by the applicant, the decision-maker shall allow the applicant at least seven days after the record is closed to allow other parties to submit final written arguments, but not new evidence, in support of application.

C. The City Council/Planning Commission/Design Review Board may limit the factual and legal issues that may be addressed in any continued hearing or open record period.

D. The City Council on appeal or call-up for review of a Planning Commission or Community Development Director decision, shall consider the Planning Commission or Community Development Director decision. In all appeal or review hearings, the applicant and other parities shall have an opportunity to present testimony, arguments and evidence on all applicable criteria. The presentation of testimony, arguments and evidence shall not be limited to issues raised in a notice of appeal. If the City Council call a Planning Commission decision up for review, the City Council may limit the issues that it will allow. The rights of participants to continuances or open record persons applicable to initial evidentiary hearings do not apply. [Section 4.101.12.D as amended by Ordinance No. 2383, §57, passed March 16, 2005.]

4.101.13 Ex-Parte Contacts, Personal Site Observations, Conflicts of Interest and Bias

Before the beginning of each hearing item, the City Council/Planning Commission/Design Review Board chair shall ask the members of that decision-making body if there are any declarations of any ex-parte contacts, personal site observations, conflicts of interest or bias.

A. Ex- parte Contacts.

Before rendering a decision, a member of the decision-making body may not communicate, directly or indirectly, with any person interested in the outcome. Should such communication occur, the member must at the beginning of the hearing:

1. Enter into the record the substance of the written or oral communication; and

2. Publicly announce the content of the communication and provide any person an opportunity to rebut the substance of the contact.

This rule does not apply to legislative proceedings or to communications between City staff and a member of the decision-making body.

B. Personal Site Observations.

A member of the decision-making body shall disclose into the record any personal site observations and provide any person an opportunity to rebut the substance of this disclosure. This rule does not apply to legislative proceedings.

C. Conflicts of Interest.

A member of the decision-making body shall review and observe the requirements of the Government Standards and Practices Law (ORS Chapter 224). All potential and actual conflicts of interest shall be publicly disclosed by the member and noted in the meeting minutes. A member shall not participate as a member of the decision-making body in any land use proceeding where the member has an actual conflict of interest.

D. Bias.

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All decisions in quasi-judicial matters shall be fair, impartial and based on the

applicable approval standards and the evidence in the record. A member of the decision-making body who is unable to render a decision on this basis in any particular matter shall refrain from participating in the deliberations or decision on the matter. This rule does not apply to legislative proceedings.

4.101.14 Objections to Procedure

Any party who objects to the procedure followed in any particular matter, including bias, conflict of interest and undisclosed ex parte contacts, must make a procedural objection before the City renders a final decision. Procedural objections may be raised at any time before a final decision, after which they are deemed waived. In making a procedural objection, the objecting party must identify the procedural requirement that was not properly followed and identify how the alleged procedural error harmed that person's substantial rights.

4.101.15 Conditions of Approval: Type II, III and IV

A. Authority to Impose Conditions.

All City decision-making bodies have the authority to impose conditions of approval reasonably related to impacts caused by the development or designed to ensure that all applicable approval standards are, or can be, met on Type II, III and IV decisions EXCEPT annexation. All conditions of approval shall be clear and objective or if the condition requires discretion shall provide for a subsequent opportunity for a public hearing.

B. Compliance with Conditions.

1. The applicant shall agree in writing that the applicant and successors shall be bound by the conditions prescribed for approval of the development.

2. Failure to comply with any condition of approval shall be the basis for revocation of the permit(s) and/or instituting code enforcement proceedings pursuant to the ***Section 4.102.10 and 4.104.11*** and ORS 30.315.

4.101.16 Notice of Decision

The City shall send, by first class mail, a notice of all Type II, III and IV decisions to all persons with standing, including the applicant, all persons who appeared either orally or in writing before the close of the public record and any persons

who requested notice of the decision. The notice of decision shall include the following information:

3. The file number and date of decision;

4. The name of the applicant, owner and appellant (if different);

5. The street address or other easily understood location of the subject property;

6. A brief summary of the decision, and if an approval, a description of the permit approved;

7. A statement that the decision is final unless appealed and description of the requirements for perfecting an appeal; and

8. The contact person, address and a telephone number whereby a copy of the final decision may be inspected or copies obtained.

4.101.17 Initiation of a Legislative Proposal: Type V

A. The City Council may initiate the consideration of a legislative decision by resolution.

B. Actions initiated by the Council shall be referred to the Planning Commission for a public hearing and recommendation to the Council.

C. The City Council shall hold the final public hearing on a proposed legislative decision.

4.101.18 Legislative Hearing Process: Type V

A. Purpose.

Legislative actions involve the adoption or amendment of the City's land use regulations, comprehensive plan, official zoning maps, or some component of these documents.

B. Planning Commission Recommendation.

1. Hearing Required. The Planning Commission shall hold at least one

public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or before the hearing. The Community Development Director shall notify the Oregon Department of Land Conservation and Development (DLCD) at least 45 days before the first hearing, or as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.

2. Community Development Director's Report. Once the Planning Commission hearing has been scheduled and noticed, the Community Development Director shall prepare and make available a report on the legislative proposal at least seven days before the hearing.

3. Planning Commission Recommendation. At the conclusion of the hearing, the Planning Commission shall adopt a recommendation on the proposal to the City Council. The Planning Commission shall make a report and recommendation to the City Council on all legislative proposals. If the Planning Commission recommends adoption of some form of the proposal, the Planning Commission shall prepare and forward to the City Council a report and recommendation to that effect.

C. City Council Action.

Upon receiving a recommendation from the Planning Commission on a legislative action, the City Council shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the City Council may adopt, modify or reject the legislative proposal, or it may remand the matter to the Planning Commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby enact or amend the City's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the City Council decision shall be enacted as an ordinance.

D. Notice of Final Decision to DLCD.

Not later than five working days following the City Council final decision, the Community Development Director shall mail notice of the decision to DLCD in accordance with ORS Chapter 197.

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4.102 Review, Interpretation and Enforcement

4.102.01 Appeals: Type II and III Decision

Appeals of any non-final decisions by the City must comply with the requirements of this section.

A. Standing to Appeal. Type II and III Decision.

The following rules prescribe who has standing to appeal:

1. Type I. Type I decisions by the Community Development Director are not appealable to any other decision-maker within the City.

2. Type II. For Type II decisions, only those persons who are adversely affected or aggrieved or who are entitled to notice have standing to appeal a Community Development Director decision and is substantially adversely affected.

3. Type III. For Type III decisions, only those persons who participated either orally or in writing or who are adversely affected or aggrieved have standing to appeal the decision of the Planning Commission or Design Review Board, as applicable and is substantially adversely affected.

B. Notice of Intent to Appeal.

1. A notice of intent to appeal any Type II or Type III decision must be received in writing by the Community Development Director within twelve (12) days from the date notice of the challenged decision is mailed to those entitled to notice. Late filing of any appeal shall be a jurisdictional defect and will result in the automatic rejection of any appeal so filed.

2. The following must be included as part of the notice of appeal:

   a. The Community Development file number and date the decision to be appealed was rendered;

   b. The name, mailing address and daytime telephone number for each appellant;

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c. A statement of how each appellant has standing to appeal;

d. A statement of the grounds for the appeal; and

e. The appropriate appeal fee. Failure to include the appeal fee for the costs of appeal and transcript fee within the appeal period is a jurisdictional defect and will result in the automatic rejection of any appeal so filed. IF an appellant prevails at hearing or on appeal, the transcript fee shall be refunded.

C. Notice of the Appeal Hearing.

The Community Development Department shall issue notice of the appeal hearing to all parties who signed in or participated, either orally or in writing, before the close of the public record. Notice of the appeal hearing shall contain the following information:

1. The file number and date of the decision being appealed;

2. The time, date and location of the public hearing;

3. The name of the applicant, owner and appellant (if different);

4. The street address or other easily understood location of the subject property;

5. A description of the permit requested and the applicant's development proposal;

6. A brief summary of the decision being appealed and the grounds for appeal listed in the notice of appeal;

7. A statement that the appeal hearing is confined to the issues raised in the notice of appeal; and

8. A general explanation of the requirements for participation and the City's hearing procedures.

4.102.02 Call-Up Review by the City Council: Type II and III Decision

A. Authority.

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Whether or not an appeal is filed, the City Council may by majority vote initiate review of a Type II or III decision.

B. Procedures.

1. A Type II and III decision and all minutes, or draft minutes, of Planning Commission or Design Review Board hearing proceedings, shall be forwarded to the City Council as an information item by the Community Development Director at the time the decision is mailed to the applicant.

2. Review under this ***Section*** shall be initiated before the adjournment of the first regular City Council meeting following the date the City Council receives notification of the decision.

3. Review shall replace a filed or possible appeal of the decision. The appellants of any appeal filed before a City Council call for review shall receive a full refund of the filing fee.

4. The City Recorder will set the hearing date for the City Council review, considering the 120-day rule.

5. The notice, hearing and decision procedures for a City Council review shall follow the provisions of the ***WDO*** provided for appeals.

4.102.03 Expiration of a Development Decision

A. A final decision on a change to the comprehensive plan map, the zoning map, land use regulations or some component of these documents shall be permanent.

B. A final decision granting preliminary approval of either a partition, a subdivision or a planned unit development (PUD) shall expire within two years of the decision UNLESS:

1. A complete application for final approval has been filed and deemed complete by the Community Development Director; or [Section 4.102.03.B.1 as amended by Ordinance No. 2383, §58, passed March 16, 2005.]

2. A time extension, ***Section 4.102.04***, has been approved.

C. A final decision granting preliminary approval of a manufactured dwelling park (MDP) shall expire on the 366th day after the date of the decision UNLESS:

1. A complete application for final approval has been filed and deemed complete by the Community Development Director; or

2. A time extension, has been approved.

D. A final decision on any application EXCLUDING those indicated in ***Sections 4.102.03.A.,B, and C***. shall expire within one year of the date of the final decision UNLESS:

1. A building permit to exercise the right granted by the decision has been issued;

2. The activity approved in the decision has commenced; or

3. A time extension, ***Section 4.102.04***, has been approved.

E. New Application Required.

Expiration of a final decision shall require a new application for any use or development on the subject property that is not otherwise allowed outright.

F. Deferral of the Expiration Period Due to Appeals.

If a final decision is appealed to a review body beyond the jurisdiction of the City, the expiration period for the decision shall not begin until review before LUBA and the appellate courts has been completed, including any remand proceedings before the City. The expiration period provided for in this ***Section*** will begin to run on the date of final disposition of the appeal.

4.102.04 Extension of a Development Decision

A. The effective time period for a final decision, may be extended by the Community Development Director before its expiration subject to a Type I application and decision procedure. Based on a complete application, including a statement indicating the circumstances warranting a time extension, a time extension may be granted for a period up to one year from the date of the final decision EXCEPT for a manufactured dwelling park (MDP).

B. An extension for a a MDP shall not exceed 180 days from the date of the final decision upon written request by the applicant showing the circumstances beyond the control of the applicant have prevented action from being taken. In order to renew action on a MDP application after expiration, the applicant shall resubmit

plans and pay a new review fee.

4.102.05 Reapplication Limited

If the application is denied or withdrawn following the close of the public hearing, no reapplication for the same or substantially similar proposal may be made for one year following the date of final decision denying a permit.

4.102.06 Transfer of Approval Right

Any final decision granted under the ***WDO*** shall run with the land and shall transfer with ownership of the land UNLESS otherwise specified in the decision. Any conditions, time limits or other restrictions imposed with a decision shall bind all subsequent owners of the subject property.

4.102.07 Performance Guarantees

A. When an applicant has an obligation to construct or improve public facilities or to construct improvements imposed as a condition of approval, the obligation shall be fulfilled prior to the issuance of a building permit unless the City Administrator has granted a written waiver of this requirement and the applicant has filed with the City Administrator a performance guarantee. The performance guarantee shall state the nature of the obligation, the time in which the obligation is to be met, identify the property subject to the obligation and contain security in a form acceptable to the City Administrator and in an amount equal to 120 percent of the cost of fulfilling the obligation as estimated by the City Administrator for the year in which fulfillment of the obligation is anticipated. A sufficient performance bond, cash deposit or letter of credit are acceptable forms of security. Return of the security to the applicant shall be conditioned upon the applicant fulfilling the obligation.

B. As an additional and separate part of the performance guarantee, the applicant shall agree to maintain the public facility or improvement for a period of one year following acceptance by the City Administrator, to include but not be limited to repair, replacement and all things necessary to insure its operational integrity.

C. The security shall be forfeited to the City if the applicant does not fulfill the requirements stated in the performance guarantee and the City may use the security to complete the obligation or any part of it. Until the obligation is completed, the security shall remain in the custody of the City or shall be placed in an escrow account subject to City control.

D. Upon receipt of written notice to the City Administrator that the public facility or

required improvement has been completed and is ready for final inspection and acceptance, the City Administrator shall, with ten (10) calendar days, make such inspection. If the City Administrator finds the work to be acceptable, there shall promptly be issued a final certificate stating the work has been completed and accepted.

E. If the City Administrator determines that an applicant has failed to fulfill the obligation to complete the public facility or required improvement, written notice shall be given detailing the failure and stating the City's intention to use the security given to complete the obligation. If the City completes the obligation and the security which as required is not sufficient to compensate the City for costs incurred, the excess amount due to the City, plus a 10% administrative charge, shall constitute a lien in favor of the City upon the real property subject to the obligation.

F. The lien attaches upon entry in the City lien docket and the giving of notice of the claim for the amount due for the completion of the obligation. The notice shall demand that amount due, allege the insufficiency of the bound or other security to compensate the City fully for the cost of the fulfillment of the obligation, and allege the applicant's failure to complete the required obligation.

G. Once docketed, the lien may be foreclosed in the manner prescribed by ORS Chapter 223 for foreclosing liens on real property.

4.102.08 Modification of Conditions

Any request to modify a condition of approval is to be considered pursuant to the procedure and the standards and criteria applicable to a new application of the type of permit or zone change that is proposed to be amended, EXCEPT the modification of a condition limiting the "use" of property may only be considered as a Type IV Zoning Map Change application.

4.102.09 Interpretation

A. Interpretations, Generally

1. An ambiguous term in the ***WDO*** may be interpreted in the final decision of any Type II, III or IV application or by a request for a formal interpretation by the City Council. A request for a formal interpretation may be initiated by the Community Development Director when in the administration of the code the Director deems it appropriate that a question as to the intent of the ***WDO*** be formally rather than administratively resolved.

Alternatively, any person, upon application, may request a formal interpretation.

2. The purpose of a formal interpretation is to clarify the intent of the ***WDO*** and its application in particular circumstances. The Council shall not, by interpretation, vary or modify any clear and unambiguous provisions of the ***WDO***. Formal interpretations shall be processed as a Type IV application.

3. Formal interpretations made by the Council shall control future administration and enforcement of the ***WDO*** until vacated or superceded by Council or incorporated as an amendment of the ***WDO.*** The Community Development Director shall keep a log of all formal interpretations.

B. Interpretation of Zoning District Boundaries.

Where there is uncertainty, contradiction or conflict concerning the intended location of zoning district boundary lines, the boundary lines shall be determined by consideration of the following guidelines in a Type IV review. Such a review may be initiated by the owner of the subject property or by the Community Development Director:

1. Boundaries indicated as approximately following the center of right of way lines of streets, highways, railroad track or alleys shall be construed to be such district boundaries;

2. Boundaries indicated as approximately following the boundaries of a lot shall be construed as following such boundaries;

3. Boundaries indicated as approximately following the City limits shall be construed as following such boundary;

4. Boundaries indicated as approximately following river, stream and/or drainage channels or basins shall be construed as following the center line of the channel of such river, stream or channel; and

5. Whenever any public right of way is lawfully vacated, the lands formerly within the vacated right of way shall automatically be subject to the same zoning district designation that is applicable to lands to which the vacant land attaches.

C. Interpretation of Uses.

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The Community Development Director may, as a Type II decision, approve, approve with conditions or deny a request for approval of a determination that a proposed use is similar to a permissible use in the applicable zone. In making a similar use determination the following guidelines shall be considered:

1. Primary or Predominant Use. Use classifications define the primary or predominate activity. For NAICS classifications, the primary activity is determined by the principal product or group of products distributed or services rendered. Ancillary or subordinate activities conducted in the furtherance of the primary activity, shall not be considered in determining the classification of use for purposes of the ***WDO***.

2. Uses Included. The description of certain classifications are amplified by a listing of more specific uses preceded by the term "INCLUDING." Such included uses only serve to illustrate the scope of the NAICS classification and are not intended to limit the uses described under the NAICS index number.

3. Uses Excluded. Certain uses excluded from a NAICS classification are preceded by the term "EXCLUDING."

4. For uses which the Community Development Director determines cannot be readily classified with reference to NAICS or particular description in the ***WDO*** the Director may request a formal interpretation by the City Council. Alternatively, any person, upon application may request such an interpretation. Consideration of a request for formal interpretation shall be a ***Type IV*** review.

4.102.10 **Revocation or Modification of a Previously Approved Permit** [Section 4.102.10 as amended by Ordinance No. 2383, §59, passed March 16, 2005.]

A. Authority to Revoke or Modify.

The Planning Commission may initiate a proceeding to revoke or modify a quasi-judicial permit if the Planning Commission determines there is a substantial likelihood that any of the following conditions exists:

1. An applicant, or the applicant's successor in interest, fails to fully comply with one or more conditions of permit approval or otherwise does not comply fully with the City's approval.

2. An applicant, or the applicant's successor in interest, failed to complete the

work within the time frame or in the manner approved without obtaining an extension of time or modification of the permit from the granting authority.

3. The activities of the use, or the use itself, are substantially different or have substantially increased in intensity from what was approved.

4. The use is subject to the nonconforming use regulations, the applicant has not obtained approval, and has substantially changed the use or substantially increased the intensity of the use after the use became nonconforming.

5. The applicant or the applicant's representatives either intentionally or unintentionally committed a material misrepresentation of fact in the application or the evidence submitted in support of the application.

   a. For purposes of this section, "material misrepresentation of fact" means a misstatement of factual information that:

      1. Was submitted by the applicant in support of the application;

      2. Could have been corrected by the applicant at the time of application; and

      3. Formed the sole basis for approval of the application pursuant to an applicable approval criterion.

   b. A "material misrepresentation of fact" does not include misstatements of fact made by City staff or caused by failure of another party to appear or adequately testify.

B. Process for Revocation or Modification.

Revocation or modification shall be processed as a Type IV decision. The Community Development Director shall have the burden of proving, based on substantial evidence in the whole record, that the applicant or the applicant's successor has in some way violated the City's approval.

C. Possible Actions at the Revocation Hearing.

Depending on the situation, the City may take any of the actions described below.

If the decision is to modify the permit, the City may not approve a use that is more intense than originally approved unless the possibility of this change has been stated in the public notice. Uses or development which are alleged to have not fulfilled conditions, violate conditions or to be inconsistent with the City's approval may be subject to the following actions:

1. The City may find that the use or development is complying with the conditions of the approval. In this case, the permit shall not be altered.

2. The City may modify the permit if it finds that the use or development does not fully comply with the conditions of approval or otherwise does not comply with what was approved, that the violations are not substantial enough to warrant revocation and that the use can comply with the original approval criteria if certain conditions are met. In this case, the City may modify the existing conditions, add new conditions to ensure compliance with the approval criteria, or refer the case to the code compliance officer for enforcement of the existing conditions.

3. The City may revoke a permit if it finds there are substantial violations of conditions or failure to implement conditions of a permit, such that the original approval criteria for the use or development are not being met.

D. Effect of Revocation.

In the event permit approval is revoked, the use or development becomes illegal. The use or development shall be terminated within thirty days of the date that all appeals periods have been exhausted, unless the decision provides otherwise. In the event the City Council's decision on a revocation request is appealed, the revocation action shall be automatically stayed until the appeal is resolved.

[Section 4.102.10 as amended by Ordinance No. 2383, §59, passed March 16, 2005.]

4.102.11 Enforcement

A. Inspection and Right of Entry.

When necessary to investigate a suspected violation of the WDO, or an application for or revocation of any permit issued under the WDO, the Community Development Director may enter on any site or into any structure open to the public for the purpose of investigation, provided entry is done in accordance with law. Absent a search warrant, no site or structure that is closed to the public shall be entered without the consent of the owner or occupant.

B. Abatement.

Any use or structure established, operated, erected, moved, altered, enlarged, painted, or maintained contrary to the WDO is unlawful and a public nuisance, and may be abated.

C. Civil Proceeding Initiated by City Attorney.

The City Attorney, after obtaining authorization from the City Council, may initiate a civil proceeding on behalf of the City to enforce the provisions of the WDO. This civil proceeding may include, but is not limited to, injunction, mandamus, abatement, or other appropriate proceedings to prevent, temporarily or permanently enjoin, abate, or set aside any use or structure established, operated, erected, moved, altered, enlarged, painted or maintained contrary to the WDO, including revocation of all permits, to prevent, enjoin, abate or remove the unlawful location, construction, maintenance, repair, alteration or use.

D. Civil Infraction.

In addition to, and not in lieu of any other enforcement mechanisms, a violation of any provision of the WDO constitutes a Class 1 Civil Infraction which shall be processed according to the procedures contained in the Woodburn Civil Infraction ordinance.

Each violation a separate infraction. Each violation of the WDO constitutes a separate Civil Infraction, and each day that a violation of the WDO is committed or permitted to continue shall constitute a separate Civil Infraction.

E. Remedies - Cumulative.

The remedies provided for in this Section are cumulative and not mutually exclusive.

5.1 APPLICATION REQUIREMENTS

5.101 Type I Application Requirements

5.101.01 Design Review of Single Family and Duplex Residential Dwellings

A. Purpose. The purpose is to assure compliance with the site development and architectural design standards of ***Sections 3.1***.

B. Applicability.

1. These standards are applicable to the following development:

   a. Any new Single Family and Duplex Dwellings within an RS, R1S and RM zone, approved AFTER the effective date of the ***WDO***, EXCEPT as noted in ***Section 5.101.01.B.2***;

   b. Any exterior alteration of Single Family and Duplex Dwellings located within an RS, R1S and RM zone, EXCEPT as noted in ***Section 5.101.01.B.2***:

      1) Where the subject dwelling has a prior ***Type I*** design review approval; and

      2) That is subject to building permit approval.

   c. Manufactured Dwellings in an approved MDP that are from 1 to 3 acres in area.

2. Single Family and Duplex Dwellings that are subject to an approved architectural design review process required by a homeowners association and architectural design review CC & R's approved pursuant to ***Section 3.109.02.E*** that are equal to or better than ***WDO*** architectural design requirements shall be EXCLUDED from the City architectural design review requirements.

C. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A complete building permit application, including architectural drawings

elevations for facades subject to architectural review standards.

2. Street and Utilities Plan, as applicable.

3. A Grading Permit, EXCLUDING lots within a development [such as a subdivision or PUD] with an approved Grading Permit.

D. Criteria. The criteria are contained in ***Section 3.107.*** [Section 5.101.D as amended by Ordinance No. 2383, §60, passed March 16, 2005.]

E. Procedure. City staff shall review the application materials for compliance with the applicable standards of ***Sections 2.1, 2.2 and 3.1*** at the time of building permit review. Conforming plans will be noted on the building permit review checklist. The review shall be conducted in accordance with established building permit processing procedures.

5.101.02 Fence and Free Standing Wall Pre-Construction Review

A. Purpose. The purpose is to facilitate the compliance of fence and free standing wall facilities with required standards by reviewing the location and physical characteristics of the proposed facility prior to construction or installation.

B. Application Requirements. An application shall include a completed City application form and the following exhibit. No filing fee shall be required.

A dimensioned plot plan indicating:

1. The street address;

2. The name of the property owner and the owner's telephone number;

3. The location of property lines; and

4. The location, height and material of the proposed fence and/or free standing wall.

C. Criteria. Applications shall be reviewed pursuant to the standards of ***Sections 2.201 and 2.202.***

D. Procedure. City staff shall review the proposal and annotate the site plan with any changes necessary to comply with City regulations. The Community Development Director shall provide a copy of the review to the applicant either over the counter or by mail.

5.101.03 Grading Permit

A. Purpose. The purpose is to insure the adequacy of storm drainage in compliance with the Woodburn Storm Management Plan, Woodburn Flood Plain Ordinance, Public Works Department standards and the State building code.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibit:

1. A Grading Plan for the subject property.

C. Criteria. An application shall be reviewed pursuant to the policies and standards of the Woodburn Storm Management Plan, Woodburn Flood Plain Ordinance, Public Works Department and state building code, as applicable.

D. Procedure. Public Works staff shall review the proposal; annotate the Grading Plan and notify the applicant regarding any deficiencies. The Public Works Director shall issue a grading permit for compliant plans.

5.101.04 Manufactured Dwelling Park, Final Plan Approval

A. Purpose. The purpose of the review is assure substantial conformance of the final plan and improvements with the conditions of the Manufactured Dwelling Park Preliminary Approval, including compliance with applicable Oregon Administrative Rules.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A copy of the Preliminary Manufactured Dwelling Park order of approval, annotated by the applicant to indicate the evidence submitted to demonstrate substantial conformance.

2. A check print of the Final Manufactured Dwelling Park Plan;

3. Design and specifications of all public and private facilities required by the preliminary approval;

4. Grading Plan;

5. An approved Phasing Plan, as appropriate;

6. A final draft of any covenants with the City regarding perpetuation of the

permanent conditions of approval;

7. A current title report issued by a title company verifying ownership and encumbrances and easements of record for the subject property; and

8. A properly signed copy of any dedications, easements applicable to the park required under separate document.

C. Criteria.

1. The final plan shall be submitted within two years of date of the order setting forth the final decision pursuant to ***Section 4.102.03.***

2. The final plan shall include all information required by the preliminary approval and applicable Oregon Administrative Rules and shall substantially conform with all conditions of the preliminary approval and applicable Oregon Administrative Rules.

D. Procedures.

1. Technical Review. City staff shall determine whether the final plan conforms to the preliminary approval, applicable state requirements and City ordinances.

2. Certification.

a. The City Engineer shall certify that the following items have been provided:

1) Properly signed public dedications and/or public utility easements applicable to the park; and

2) All public facilities required by the preliminary approval are designed to City standards and either constructed and accepted by the City or covered by the performance guarantee (***Section 4.102.07***) approved by the City Administrator.

b. The Community Development Director shall certify substantial conformance with the requirements of the preliminary approval, other than requirements specified for certification by other parties. Any modification of a preliminary approval that involves one or more of the following, shall not be in substantial conformance with

the approval:

1) A change in the circulation pattern, including the location or configuration of street intersections;

2) An increase in the number of spaces;

3) A deletion or addition of a use or facility; or

4) Any other substantive change found by the Community Development Director.

c. The Building Official shall certify that all state requirements specifically pertaining to manufactured dwelling parks have been satisfied.

3. Issuance of a MDP Permit and Recordation of Covenants. Upon evidence of all required certifications the Building Official shall issue a manufactured dwelling park permit. The covenants with the City shall be recorded by the applicant with Marion County within 30 calendar days of the issuance of a manufactured dwelling park permit. Any permit with covenants not so recorded is void.

4. If City staff determines that the final plan does not conform, the applicant shall be advised by written notice which shall list the reason for the decision.

5. The applicant shall have 30 calendar days to correct the plan or to apply for a formal interpretation of applicable criteria and conditions.

6. Building Permits. Evidence of a Manufactured Dwelling Park Permit; recordation of covenants; and dedication of rights of way; and conveyance of applicable easements to the City authorizes the issuance of building permits and set-up permits. Design review of site built buildings, ***Section 3.107.01***, shall be required for all manufactured dwelling parks, and for all dwellings in parks of 1 to 3 acres.

5.101.05 Partition, Final Plat Approval

A. Purpose. The purpose of the review is assure substantial conformance of the final plat and improvements with the conditions of the preliminary partition approval.

B. Application Requirements. An application shall include a completed City

application form, filing fee and the following exhibits:

1. A copy of the Preliminary Partition order of approval, annotated by the applicant to indicate the evidence submitted to demonstrate substantial conformance.

2. A check print of the Final Partition Plat;

3. Design and specifications for all public facilities required by the preliminary approval;

4. Grading Plan, for property in all zones EXCEPT RS and R1S; and

5. A current title report issued by a title company verifying ownership and encumbrances and easements of record for the subject property.

6. A copy of deed restrictions, maintenance agreements applying to the partition (or subdivision as applicable).

7. A properly signed copy of any dedications, easements applicable to the partition (or subdivision as applicable) required under separate document.

C. Criteria.

1. The final plat shall be submitted within two years of date of the order setting forth the final decision pursuant to ***Section 4.102.03***.

2. The final plat shall include all information required by the preliminary approval and shall substantially conform with all conditions of the preliminary approval.

D. Procedures.

1. Technical Review. City staff shall determine whether the final plat conforms to the preliminary approval, including all conditions and other applicable state statutes and City ordinances and certify its findings of conformance.

2. Certifications.

a. The City Engineer shall certify the following information is shown on the plat:

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1) Location of the plat by section, township and range.

2) The location and width of streets and easements intercepting the boundary of the partition (or subdivision, as applicable).

3) Street rights of way and center lines being dedicated are clearly shown with linear dimensions, bearings, radii, chord distance, and points of curvature.

4) The width of the portion of streets being dedicated and the width of existing rights of way.

5) Required utility easements are clearly identified with respect to length, width and bearing and have sufficient ties to locate the easement with respect to the partition (or subdivision, as applicable).

6) Identification of land to be dedicated for any purpose, public or private, is distinguished from lots or parcels intended for sale.

7) A certificate signed and acknowledged dedicating all land intended for public use, which includes rights of way and public easements.

8) A certificate with the seal of and signed by the surveyor responsible for the survey and the final plat.

b. The City Engineer shall certify that all public facilities required by the preliminary approval are designed to City standards and either constructed and accepted by the City or covered by the performance guarantee (***Section 4.102.07***) approved by the City Administrator.

c. The Community Development Director shall certify substantial conformance with the requirements of the preliminary approval, other than requirements specified for certification by other parties. Any modification of a preliminary approval that involves one or more of the following, shall not be in substantial conformance with the approval:

1) A change in the circulation pattern, including the location

or configuration of street intersections;

2) An increase in the number of lots; or

3) Any other substantive change found by the Community Development Director.

d. The County Surveyor shall certify the completeness and accuracy of the final plat, survey and monumentation in compliance with ORS Chapter 92.

3. Signing and Recordation. Upon evidence of all required certifications the Community Development Director shall sign the final plat. The final plat and the covenants with the City shall be recorded by the applicant with Marion County within 30 calendar days of signature. Acceptance by the City of the land dedicated to the public by means of a plat occurs upon the recording of the plat. Any plat and covenants not so recorded is void.

4. If City staff determines that the final plat does not conform, the applicant shall be advised by written notice which shall list the reason for the decision.

5. The applicant shall have 30 calendar days to correct the plat or to apply for a formal interpretation of applicable criteria and conditions by the body granting the tentative approval.

6. Approval and recordation of a final plat and covenants with the City authorizes the issuance of building permits for actions or uses as approved therein.

5.101.06 Planned Unit Development (PUD), Final Plan Approval

A. Purpose. The purpose of the review is assure substantial conformance of the Final Plan, or Final PUD Plat when applicable, with the conditions of the Preliminary PUD Plan Approval and the Final PUD Design Plan Approval.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A copy of the Preliminary Planned Unit Development order of approval, annotated by the applicant to indicate the evidence submitted to demonstrate substantial conformance.

2. A check print of the Final Planned Unit Development Plan, consisting of either of the following:

   a. For a Final PUD Plan WITH a concurrent Subdivision: All items specified for final subdivision plat approval in ***Section 5.101.09.B***; or

   b. For Final PUD Plan WITHOUT a concurrent Subdivision:

      1) Site Design Plan;

      2) Design and specifications for all required public improvements;

      3) Grading Plan; and

      4) Approved Phasing Plan, as applicable.

3. An Approved Final PUD Design Plan.

4. A current title report issued by a title company verifying ownership and encumbrances and easements of record for the subject property.

5. A copy of deed restrictions, maintenance agreements applying to the PUD.

6. A properly signed copy of any dedications, easements applicable to the PUD required under separate document.

C. Criteria.

1. For a PUD with a concurrent Subdivision, the criteria of ***Section 5.101.09.C.*** shall apply.

2. For a PUD WITHOUT a concurrent Subdivision, substantial conformance with the preliminary approval shall be found.

3. For all PUD's, substantial conformance with concurrent permit applications shall be found, including the applicable standards of ***Section 3.109*** and the Final PUD Design Plan.

D. Procedures.

1. Technical Review. City staff shall determine whether the final plan, of

plan and plat, conforms to the preliminary approval, including all conditions and other applicable state statutes and City ordinances and certify its findings of conformance.

2. Certifications.

a. The Public Works Director shall certify the final plat pursuant to ***Section 5.101.05.D.2.a.and b.*** In the case of a PUD WITHOUT a plat, the Public Works Director shall certify that all public facilities required by the preliminary approval are designed to City standards and either constructed and accepted by the City or covered by the performance guarantee approved by the City Administrator.

b. The Community Development Director shall certify substantial conformance with the requirements of the Preliminary PUD Plan approval and the Final PUD Design Plan, other than requirements specified for certification by other parties. Any modification of a prior approval that involves one or more of the following, shall not be in substantial conformance with the approval:

1) A change in the circulation pattern, including the location or configuration of street intersections;

2) A change in location and/or a type of use or housing;

3) An increase in the number of lots, dwelling units or gross floor area of non-residential uses;

4) A density increase from that approved or further limited by condition;

5) The deletion or addition of a use or facility;

6) A change in the scale or character of common facility design of the architectural scheme contained in the approved PUD Design Plan;

7) A change in the Home Owners Association agreement and CC & R's regarding provisions for management and maintenance of common land and facilities; the design review criteria and controls; or covenants with the City; or

8) Any other substantive change found by the Community

Development Director.

c. The City Attorney shall review and approve the planned unit development documents, including the Conditions, Covenants and Restrictions (CC&R's) ONLY for compliance with conditions of development approval. [Section 5.101.06.D.2.c as amended by Ordinance No. 2383, §61, passed March 16, 2005.]

d. The County Surveyor shall certify the completeness and accuracy of the final plat, survey and monumentation in compliance with ORS Chapter 92.

3. Final Certification of City Approval.

a. Signing and Recordation. In the case of a concurrent subdivision, upon evidence of all required certifications the Community Development Director shall sign the final plat. The final plat and the covenants with the City shall be recorded by the applicant with Marion County within 30 calendar days of signature. Acceptance by the City of the land dedicated to the public by means of a plat occurs upon the recording of the plat. Any plat and covenants not so recorded is void.

b. Issuance of a PUD Permit and Recordation of Covenants. Upon evidence of all required certifications the Community Development Director shall issue a planned unit development permit. The covenants with the City shall be recorded by the applicant with Marion County within 30 calendar days of the issuance of a planned unit development permit. Any permit with covenants not so recorded is void.

4. If City staff determines that the final plat does not conform, the applicant shall be advised by written notice which shall list the reason for the decision.

5. The applicant shall have 30 calendar days to correct the plat or to apply for a formal interpretation of applicable criteria and conditions by the body granting the tentative approval.

6. Approval and recordation of a final plat, when applicable, and covenants with the City authorizes the issuance of building permits for actions or uses as approved therein.

5.101.07 Property Line Adjustment; Consolidation of Lots

A. Purpose. The purpose of the review is to assure the proposed adjustment of an existing property line, or the consolidation of existing lots, parcels or other units of land, complies with the definition of a property line adjustment in ORS Chapters 92 and 209 prior to conveyance of the property reflecting the adjusted property description and advise the property owner of the location of utilities requiring easements.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A plot plan showing:

   a. The location [length and bearing] of existing property lines, depicted as solid lines and of the adjusted property lines, depicted as dashed lines;

   b. The area of the existing and the adjusted properties; and

   c. The location and use of existing structures, utilities and utility service connections abutting the adjusted property lines or otherwise affected by the proposed adjustment.

2. Deeds for the subject properties.

C. Criteria.

1. The lot area, depth, width, frontage, building setbacks, vehicular access and lot coverage shall comply with the standards of the ***WDO***;

2. The existing land use and development on the subject property shall comply with the requirements of prior land use actions; and

3. The buildings and structures abutting the adjusted property lines shall comply with state building code and fire code with respect to the current occupancy.

4. Property line adjustments shall be surveyed and monumented to the requirements set forth in ORS Chapters 92 and 209, and certified and recorded by the County Surveyor.

D. Procedure.

1. Community Development staff shall review the proposal with respect to the *WDO* and the state building code. Public Works staff shall review the proposal with respect to utilities and utility connections requiring easements. Compliant proposals shall be certified by the Community Development Director and transmitted to the applicant for the applicant's submittal to the County Surveyor.

2. The applicant shall provide proof of a recorded survey in compliance with the adjustment to the Community Development Director, prior to the issuance of any building or other permits that rely on the property line adjustment.

5.101.08 Temporary Outdoor Marketing and Special Event Permit for a *WDO* Special Use

A. Purpose. The purpose is to familiarize the applicant with the performance standards for the particular temporary outdoor marketing or special event conducted as a Special Use, ***Section 2.203.19***, and to establish a record that serves as a basis for administering compliance with the ***WDO***.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A written description of the following:

   a. The type of event, including days and hours of operation;

   b. The street address; and

   c. The property owner and owner's telephone number.

2. A plot plan, drawn to scale, depicting the location of the proposed event or use; the location and dimensions of facilities; the location and number of off street parking spaces; setbacks and buffers relative to property lines; property access and on-site circulation.

3. A graphic depiction on the plot plan, or narrative description, of the measures to be taken to comply with specific ***WDO*** criteria and standards for the special use requiring a special event permit.

4. Any additional information requested by City staff to clarify the character

and scope of the proposal.

C. Criteria. The special event shall be governed by the applicable requirements of ***Section 2.203.***

D. Procedure. City staff shall review the application and the Community Development Director shall issue a permit based on compliance of the proposal with applicable requirements of ***Section 2.203.***

5.101.09 Subdivision, Final Plat Approval

A. Purpose. The purpose of the review is assure substantial conformance of the final plat and improvements with the conditions of the preliminary subdivision approval.

B. Application Requirements. The requirements of ***Section 5.101.05.B.***, with the application fee appropriate for a subdivision, shall apply.

C. Criteria. All criteria of Section ***5.101.05.C.*** shall apply, EXCEPT that a Grading Plan shall be required for property in all zones.

D. Procedures. The procedures of ***Section 5.101.05.D.*** shall apply.

5.101.10 Tree Removal Permit

A. Purpose. The purpose of the permit is to administer the Significant Tree conservation provisions of ***Section 3.106.04.***

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

A plot plan, drawn to scale, depicting the location of the significant trees proposed for removal and the location, caliper or height, and type of trees proposed to replace the trees to be removed.

C. Criteria. Criteria of Section ***3.106.04*** shall apply.

D. Procedures. City staff shall review the proposal and annotate the site plan with any changes necessary to comply with City regulations. The Community Development Director shall provide a copy of the review to the applicant either over the counter or by mail.

5.101.11 Significant Wetlands Overlay District (SWOD) Permit

A. Purpose: The purpose of the SWOD permit review procedure is to insure that all:

1. Grading,

2. Excavation,

3. Placement of fill, and

4. Vegetation removal, other than perimeter mowing and other cutting necessary for hazard prevention, within a delineated, significant wetland complies with applicable City and state standards and procedures, including those of ORS Chapter 196 and Chapter 227 and OAR 660-023.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, location map and the following additional exhibits:

1. A written description of the proposed use and/or action in a delineated, significant wetland.

2. A site plan showing the location and extent of the proposed use and/or action.

3. A letter from the Division of State Lands describing the Division's findings and proposed action.

C. Criteria.

A City ***SWOD*** permit:

1. Shall be subject to the applicable standards of the ***WDO*** and to the findings and action proposed by the Division of State Lands [DSL], as administered by the Division, and in addition;

2. The scope of the DSL action may be varied by action of the City, upon compliance with the procedures of ***Section 5.103.11, A. and B.*** subject to the either:

   a. The criteria of ***Section 5.103.11C***; or

   b. A finding, verified by the DSL, of error in delineation of the SWOD boundary.

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D. An application shall be filed with the Community Development Director prior to the initiation of action to physically alter the subject property, or the plant life thereon, as outlined in ***Section 5.101.11.A.***, but no later than the filing of a complete application for a partition, subdivision, planned unit development, conditional use, specific conditional use, variance, flood plain permit, or building permit for a new structure within an identified, significant wetland.

5.101.12 Access Permit to a City Street, EXCLUDING a Major or Minor Arterial Street

A. Purpose. The purpose of an access permit to a City street, EXCLUDING a Major or Minor Arterial, is to implement the standards of ***Section 3.104*** in circumstances where the access is not subject to any other Type I, II or III approval.

B. Application Requirements. An application shall include a completed City application form, filing fee and the following exhibits:

1. A complete building permit application; or

2. A Site Plan.

C. Criteria. The application shall conform to the applicable standards of ***Section 3.104***.

5.102 Type II Application Requirements

5.102.01 Partition, Preliminary Approval

A. Purpose: The purpose of a partition is to divide a single lot into not more than 3 lots within one calendar year. The division may create a street.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Preliminary Partition Plan; and

2. Traffic Impact Analysis, as may be required in compliance with ***Section 3.104.01.B.2.***

C. Criteria.

Preliminary approval of a Partition 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 healthful 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 these measures shall be documentation as approved by the Public Works Department, that streets and building sites are on geologically stable soil considering the stress

and loads to which the soil maybe subjected.

5. The tentative plan complies with all applicable provisions of the ***WDO***, except as may be waived by variance granted as provided in ***WDO***.

5.102.02 Design Review for All Structures LESS THAN 1000 Sq. Ft.

A. Purpose. The purpose of Type II design review is to insure compliance with all applicable site development standards and architectural design guidelines of ***Section 3.1*** for:

1. All structures LESS THAN 1000 sq. ft. of gross floor area and single family and duplex dwellings in the NCOD, but EXCLUDING structures subject to TYPE I Design Review. [Section 5.102.02.A.1 as amended by Ordinance No. 2383, §62, passed March 16, 2005.]

2. Any change in use that results in a greater parking requirement.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utilities Plan, as applicable;

2. Site Design Plan;

3. Grading Plan; and

4. Architectural drawings (plan view and elevations) and materials sample board.

C. Criteria. The applicable guidelines and standards of ***Section 3.1*** shall apply and other applicable sections of the ***WDO***.

5.102.03 Zoning Adjustment

A. Purpose. The purpose of a zoning adjustment is to allow a minor variance, within specified limits, to a zoning development standard where strict adherence to the standard is precluded by circumstances and minor deviation from a standard will not unreasonably impact existing or potential the adjacent uses or development.

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Standards cited in ***Section 5.102.03.D.*** below which are set by statute for

manufactured homes and manufactured home and dwelling parks are non-variable, and cannot be modified by an adjustment.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibit:

1. Site Plan.

C. Criteria. A determination of whether the criteria set forth are satisfied necessarily involves the balancing of competing and conflicting interests.

1. The adjustment is necessary to prevent unnecessary hardship relating to the land or structure. 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, topography.

   b. Whether reasonable use similar to other properties in the same zone can be made of the property without the adjustment.

   c. Whether the hardship was created by the person requesting the adjustment.

2. Development consistent with the request will not be materially injurious to adjacent properties or to the use of the subject property. Factors to be considered in determining whether development consistent with the adjustment is "injurious" include but are not limited to: [Section 5.102.03.C.2 as amended by Ordinance No. 2383, §63, passed March 16, 2005.]

   a. Physical impacts such development will have because the adjustment, such as visual, noise, traffic and drainage, erosion and landslide hazards.

   b. If the adjustment concerns joint use parking, the hours of operation of the uses sharing vehicle parking shall not create a competing

parking demand.

c. Incremental impacts occurring as a result of the proposed adjustment.

3. The adjustment is the minimum deviation from the standard necessary to make reasonable use of the property;

4. The adjustment does not in conflict with the Woodburn Comprehensive Plan.

D. Maximum Adjustment permitted.

1. Lot Area: Up to a 5 percent reduction in the minimum lot area.

2. Lot Coverage: Up to an increase of 5 percent in lot coverage.

3. Front Yard Setback or Setback Abutting a Street: Up to a 10 percent reduction of a setback.

4. Side Yard Setback: Up to a 20 percent reduction in setback, but no less than a 5 foot setback in a RS or R1S Zone or less than the requirements of the state building code, whichever is more restrictive.

5. Rear Yard Setback: Up to a 20 percent reduction in setback, but no less than a 5 foot setback, EXCEPT in those zones permitting zero setback the minimum setback shall be either 5 feet or zero.

6. Lot Width: Up to a 10 percent reduction.

7. Height: Up to a 10 percent increase in height.

8. Parking Standards: Up to a 5 percent reduction in required parking spaces EXCEPT no reduction in the number of handicapped vehicle parking spaces or in dimensional standards.

9. Joint Use Vehicle Parking: Up to 20 percent of the required vehicle parking may be satisfied by joint use of the parking used for another use.

10. Fences and Free Standing Walls: The location or height of a fence or free standing wall, EXCLUDING the adjustment of any such facilities within a clear vision area.

11. Prohibited Adjustments: Adjustments to the number of permitted dwelling or living units and to the use of property shall be prohibited.

5.102.04 Access Permit to a City Major or Minor Arterial Street

A. Purpose. The purpose of an access permit is to implement the standards and guidelines of ***Section 3.104*** applicable to driveways and streets connecting to a City that is classified as a Major or Minor Arterial street in circumstances where the access is not subject to any other Type I, II or III approval.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibit:

1. Site Plan.

C. Criteria. The application shall conform to the applicable standards and guidelines of ***Section 3.104***.

5.102.05 Residential Architectural Standard Substitution

A. Purpose. The purpose is to allow limited substitution of comparable or improved residential architectural standards to reflect circumstances that comply with the approval criteria following an administrative procedure. A maximum of three substitutions may be considered for each residential building covered by an application for substitute standards.

Architectural standards set by statute (ORS 197.307 and 197.314) relating to siding and roofs on manufactured homes are non-variable, and cannot be modified by a substitution.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibit:

1. A complete building permit application, including architectural drawings elevations for facades subject to architectural review standards.

2. Either a written description or a illustration of each architectural standards proposed for substitution.

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C. Criteria. The suitability of the substitute architectural standards shall be based on consideration of how each substitute standard:

1. Incorporates design elements and materials that reflect a custom design;

2. Reflects the character of the existing housing within the subject subdivision and/or surrounding area. within 250 feet of subject property;

3. Incorporates materials, that in substance and visual appeal, are of equal or greater quality;

4. Assures that needed housing is not discouraged through unreasonable cost, pursuant to ORS 197.307.

5.103 Type III Application Requirements

5.103.01 Conditional Use

A. Purpose. A conditional use is an activity which is permitted in a zone but which, because of some characteristics which are not entirely compatible with other uses allowed in the zone, cannot be permitted outright. A public hearing and review of the proposed conditional use and the imposition of conditions, if necessary, is intended to insure that the use proposed will be as compatible as practical with surrounding uses, and is in conformance with the requirements of the district and with other applicable criteria and standards. Conditions that increase the maximum development standard of the ***WDO*** may be imposed without a concurrent variance. Conditions that decrease the minimum standards of a ***WDO*** development standard require a concurrent variance.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan;

2. Transportation Impact Analysis (TIA), as applicable; and

3. Site Plan.

C. Criteria.

1. The proposed use shall be permitted as a conditional use within the zoning district.

2. The proposed use shall comply with the development standards of the zoning district.

3. The proposed use shall be compatible with the surrounding properties.

   Considerations. Relevant factors to be considered in determining whether the proposed use is compatible include:

   a. The suitability of the size, shape, location and topography of the site for the proposed use;

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b. The capacity of public water, sewerage, drainage, street and pedestrian facilities serving the proposed use;

c. The impact of the proposed use on the quality of the living environment:

1) Noise;

2) Illumination;

3) Hours of operation;

4) Air quality;

5) Aesthetics; and

6) Vehicular traffic.

d. The conformance of the proposed use with applicable Comprehensive Plan policies; and

e. The suitability of proposed conditions of approval to insure compatibility of the proposed use with other uses in the vicinity.

5.103.02 Design Review for All Structures 1000 Sq. Ft. OR MORE

A. Purpose. The purpose of Type III design review is to insure compliance with the applicable site development standards and architectural design guidelines of ***Section 3.1*** for:

All structures 1000 sq. ft. OR MORE of gross floor area EXCLUDING structures subject to TYPE I Design Review; and single family and duplex dwellings in the ***NCOD***. [Section 5.103.02.A as amended by Ordinance No. 2383, §63, passed March 16, 2005.]

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utilities Plan, as applicable;

2. Site Design Plan;

3. Grading Plan;

4. Architectural drawings (plan view and elevations) and materials sample board; and

5. Traffic Impact Analysis, as may be required in compliance with ***Section 3.104.01.B.2.***

C. Criteria. The criteria are pursuant to the standards and guidelines of ***Section 3.1.*** and other applicable sections of the ***WDO***.

5.103.03 Historically or Architecturally Significant Site, Specific Conditional Use

A. Purpose: The purpose is to create a procedure that allows consideration of the adaptive reuse of historically or architecturally significant sites and buildings for a more intensive use than permitted outright within a zone in order to conserve the site or building resource. The procedure is intended to provide appropriate opportunities for the maintenance and productive use of significant cultural resources that would not otherwise be economically practical, and where a zone change would be inappropriate.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan;

2. Transportation Impact Analysis (TIA), as applicable; and

3. Site Plan

C. Criteria:

1. The proposed use shall be permitted as a conditional use within the zoning district.

2. The proposed use shall comply with the development standards of the zoning district.

3. The proposed use shall be compatible with the surrounding properties.

Considerations. Relevant factors to be considered in determining whether

the proposed use is compatible include:

a. The suitability of the size, shape, location and topography of the site for the proposed use;

b. The capacity of public water, sewerage, drainage, street and pedestrian facilities serving the proposed use;

c. The impact of the proposed use on the quality of the living environment:

1) Noise;

2) Illumination;

3) Hours of operation;

4) Air quality;

5) Aesthetics; and

6) Vehicular traffic.

d. The conformance of the proposed use with applicable Comprehensive Plan policies; and

e. The suitability of proposed conditions of approval to insure compatibility of the proposed use with other uses in the vicinity. The proposed use shall be compatible with the surrounding properties.

4. The specific standards and criteria of ***Section 2.204.02*** shall be met.

5.103.04 Manufactured Dwelling Park, Preliminary Approval

A. Purpose: The purpose of a Manufactured Dwelling Park (MDP) is to allow for the siting of manufactured dwellings on leased or rented spaces in compliance with not only state requirements, but also, with complementary City standards where permitted by state design criteria.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, narrative statement regarding compliance with criteria, location map and the following

additional exhibits:

1. Aerial Photograph;

2. Concept Plan for Adjacent Property Interests, as applicable;

3. Phasing Plan, as applicable;

4. Transportation Impact Analysis (TIA), as applicable; and

5. Preliminary Manufactured Dwelling Park (MDP) Plan, including the information described in ***Section 6.101.02.L.***

C. Criteria:

1. The proposed use shall be a special permitted use within the zoning district. [Section 5.103.04.C.1 as amended by Ordinance No. 2383, §65, passed March 16, 2005.]

2. The proposed use shall comply with the applicable standards and criteria of the ***WDO***, including but not limited to the specific standards and criteria of ***Section 2.203.15***.

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

A. Purpose: The purpose of a Phasing Plan is to allow the incremental implementation of a total development plan for a property, while providing fully functional phases that are developed in compliance with the tentative approval for the development.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Phasing Plan.

C. Criteria. The proposed phasing of development shall:

1. Insure that individual phases will be properly coordinated with each other and can be designed to meet City development standards; and

2. Insure the phases do not unreasonably impede other future development based on the following considerations:

   a. The City's future latitude in addressing:

      1) Changing community goals and expectations about the future development of undeveloped land; and

      2) Mandated state land use planning requirements, including those regarding buildable land, needed housing, transportation connectivity.

   b. The latitude of future developers of abutting properties within the UGB in addressing:

      1) Changing market conditions; and

      2) The access and circulation alternatives for a development proposal.

5.103.06 Planned Unit Development (PUD), Design Plan Final Approval

A. Purpose: The purpose of a Planned Unit Development (PUD) Design Plan is depict and quantify the design elements of each development proposed under the flexible standards of the PUD provisions of the ***WDO, Section 3.109***.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

   1. Detailed Designs for all Common Open Spaces and Facilities;

   2. Grading Plan for all Common Facilities;

   3. Architectural Elevations and Materials Sample Board for Common Facilities; and

   4. Approved Phasing Plan, as applicable.

C. Criteria.

The Final PUD Design Plan shall substantially conform with the Preliminary PUD

Design Plan approval, including the conditions relating to:

1. Concurrent permit approvals regarding use, density, and designation of common areas;

2. Design parameters that establish the character of common areas and facilities;

3. Elements of the Homeowners agreement and CC & R's regarding:

   a. Management and maintenance of common areas and facilities;

   b. Design review guidelines and procedures for common and individually owned buildings and structures; and

   c. Covenants with the City regarding permanent conditions of development.

5.103.07 Planned Unit Development (PUD), Preliminary Plan Approval

A. Purpose: The purpose of a Planned Unit Development (PUD) is to provide incentives for greater creativity and adaptability in development design through a process that allows flexibility in the application, and deviation from, standards within predetermined limits.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. A declaration that the proposed plan is either a: a) Single Family Residential PUD or b) Mixed Use PUD.

2. Aerial Photograph;

3. Concept Plan for Adjacent Property Interests, as applicable;

4. Phasing Plan, as applicable;

5. Traffic Impact Analysis, as may be required in compliance with ***Section 3.104.01.B.2.***;

6. Preliminary Planned Unit Development (PUD) Plan or Preliminary

Subdivision Plat;

7. Preliminary PUD Design Plan; and

8. Concurrent Applications for other permits necessary to implement the Preliminary PUD Plan.

C. Criteria. Preliminary approval of a Planned Unit Development shall require compliance with the following:

1. Preliminary Plan or Subdivision Plat

a. 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 healthful development of the remainder of any adjoining land or access thereto.

b. That the proposed development shall be served with city streets, water, sewer and storm drainage facilities with adequate capacity.

c. That the plan for the development takes into account topography, vegetation and other natural features of the site.

d. That adequate measures have been planned to alleviate identified hazards and limitations to development:

1) For wetlands these shall be the measures required by the Division of State Lands for regulatory wetlands.

2) For unstable areas these measures shall be documentation as approved by the Public Works Department, that streets and building sites are on geologically stable soil considering the stress and loads to which the soil may be subjected.

e. That the development of the plan is phased to balance with the need for urbanization within the Woodburn Urban Growth Boundary.

f. The tentative plan complies with all applicable provisions of the ***WDO***, except as may be waived by variance granted as provided in ***WDO***.

2. Preliminary PUD Design Plan

a. Specification as a Single Family Residential PUD or Mixed Use PUD application.

b. Tabular summary, keyed to elements or sub-areas on a copy of the design plan, of:

1) Location of the number of dwelling units and average floor area by housing type.

2) Location, use and gross floor area of other primary buildings and the location and number of accessory parking spaces for non-residential primary uses.

3) Placement and location of:

a) All primary buildings and common facilities within setback envelope;

b) All common open spaces, including recreation areas and facilities (including size/capacity and major design features), landscaped and natural areas; and

c) All pedestrian and bicycle facilities, common lighting and common parking areas and the standards for these common facilities.

c. Site analysis report documenting compliance of the design plan with the underlying zone and ***Section 3.1***, including the following development standards and guidelines,:

1) Lot standards;

2) Setbacks;

3) Street standards;

4) Landscaping, wetlands and tree conservation; and

5) ***Section 3.109.02.***

3. Concurrent Applications

Concurrent applications shall be processed according to applicable provisions of the *WDO*.

5.103.08 Special Use as a Conditional Use

A. Purpose. The purpose is to allow any use listed as a Special Permitted Use in a zone but does not comply with the applicable standards of ***Section 2.203*** to be approved as a Conditional Use.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan;

2. Transportation Impact Analysis (TIA), as applicable; and

3. Site Plan.

C. Criteria.

1. The proposed use shall be permitted as a Special Use within the zoning district.

2. The proposed use shall comply with the development standards of the zoning district.

3. The proposed use shall be compatible with the surrounding properties.

Considerations. Relevant factors to be considered in determining whether the proposed use is compatible include:

a. The suitability of the size, shape, location and topography of the site for the proposed use;

b. The capacity of public water, sewerage, drainage, street and pedestrian facilities serving the proposed use;

c. The impact of the proposed use on the quality of the living environment:

1) Noise;

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2) Illumination;

3) Hours of operation;

4) Air quality;

5) Aesthetics; and

6) Vehicular traffic.

d. The conformance of the proposed use with applicable Comprehensive Plan policies; and

e. The suitability of appropriate standards of ***Section 2.203*** and other proposed conditions of approval to insure compatibility of the proposed use with other uses in the vicinity.

5.103.09 Subdivision Preliminary Approval

A. Purpose: The purpose of a Subdivision is to divide a single lot into 4 or more lots, The division may create a street.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Aerial Photograph;

2. Concept Plan for Adjacent Property Interests, as applicable;

3. Phasing Plan, as applicable;

4. Traffic Impact Analysis, as may be required in compliance with ***Section 3.104.01.B.2.***; and

5. Preliminary Subdivision Plan.

C. 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

healthful 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 these measures shall be documentation as approved by the Department of Public Works, that streets and building sites are on geologically stable soil considering the stress and loads to which the soil maybe subjected.

5. That the development of the plan is phased to balance with the need for urbanization within the Woodburn Urban Growth Boundary.

6. The tentative plan complies with all applicable provisions of the ***WDO***, EXCEPT as may be waived by variance granted as provided in ***WDO***.

5.103.10 Telecommunications Facility, Specific Conditional Use

A. Purpose: The purpose is to provide a procedure to consider the siting of telecommunication facilities subject to clear and objective standards, and supplemental conditions as may be appropriate.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan;

2. Site Plan;

3. A visual study containing, at a minimum, a vicinity map for the area within a three mile radius of the proposed site where any portion of the

proposed tower could be visible. The study shall include a graphic simulation showing the appearance of the proposed tower and accessory structures from five points within the impacted vicinity. Such points shall be mutually agreed upon by the Director of Community Development and the applicant. The study shall not be required for collocation on existing transmission towers, but shall be required for collocation on other structures;

4. A demonstration than all alternative technology that does not require the use of towers or structures, such as a cable microcell network using multiple low-powered transmitters/receivers attached to a wireline system is unsuitable. Costs of alternative technology that exceeds a new tower or antenna development shall be presumed to render the technology unsuitable.

5. A landscape plan drawn to scale showing proposed landscaping, including type, spacing, size and irrigation methods. This plan shall not be required for collocation on existing buildings or where there is no opportunity to provide additional landscaping.

6. Evidence demonstrating collocation is impractical on existing tower facility sites for reason of safety, available space, or failure to meet service coverage area needs. This evidence shall not be required for collocation proposals.

7. A report containing the following information:

   a. A description of the proposed tower and reasons for the tower design and height.

   b. Documentation to establish the proposed tower has sufficient structural integrity for the proposed uses at the proposed location in conformance with minimum safety requirements as required by the State Structural Specialty Code, latest adopted edition.

   c. A description of mitigation methods, including increased setbacks, and/or de-icing equipment, which will be employed to avoid ice hazards.

   d. The general capacity of the tower in terms of the number and type of antennae it is designed to accommodate.

   e. Documentation demonstrating compliance with non-ionizing

electromagnetic radiation (NEIR) emissions standards as set forth by the Federal Communications Commission (FCC).

f. A signed agreement stating that the applicant will allow collocation with other users, provided all safety and structural requirements are met. This agreement shall also state that any future owners or operators will allow collocation on the tower. This agreement is not necessary if the applicant is collocating and does not own the facility or structure; however, a consent to allow the owner to grant access to other users for the same structure or facility shall be required.

g. A soils report if the property contains weak foundation soils or has landslide potential.

h. Documentation that the ancillary facilities will not produce sound levels in excess of ***Section 2.204.03.A.8.*** and will comply with Department of Environmental Quality standards for noise or a design that shows compliance with those standards.

i. Identification of the entities providing the backhaul network for the tower(s) described in the application and other cellular sites owned or operated by the applicant within the City of Woodburn.

C. Criteria:

1. The proposed use shall be listed as an allowed conditional use within the zoning district.

2. The proposed use shall comply with the development standards of the zoning district.

3. The proposed use shall be compatible with the surrounding properties.

Considerations. Relevant factors to be considered in determining whether the proposed use is compatible include:

a. The suitability of the size, shape, location and topography of the site for the proposed use;

b. The capacity of public water, sewerage, drainage, street and pedestrian facilities serving the proposed use;

c. The impact of the proposed use on the quality of the living environment:

1) Noise;

2) Illumination;

3) Hours of operation;

4) Air quality;

5) Aesthetics; and

6) Vehicular traffic.

4. The conformance of the proposed use with applicable Comprehensive Plan policies; and

5. The suitability of proposed conditions of approval to insure needed facility capacity and compatibility of the proposed use with other uses in the vicinity.

6. The specific standards and criteria of ***Section 2.204.03*** shall be met.

5.103.11 Variance

A. Purpose. The purpose of a variance is to allow a deviation from a ***WDO*** development standard EXCEPT a standard regarding use, where strict adherence to the standard and variance to a standards will not unreasonably impact the adjacent existing or potential uses or development. Specified minor deviations to development standards are allowed by a ***Type II*** Zoning Adjustment, ***Section 5.102.03.***

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. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan as applicable; and

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2. Site Plan

C. Criteria. A determination of whether the criteria set forth are satisfied necessarily involves the balancing of competing and conflicting interest. The factors that are listed to be considered are not criteria and are not intended to be an exclusive list. The factors to be considered are used as a guide in deliberations on the application.

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 the ***WDO***. 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, 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. The variance is the minimum deviation necessary to make reasonable economic use of the property;

5. The variance does not conflict with the Woodburn Comprehensive Plan.

5.103.12 Exception to Street Right of Way and Improvement Requirements

A. Purpose. The purpose of an exception is to allow a deviation from a *WDO* development standard cited in ***Section 3.101.02***.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. Street and Utility Plan as applicable;

2. Site Plan; and

3. A "rough proportionality" report prepared by a qualified civil or traffic engineer addressing the approval criteria.

C. Criteria.

1. The estimated extent, on a quantitative basis, to which the rights of way and improvements will be used by persons served by the building or development, whether the use is for safety or convenience;

2. The estimated level, on a quantitative basis, of rights of way and improvements needed to meet the estimated extent of use by persons served by the building or development;

3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the rights of way and improvements will be a part; and

4. The estimated level, on a quantitative basis, of rights of way and improvements needed to mitigate the estimated impact on the public infrastructure system.

D. Proportionate Reduction in Standards

When a lesser standard, subject to ***Section 3.101.02.F***, is justified based on the nature and extent of the impacts of the proposed development, an exception to reduce a street right of way or cross section requirement may be approved. No exception may be granted from applicable construction specifications.

E. Minimum Standards.

To assure a safe and functional street with capacity to meet current demands and to assure safety for vehicles, bicyclists and pedestrians, as well as other forms of non-vehicular traffic, there are minimum standards for right of way and improvement that must be provided. Deviation from these minimum standards may only be considered by a variance procedure, ***Section 5.103.11***.

5.104 Type IV Application Requirements

5.104.01 Annexation

A. Purpose. The purpose is to provide a procedure to incorporate contiguous territory into the City of Woodburn in compliance with state requirements and the Woodburn Comprehensive Plan .

B. Mandatory Pre-Application Conference.

1. Annexation proposals are subject to a mandatory Pre-application Conference. The Conference shall be conducted pursuant to ***Section 4.101.04***.

2. Pre-Application materials. Anyone proposing an annexation shall submit the following materials when applying for the Mandatory Pre-Application Conference:

   a. A preliminary site plan and phasing program for the proposed use and development;

   b. Certification by the Public Works department of the adequate capacity of public facilities to serve the proposed development or that facilities necessary to provide adequate capacity must be determined;

   c. Written documentation from the School District regarding adequate capacity, considering current and future enrollment and facilities, to serve the proposed development and from the Fire District regarding adequate capacity and access to serve the proposed development;

   d. Traffic generation data regarding the proposed development sufficient to determine the need for a Traffic Impact Analysis;

   e. Consent to annex all property that would be surrounded by the City if the annexation were approved, or written documentation regarding why such consent is unavailable; and

   f. Written narrative statement showing compliance with applicable Woodburn Comprehensive Plan goals and policies regarding

annexation.

C. Annexation Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, narrative statement regarding compliance with criteria, location map and the following additional exhibits:

1. A fully executed Annexation Petition, submitted on forms provided by the City of Woodburn;

2. An accurate legal description in a form certifiable the State Department of Revenue according to ORS 308.225;

3. Complete applications for all concurrent Comprehensive Plan Map amendment and/or Zoning Map change requests.

D. Application Criteria.

1. Annexation

a. Findings showing compliance with applicable Woodburn Comprehensive Plan goals and policies regarding annexation, with the applicant bearing responsibility for the burden of proof.

b. Territory to be annexed

1) Shall be contiguous to the City of Woodburn; and

2) Shall either:

a) Link to master plan public facilities with adequate capacity to serve development of the uses and densities indicated by the Woodburn Comprehensive Plan; or

b) Guarantee the facility linkages with adequate capacity, financed by the applicant.

c. Annexations shall show a demonstrated community need for additional territory and development based on the following considerations:

1) Lands designated for residential and community uses

should demonstrate substantial conformance to: a), b), and e) and at least one of c) (i), c) (ii) or d), as stated below; and [Section 5.104.01.D.1.c.1 as amended by Ordinance No. 2383, §66, passed March 16, 2005.]

2) Lands designated for commercial, industrial and other uses should demonstrate substantial conformance to: h) and either f) or g), as stated below:

a) Infill. The territory to be annexed should be contiguous to the City on two or more sides;

b) Residential Buildable Land Inventory. The territory to be annexed should not increase the inventory of buildable land designated on the Comprehensive Plan as Low or High Density Residential within the City to more than a 5-year supply;

c) Street Connectivity. It is feasible for development of the site to either:

(i) Complete or extend the arterial/collector street pattern as depicted on the Woodburn Transportation System Plan; or

(ii) Connect existing stub streets, or other discontinuous streets, with another public street.

d) Community Need. The proposed development in the area to be 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.

e) Reinforcement of Public Investment. 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;

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f) Local Employment. The proposed use of the territory to be annexed shall be for industrial or other uses providing employment opportunities;

g) Reasonable Facility and Service Needs. The proposed industrial or commercial use of the territory does not require the expansion of infrastructure, additional service capacity, or incentives that are in excess of the costs normally born by the community for development;

h) Economic Diversification. The proposed industrial or commercial use of the territory provides an economic opportunity for the City to diversify its economy.

E. Procedures.

1. Annexation Initiated by Consent. ***[ORS 222.125 and 222.170 (2)]*** 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 Section 5.104.01.E.1.c., 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.

3. City Initiated Annexation of an Island. An island is an unincorporated territory surrounded by the boundaries of the City. The Oregon Revised Statutes (ORS) enables the City to initiate annexation of an island (ORS 222.750), with or without the consent of the property owners or the resident electors. Initiation of such an action is at the discretion of the City Council.

5.104.02 Comprehensive Plan Map Change, Owner Initiated

A. Purpose: The purpose is to provide a procedure for the consideration of a change in use designation on the Woodburn Comprehensive Plan, initiated by the property owner.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibit:

1. Transportation Impact Analysis (TIA), as applicable.

C. Criteria.

1. Proof that the current Comprehensive Plan Map is in error, if applicable;

2. Substantial evidence showing how changes in the community warrant the proposed change in the pattern and allocation of land use designations; and

3. Substantial evidence showing how the proposed change in the land use designation complies with:

a. Statewide Planning Goals and Oregon Administrative Rules;

b. Comprehensive Plan goals and policies; and

c. Sustains the balance of needed land uses within the Woodburn Urban Growth Boundary.

The applicant shall bear the responsibility for the burden of proof.

5.104.03 Formal Interpretation of the *WDO*

A. Purpose: The purpose of a formal interpretation is to provide a procedure for the City Council to consider and to clarify through a public hearings process an ambiguous element of the *WDO*. [Section 5.104.03.A as amended by Ordinance No. 2383, §67, passed March 16, 2005.]

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibits:

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1. Citation of the portion of the ***WDO*** subject to interpretation;

2. A description of specific circumstances for which an interpretation is requested;

3. The proposed interpretation of the subject provisions of the ***WDO***; and

4. The positive and negative impacts of the proposed interpretation on the subject property and development, land and activity in the vicinity, and throughout the City in establishing a precedent.

C. Criteria. The appropriateness of the proposed interpretation shall be reviewed considering the following factors:

1. The consistency of the proposed interpretation with the intent of the Comprehensive Plan based on an evaluation of applicable goals and policies;

2. The compatibility of the interpretation with associated definitions, guidelines and standards of the ***WDO*** and applicable state statutes;

3. The positive and negative consequences of the interpretation on the subject property, properties in the vicinity and its application through out the City as a whole; and

4. The need for further consideration as either an amendment of the ***WDO*** or the consideration through the appropriate permitting review procedure.

5.104.04 Zoning Map Change, Owner Initiated

A. Purpose: The purpose is to provide a procedure to change the Zoning Map use designation, in a manner consistent with the Woodburn Comprehensive Plan.

B. Application Requirements. An application shall include a completed City application form, filing fee, deeds, notification area map and labels, written narrative statement regarding compliance with criteria, location map and the following additional exhibit:

1. Transportation Impact Analysis (TIA), as applicable.

C. Criteria.

1. Evidence proving a need for the proposed use and the other permitted

uses within the proposed zoning designation.

2. Evidence 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.

D. Delineation.

Upon approval, a zone change shall be delineated on the official zoning map by the Community Development 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.

6.1 APPENDICES

(Adopted by City Council Resolution)

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6.101 Description of Application Exhibits

6.101.01 General Requirements

A. Exhibit Standards for Type II, III and IV Permit Applications.

This ***Section*** describes the exhibit specifications for Type II, III or IV permit applications. Type I application requirements are described in the ***WDO***.

B. Additional Information.

Prior to deeming an application complete, the Community Development Director may request additional information.

C. City Application Form and Application Fees.

A complete City application form and applicable jurisdictional fees are necessary for a complete application. Both items shall be present prior to deeming an application complete.

D. Copies of the Application and Exhibits.

1. Unless otherwise indicated in writing by the Community Development Director, the number of copies of the application and exhibits specified in this ***Section*** is required to deem an application complete.

2. The Director may require subsequent submittal of additional copies of applications materials for an application that is called for review or appeal.

3. An exhibit may be submitted at a scale other than the scale specified in this ***Section*** when indicated in writing by the Director.

E. Information Items That Apply to Only A Particular Type of Request.

The exhibit requirements may apply to more than one type of application. Consequently some application requirements make specific note when requirements apply to only specific proposed actions, as follows:

1. ***MDP only*** indicates the item is only required in a manufacture dwelling park [MDP] application.

2. **PUD only** indicates the item is only required in a planned unit

development [PUD] application.

F. Standard Title Block and Legend.

To facilitate identification and review, the following information is required on each exhibit requiring a title block:

1. Type of Application. [Annexation, PUD, Variance, etc.]

2. Type of Exhibit [Location map, site plan, etc.]

3. Name of proposed development. [Required for only for Subdivision, **PUD**, or ***MDP*** applications.]

4. Name of applicant.

5. Scale bar and north arrow.

6. Date prepared and party that prepared the exhibit.

7. Legend of symbols used, including property lines of the subject property, City Limits, and UGB.

6.101.02 Types of Exhibits

A. **Application Form and Application Fee.**
B. **Deed(s).**
C. **Assessor's Map(s)/Notification Area.**
D. **Notification List.**
E. **Location Map.**
F. **Findings of Conformance with Approval Criteria.**
G. **Site Plan.**
H. **Street and Utilities Plan.**
I. **Site Design Plan.**
J. **Architectural Drawings and Materials Sample Board.**
K. **Grading Plan.**
L. **Preliminary Subdivision, Partition, PUD or Manufactured Dwelling Park Plan.**
M. **Aerial Photograph.**
N. **Concept Plan for Adjacent Property Interests.**
O. **Preliminary PUD Design Plan.**
P. **Phasing Plan.**

Q. **Transportation Impact Analysis (TIA) Requirements.**

A. **City Application Form and Application Fee.** [One copy each]

Applications shall be submitted on City forms, accompanied by the requisite application filing fee.

B. **Deed(s).** [One copy each]

A current copy of the recorded deed(s) for the subject property, or the recorded sales contract, including an accurate legal description of the subject property.

C. **Assessor's Map(s)/Notification Area.** [One copy each]

Original prints of the current Assessor's Map(s) obtained from Marion County showing the boundary of the notification area 250 feet equi-distant from all boundaries of the subject property.

D. **Notification List** [Two (2) sets]

1. Two (2) sets of self adhesive labels for each property within the notification area, showing the owner's name, the tax lot number of the ownership and the owner's mailing address.

2. A certification from the preparer of the notification list, that the address labels reflect the required ownership and address data as contained in the current property tax rolls.

E. **Location Map** [Not less then 15 copies, at 8.5" x 11", plus one, 8.5 x 11 inch reproducible copy.]

1. Standard title block and legend.

2. Scale: 1" = 800' or smaller.

3. Image area: 1320' from the perimeter of the site.

4. Data and Information:

   a. Names and location of:

      1) All major streets within the map area .
      2) All public streets accessing the site.

b. Zoning.

c. Site location of :

1) Public and private schools.
2) Public parks and public open space.

F. **Findings of Conformance with Approval Criteria.** [One copy each]

A written narrative by the applicant, making findings of compliance regarding the applicable approval criteria must be submitted for each land use action requested.

G. **Site Plan** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy.]

1.. Standard title block and legend.

2. Scale: 1"= 20' to 1"= 50'.

3. Image Area: 250' from the perimeter of the subject property.

4. Site Data [Depicted on plan and summarized in tabular form.]

a. Any proposed use limitation.

b. Subject property. [Dimensions and area in square feet.]

c. Building and parking envelope based on required setbacks.

d. Yards/setbacks and buffer improvements. [Dimensions and improvement standards]

e. Residential units:

1) Dwelling units. [Number and net density.]
2) Living units. [Number and net density.]

5. Data and information. [Shown on the plan.]

a. Top of bank and center line of water courses.

b. Regulatory wetlands. [Wetlands shown on the Woodburn Wetlands Inventory that are within or abut the subject property require a "wetlands

delineation" prepared by the applicant, at the time of application.]

c. 100 year flood plain .

d. Rights of way and street improvements.

e. Water, sanitary sewer and storm drainage facilities, easements and public utility easements.

f. Driveway access points and direction of traffic flow.

H. **Street and Utilities Plan.** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy.]

1. Standard title block and legend.

2. Scale of 1" = 20' to 1" = 40'.

3. Image Area: 250' from the perimeter of the subject property.

4. Streets. Existing and proposed. [Right of way and improvements including sidewalks and street trees].

5. Water. Existing and proposed. [Lines with size, fire hydrants, meters, easements, and ownership].

6. Sanitary sewers. Existing and proposed. [Lines with size, manholes and clean outs, easements and ownership].

7. Storm drainage. Existing and proposed. [Pipes and culverts with size, catch basins, ditches, detention, easements and ownership].

8. 100 year flood plain and regulatory wetlands.

9. Traffic Impact Analysis if required by the ***WDO***.

10. Pedestrian and bike facilities.

11. Driveways including direction of traffic flow.

12. Public utility easements.

I. **Site Design Plan.** [Not less than 15 copies to scale, folded to 8.5" x 11", and one

reproducible, 8.5" x 11" copy.]

1. Standard title block, excluding north arrow.

2. Scale of 1" = 20' to 1" = 40'.

3. Image Area: 250' from the perimeter of the subject property.

4. Conditions of prior land use approvals, if applicable.

5. Area in square feet of :

    a. Subject property.
    b. Proposed development area or phase.
    c. Landscaping.
    d. Parking lots, excluding landscaping.
    e. Buildings:

        1) Aggregate gross floor area.
        2) Per building: exterior dimensions, height, & gross floor area.

6. Number of parking spaces, including dimensions:

    a. Standard.
    b. Compact.
    c. Disability.
    d. Bicycle.

7. Residential units:

    a. Dwelling units. [Number, net density & typical gross floor area/ unit.]
    b. Living units. [Number, net density & typical gross floor area/ unit.]

8. Lot coverage by buildings and structures.

9. Open space:

    a. Private open space area [Aggregate & by type of typical residential units.
    b. Common open space area and facilities:

        1) Aggregate area.
        2) Recreation. [Including description of facilities.]
        3) Landscaped.

4) Natural.

10. Top of bank and center line of water courses.

11. Regulatory wetlands.

12. 100 year flood plain .

13. Access ways, walkways and on-site bikeways.

14. Rights of way, driveways, street improvements, transit stops and easements, by function.

15. Fences, free standing walls, trash enclosures, electric transformers pads, exterior light standards and fixtures.

16. Landscaping [Depicted on plan and summarized in tabular form].

    a. Proposed and existing landscaping [Area and location] .

    b. Parking lot landscaping [Area and percentage of total landscaped area].

    c. Trees [Location, species, status (retained, removed and planted) of private and street trees 4" or more in caliper] .

    d. Plant materials. Description of plant units by species and size for each landscaped area.

    e. Irrigation system [Type and area covered].

    f. Replacement of topsoil [Location and depth].

17. Solid waste disposal enclosures.

18. Exterior lighting.

J. **Architectural Drawings and Materials Sample Board** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy of illustrations.] [Not less than one sample board.]

1. Standard title block and legend, excluding north arrow and property boundaries.

2. Elevations of proposed structures [Buildings, carports, garages, trash enclosures

and storage facilities] at a scale of 1/16"= 1' to 1/4" = 1'.

3. Floor plans of primary buildings at a scale of 1/16 "= 1' to 1/4" = 1', or Building Permit Application.

4. Exterior light fixtures, electrical transformer pads and roof top mechanical equipment.

5. Exterior materials samples showing samples and specifications for color and materials for walls, roof, windows, doors and trim:

   a. An 8.5" x 11"board; or

   b. An accurately colored elevation with detailed narrative of specifications.

K. **Grading Plan** [Not less than15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy.]

1. Standard title block and legend.

2. Scale of 1"= 20' to 1"= 40'.

3. Contours [original and final grade] at vertical intervals of 2 feet.

4. Cross-sections of the site as specified by the Public Works Director.

5. Trees: Location, species, caliper over 4"[retained, removed and planted].

6. Storm drainage and detention plans prepared by a registered engineer.

7. Flood plain and floodway. {FEMA}

8. Regulatory wetlands. [Wetlands shown on the Woodburn Wetlands Inventory that are within or abut the subject property require a "wetlands delineation" prepared by the applicant, at the time of application.]

L. **Preliminary Subdivision, Partition, PUD or Manufactured Dwelling Park Plan.** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy.]

1. Standard title block and legend, including:

   a. Type of PUD, i.e., Single Family Residential or Mixed Use [**PUD only**].

b. Township, range and section.

c. Tax lots in subject property, with area and number.

2. Scale: From 1" = 100' [***1" = 50' or smaller, MDP only***] or smaller.

3. Image Area: 250' from the perimeter of the subject property.

4. Property lines, existing and proposed.

5. Streets and easements, existing and proposed:

a. Public rights of way, with street names.

b. Public and private easements.

6. Contour lines: 2' interval.

7. Natural features:

a. 100 year flood plain. [FEMA]

b. Regulatory Wetlands. [Wetlands shown on the Woodburn Wetlands Inventory that are within or abut the subject property require a "wetlands delineation" prepared by the applicant, at the time of application.]

c. Rivers and streams. [USGS]

d. Wells. [State Water Resources]

e. Trees 4" or more in caliper, noting species.

8. Existing primary use of each existing lot shown within the image area.

9. Use, building footprint and dimensioned location of all existing structures within 50 feet of the subject property boundary.

10. Proposed street, driveway and lot [***MDP space***] layout with:

a. Lots [***MDP spaces***], showing:

1) Principal dimensions.
2) Lot ***space***] area and building envelope. [Defined by setbacks

[*MDP* setbacks and separations.]]

3) Lot [***MDP space***] numbers.
4) Lots of common ownership **[PUD only]**.
5) Play areas required by statute[***MDP only***].

b. Rights of way [***MDP include private park streets***], with proposed street names.

c. Easements by function.

d. Water, sanitary sewer and storm drainage lines and locations; fire hydrant location, and storm water drainage and detention facilities.

[***For MDP only:***

1) Location of manufactured dwelling sewer connections and electrical outlets.
2) Location of domestic water supply outlets.
3) Location of water and sewer lines.
4) Source of domestic water supply and private sewerage.
5) Disposal system, or public water supply and sewer system.]

e. Street lights. [***MDP only:*** Location of light fixtures lighting park streets and sidewalks.]

f. [***MDP only:*** Location of permanent buildings.]

11. **[PUD only:** Draft homeowners [property owners] association agreement, including provisions for:

a. The operation and maintenance of all common spaces and facilities; and

b. The architectural review process.

c. Draft Conditions, Covenants and Restrictions [C, C & R's] pertaining to all limitations EXCEPT architectural character and design guidelines.]

M. **Aerial Photograph.** [One copy] [An aerial photo is not acceptable as the base map for any other required exhibit.]

1. Standard title block and legend, including

a. Date of imagery. [Imagery shall be taken within two years of the

application date].

b. Source of imagery.

2. Scale: 1" = 500' or smaller.

3. Image Area: 250' from the perimeter of the subject property.

4. Information and Data Requirements:

a. Boundary of the proposed site area.

b. Names and location of all major streets within the map area .

N. **Concept Plan for Adjacent Property Interests.** [Not less than15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11"]

1. Standard title block and legend.

2. Scale: 1" = 600' or smaller.

3. Image Area: Area within the UGB that is adjacent to the subject property and either owned or optioned by either the same property owner or the developer/applicant named in the subject application.

4. Contours: Vertical interval 2'.

5. Data and Information

a. A conceptual development plan for all adjacent land to the subject property that is owned or optioned by either the same property owner or the developer/applicant and that is located within the Urban Growth Boundary.

b. The location and classification of existing and future streets providing connectivity for the conceptual, future use of the adjacent property with existing public streets and with future major streets planned in the Woodburn Transportation System Plan.

c. The conceptual layout of lots and building areas by use type for the conceptual future use of the adjacent property. At a minimum the intensity, density and type of future land use shall reflect the current Comprehensive Plan designation.

O. **Preliminary PUD Design Plan.** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11"]

1. Standard title block and legend, including type of PUD, i.e., Single Family Residential or Mixed Use.

2. Image Area: Preliminary subdivision plan, or site plan for PUD's not proposed for concurrent subdivision, and area within 250' of the perimeter of the subject property.

3. Data and Information. [Tabular summary and depicted on the Preliminary PUD Design Plan.]

   a. Net area within each zoning districts, reflecting concurrent zoning map change applications.

   b. Zoning , reflecting concurrent zoning map change applications, and area of each lot.

   c. Use and/or density limitations within each zone as conditions of concurrent zoning map change or conditional use applications.

   d. Area of each single family residential detached dwelling and duplex lot, indicating which lots exhibit reduced geometric standards due to off setting common open space.

   e. Area, maximum net residential density and the equivalent number of dwelling/living units permitted on each RM and CO lot based on zoning designation after concurrent zoning map and conditional use applications.

   f. Design standards altered, and lots, affected by concurrent variances to ***WDO*** standards.

   g. Natural, recreation, and landscaped open spaces by type:

      1) Net area;
      2) Use limitations;
      3) Method of management [special setbacks, easements, common ownership, etc.];
      4) Conditions establishing the scope of improvements required to make the type of open space "useable"; and
      5) Location of RS and RM lots, and CO lots used for medium density

residential dwelling or living units, benefitted by an equivalent density off-set provided by each open space area. The common open space and benefitted lots shall correlate with any proposed Phasing Plan.

4. Data and information. [Depicted on the Preliminary PUD Design Plan.]

   a. Streets, showing rights of way and improvements, as well as, cross sections of street classifications used, including paved surface, curbs, street, sidewalks, bike and/or golf cart lanes and street tree improvements.

   b. Location of common areas and/or easements designated for off-street pedestrian, golf cart and/or bicycle ways and cross sectional standards for such facilities.

   c. Location, access points, and number of common, off street parking spaces provided in lieu of on-street parking.

   d. Public water, sanitary sewer, storm drainage, and street lighting, as well as, storm water detention common areas and/or easements.

   e. Driveway access points and direction of traffic circulation for lots with controlled access.

   f. Building and off street parking envelope for each site defined by standard or proposed reduced setbacks.

   g. Type of landscaping and free standing wall buffer improvements required between zoning districts.

   h. Draft Conditions, Covenants and Restrictions [C, C & R's] pertaining to architectural character and design guidelines.

P. **Phasing Plan.** [Not less than 15 copies to scale, folded to 8.5" x 11", and one reproducible, 8.5" x 11" copy.]

1. Standard title block and legend.

2. Information and Data.

   A diagram superimposed on the site plan or preliminary plat showing the location, size, sequence and estimated timing of each proposed phase and facility improvement.

Q. **Transportation Impact Analysis (TIA) Requirements.**

A Transportation Impact Analysis required for a street, or access to a street, that is under City jurisdiction shall be conducted to the specifications of the Public Works Department.

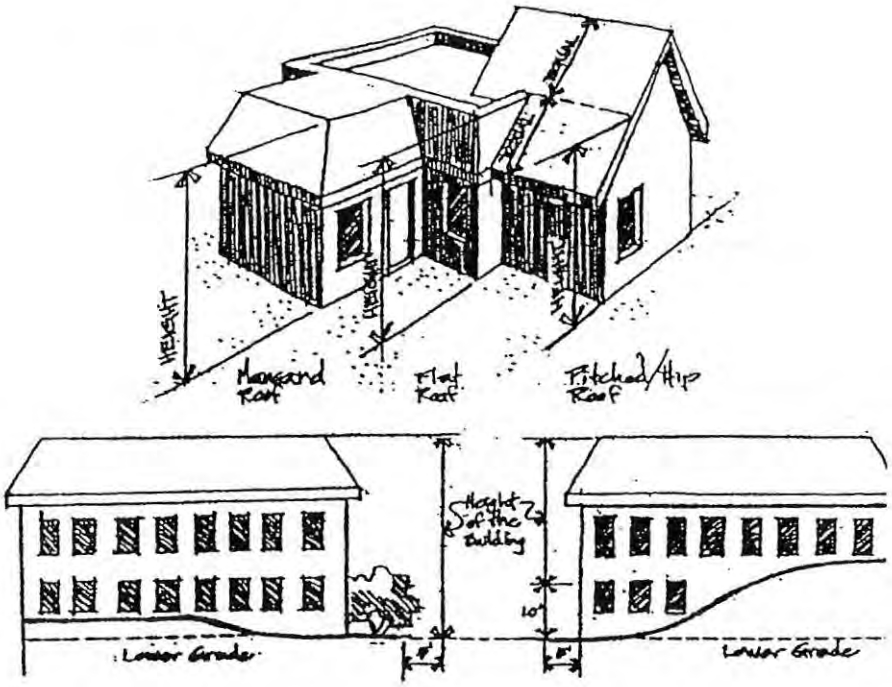

Figure 6.1 Building Height Measurement (Composite of Several Roof Forms)

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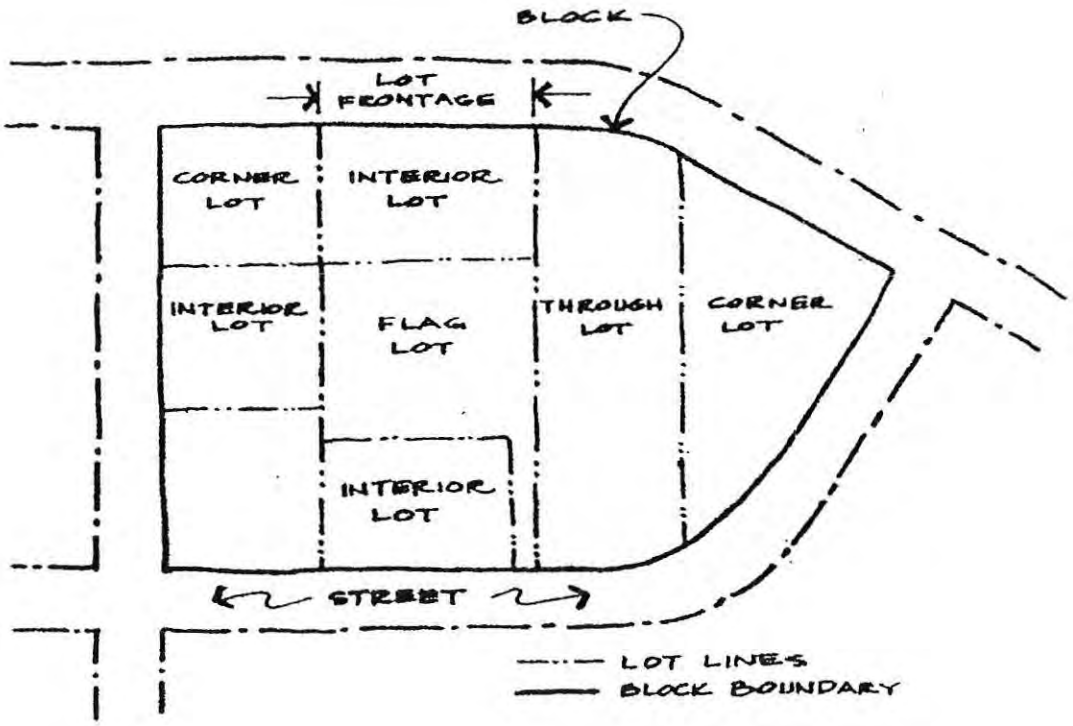


Figure 6.2 Lots by Type

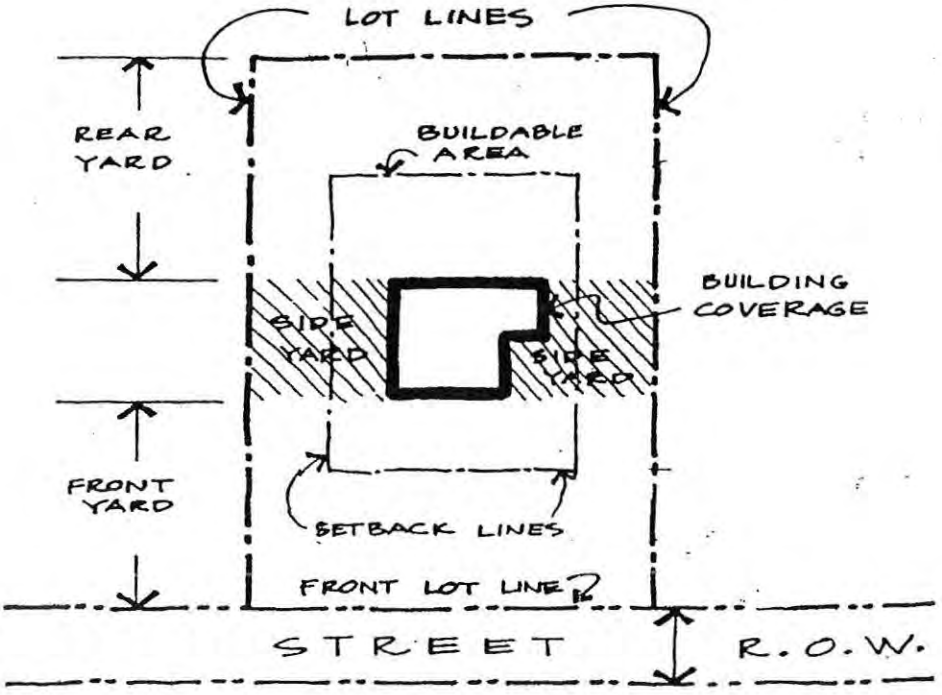
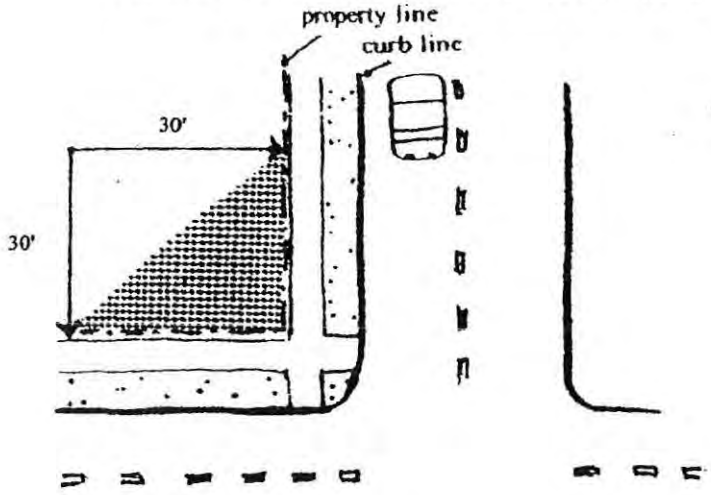


Figure 6.3 Setbacks and Yards

Vision Clearance Area: Street to Street



Vision Clearance Area: Street to Driveway

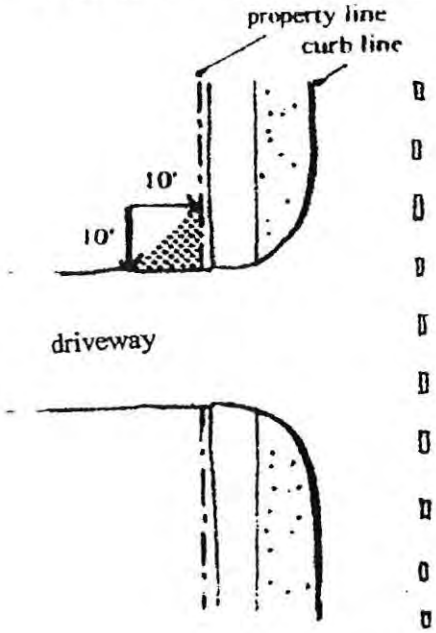


Figure 6.4 Vision Clearance Area

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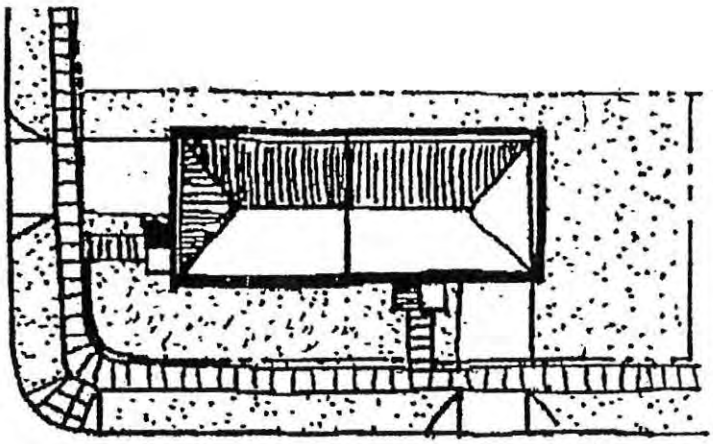

Figure 6.5 Duplex on a Corner Lot

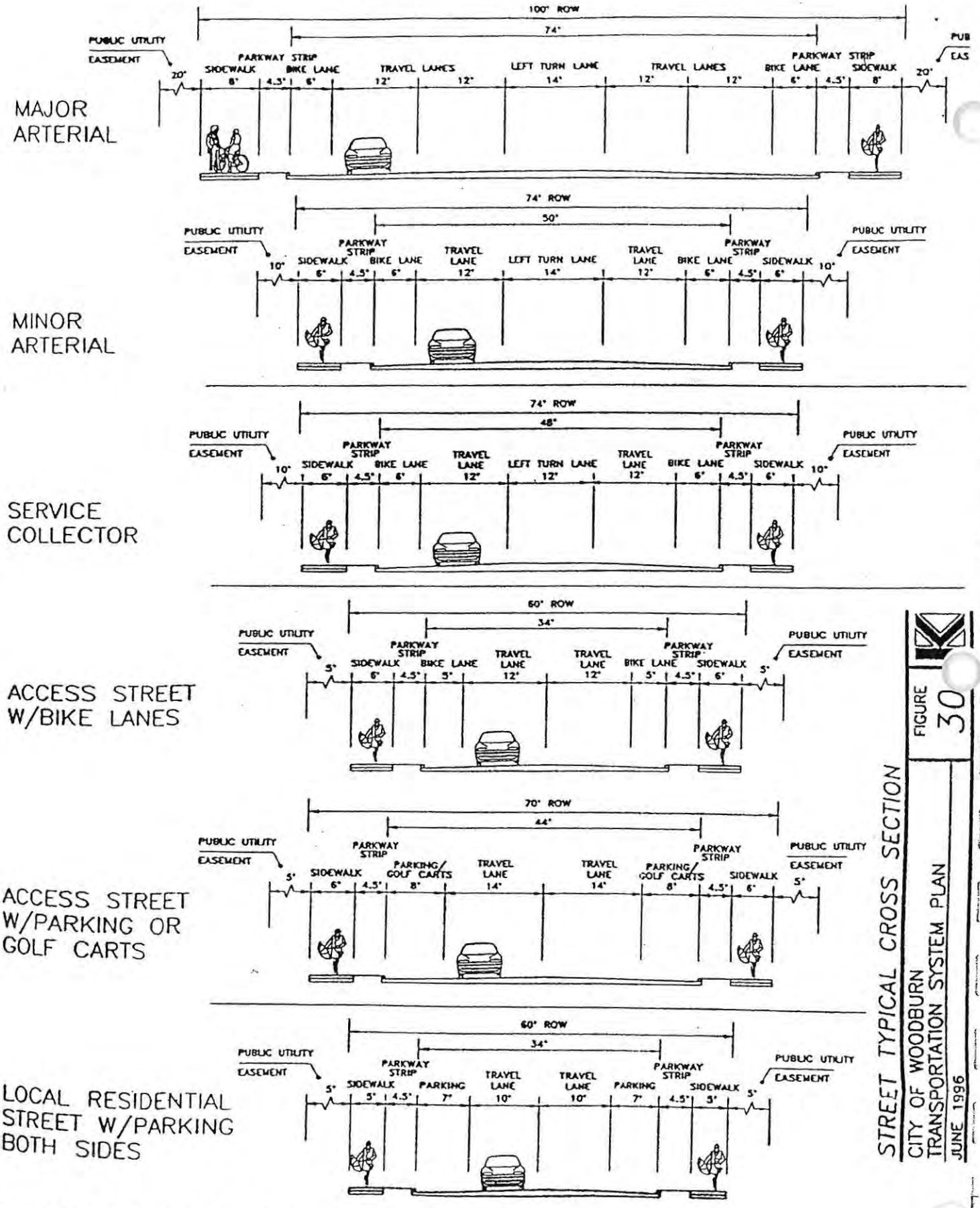

Figure 6.6 Street: Typical Cross Sections

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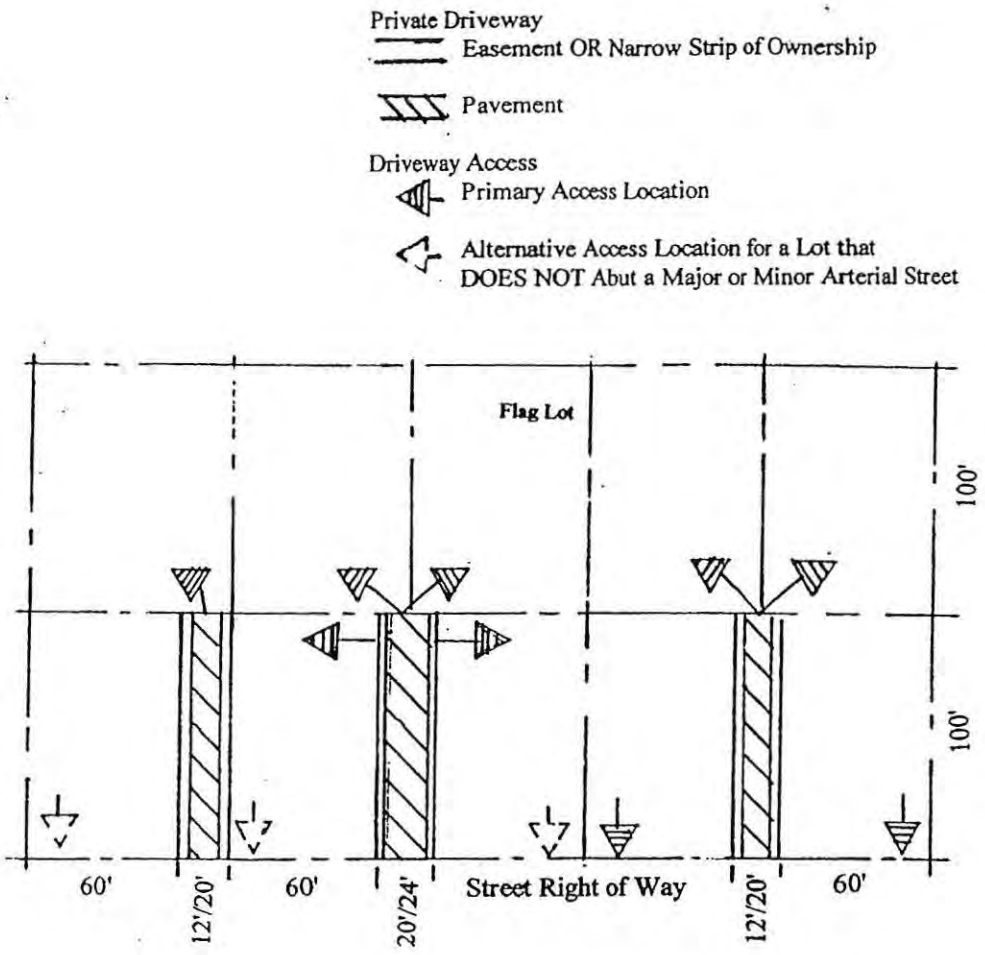

Figure 6.7 Flag Lots, Two Deep

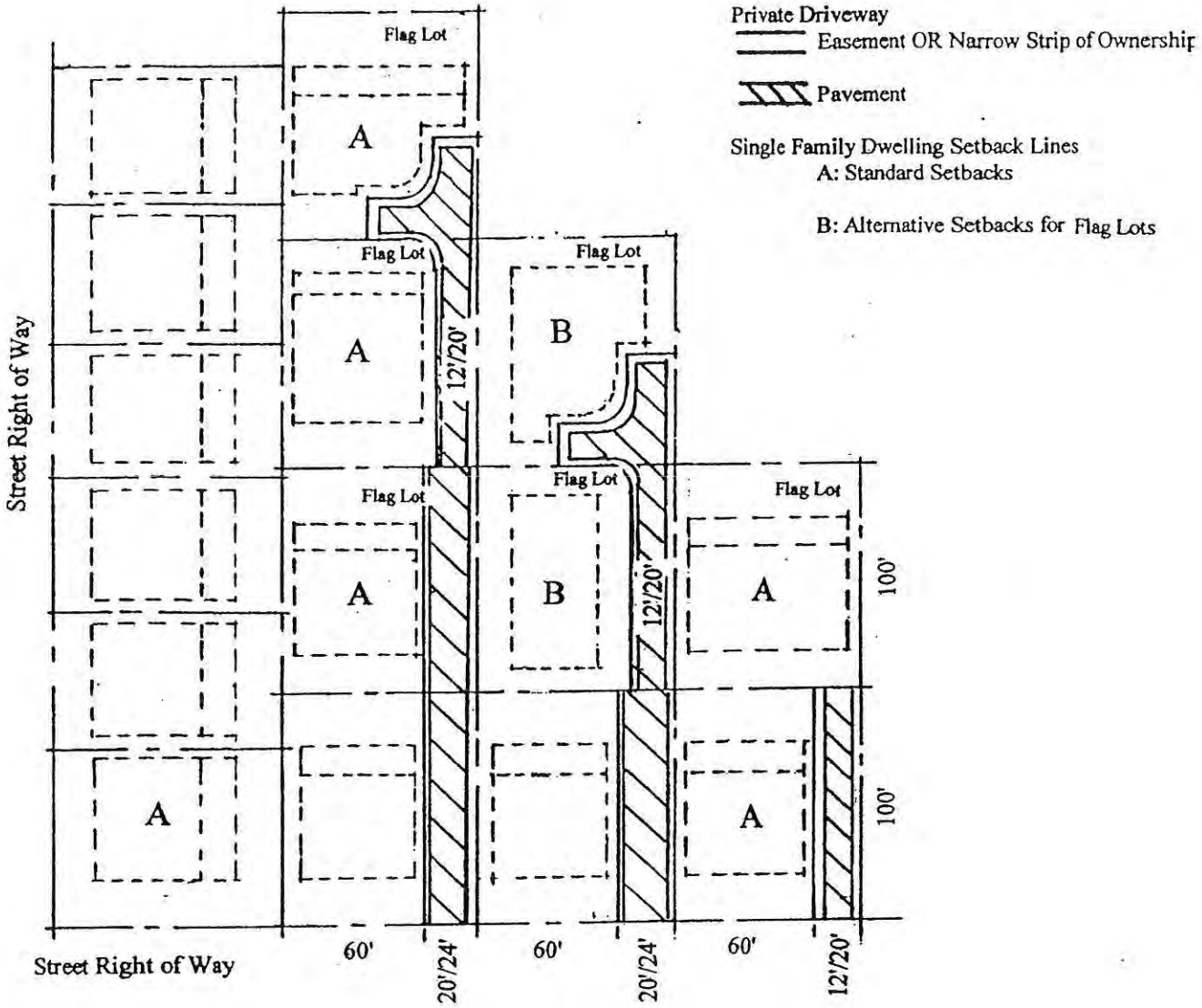

Figure 6.8 Flag Lots, Three and Four Deep, Infill Locations

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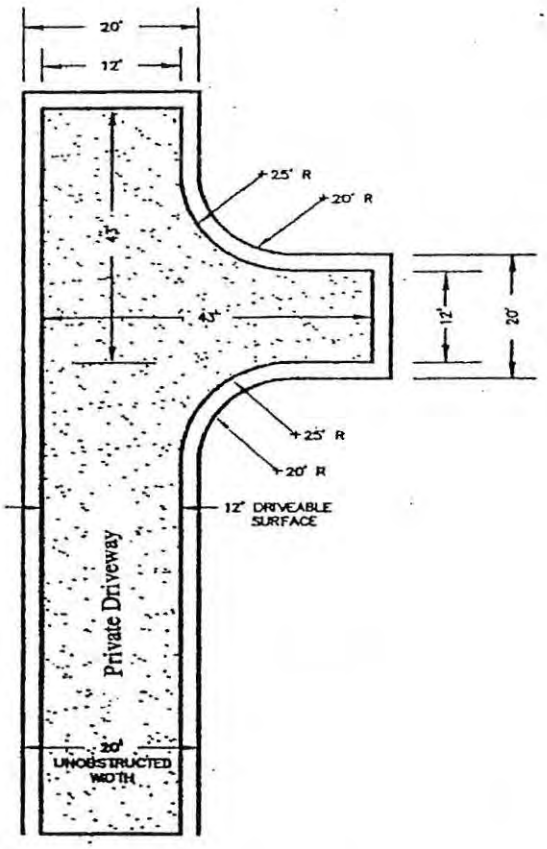
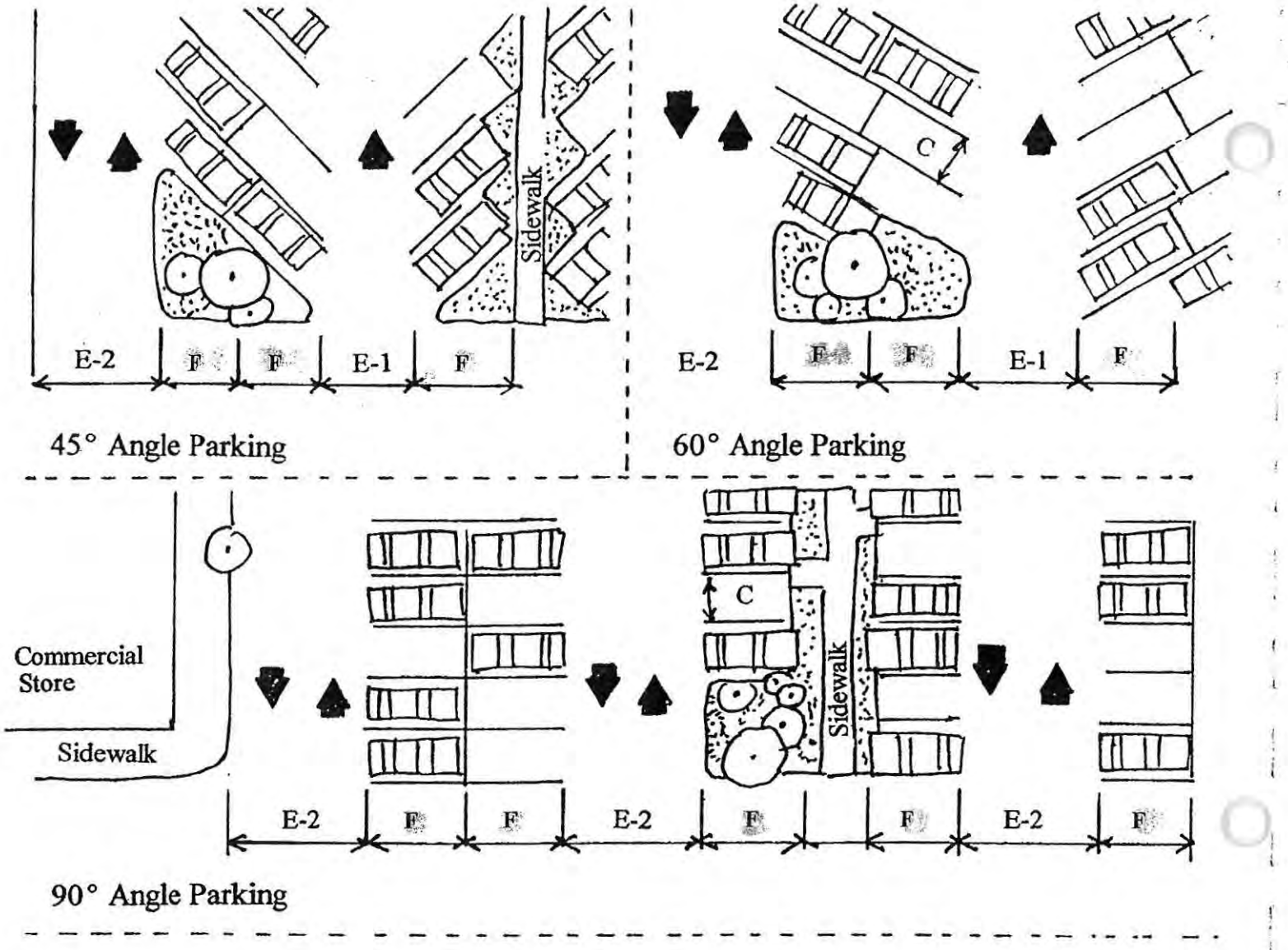


[Not To Scale]

Figure 6.9 Hammerhead Turnaround



Note: C, D, D-0, E-1, & E-2 relate to Table 3.1.4, Parking Space and Aisle Dimensions

Figure 6.10 Parking Space and Aisle Dimensions

[Figure 6.10 as amended by Ordinance No. 2383, §68, passed March 16, 2005.]

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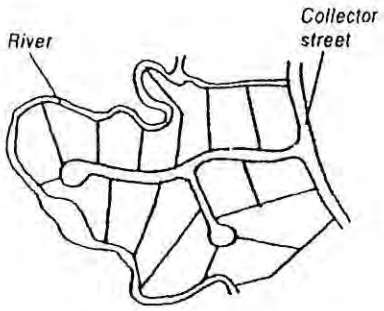
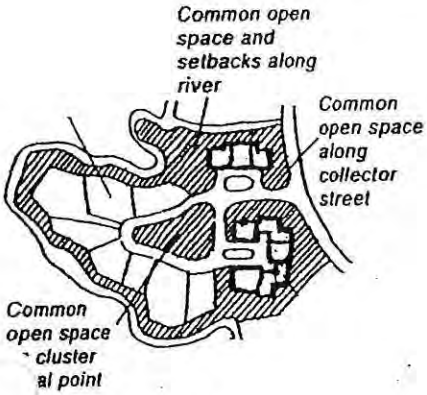
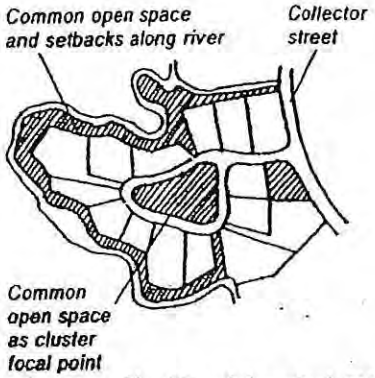


Standard Subdivison
15 Single Family Residential Lots



Mixed Use PUD
8 Single Family Residential Lots
7 Medium Density Residential Dwellings



Single Family Residential PUD
15 Single Family Residential Lots

Figure 6.11 Residential Development Alternatives: Subdivision & PUD

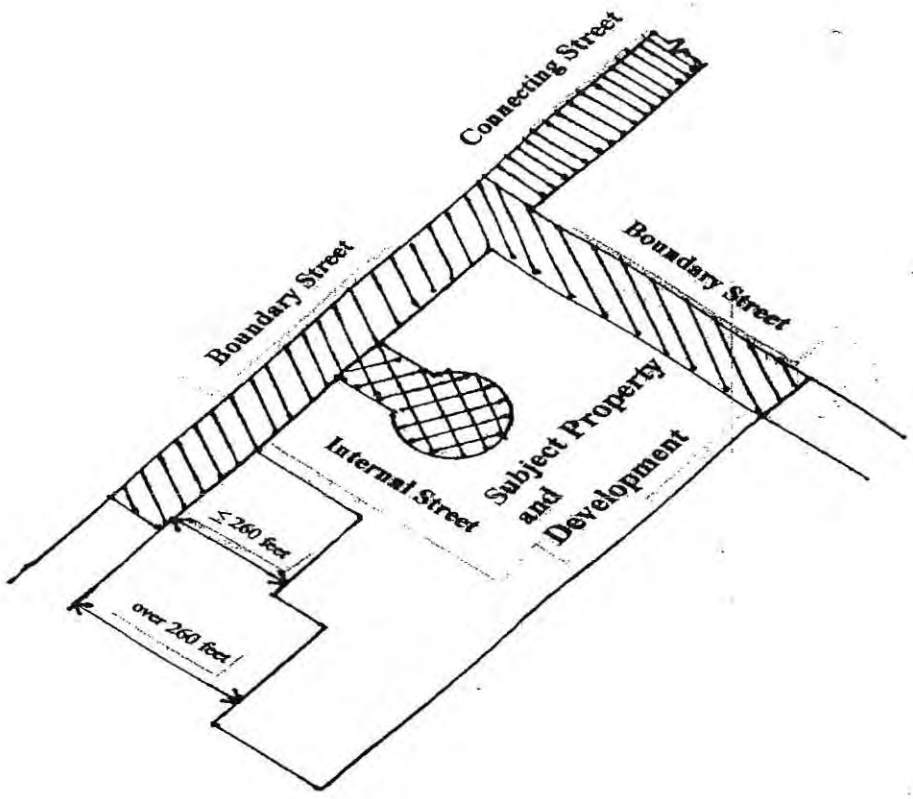


Figure 6.12 Connecting, Boundary and Internal Streets

6.103 Tree Guidelines

The following varieties and species of trees are applicable to the requirements of the ***WDO***, including:

1. The street tree requirements (***Section 2.102.07.F; 2.103.07F; 2.104.07.F; 2.105.05.F; 2.106.05.E; 2.107.07.D; 2.109.06.E; 2.110.06.E; and 2.111.06.E***);

2. The streetscape requirements (***Section 3.106.03.A***); and

3. The off street parking areas (***Sections 3.106.03.B***).

Other varieties, species, cultivars may be accepted upon review and approval by the Community Development Director.

Small Trees

18-30 feet in height			
Common Name	Scientific Name	Common Name	Scientific Name
Globosum Norway Maple	Acer platanoides 'Globosum'	Kwanzan Cherry Plum	Prunus 'Kwanza'
'Fastigiata' Golden Raintree	Koelreoteria paniculata 'Fastigiata'		

30-40 feet in height			
Common Name	Scientific Name	Common Name	Scientific Name
English Hedge Maple	Acer camestre	Golden Raintree	Koelreoteria paniculata
Gerling Red Maple	Acer rubrum 'Gerling'	Chanticleer Pear	Pyrus calleryana
Tilford Red Maple	Acer rubrum 'Tilford'	Ranch Callery Pear	Pyrus calleryana
Schlesinger Red Maple	Acer rubrum 'Schlesinger'	Trinity Pear	
Pyramidal European Hornbeam	Carpinus betulus 'Pyramidal'	Mongolian Linden	Tilia mongolica

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Medium Trees

35-50 feet in height			
Common Name	Scientific Name	Common Name	Scientific Name
Cavalier Norway Maple	Acer platanoides	Crimean Linden	Tilia x euchlora
Royal Crimson Maple	Acer platanoides 'Royal Crimson'	Rancho Littleleaf Linden	Tilia cordata 'Rancho'
Shade King Red Maple	Acer rubrum 'Shade King'	European Hornbeam	Carpinus
Ruby Red Horse Chestnut	Aesculus x carnea 'Briotii'		

Large Trees

60-120 feet in height			
Common Name	Scientific Name	Common Name	Scientific Name
Cleveland Norway Maple	Acer platanoides 'Cleveland'	American Linden	Tilia americana
Norway Maple Cultivars	Acer platanoides	Beech	Fagues Species
Sycamore Maple	Acer pseudoplatanus	Tupelo, or Blackgum	Nyssa sylvatica
Red Maple	Acer rubrum	Blue Ash	Fraxinus quadrangulata
Sugar Maple	Acer saccharum	Oriental Planetree	Plantanus orientalis
Thornless Honeylocust	Gleditisa triancanthos var. inermis		

Prohibited Trees

Fruit bearing trees, conifers, or any of the following trees are prohibited within public rights of way and utility easements.		
Common Name	Scientific Name	Negative Attributes
Almira Norway Maple	Acer platanoides 'Almira'	Sidewalk damage
Box Elder	Acer negundo	Weak wood, sidewalk damage
Silver Maple	Acer saccaharinum	Sidewalk damage, root invasion into pipes
Horse Chestnut	Aesculus hippocastanum	Significant litter [hard fruit (nut) 1"-3" dia.]
Tree of Heaven	Ailanthus altissima	Sidewalk damage
Lavalle Hawthorne	Crategus lavellei	Hazardous [thorns on trunk and branches]
Hickory, Pecan	Carya Species	Significant litter [hard fruit 1"-3" dia.]
Cataplas	Catalpa Species	Significant litter [hard fruit 12" or more, elongated pod]
Hackberry, or Sugarberry	Celtis Species	Significant litter [Fleshy fruit, less than 0.5"dia.]
European Ash	Fraxinus excelsior	Disease susceptible, significant litter
Green Ash	Fraxinus pennsylvanica	Susceptible to insects and disease, crotch breakage, significant litter
Desert, or Velvet, Ash	Fraxinus velutina	Susceptible to bores, crotch breakage, significant litter
Ginko, or Maidenhair, Tree	Ginko biloba	Disgusting odor from squashed fruit when female near male
Winter Crab Apple	Malus 'Winter Gold'	Significant litter [Fleshy fruit, 0.5" to 1.0" dia.]
Profusion Crab Apple	Malus 'Sargent'	Significant litter [Fleshy fruit, less than 0.5"dia.]
Holly	Ilex Species	Sight obstruction [evergreen, low foliage]
Walnuts	Juglans Species	Significant litter [hard fruit (nut) 1"-3" dia.]

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Prohibited Trees (continued)

Fruit bearing trees, conifers, or any of the following trees are prohibited within public rights of way and utility easements.

Common Name	Scientific Name	Negative Attributes
Sweetgum	Liquidambar styruciflua	Significant litter [hard fruit (nut) 1"-3" dia.]
Oak	Quercus Species	Significant litter [hard fruit 0.5"-1" dia.]
Spruces	Picea Species	Sight obstruction [evergreen, low foliage]
Pines	Pinus Species	Sight obstruction [evergreen, low foliage]
Poplar, Cottonwood	Poplus Species	Brittle, significant litter
Thundercloud Plum	Prunus "Thundercloud'	Significant litter [Fleshy fruit, 1 to 3"dia.]
Willow	Salix Species	Root invasion into pipes
Lilac	Syringa Species	Sight obstruction [low foliage], associated with pollen allergies
Elms	Ulmus Species	Susceptible to Dutch elm disease

6.104 Use Classifications in the WDO

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Construction (23)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Building, developing and general contracting (233)							P	P	
Heavy construction (234)							P	P	
Special trade contractors (235)							P	P	
Plumbing, heating and air-conditioning contractors (235110)					P				
Paper and wall coving contractors (235210)					P				
Masonry, drywall, insulation and tile (2354)					P				
Floor laying contractors (235520)					P				
Roofing, siding, and sheet metal construction contractors (235610) entirely within a building					P				
Glass and glazing contractors (235920)					P				
Building equipment and other machinery installation contractors (235950)					P				
Ornamental ironwork contracting (235990)					P				

Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Manufacturing (31-33)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Food manufacturing (311)							P	P	
Bakeries (31181)						P			
Beverage and tobacco product manufacturing (312)							P	P	
Textile product mills (314)							P	P	
Apparel manufacturing (315)						SU	P	P	
Leather and allied products manufacturing (316)							P	P	
Other leather manufacturing (31699)						SU			
Paper manufacturing (317)									
Paper manufacturing (317) limited to assembly							P	P	
Printing and related support activities (318)							P	P	
Wood products manufacturing (321)							CU	P	
Paper manufacturing (322)								CU	
Printing and related support activities (323)						P			

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Manufacturing (31-33) Continued

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Petroleum and coal products manufacturing (324)									
Petroleum and coal products manufacturing (324) with all storage underground								CU	
Chemical manufacturing (325)								CU	CU
Plastics and rubber product manufacturing (326)							P	P	
Nonmetallic mineral product manufacturing (327)								P	
Primary metal manufacturing (331)								CU	
Fabricated metal products manufacturing (332)							P	P	
Fabricated metal product manufacturing (332) entirely within a building					P				
Machinery manufacturing (333)							P	P	
Computer and electronic product manufacturing (334)							P	P	
Electrical equipment, appliance and component manufacturing (335)							P	P	
Transportation equipment manufacturing (336)							P	P	

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Manufacturing (31-33) Continued

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Furniture and related product manufacturing (337)						SU	P	P	
Household and institutional furniture and kitchen cabinet manufacturing (3371) entirely within a building					P				
Misc. Manufacturing (339)							P	P	
Sporting goods manufacturing (33992)						SU			
Doll, toy and game manufacturing (33993)						SU			

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Wholesale Trade (42)

Wholesale trade, durable goods (421)							P	P	
Wholesale trade, nondurable goods (422)									
Wholesale trade, nondurable goods (422) EXCEPT motor vehicle wrecking yards							P	P	

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Retail Trade (44-45)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Motor vehicle and parts dealers (441)							SU		
Motor vehicle and parts dealers (441) EXCEPT automotive parts without installation					CU				
Automotive parts (44131) without installation					P				
Use (W/O NAICS classification)									
Tractor and heavy equipment dealers					CU				
Tractor and farm machinery and equipment dealers							SU		
Truck dealers INCLUDING new truck, used truck, parts and tire dealers							SU		
Furniture and home furnishings stores (442)					P				
Picture frame shop (442299)	SCU		SCU						
Electronics and appliance stores (443)					P				
Electronics and appliance stores and repair (44310)						P			
Building material and garden equipment (444)									
Building material and supplies dealers (444) with all outdoor storage and display enclosed by a 7' masonry wall					P				
Paint, wallpaper, and interior decorating stores (444120)					P	P			
Hardware stores (44413)					P	P			
Light fixture stores (444190)					P	P			
Garden supply store (44422)					P	P			

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Retail Trade (44-45) Continued

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Use (W/O NAICS classification)									
Farm, garden and landscaping supplies							SU		
Food and beverage stores (445)					P				
Grocery store, food market, food store (44511)						CU			
Meat markets (44521)					P	P			
Fish markets LIMITED TO sales only (44522)					P	P			
Candy, nut, confectionery stores. (445292)					P	P			
Dairy products stores LIMITED TO sales only. (44529)					P	P			
Use (W/O NAICS classification)									
Delicatessen stores					P	P			
Wine shops						CU			
Health and personal care stores (446)					P				
Drug stores. (44611)					P	P			
Optical goods stores. (44613)					P	P			
Health food stores. (446191)					P	P			
Hearing aid stores. (446199)					P	P			
Gasoline stations (447)					CU				
Gasoline stations (44719)						CU			

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Legend

P = Permitted Use SP = Special Permitted Use CU = Conditional Use SCU = Specific Conditional Use AU = Accessory Use

Retail Trade (44-45) Continued

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Clothing and clothing accessories stores (448)	SCU		SCU		P				
Clothing stores (44810)					P	P			
Furriers and fur shops (44819)					P	P			
Jewelry, watch, and clock stores (44815 & 44831)					P	P			
Shoe stores (44823)					P	P			
Luggage stores (44832)					P	P			
Use (W/O NAICS classification)									
Dressmaker and tailor shops					P	P			
Sporting goods, hobby, book, and music stores (451)					P				
Sporting goods stores (445111)					P	P			
Hobby shops (45112)					P	P			
Toy stores (45112)					P	P			
Sewing, needlework and piece goods (45113)					P	P			
Music, piano, and musical instrument (45114)					P	P			
Record and CD stores (45122)					P	P			
General merchandise stores (452)					P				
Department stores (45211)					P	P			
Book stores (4523)					P	P			
Other general merchandise stores (4529)					P	P			

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Retail Trade (44-45) Continued

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Misc. store retailers (453)									
Misc. store retailers (453) EXCEPT used merchandise stores (4533), other than antique shops, and EXCEPT manufactured (mobile) home dealers. (45393)					P				
Florist shops (45311)					P	P			
Stationery stores (45321)					P	P			
Business machines, typewriters and repair (453210)					P	P			
Gift, novelty, souvenir shops (45322)					P	P			
Greeting card stores (45322)					P	P			
Used merchandise stores (4533), other than antique shops					CU				
Antique shops					P	P			
Used merchandise stores (45331)						P			
Pet stores (45391)					P	P			
Art gallery (45392)	SCU		SCU						
Manufactured (mobile) home dealers. (453930)					CU		SU		
Artists supply stores (453998)					P	P			
Mail order house (45411)					P	P			

Use (W/O NAICS classification)									
Auction houses EXCEPT livestock and poultry sales								P	
Orthopedic and artificial limb stores						P			
Temporary retail sales: a. Produce and plant materials grown on the subject property b. Estate, garage and yard sales c. Crafts and other hobby items	SU		SU						

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Transportation and Warehousing (48-49)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Truck transportation (484)							CU	P	
Transit and ground transportation (485)							CU	P	
Urban transit system (48511)					CU				
Interurban and rural transit (4852)					CU				
Taxi service (48531)					CU				
Limousine service (4853)					CU				
School transportation (4854)					CU				
Charter bus service (4859)					CU				
Special needs transportation (485991)					CU				
Support Activities for Rail Transportation (488210)						P			
Motor vehicle towing (48841)					CU				
Freight transportation arrangement (488510)							CU	P	
Postal service (491)				P	P	P			
Warehousing and storage (493)							CU	P	
Use (w/o NAICS classification)									
Self- and mini-storage					CU		P	P	

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Information (51)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Publishing (511)					P				
Newspaper, periodical, and book publishing. (5111)					P	P			
Motion picture, sound recording industries (512)									
Motion picture theaters (512131) EXCEPT drive-ins					P				
Broadcasting and telecommunications (513)									
Radio and TV (5131)					P				
Radio and TV studios and offices (5131) EXCEPT antennae and towers				P	P	P			
Cable networks (5132)				P	P	P			
Telecommunications (5133) EXCEPT telecommunication facilities subject to Section 2.204.03.				P	P	P			
Use (w/o NAICS classification)									
Telecommunication facilities subject to Section 2.204.03.								SCU	SCU
Information and data processing (514)				P	P	P			

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Finance and Insurance (52)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Finance and insurance **(52)** EXCEPT pawn shops (522298) & check cashing, pay day loan and cash transfer establishments [other than banks] as a predominant, ancillary, or required supporting use				P	P				
Finance and insurance **(52)** EXCEPT check cashing, pay day loan and and cash transfer establishments [other than banks] as a predominant, ancillary, or required supporting use						P			
Credit intermediation & related activities (522)									
Pawn shops (522298)					CU				
Use (w/o NAICS classification)									
Check cashing, pay day loan and cash transfer establishments, other than banks					CU				

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Real Estate and Rental and Leasing (53)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Real estate (531)					P	P			
Rental and leasing (532)									
Rental and leasing (532) without outdoor display or storage				P		P			
General rental centers (532310) with all outdoor storage and display on a paved surface					P				
Use (w/o NAICS classification)									
Residential sales office	SU	SU							

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Professional, Scientific and Technical Services (54)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Professional, scientific and technical services (54)									
Legal services (5411)	SCU		SCU	P	P	P			
Accounting (5412)	SCU		SCU	P	P	P			
Architects and engineers (5413)	SCU		SCU	P	P	P			
Specialized design services (5414)	SCU		SCU	P	P	P			
Computer system design (5415)	SCU		SCU	P	P	P			
Management consulting. (5416)	SCU		SCU	P	P	P			
Scientific research and development. (5417)	SCU				CU				
Advertising (5418)	SCU		SCU	P	P	P			
Other professional services (5419), EXCEPT veterinary service (541940) not contained in a building				P	P	P			
Veterinary service. (541940)					CU				

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Administrative and Support Services (56)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Administrative and support services (561)					P				
Administrative and facilities support services. (5611 and 5612)				P	P	P			
Employment services. (5613)				P	P	P			
Business support services INCLUDING copy shops. (5614)				P	P	P			
Travel and tour agencies. (5615)				P	P	P			
Telephone answering service (561421)	SCU		SCU						
Investigation and security services. (5616)				P	P	P			
Services to buildings and dwellings (5617), offices only				P	P	P			
Services to buildings and dwellings (5617)					P				
Other support services (56199)				P	P	P			
Use (w/o NAICS classification)									
Furnace cleaning					P				

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Educational Services (61)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Educational services (611)									
Elementary and secondary schools (6111)	CU		CU			P			CU
Community college (6112)				P	P	P			
Business schools (6114)						P			
Technical and trade schools (6115)				P	P	P	P	P	

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Health Care and Social Services (62)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Ambulatory health care facilities (621)									CU
Ambulatory health services (621) EXCEPT ambulance service (62191)				P	P	P			CU
Offices of Physicians (6211)	SCU		SCU						
Offices of Dentists (6212)	SCU		SCU						
Offices of Other Health Practitioners (6213)	SCU		SCU						
Ambulance service (62191)				CU	CU	CU	P	P	CU
Hospitals (622)									CU
Social assistance (624)				P	P	P			
Child day care services (6244)	SCU		SCU						
Other individual and family services (6241)	SCU		SCU						
Child day care services (6244)			P						
Child day care services (6244), EXCEPT family child day care for 12 or fewer children	CU	CU							
Use (w/o NAICS classification)									
Family child day care for 12 or fewer children	P	P							
Group home or group care facilities			P	CU					
Group home	P	P							

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Arts, Entertainment and Recreation (71)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Performing arts and spectator sports (711)					P				
Taxidermists. (71151)					P	P			
Museums and historic sites (712)									
Museums and historic sites (712) EXCEPT zoos (712130)				P	P	P			
Amusement, Entertainment and Recreation (713)									
Fitness and recreational sports (71391)				P	P	P			
Bowling centers (71395)					P				
Other amusements INCLUDING ballrooms (713990)					P				

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Arts, Entertainment and Recreation (71) Continued

Use (w/o NAICS classification)

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Aquatic facilities									CU
Community center					P				
Community club buildings and facilities	SU	SU	SU						
Golf courses without a driving range	SU	SU	SU						P
Golf driving range	CU		CU						CU
Parks	P	P						P	
Parks and playgrounds	P		P					P	P
Play or ball field									CU
Private recreational facilities	AU		AU						
Temporary Outdoor Marketing and Special Events: a. Arts and crafts b. Food and beverages, including mobile food services c. Seasonal sales of fireworks, Christmas trees, produce or plant materials d. Amusement rides and games e. Entertainment f. Any other merchandise or service which is neither accessory to a primary, permanent use of the subject property nor marketed by employees of that permanent use					SU	SU			SU

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Accommodations and Food Service (72)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Accommodation (721)									
Hotels (EXCEPT casino hotels) and motels (72111)				P	P	P			
Bed and breakfast inns (721191)				P	P	P			
Food Services and Drinking Places (722)									
Food service and drinking places (722) EXCEPT mobile food service					P				
Food service and drinking places (722) EXCEPT food contractors (7231) and mobile food service				P	P	P			
Food services and drinking places (722) for industrial employees EXCEPT mobile food service.							CU	CU	
Recreational vehicle parks. (7212)						CU			
Use (w/o NAICS classification)									
Mobile food service subject to ***Section 2.203.17.***							SU	SU	

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Other Services (EXCEPT Public Administration) (81)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Repair and maintenance (811)									
Automotive maintenance (8111)					CU				
Electronic and precision equipment repair (8112)					P				
Commercial and industrial equipment repair (8113)					CU			CU	P
Home goods repair (8114) ADD EXCEPT Upholstery (81142) and Leather repair (81143)					CU				
Upholstery (81142)					P				
Leather repair (81143)					P				
Personal and laundry facilities (812)									
Personal care services (8121)				P	P	P			
Funeral homes (812210)				P	P	P			
Dry cleaning and laundry service (8123) EXCEPT linen supply (81233)					P				
Laundry, self service (81231)					P	P			
Dry cleaning, self service (81231)					P	P			
Linen supply (81233)					CU				
Photo finishing (81292)				P	P	P			
Parking lots and garages (81293)							P	P	
Parking lots and garages (81293) EXCEPT extended vehicle storage (4939190)				P	P	P	P	P	
Public parking lots and garages (81293) EXCEPT extended vehicle storage. (4939190) and parking as an Accessory Use									P
All other personal services (812990)				P	P	P			

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Other Services (EXCEPT Public Administration) (81) Continued

Use (NAICS #)	RS	RIS	RM	CO	CG	DDC	IP	IL	P/SP
Religious, civic and social organizations (813)				P	P	P			
Use (w/o NAICS classification)									
Delivery services	SU	SU	SU	SU	SU	SU	SU	SU	SU
Dwelling for caretaker or watchperson							P	P	AU
Electric motor repair, entirely within a building					P				
Home Occupation	SU	SU	SU						
House of worship	SU	SU	SU						
Motor vehicle wrecking yards								CU	
Off street parking in conjunction with a non-residential use allowed in the zone	CU	CU	CU						
Public parking for uses in the same zoning district									AU
Residential sales office	SU	SU							
Recycling centers							CU	CU	

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Public Administration (92)

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Public Administration (92)				P	P	P			
Fire protection (922160)							P	P	
Personal Services (812)									
Cemetery (812220)									P
Religious, civic, professional and similar organizations Religious, civic, professional and similar organizations (813)				P					
Use (w/o NAICS classification)									
Government maintenance facilities and storage yards							P	P	
Government and public utility buildings and structures EXCEPT uses permitted in the subject zone and telecommunication facilities subject to ***Section 2.204.03***	CU		CU	CU	CU	CU	CU	CU	CU
Government and public utility buildings and structures EXCEPT uses permitted in ***Section 2.103.01***; telecommunication facilities subject to ***Section 2.204.03***; and elementary, middle and high schools		CU							
House of worship	CU	CU	CU						
Rights of way, easements and the improvements therein	P	P	P	P	P	P	P	P	P
Temporary outdoor marketing and special events					P	P			P

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Residential

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Use (w/o NAICS classification)									
One Dwelling Unit									
Site-built single family dwelling.	P	P	P						
Manufactured home on a lot	SU	SU	SU						
Dwelling for caretaker or watchperson.							P	P	AU
One dwelling unit in conjunction with a commercial use				P	P	P			
Temporary housing for night security personnel during construction			SU	SU	SU	SU	SU	SU	SU
Two or More Dwelling Units									
Duplex dwelling	SU		P						
Group home	P	P	P						
Group home or group care facilities			P	CU					
2 to 3 dwelling units	SCU								
Manufactured dwelling park			P						
Multiple family dwelling units			P	CU		CU			
Complementary residential use					SU	SU			
Nursing care facilities. (6231)			P	CU		CU			
Assisted living facilities. (62331)			P	CU		CU			
Rooming and boarding house (7213)			P	CU					

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Other Uses Associated with Residential

Use (NAICS #)	RS	R1S	RM	CO	CG	DDC	IP	IL	P/SP
Use (w/o NAICS classification)									
Agricultural practices without livestock	SU	SU	SU	SU	SU		SU	SU	SU
Boat and recreational vehicle storage pad	SU		SU						
Boat and recreational vehicle storage area	SU		SU						
Garage (or carport in the case of a manufactured home)	AU		AU						
Garage with a maximum capacity of three cars (or carport with a maximum capacity of two cars in the case of a manufactured home)		AU							
Deck or patio	AU		AU						
Fence or free standing walls	AU	AU	AU						
Greenhouse or hobby shop	AU	AU	AU						
Pets and pet accommodations for five or fewer pets owned by the occupants of the residence	AU		AU						
Private recreational facilities, including swimming pool, hot tub or sauna, and game courts	AU		AU						
Personal storage structure	AU		AU						

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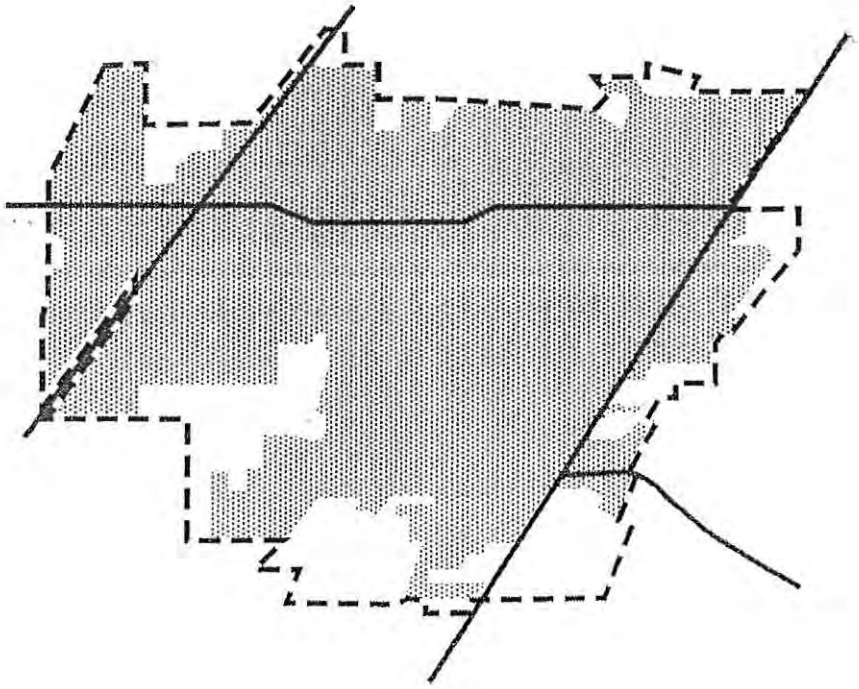
McKeever/Morris, Inc.

with W&H Pacific • E.D. Hovee & Company • Gabriele Development Services • Manda Beckett Design

Woodburn

Buildable Lands and Urbanization Project

Final Report
February 7, 2000



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WOODBURN BUILDABLE LANDS AND URBANIZATION PROJECT

Final Report

February 7, 2000

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Appendices

A. **Technical Memorandum No. 1 - Buildable Lands Inventory Methodology**, March 5, 1999 (Revised May 5, 1999 & June 25, 1999)

B. **Technical Memorandum No. 2 - Buildable Lands Inventory**, June 25, 1999

C. **Demographic, Economic, and Recent Development Trends Memorandum**, June 28, 1999

D. **Housing Needs Analysis Memorandum**, June 28, 1999

E. **Base Case Memorandum**, June 28, 1999

F. **Alternative Growth Management Strategies Memorandum**, May 21, 1999

G. **Mixed Use Campus District**, proposed by the Growth Management Committee.

H. **Proposed Urban Growth Boundary Expansion**, proposed by the Growth Management Committee.

I. **Comprehensive Plan and Zoning Ordinance Amendments**, proposed by the Growth Management Committee.

J. **Review Criteria and Findings**, criteria included and findings to be provided by city staff.

This project is partially funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on federal Intermodal Surface Transportation Efficiency Act and Oregon Lottery funds. The contents of this document do not necessarily reflect the views or policies of the state of Oregon.

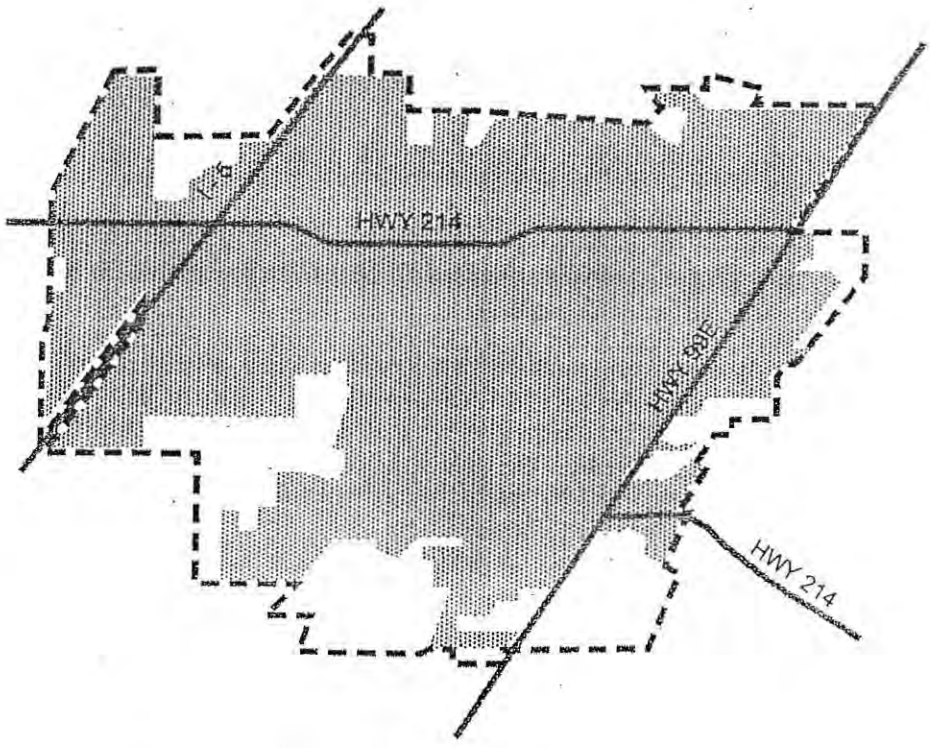
PROJECT OVERVIEW

Woodburn Comprehensive Plan

The city of Woodburn has a Comprehensive Plan which serves as a guide for future community growth. This plan identifies the locations for a variety of uses in the city including residential, commercial, industrial, open space, and public land. The city is currently updating its Comprehensive Plan, and part of this work includes an evaluation of the land available for future housing and other urban development.

This urban development must be located within an Urban Growth Boundary (UGB) which separates it from rural uses, such as farm land. The UGB includes all land within the current city limit plus additional land planned for future urban development as shown in Figure 1. The Woodburn UGB contains 4,042 acres of which 3,222 acres is inside the city limit.

Figure 1. Woodburn City Limits and UGB



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Project Intent

The Woodburn Buildable Lands and Urbanization project is intended to answer three questions:

- *Is there sufficient land in Woodburn to meet future housing, commercial, and industrial needs?*
- *Are there adequate housing choices for all Woodburn residents?*
- *Can future housing and development needs be met while the city complies with other land use requirements such as transportation and farm land protection?*

Project Steps

To answer these questions, the project included the following four steps:

Step 1. Evaluate existing conditions and recent trends relating to land use and housing.

Step 2. Create a "Base Case" scenario to 2020 which describes how the city's future housing and land use needs will or will not be met if recent trends continue.

Step 3. Evaluate alternatives to the "Base Case" to create a future which is more consistent with city needs.

Step 4. Select a recommended alternative for managing future growth which meets city, county, and state planning goals.

The city, with the assistance from a consulting team led by McKeever/Morris, Inc. worked to answer these questions from fall 1998 to September 1999. A Growth Management Advisory Committee was appointed by the Woodburn City Council to play an important policy making role in the project. The Committee was appointed by the City Council to review the information generated by the consulting team and city staff and to develop recommendations for consideration by the Planning Commission and City Council.

Report Organization

This report is presented according to the project four steps. During the course of the project, the consulting team produced a series of memorandums and background information for review by the city staff, the Growth Management Advisory Committee, and the public. Key information is summarized in this report with references to the appendices which contain unabridged versions of these materials.

1. EXISTING CONDITIONS AND RECENT TRENDS

To adequately evaluate future growth management strategies, the city and the consulting team gathered relevant background information which included:

- A Buildable Lands Inventory to determine the amount of land available for future development within the Urban Growth Boundary (UGB);
- An evaluation of recent land development trends between 1988 and 1997; and
- An analysis of local economic and demographic information.

Buildable Lands Inventory

A total of approximately 910 acres are buildable in four Comprehensive Plan land use categories (see Table 1). The term "buildable" means that land is vacant, partially vacant, or likely to redevelop with new residential, commercial, or industrial uses. To develop buildable land figures, the gross land acreage was reduced by first deducting land which is unbuildable due to constraints such as identified wetlands. These adjusted gross acreage figures where then reduced by 25% to produce the net acreage figures which are used throughout this report. The 25% deduction is designed to account for public facilities which are necessary to support development such as streets, public buildings, and parks. Detailed descriptions of the Buildable Lands Inventory (BLI) methodology and inventory are presented in Appendices A and B.

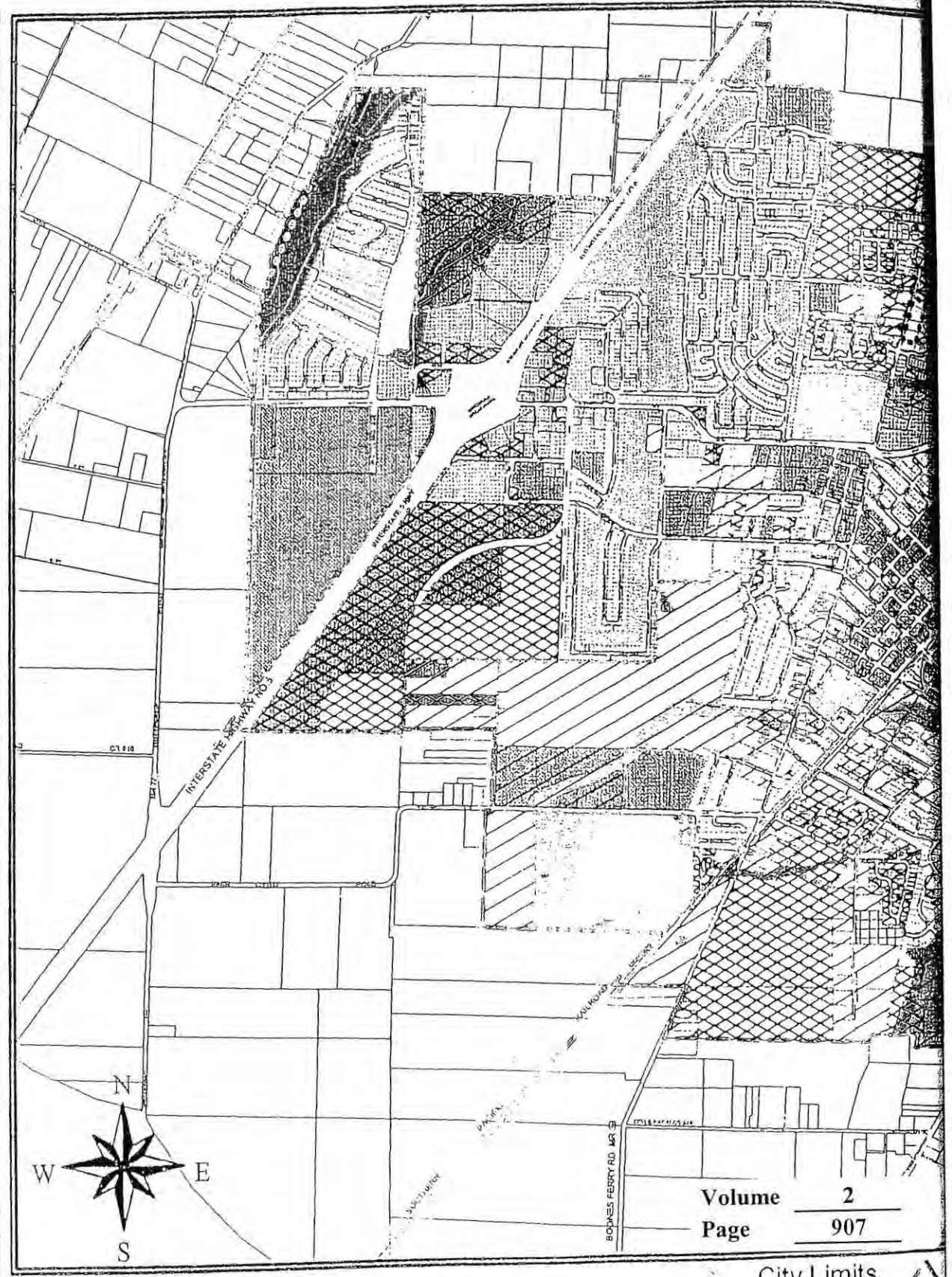
Table 1
Buildable Land Available in the Woodburn UGB

Comprehensive Plan Designation	Acres
Low Density Residential (<12 units/acre)	535.0
High Density Residential (>12 units/acre)	121.1
Commercial	146.0
Industrial	107.9
Total	910.0

The buildable lands map (Figure 2) shows the location of the available buildable lands in the city. Larger vacant and underdeveloped parcels are generally found near the edge of the UGB and the smaller buildable sites are located within the current city limits.

Recent Development Trends

There were approximately 1,280 new housing units permitted on over 190 acres within the city of Woodburn between 1988 and 1997 as shown in Table 2 (see Appendices C and D for additional information). The majority (394) were traditional single-family units, followed by manufactured/mobile homes on lots (308), and multi-family units in buildings with seven or more units (286). Over the last few years, single family housing in Woodburn has been consistently more affordable than housing in surrounding cities. In 1998, the average sales price of a home in Woodburn was $121,100, compared to $133,500 in Mt. Angel and $161,700 in Silverton.



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City of Woodburn Buildable Lands (all zones)

City Limits
Vacant
Infill Potential
Redevelopable
Comprehensi
Commercial
Industrial
Public Use

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2000 0 2000 4000 6000 8000 Feet

an Growth Boundary
tially Vacant* (Greater than 1/2 acre)
tially Vacant (Specific reductions applied based on lot coverage)
tlands and Riparian Areas (Draft)

n Zones

sidential (<12 units per acre)
sidential (>12 units per acre)
en Space & Parks

City of Woodburn Buildable Lands & Housing Needs Analysis

Data obtained from the Marion/Salem Data Center and is considered current as of April 1, 1998.
Wetlands data from SRI Wetlands Study, Draft, December 1998.
City Limits considered current as of December, 1998.

**Reduction Factors Apply. For Residential Land, 1/4 acre will be subtracted from each parcel to account for existing structure. Refer to accompanying text and tables for additional explanation.*

Plotted: June 10, 199

Table 2
Woodburn Housing Building Permits (1988-1997)

Unit Type	Units	Avg. Units/ Net Acre	Estimated Net Acres
Single Family	394	5.46	72.2
Manufactured/Mobile Home	308	4.28	72.0
Manufactured/Mobile Home Park	179	7.75	23.1
Duplex	22	15.30	1.4
Multiplex (3-6)*	91	6.98	13.0
Multifamily (7+ units)	286	23.61	12.1
Total	1,280	6.60	193.8

Note: * Very few records for developments of this size include site size data. The sample size for net density is 15 of the 91 units.

In addition, approximately 642,000 square feet of commercial building space and 2.9 million square feet of industrial building space was permitted from 1988 through 1997. Building permits were also issued for approximately 236,000 square feet of school facility space during this time.

Demographic and Economic Trends

Demographic trends relevant to discussions of future growth include population and household size:

- The state-approved population forecast to be used for planning purposes projects a population increase from 16,585 in 1998 to 26,290 in 2020.
- Sometime after 1980, the average household size in Woodburn started to increase, running counter to the regional and national trend of decreasing household sizes. This may be attributable, in part, to an increasing proportion of Hispanic families, which census data indicates have larger average household sizes.
- Of particular interest for housing are the results of *the 1994 Woodburn Population Enumeration* conducted by Portland State University that indicate larger households are concentrated in rental and plex units.

There are several economic trends relevant to discussions of future growth include employment, wages, and jobs/housing balance.

- Between 1990 and 1997 the number of jobs in Marion County increased by 21%. By comparison, the number of jobs in the Woodburn zip code virtually doubled (an increase of 100%).
- Regional (Marion, Polk, and Yamhill Counties) employment growth to the year 2006 is expected to be strongest in the services, retail trade, government, durable goods manufacturing, and construction sectors.
- Between 1990 and 1998, annual household income rose in the Woodburn zip

code area (some employment and income data is only available by zip code). As of 1998, the proportion of households in the lower income brackets of under $15,000 and $15,000 to $24,999 per year are approximately half their 1990 levels. The proportion of Woodburn area households with incomes between $50,000 and $99,999 doubled during the same period.

- As of 1997, the highest average wages from employers in the Woodburn zip code area were provided by jobs in the transportation/communication/utilities, construction, manufacturing, and wholesale trade sectors (ranging from $22,000 to $31,000).

- The best paying occupations expected to experience significant regional growth (in the number of jobs available) to the year 2006 include registered nurses, elementary school teachers, truck drivers, and retail sales supervisors, with wages ranging from $21,700 to $41,300.

- In 1990, there were 0.65 jobs available in the Woodburn zip code for every household. However, at the same time there were 1.06 employed persons per household, indicating a jobs/housing imbalance. Employment for many Woodburn residents had to be sought outside the city. Due to significant job growth, between 1990 and 1997, there are approximately 1.01 jobs available in the Woodburn zip code for every household (see Table 3).

Table 3

Woodburn Zip Code (97071)

Jobs/Household Ratio

Item	1990	1997/98
Average Employment	3,924	7,834
Peak Employment	5,009	9,794
Employment Low	3,023	6,710
Households (HH)	6,011	7,743
Jobs/HH	0.65	1.01
Employed Residents per HH*	1.06	

*Note: This is from U.S. Census Bureau data only and reflects the number of zip code residents who are employed anywhere.

Source: 1990: U.S. Census Bureau and Oregon Employment Department, 1997/98: CACI Inc. and Oregon Employment Department.

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2. BASE CASE

The Base Case, which is a continuation of recent trends, indicates there may be a demand for 1,244 acres of buildable land within the Woodburn Urban Growth Boundary (UGB) to the year 2020 as shown in Table 4 (see Appendix E for more information). For this project, the Base Case is used as a way to describe where the city is headed if recent trends continue for the next 20 years. When different alternative growth management strategies are considered, the Base Case provides a reference point to estimate the effectiveness of these alternatives and how they may influence future city growth.

As described above, the 1988-97 period was a time of unprecedented growth, particularly for commercial and industrial land development. The Base Case assumes this growth, as well as the other trends, will continue for the next 20 years. The Base Case demand for 1,244 acres of residential, commercial, and industrial land exceeds the buildable land estimate of 910 acres by approximately 333.8 acres.

Table 4
Woodburn Land Demand (Base Case) and Capacity Summary (Acres)

Comprehensive Plan Designation	Estimated Demand	Buildable Land	Capacity Excess or (Deficit)
Low Density Residential	340.3	535.0	194.7
High Density Residential	117.3	121.1	3.8
Commercial	154.8	146.0	(8.8)
Industrial	559.7	107.9	(451.8)
School Facilities (Public or Residential)	71.7	NA	(71.7)*
Total	1,243.8	910.0	(333.8)

Note: Assumes all commercial construction develops at suburban retail density (comparable to the Woodburn Company Stores outlet mall). Residential land demand assumes an increasing proportion of Hispanic residents, and accompanying increases in average household size (a continuation of recent trends).

* The city does not have a separate plan designation for schools. It is assumed that Low Density Residential land will probably be used to provide future school facilities.

The land shortages occur in the commercial and industrial categories, while excess capacity exists for the residential land. The excess residential land capacity is more than sufficient to cover estimated school facility land needs until 2020.

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3. ALTERNATIVES TO THE BASE CASE

Alternative Growth Management Strategies

The Oregon Statewide Planning Goals and supporting laws strongly encourage efficient development within the UGB to reduce urban service delivery costs and to minimize agricultural land consumption. The UGB is designed to promote efficient and contiguous urban development while retaining valuable resource lands. Because the Base Case demonstrates that present trends would force development beyond the current UGB, the city is obligated to evaluate alternative growth management strategies which will result in more efficient use of land within the UGB. Assumptions and measures are key components for any alternative growth management strategy.

For this project, the city must consider at least one alternative to the Base Case that accommodates all growth, including anticipated housing needs, to 2020 within the current UGB. Additional alternatives to the Base Case may include expansion of the UGB, but only if sufficient justification is provided.

Assumptions

For all of the alternatives considered, assumptions were made regarding future land demand to satisfy future housing needs and support future economic development (commercial and industrial activity). Assumptions about the level of residential, commercial, and industrial development over the next 20 years can have a substantial influence on the land demand which is forecast for future city growth.

The Advisory Committee and consultant reviewed the land demand forecast for the Base Case and considered whether it was reasonable to assume that trends over the past 10 years would continue for the next 20 years. Partially because the population forecast could not be modified, the Committee and the consultant concluded that the Base Case demand for residential and school land was appropriate. The Committee and consultant reached different conclusions regarding future commercial and industrial land need. These differences are described in the consultant's recommendation in section 4. Recommended Alternative.

Primary and Secondary Measures

Measures which the city could implement to effectively increase future land supply by using existing land more efficiently were evaluated. Although not as significant as the land need assumptions, several of the measures described below can also have a major impact on future land needs.

The measures for the recommended growth management alternatives are described using two general categories. Primary measures are actions which will potentially result in significant measurable land use efficiencies. For example, rezoning a property from 12 to 24 units per acre would reduce the land area needed for multi-family development by 50%. Secondary measures, while important, will result in less dramatic land savings which are typically more difficult to quantify. For example, changing land use regulations to offer density bonuses for providing project amenities (e.g., 10% bonus for providing additional open space in a development) will require judgment about how often developers might take advantage of the bonus. For this reason, secondary measures typically are not credited with any acreage "savings".

Evaluation of Alternative Growth Management Strategies

The Growth Management Advisory Committee and the public reviewed three possible alternatives to establish a better understanding of the type and number of actions which will be necessary to keep all or most of the city's future development within the present UGB. The details of the alternatives are presented in Appendix F. Using the information provided by the consulting team, city staff, and the public, the Committee developed a recommended alternative consisting of a set of assumptions and measures to help manage future growth. The consulting team developed an alternative recommendation which is also presented.

The assumptions and measures for the Committee and consultant recommendations are described in the following section. The potential issues which may be associated with implementing the measure, the estimated result of the measure, and the estimated amount of land "gained" by the measure to reduce the 333.8 acre deficit associated with the Base Case.

The effect of the assumptions and measures is summarized in Table 6 for the Committee recommendation and Table 10 for the consultant recommendation. Both recommendations use the current land supply figures identified in the buildable lands inventory (Table 1). The primary and secondary measures recommended by the Committee and/or the consultant are identified along with any influence (in acres) the measures would have on the supply of buildable land. The affect of these measures then yields "adjusted land supply" figures for Low Density Residential (LDR), High Density Residential (HDR), commercial, and industrial land. The assumed land demand for residential, commercial, industrial, and school facility development is then subtracted from the adjusted land supply to determine whether a land surplus or deficit is expected by 2020. The Committee recommendation indicates an industrial land deficit, and therefore, incorporating additional land within the UGB is also part of this recommendation.

4. RECOMMENDED ALTERNATIVE

Growth Management Advisory Committee Recommendation

Assumptions

The Committee determined that the recommended growth management alternative should be based upon several important assumptions, which are:

- Woodburn's population will increase by 9,705 residents between 1998 and 2020 from 16,585 to 26,290, according to a joint projection developed by the city, state, and Marion County.
- The City will grow at a pace similar and possibly faster than that over the last two decades.
- Contrary to state and national trends, the household size in Woodburn will continue to increase, resulting in an average household size of 3.06 persons in 2020.
- The current 146 acres of buildable commercial land will be sufficient over the next 20 years. Commercial building coverage ratios will continue to be approximately 20% to 25%, unless measures are taken to increase commercial retail development site coverage to approximately 30%.
- The Base Case industrial land need estimate is high and future land need will be somewhat lower. Industrial building coverage ratios of 25% will continue.
- School enrollment in the year 2020 will be 1,875 students above current regular capacity requiring 281,250 square feet of added school space at a site coverage ratio of 9% (current average).
- Land need for the next 20 years should be assumed to be as shown in Table 5.

Committee Approach

The Committee used the base case scenario, which is a continuation of recent growth trends, to determine the City's growth needs for the future. The Growth Management Committee considered the consultant's growth alternative and for the most part rejected three primary elements:

- Increased density from the City's minimum lot standard of 6,000 square feet to a lot size maximum of less than 6,000 square feet.
- Amend a number of single family residential designated parcels to multi-family or multi-family PUD.
- Contain all development to the year 2020 within the City's existing UGB that was adopted in 1980.

The Committee assumptions coincide with the Base Case forecast for residential and school land needs. The Committee forecast for commercial and industrial land needs are lower than the Base Case forecast.

Table 5
Woodburn Land Demand - Committee Recommendation

Comprehensive Plan Designation	Estimated Demand	Buildable Land
Low Density Residential	340.3	535.0
High Density Residential	117.3	121.1
Commercial	146.0	146.0
Industrial	440.0	107.9
School Facilities (Public or Residential)	71.7	NA*
Total	1,115.3	910.0

* The city does not have a separate plan designation for schools. It is assumed that Low Density Residential land will probably be used to provide future school facilities.

Primary Measures Which Affect Land Supply

Several measures where considered by the Committee which affect land supply under the four Comprehensive Plan land use categories. These measures involve redesignating land from one plan category to another, thereby shifting the land available in each of the four land use categories. A summary of the affects of these measures is presented in Table 6, and the areas involved are shown in Figure 3.

1. Land use amendments from LDR to HDR

- **Description:** This measure, to rezone four possible areas from RS to RM, was deleted by the Committee because:

  A. The City presently has 121 acres designated for multi-family development.

  B. The 121 acres calculated in the Buildable Lands Inventory is sufficient to accommodate multi-family housing to the year 2020.

  C. What was not calculated in the Buildable Lands Inventory is that multi-family housing is permitted outright in the commercial designated districts of CR and CG and as a conditional use in the Downtown Design and Conservation District (DDCD).

  D. The base case identifies the City has excess capacity of multi-family property.

- **Potential Issues:** All of these areas are in locations, which are at least partially committed to high density residential or commercial development. The Committee concluded that sufficient land is currently available for multi-family development.

- **Estimated Result:** No change.

- **Net Gain:**

  0 acres

2. **Land use amendments from LDR to HDR/PUD Mixed Use**

- **Description:** The Committee rejected portions of this measure, to rezone three possible areas from RS to a RM/PD Mixed use concept, which would feature the following:

  A. The Committee rejected a mandatory requirement to develop through the city's PUD process (as amended by the Smart Development recommendations).

  B. The Committee rejected a minimum overall density requirement of 20 units per net acre.

  C. The Committee accepted an allowance for a variety of multi-family and single family housing types.

  D. The Committee agreed that an allowance for neighborhood commercial uses in PUDs according to Smart Development recommendations was acceptable.

  E. Provisions for design amenities and transition of density, building height, etc. to be compatible with adjacent residential areas that are lower density.

  F. Density bonus of up to 20% for providing specified amenities.

  The Committee recommendations are based upon the following:

  A. The land use demand inventory information (Table 4) indicates that the City has sufficient land to accommodate multi-family needs.

  B. The City's zoning ordinance standards permit the mix of single family, multi-family and commercial uses in a PUD.

  C. Smart Development standards are encouraged in PUDs.

- **Potential Issues:** The Committee concluded that the PUDs are a floating zone which may be applied anywhere, and that this amendment was not necessary.

- **Estimated Result:** No change.

- **Net Gain:**

  0 acres

3. **Land use amendments from CG LDR to MUC**

- **Description:** The Committee elected to amend the zoning in three areas to MUC - Mixed Use Campus. This proposed new zoning district introduces industrial uses in commercial and residential designated areas that meet specific development criteria. It is intended that such a mix of uses compliment each other by providing a

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living, working and shopping environment thereby facilitating a more intensive use of land while minimizing potentially adverse impacts through stringent design standards. The Growth Management Committee concluded the way to provide a portion of the industrial land inventory inside the City's UGB was to create a Mixed Use Campus District which is described more fully in Appendix G. This district would allow a mix of at least 50% industrial and 50% commercial use governed by strict design criteria. The objective is to create a "campus like" environment with industrial and commercial uses that are compatible with one another. The committee has proposed two areas presently designated commercial and one area designated LDR use be amended to allow for this commercial/industrial mix.

The primary siting criteria are:

- The parcels exceed five acres.
- The land is separated by arterials from residential areas.
- Minimum conflict with adjacent land uses.

The locations of the three areas that meet these criteria (details in Appendix G) are:

A. This measure to only change the commercially designated land (51.2 acres gross/38.4 acres net) adjacent to I-5, west of evergreen Drive and south of the Walmart store to MUC.

B. The second area is zoned CG, and it is located on the north side of Highway 211 (Mollala Hwy.) which abuts MacLaren State Correctional Facility (30 acres/22.5 acres net).

C. The third area is zoned RS, and it is located in the southern portion of the city adjacent to the Union Pacific railroad tracks on the west property line and Boones Ferry Road on the east property line (15.5 acres/11.6 acres net).

- **Potential Issues:** This represents a modest shift in the types of land uses for this area of the city. Because of the apparent need for additional industrial land to provide a suitable employment base, this area appears appropriate for industrial use in addition to commercial. Traffic impact created by any new uses in this area will require careful evaluation as well as compatibility with neighboring uses.

  Location of industrial and commercial uses in the area should be adjusted to "fit" with the future arterial street. Additional industrial or commercial land conversion to the east is not recommended because of the new school on Parr Road and neighborhood compatibility issues.

- **Estimated Result:** Measures 3. A. and 3. B. will increase the amount of industrial land available by 30.4 acres (40.7 gross) and a corresponding reduction of 30.4 acres of commercial, assuming that the resulting development is evenly mixed between commercial and industrial uses. Measure 3. C. will increase the amount of industrial and commercial land available by 5.8 acres each, using the same assumption. The amount of RS land would be reduced by 11.6 acres.

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- **Net Gain:**

  0 acres - This will provide 33.2 additional industrial acres, a 24.6 acre reduction in commercial land (assuming the MUC zone is developed with equal amounts of industrial and commercial uses), and an 11.6 acre reduction in RS land.

Primary Measures Which Reduce Demand and Increase Land Supply

Several measures where considered by the Committee which would act to reduce demand by developing land more efficiently, resulting meeting housing and employment needs on less land than the Base Case trend would indicate. A summary of the affects of these measures is presented in Table 6.

4. Increase density range and minimum density for low density residential (<12 units/acre)

- **Description:** The original measure to amend the three low density residential zones (RS - Residential Single Family, R1S - Residential, and RD - Residential Duplex) was modified by the Committee to:

  A. Increase the minimum lot size for single family dwelling from 6,000 to 8,000 square feet (4 units/acre) for residential land annexed into the city and retain the 6,000 square foot minimum for residential properties currently within the city limit.

  B. Allow a minimum lot size of 6,000 square feet (6 units/acre) for planned unit developments for land currently in the city and for annexed land.

  C. Allow duplexes outright on corner lots in the RS zone (the RD zone is proposed to be deleted).

  D. Establish a minimum lot area per unit for all duplexes of 3,500 (3,600 sq. ft. required in some cases).

  In 1980 when Woodburn adopted its comprehensive land use plan, there were 1,094 net acres (1,458 gross) of low-density residential land within the city's UGB. Of that, approximately 535 acres remain undeveloped. Based on past growth trends, it is calculated that Woodburn has an excess of 194 acres above what is required to meet its growth needs for the next 20 years.

  It should be noted that it was the Committee's recommendation to not only preserve the 194 acres inside the UGB for LDR purposes but also add an additional 28.7 acres of residential land that is outside the city's UGB. The additional acreage will allow for completion of the Tukwila Golf Course Planned Unit Development. Therefore, the total land available for single family dwellings would increase to 564 acres. However, this figure is reduced when 71 acres for future schools is removed from that inventory, another 11.6 acres of low-density residential is converted to mixed use campus and approximately 17 acres is to be utilized for public parks. The total available for low-density residential use is 461 acres. Therefore, the excess capacity as identified in Table 4 (base case) of the Buildable Lands report should be reduced from 194 acres to 68 acres.

  There was considerable discussion among Committee members as to the

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availability of alternative lot sizes that are offered for residential development in Woodburn. The observation was made that a large number of subdivision lots in Woodburn range between 5,000 and 7,000 square feet. It was concluded lots of this size do not necessarily evoke a feeling of open space.

As an alternative, the Committee recommends that an additional LDR District be created. A district that would promote a feeling of open space and encourage the development of PUD's, that offer a variety of housing types and land uses to realize this potential, a minimum lot size of 8,000 square feet per dwelling unit is proposed. Any proposed PUD site however, would have to be an acreage size that conveys the feeling of open space.

It is estimated that if the city were to build out at an average lot size of 8,000-sq. ft. per single family lot, this would reflect an added population of 7,782 by the year 2020.

When staff reviewed lot size data compiled by the Marion County Assessor's Office it was found that of the 4,711 residential lots within the city limits 31% are 5,000 sq. ft. or less in size and represent 1/3 of all residential lots in Woodburn. An additional 11.6% of those lots are between 5,000 and 6,000 square feet. As for the remaining 30.3%, these are lots larger than 8,000 sq. ft. However, it is estimated that 40% of those lots are properties designated multi-family residential or are undeveloped or under developed single family lots.

The state approved population forecast for Woodburn by the year 2020 is 26,290. This figure is not necessarily the figure the Committee agrees with but it is one of the scenarios used to estimate the needs to provide for adequate public facilities such as parks, water and sewer, and streets. In 1960 Woodburn's population was 3,120 and by 1990 had grown to 13,404. It is estimated to be 17,900 by the year 2000. The percent of annual change during that period has been 4.37% while statewide growth has been 1.61% annually and 2.12% for Marion County.

Based on acreage availability:

Low Density Residential Inside the UGB	570 Ac.
Park Property	(17)
Mixed Use Campus	(15)
School Sites	(71)
	467 Acres

Single Family Residential 467 Ac = 20,342,520 sq. ft. divided by 8,000 sq. ft. lots = 2543 housing units x 3.06 persons per household = 7,782 people.

Multi-Family 121 Ac x 12 units per acre average = 1,452 units x 3.06 persons per unit = 4,443 people.

Present population in 1998 - 16,585
Projected additional population 2020 – 12,225
Total population by 2020 - 28,810

The Committee supports the above calculations because:

A. The Urban Growth Boundary (UGB) was adopted in 1980.

B. Residential land uses represent the largest land use category within the City's UGB.

C. The City does not provide for a zone district that requires lots greater than 8,000 square feet.

D. By not increasing lot sizes for properties annexed, the city could substantially exceed its projected population base of 26,290 by 2020.

- **Potential Issues:** This represents a significant lot size increase, and as a result more, rather than less residential land will be consumed to accommodate the same number of single family residences, duplexes, and triplexes.

- **Estimated Result:** The recent average development density for single family residences is 5.46 units per net acre, which is very close to an average lot size of 6,000 square feet. If the average is increased to approximately 8,000 square feet per lot for subdivisions and partitions and retained at 6,000 square feet for PUDs, average density would probably decrease to approximately 5 units per net acre. At 5 units per acre, approximately 188 acres of land would be consumed to accommodate the projected need of 940 single family units compared to 172.2 acres at the current average density of 5.46 units per net acre. Applying these requirements to the estimated need for 734 manufactured homes on individual lots (which have recently developed at a lower density of 4.28 units per acre), the projected land need is reduced slightly from 171.5 to 146.8 acres.

- **Net Gain:**

  (-15.8) acres - Single family residential
  24.7 acres - Manufactured homes on individual lots

5. **Increase density range and minimum density for high density residential (>12 units/acre)**

- **Description:** This measure, to increase the maximum to 25 units per net acre and provide a minimum density requirement of 20 units per net acre, was deleted by the Committee because:

  A. The city present density requirements of 12-20 units per acre allows a degree of open space.

  B. The average density of HDR developments has been approximately 15 units per acre.

  C. Increasing density requirements to a minimum of 20 units per acre and up to 25 units per acre jeopardizes the open space objectives.

- **Potential Issues:** The existing formula used for calculating allowable density limits the density of small projects (e.g., <20 units) to 12-16 units per acre. Projects must be over 40-50 units before densities of approximately 20 units per acre can be achieved. The recent overall density for multi-family development (>2 units) is 15 units per net acre.

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- **Estimated Result:** No change in density requirements will result in a very small surplus of RM land by 2020 Table 6).

- **Net Gain:**

  0 acres

6. Reduced off-street parking standards

- **Description:** The existing retail store off-street parking minimum is equivalent to 6.43 spaces per 1,000 square feet when employee parking is included. This is significantly higher than the median number of parking spaces in sampled regional, community, and neighborhood retail centers nationwide (at 4.69 to 5.62 spaces per 1,000 square feet). Off-street parking standards should include parking maximums. This would result in a more efficient use of land because:

  A. Changing the 6.43 spaces per 1,000 square feet from a minimum to a maximum standard will allow for more building lot coverage.

  B. A maximum will place a ceiling on the number of parking spaces.

- **Potential Issues:** Care needs to be taken to reflect development needs when setting a minimum standard for retail uses.

- **Estimated Result:** The retail parking standard is the only one which appears to warrant significant adjustment. The retail minimum of 6.43 spaces per 1,000 square feet of building space should be changed to a maximum parking standard. This would allow the average site coverage to be over 30% - significantly higher than the 20% achieved in recent retail commercial development such as the Woodburn Company Stores outlet mall.

- **Net Gain:**

  17.5 acres - Assuming increased lot coverage for retail commercial uses as noted above (economic forecasts indicate that approximately one-half of the future commercial development will be retail).

Secondary Measures

These measures could potentially create additional land "savings", but their impact is estimated to generally be small and they are difficult to quantify. For the purposes of calculating land need and supply, these measures are typically not counted.

1. Adopt Smart Development design standards

- **Description:** The Committee did not reject Smart Development. It did, however, reject the concept of the standard lot size for new subdivision/partitions to be less than 6,000 square feet (exceptions for PUDs). It is the committee's understanding that, within the existing city limits, the greatest share of single family lots are less than 6,000 square feet in size.

  The committee's position is to allow development and redevelopment of lots, of

6,000 square feet or less inside the existing city limits. However, residential lots outside the city limits, when annexed, should average 8,000 square feet to better balance the diverse needs of our community.

The city has historically followed "Smart Development" practices by providing smaller lot sizes, (e.g., R1S zone – Senior Estates).

As for Smart Development, the city is already encouraging such principles for example:

A. Boones Crossing: A 60-acre PUD, with lots less than 6,000 square feet representing 241 single family units, 48 multi-family units, a 3-acre public park, three private parks of 1.5 and 2 acres of low intensity (neighborhood) commercial.

B. Tukwila incorporates several Smart Development standards (e.g., small lots, private parks, homes with 10-foot front yard setbacks and 50% lot coverage and narrow streets).

The committee supports this position because:

A. The city has a substantial number of vacant residential lots of 5,000 square feet or less.

B. PUDs are being approved that incorporate Smart Development standards.

C. The city has not prohibited lots greater than 8,000 square feet but has not required lots to be greater than this size.

The committee concludes that:

A. Smart Development techniques will not be discouraged. However, new subdivisions that are annexed to the city should be required to create lots with a minimum of 8,000 square feet.

B. Large lots of 8,000 square feet are an unmet market within the city.

C. There is a larger housing market for larger lots.

D. Condominiums and townhouses are very attractive in metropolitan areas where services and entertainment amenities support a market for them. Woodburn's rural location, in the past, has not supported the condominium/townhouse market.

- **Potential Issues:** The Committee felt that many of the Smart Development design standards recommended for the Zoning Ordinance are currently being met.

- **Estimated Result:** The effect of these amendments on residential densities and the efficiency of commercial and industrial development is difficult to quantify.

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- **Net Gain:**

  0 acres - Even if implemented, this measure was not counted for any specific land savings.

2. **Adopt Smart Development design guidelines**

   - **Description:** The Committee accepts the concept of design guidelines. The Committee proposes design guidelines for Mixed Use Campus Districts. The design guidelines foster a more attractive and efficient community.

   - **Potential Issues:** The Committee understands that many of the Smart Development design guidelines to supplement Zoning Ordinance requirements are currently being reviewed by a committee appointed by the mayor and City Council.

   - **Estimated Result:** The effect of these amendments on residential densities and the efficiency of commercial and industrial development is difficult to quantify.

   - **Net Gain:**

     0 acres - Even if implemented, this measure was not counted for any specific land savings.

3. **New neighborhood commercial district and/or mixed commercial to help meet future commercial service needs for residents.**

   - **Description:** The Committee determined that neighborhood commercial zoning designation to provide for small, local commercial services in residential neighborhoods is only appropriate in a PUD.

   - **Potential Issues:** Compatibility with surrounding residences is the key issue. If this is implemented, conditions of approval for the commercial use must also be included in the PUD approval. PUDs are a way of allowing additional local commercial services in residential districts.

   - **Estimated Result:** This concept will require more discussion about how and under what circumstances it should be applied. There presently are a number of local commercial services located in our established neighborhoods. However, incorporating additional commercial uses in established neighborhoods would be disruptive. Because the small amount of land potentially involved, it is not included in the acreage calculations.

   - **Net Gain:**

     0 acres

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4. **Accessory dwelling units in residential zones**

   - **Description:** The Zoning Ordinance does not allow accessory dwelling units. which are small, secondary units on single family residential lots. They are either attached to the primary residence or separate, such as a living unit above a detached garage. The Committee recommends only to allow such units if they are within the primary residential structure. No separate units should be allowed.

- **Potential Issues:** These units should have specific design requirements, such as maximum size, lot coverage, and screening, to ensure compatibility within the neighborhood.

- **Estimated Result:** Because the units are small, they would primarily help meet the future demand for multi-family housing. For the purpose of calculating land savings, 20 accessory dwelling units are assumed for the planning period to make a small contribution to reduce demand for multi-family units.

- **Net Gain:**

  1 acre - Assuming 20 accessory units to replace multi-family units which would otherwise be built at 15 units per acre.

5. Land use amendments from RM to RM/PUD Mixed Use

- **Description:** The Committee recommends deleting this measure because:

  A. The allowable density does not change appreciably.

  B. The PUD approach is available if desired by the developer.

- **Potential Issues:** There should not be any significant issues that have not already been addressed by the current Comprehensive Plan and Zoning Ordinance.

- **Estimated Result:** No change.

- **Net Gain:**

  0 acres

6. Financial Incentives - Fees and SDCs

- **Description:** The Committee rejected the idea to use financial incentives reduce the cost of development. The Committee concluded that new development should pay its own way.

- **Potential Issues:** A reduction in funds collected by the City will place an additional burden on the City's budget.

- **Estimated Result:** No change.

- **Net Gain:**

  0 acres – This measure was not anticipated to create any additional land savings.

7. Assemble and Dedicate Land

- **Description:** This approach can be used where individual parcels need to be assembled to create a development site. Typically a public agency such as an economic development corporation (EDC) or urban renewal agency (URA) or a port district formulates purchase option agreements with individual owners, and

then sells or transfers interest in these properties to a developer. The Committee recommended deleting this measure because it was too ambiguous.

- **Potential Issues:** More research would be required to determine the legal authority and mechanisms required for individual agencies and/or jurisdictions to accomplish this measure.
- **Estimated Result:** No change.
- **Net Gain:**

0 acres – This measure was not anticipated to create any additional land savings.

8. Focused Public Infrastructure Investment

- **Description:** The Committee recommends deleting a measure to provide public infrastructure investment to encourage development where costs would be excessively prohibitive to private developers.
- **Potential Issues:** The City's capacity to fund large infrastructure projects are limited.
- **Estimated Result:** Attracting development to areas otherwise limited in potential under existing market conditions. However, this may limit the ability to construct marginal developments.
- **Net Gain:**

0 acres – This measure was not anticipated to create any additional land savings.

9. Amended annexation policy

- **Description:** The city has adopted growth management and annexation goals and policies (Ordinance 2243) which allow annexation into the city if a number of criteria are met. The Committee recommends that annexations should be based on the merits of the proposal.
- **Potential Issues:** The application of this policy may affect the availability and cost of land within the city.
- **Estimated Result:** It may limit the number of annexations taking place, thereby slowing the rate of city growth.
- **Net Gain:**

0 acres - This measure was not anticipated to create any additional land savings.

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Urban Growth Boundary Amendments

As can be seen in Table 6, the measures proposed by the Committee yield a shortage of industrial land, according to the assumed need (Table 5). To help off-set this shortage, the Committee recommends expanding the UGB in three areas to increase the city's industrial land base (Figure 3). The Committee also recommends including all of the Tukwila residential development in the UGB.

- **Description:** The Committee recommends the following measures to expand the UGB:

  A. 130 acres (97.5 acres net) as Industrial located west of the Waremart property.

  B. 65 acres (48.8 acres net) as Industrial located northwest of the I-5 interchange.

  C. 82 acres (61.5 acres net) as Industrial located adjacent to other industrial uses in the southeast corner of the city.

  D. 38.3 acres (28.7 acres net) as LDR located adjacent to the northern city limit.

- **Potential Issues:** Additions to the UGB must be justified according the evaluation criteria in the Woodburn Comprehensive Plan Goals and Policies and Oregon Revised Statutes which are listed later in this report. Findings to support the proposed expansion are presented in Appendix H.

- **Estimated Result:** The industrial land base will be increased substantially

- **Net Gain:**

  207.8 net acres - Industrial land to be added to the existing 107.9 net acres.
  28.7 net acres - Residential land to be added to the existing 535 net acres.

Comprehensive Plan and Zoning Ordinance Amendments

To support the Committee recommendations, a number of Comprehensive Plan and Zoning Ordinance amendments are proposed. These are described in Appendix I.

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Table 6
Committee Recommended Alternative 1999 to 2020*

	LDR	HDR	Comm.	Ind.	Total
Current Land Supply - Acres (Table 1)	**535.0**	**121.1**	**146.0**	**107.9**	**910.0**
Estimated Affect of Measures on Land Supply (negative values in parenthesis)					
Primary Measures					
1. Land use amendments from LDR to HDR	0	0	0	0	0
2. Land use amendments from LDR to HDR/PUD Mixed Use	0	0	0	0	0
3. Land use amendments from CG, LDR, and/or HDR to MUC	(11.6)	0	(24.6)	33.2	0
Estimated Affect of Measures to Reduce Demand and Increase Land Supply					
Primary Measures					
4. Increase density/minimum density for low density residential (<12 d.u./ac.)	8.9	0	0	0	8.9
5. Increase density/minimum density for high density residential (>12 d.u./ac.)	0	0	0	0	0
6. Reduced parking minimums and new maximum standards	0	0	17.5	0	17.5
Secondary Measures					
1. Adopt Smart Development design standards	0	0	0	0	0
2. Adopt Smart Development design guidelines	0	0	0	0	0
3. New neighborhood commercial district and/or mixed commercial in PUDs	0	0	0	0	0
4. Accessory dwelling units in residential zones	1.0	0	0	0	1.0
5. Land use amendments from RM to RM/PUD Mixed Use	0	0	0	0	0
6. Financial incentives	0	0	0	0	0
7. Assemble and dedicate land	0	0	0	0	0
8. Focused public infrastructure investment	0	0	0	0	0
9. Amended annexation policy	0	0	0	0	0
Adjusted Land Supply	533.3	121.1	138.9	141.1	934.4
Estimated Land Demand to 2020 (Table 5)	-340.3	-117.3	-146.0	-440.0	-1,043.6
School Land Need (Table 5)	-71.7	0	0	0	-71.7
Additions to the Current UGB	+28.7	0	0	+207.8	+236.5
Total Land Surplus or (Deficit)	150.0	3.8	(7.1)	(91.1)	55.6

* Refer to Evaluation of Alternative Growth Management Strategies on pages 8 and 9.

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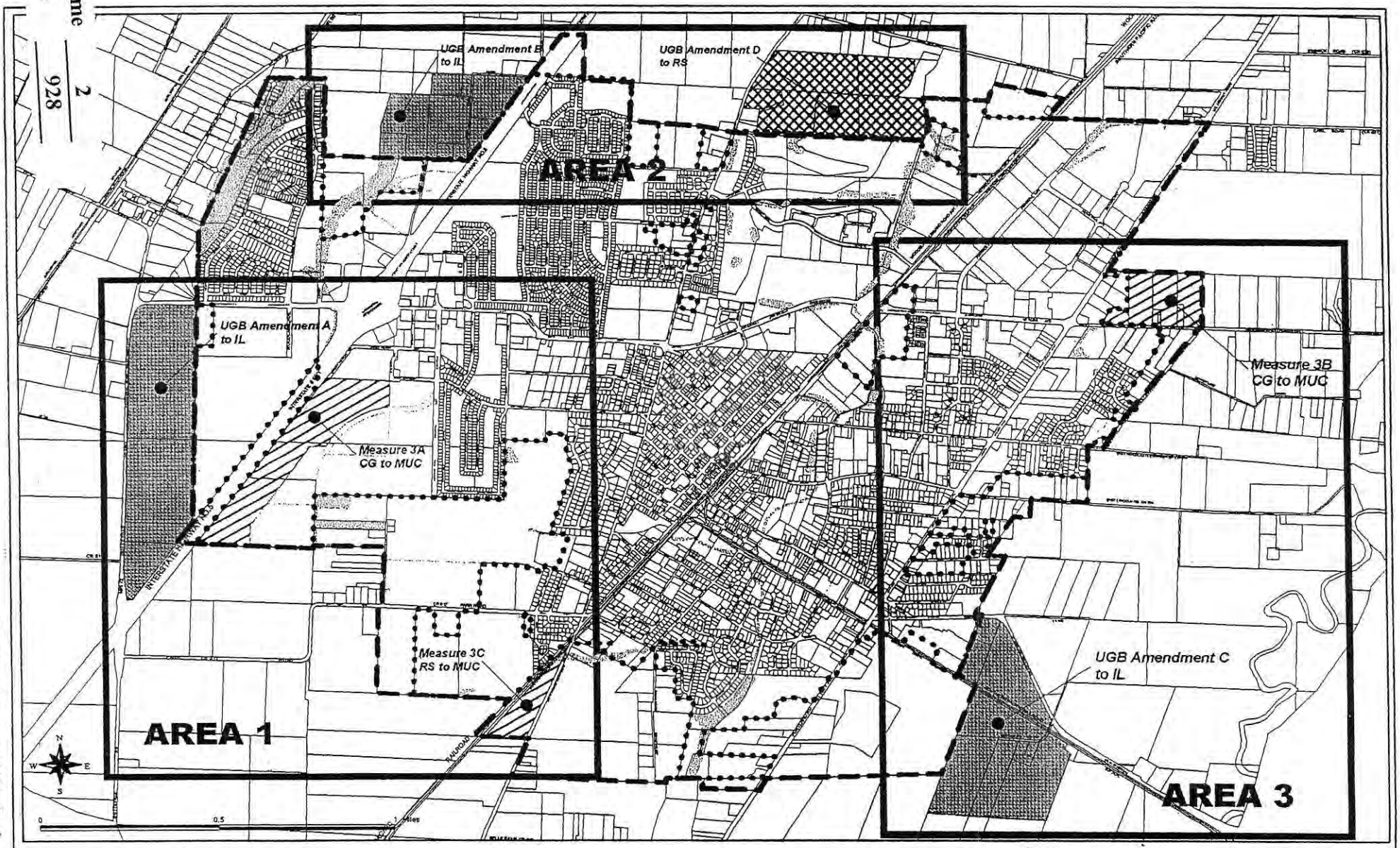

City of Woodburn

Growth Management Advisory Committee
Recommendations

Legend

- City Limits
- Urban Growth Boundary

Recommended Zone Changes

- Light Industrial
- Medium Density Residential
- Mixed Use Campus

City of Woodburn Buildable Lands & Housing Needs Analysis

Data obtained from the Marion/Salem Data Center and is considered current as of April 1, 1998. City Limits considered current as of December, 1998.

Plotted: September 20, 1999

Figure 3

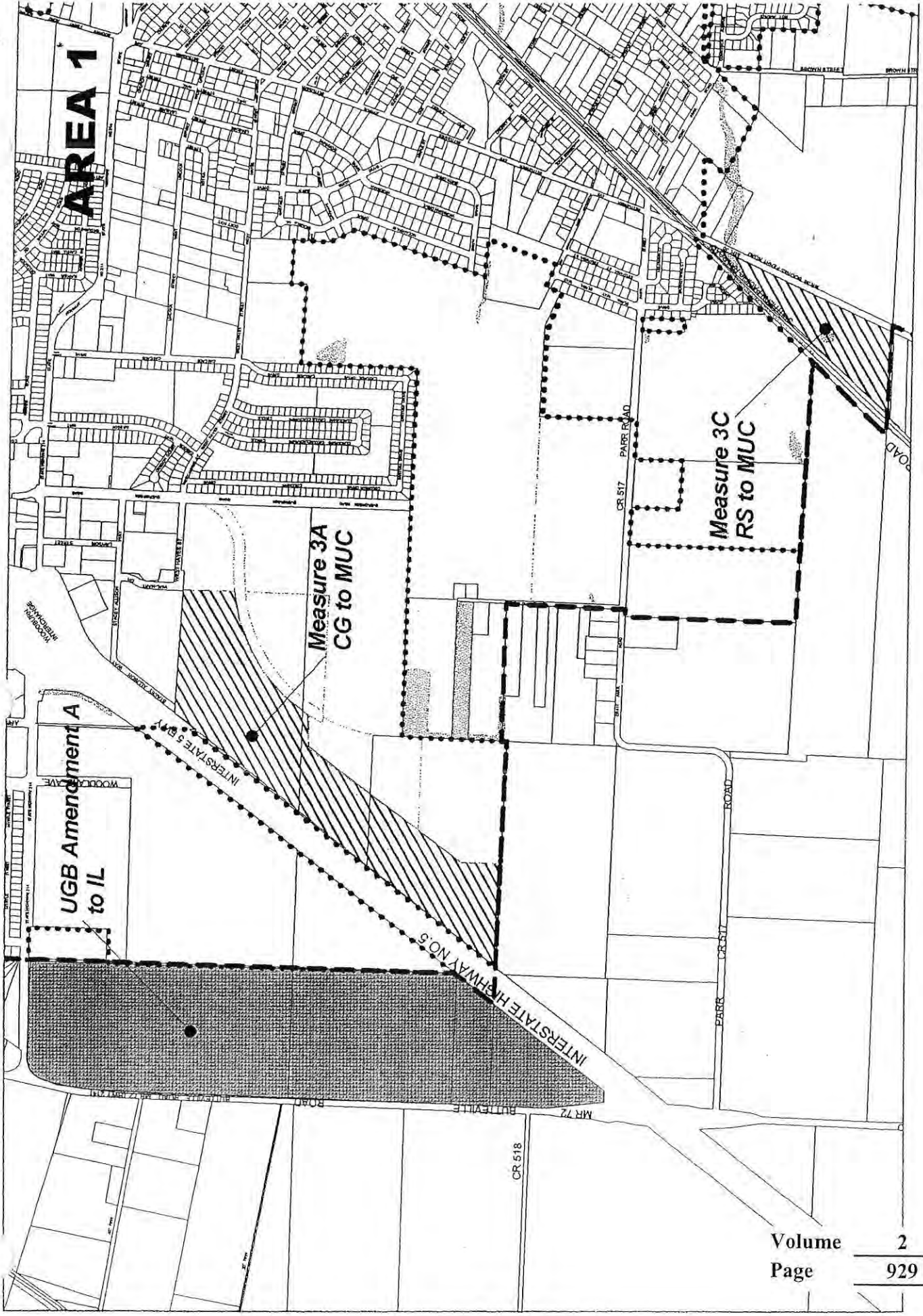

Figure 3
(continued)

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Figure 3
(con'd)

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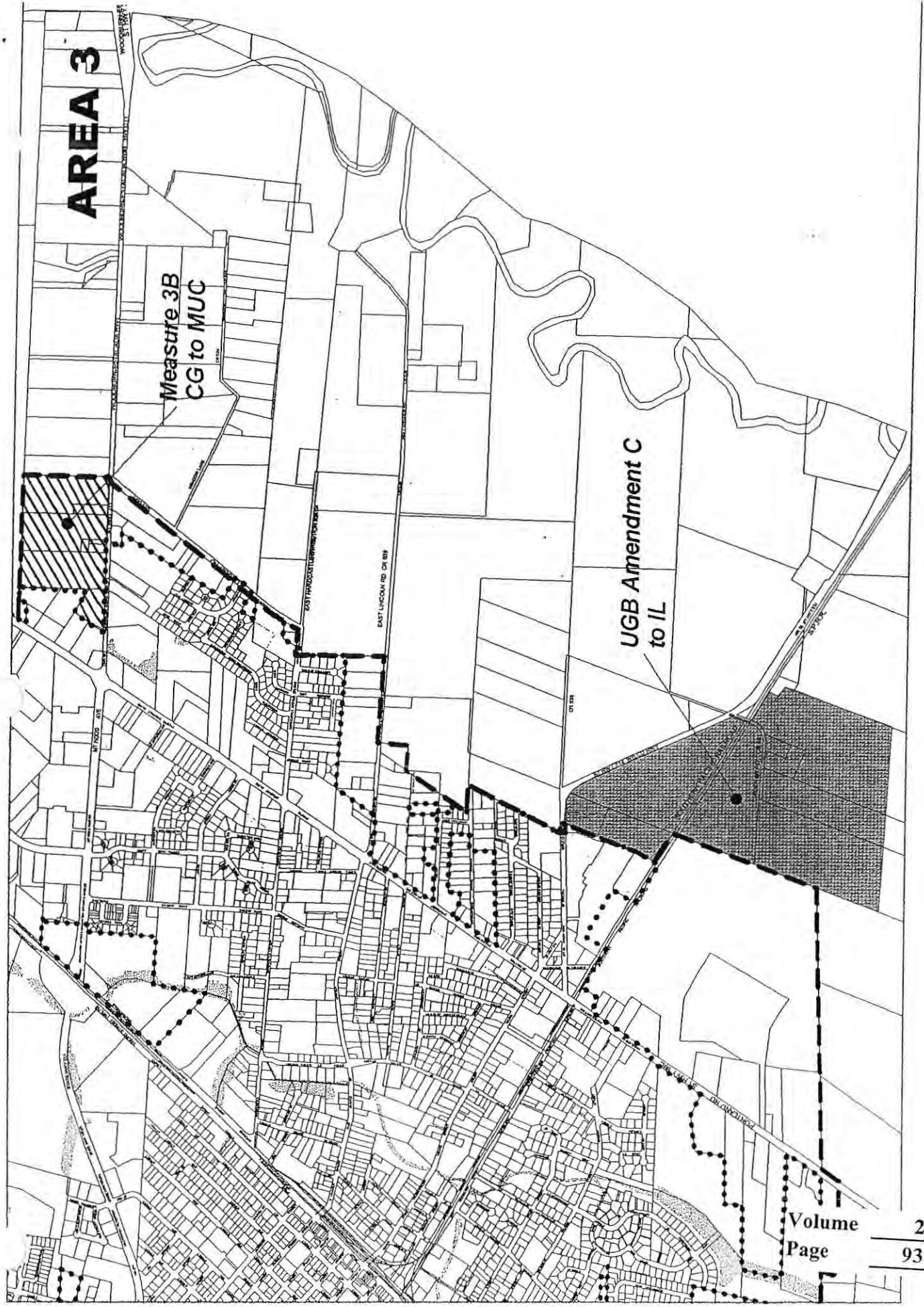

Figure 3
(continued)

Consultant Recommendation

Assumptions

The consulting team advocates using the same assumptions as the Committee recommendation except for the commercial and industrial land demand figures presented in Table 5. The assumptions made to estimate future employment and land demand are important to provide the appropriate level of employment opportunities for the community. The consulting team evaluated all available relevant data to estimate an appropriate jobs/household ratio for Woodburn which allows for continued economic growth and enhanced local employment opportunities for city residents.

In addition to meeting the employment opportunities desired by the Committee, the consulting team reviewed other factors which tend to reduce the associated commercial and industrial land demand. Of particular importance is the market demand for new retail and service commercial development caused by an additional 9,705 residents forecast for 2020. Also, available information and economic trends indicate that the rate of commercial and industrial development over the past 10 years was especially robust and is expected to diminish somewhat in the future. Finally, industrial development employment was overstated in the Base Case due to limited refinement of state employment data files at the zip code level and a lack of regulation regarding the address used to list businesses and employment. The consulting team made minor adjustments to compensate for several obvious errors in OED (Oregon Employment Dept.) data.

The assumption for employment opportunities recommended by the consulting team is described along with its affect on the commercial and industrial land needs over the next 20 years. The effect of jobs/housing assumptions on the land needed for future commercial and industrial development is shown in Tables 7,8, and 9. The land need is calculated using a two-step process.

Step 1. Develop estimate of needed additional jobs to employ identified ratios of employees per household (for existing zip code and future added Woodburn UGB households). The jobs/household ratio for Woodburn rose dramatically from 0.65 in 1990 to 1.01 in 1997/98. This increase is attributed to the significant employment growth which occurred during the same period. The number of persons employed per household in 1990 was 1.06. More recent data is not available. Forecasts indicate that the jobs/household ratios are expected to rise in the Portland metropolitan area (especially the cities in the region) and Marion County. A jobs/household balance of 1.5 is recommended for determining land need over the next 20 years.

Step 2. Estimate likely industry sector distribution of added jobs and land area required. The distribution of added jobs is based on how Woodburn's employment growth has related to that of the Salem Metropolitan Statistical Area (MSA) and the Employment Department's projections for the Salem MSA.

For example, if service sector employment in the Salem MSA grew at an average of 20% per year between 1990 and 1997 and service sector employment in Woodburn grew at 10% per year over the same time period. That would mean service sector employment in Woodburn has grown at half the rate of the Salem MSA for the period (10% divided by 20% equals 50%). If service sector employment for the Salem MSA was expected to grow at an average rate of 40% per year in the future, and we assume the Woodburn/Salem MSA relationship continues, service sector employment in Woodburn would be expected to grow at an average of 20% per

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year in the future (40% times 50% equals 20%). This is done for each sector until a distribution for future employment is determined. These numbers were then adjusted to reflect (1) likely retail demand generated by the forecast population increase which is less than what Base Case trends would indicate; and (2) the Committee's interest in promoting Woodburn's industrial potential by shifting a modest number of future jobs from commercial to industrial sectors.

Table 7

Added Jobs Need Estimate (Step 1)

1997/98 Zip Code Households	7,743
Plus Expected Added Households in Woodburn UGB (1998-2020)	3,052
Total Expected Households 2020	10,795
X 1.5 Jobs per Household	16,193
Minus 1997/98 Zip Code Average Employment	7,834
Added Jobs Need to 2020	**8,359**

Table 8

Added Jobs by Industry and Associated Land Demand (Step 2)

Industry Sector	Added Jobs 1998-2020	Building Area Sq. Ft. per Employee	Total Building Area	Required Land Area	Zoning Allocation
Retail Commercial	1,429	350	500,000	57.4	Commercial
FIRE	351	325	114,100	10.5	Commercial
Services	2,974	325	966,600	88.8	Commercial
Construction	215	575	123,625	11.4	Industrial
Manufacturing	1,533	600	919,800	84.5	Industrial
TCU	838	625	523,800	48.1	Industrial
Wholesale Trade	185	1,055	195,200	17.9	Industrial
Total	7,525*	–	3,343,125	**318.5**	

* This figure excludes 10% of total employment forecast for government and education.

Table 9
Woodburn Land Demand - Consultant Recommendation

Comprehensive Plan Designation	Estimated Demand	Buildable Land
Low Density Residential	340.3	535.0
High Density Residential	117.3	121.1
Commercial	156.6	146.0
Industrial	161.8	107.9
School Facilities (Public or Residential)	71.7	NA*
Total	847.8	910.0

* The city does not have a separate plan designation for school. It is assumed that Low Density Residential land will probably be used for future school facilities.

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Primary Measures Which Affect Land Supply

Several measures where considered by the consulting team which affect land supply under the four Comprehensive Plan land use categories. These measures involve redesignating land from one plan category to another, thereby shifting the land available in each of the four land use categories. Several of the measures are the same or similar to those recommended by the Committee, and others are in addition to the Committee recommendation. The areas involved are shown in Figure 4, and a summary of the affects of these measures is presented in Table 10.

1. Land use amendments from LDR to HDR

- **Description:**

  Four possible land use amendments are proposed below.

  A. 1.73 acre (1.3 acre net) parcel on County Club Road. This property is vacant located adjacent to a developed property which presently is zoned RM. This would not pose a significant change on service demands, and it would be consistent with the character of the development in the area. The comparative number of units would be 7 - existing zoning, 19 - RM zone, and 26 - RM zone plus Primary Measure 5.

  B. 10.18 acre (7.6 acre net) parcel on Hazelnut Drive. This parcel is well suited for higher density development because services are available, and it is part of a planned development with common open space. The comparative number of units would be 41 - existing zoning, 114 - RM zone, and 152 - RM zone plus Primary Measure 5.

  C. 15.35 acre (11.5 acre net) group of parcels on the south side of Woodburn-Estacada Highway (which are mistakenly shown as multi-family on the inventory map). The higher density would be compatible with the similar development immediately west. They are also is within easy walking distance of retail and service businesses to the west. The comparative number of units would be 62 - existing zoning, 172 - RM zone, and 230 - RM zone plus Primary Measure 5.

  D. 25.1 acre (18.8 acre net) group of parcels on both sides of E. Lincoln Street. These properties are either partially or totally vacant. This area also is within easy walking distance of commercial services on 99E. The comparative number of units would be 102 - existing zoning, 282 - RM zone, and 376 - RM zone plus Primary Measure 5.

- **Potential Issues:** All of these areas are in locations which are at least partially committed to high density residential or commercial development. Neighborhood compatibility may be an issue in some instances, however, the design standards and guidelines identified under Secondary Measures should be able to do this.

- **Estimated Result:** This would increase the amount of net acreage available for multi-family housing by 39.2 acres and reduce land available for single family housing by the same amount. Additional land use efficiencies will be realized is Primary Measure 5 is also implemented.

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- **Net Gain:**

  0 acres - this is a shift of 39.2 net acres from RS to RM.

2. **Land use amendments from LDR to HDR/PUD Mixed Use**

- **Description:** The RM/PD Mixed use concept would feature the following:

  A. A mandatory requirement to develop through the city's PUD process (as amended by the Smart Development recommendations).

  B. A minimum overall density requirement of 20 units per net acre.

  C. An allowance for a variety of multi-family and single family housing types.

  D. An allowance for neighborhood commercial uses (possibly according to Smart Development recommendations).

  E. Provisions for design amenities and transition of density, building height, etc. to be compatible with adjacent residential areas that are lower density.

  F. Density bonus of up to 20% for providing specified amenities.

  In contrast to Primary Measure 1 which only calls for the RM zone (and an optional PUD), this measure would require PUD. This is because the sites are larger than the other potential RM sites, and appear to be better suited to a mixture of single family, multi-family, and neighborhood commercial uses. The larger sites would provide improved opportunities to provide appropriate transitional development which is compatible with adjacent neighborhoods. There are two sites recommended for consideration (Figure 4).

  A. 91.1 acres (67.1 acres net) in several parcels located in southwest Woodburn. Access would be provided by the future arterial street described in the Woodburn Transportation System Plan. The comparative number of units would be 366 - existing zoning, 1,006 - RM zone, and 1,342 - RM zone plus Primary Measure 5.

  B. 53.96 acres (40.47 acres net) in several parcels located in south central Woodburn to the south and east of Boones Crossing. This would also be complementary to the development proposed for the area. The comparative number of units would be 220 - existing zoning, 607 - RM zone, and 809 - RM zone plus Primary Measure 5.

- **Potential Issues:** The two areas proposed are well suited for a mixed use planned development approach. For example, densities and housing types can be varied to complement existing conditions on the site as well as surrounding development. Sensitive design and transportation circulation will be essential for fitting well with existing neighborhoods. The planned development provisions in the Zoning Code must be evaluated and revised as necessary to accommodate a wide range of housing types and to give the developer sufficient flexibility to meet minimum density targets while maintaining a compatible relationship with surrounding neighborhoods and important natural features.

The consulting team recommends this approach to increase residential density while requiring mixed uses and design techniques to enhance compatibility between different land uses. For these larger parcels, neighborhood commercial services, appropriate to the size and scale of the development, should be encouraged.

- **Estimated Result:** According to the existing low density residential designation and recent development trends, these properties would be expected to yield approximately 5.5 units per net acre. The overall density would be increased to a minimum of 20 units per net acre, assuming the general density recommendations in Primary Measure 5 are also implemented. Densities of up to 30 units per net acre would be possible if the proposed density bonus of 20% for planned development was available.

- **Net Gain:**

  107.6 acres - from RS to RM.

3. Land use amendments from CG, LDR, and/or HDR to MUC

- **Description:** The MUC - Mixed Use Campus zone proposed by the city would allow for some additional industrial development in close proximity to the freeway (Exhibit B) because the MUC zone would allow a mixture of commercial and industrial uses. Three sites are recommended for this change. Measures 3.B. and 3.C. are the same as the Committee recommendation.

  A. 103.4 acres (82.7 acres net) in several parcels located in southwest Woodburn on the east side of I-5, which are zoned CG - Commercial General (32.2 net), RS (38.0 net), and RM (12.5 net). Access would be provided by the future arterial shown in the Woodburn Transportation System Plan. This proposal is similar to the Committee recommendation, however it also includes the conversion of some residential land along with the commercial property. The potential industrial land deficit, residential land surplus, and the suitable commercial/industrial location led the consulting team to recommend enlarging the proposed MUC area.

  B. The second area is zoned CG, and it is located in the northeast corner of the city (30 acres/22.5 acres net).

  C. The third area is zoned RS, and it is located in south central Woodburn between Settlemeir Road and the railroad tracks (15.5 acres/11.6 acres net).

- **Potential Issues:** This represents a significant shift in the types of land uses for this area of the city. Because of the apparent need for additional industrial land to provide a suitable employment base and the surplus of residential land over the 20-year planning period, this area appears appropriate for industrial use. The proposed MUC district will include a mix of commercial and industrial uses. Traffic impact created by any new uses in this area will require careful evaluation as well as compatibility with neighboring uses.

  Location of industrial and residential uses in the area should be adjusted to "fit" with the future arterial street. Additional industrial land conversion to the east is not

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recommended because of the new school on Parr Road and neighborhood compatibility issues.

- **Estimated Result:** Measures 3. A. and 3. B. will increase the amount of industrial land available by 56.8 acres and reduce commercial land area by 2.2 acres, assuming that the resulting development in the MUC zone is evenly mixed between commercial and industrial uses. The supply of high density residential land will be reduced by 12.5 acres, and low density residential land supply will be reduced by 38.0 acres. Measure 3. C. will increase the amount of industrial and commercial land available by approximately 5.8 acres each, using the same assumption. The amount of RS land would be reduced by 11.6 acres.

- **Net Gain:**

  0 acres - Although this measure will provide additional land for employment, it will result in a loss of commercial and residential land as noted above.

Primary Measures Which Reduce Demand and Increase Land Supply

Several measures where considered by the Committee which would act to reduce demand by developing land more efficiently, resulting meeting housing and employment needs on less land than the Base Case trend would indicate. A summary of the affects of these measures is presented in Table 10.

4. Increase density range and minimum density for low density residential (<12 units/acre)

- **Description:** Amend the three low density residential zones (RS - Residential Single Family, R1S - Residential, and RD - Residential Duplex) to:

  A. Reduce minimum lot size for single family dwelling from 6,000 to 4,500 square feet with an average minimum lot size of 5,000 square feet.

  B. Allow duplexes outright on corner lots in the R1S zone and on any lot in the RS and RD zones. The consultant recommends keeping the RD zone or creating a new zone with similar mid-range density characteristics.

  C. Allow triplexes outright on corner lots in the RD zone.

  D. Reduce the minimum lot area per unit for duplexes from 3,500 or 3,600 to 3,000 square feet.

  E. Allow attached single family residences using the same minimum lot area standards as for duplexes and triplexes above.

  F. Establish a minimum density requirement for larger projects (e.g., >10 units) to meet a minimum density of 5.5 units per net acre (net acreage is 75% of the gross acreage).

- **Potential Issues:** Although this represents a significant lot size reduction, 5,000 square foot lots are very common in both old and new sections of the city. A wide variety of house designs have worked very successfully on this type of lot, and

homes on smaller lots are anticipated to be compatible with existing homes on lots of 6,000+ square feet.

The Committee recommended raising the minimum lot size which is contrary to the purpose of this study. The consulting team understands the Committee's desire to have lower density which is thought to be more in keeping with a rural community. The Committee is encouraged to consider a wider range of single and multiple family zones which have different density requirements to provide housing choices for city residents. This could be done while meeting the overall reduction in residential density proposed by the primary measures.

- **Estimated Result:** The recent average development density for single family residences is 5.46 units per net acre, which is very close to an average lot size of 6,000 square feet. If the average is reduced to approximately 5,000 square feet per lot, average density would increase to slightly over 6.5 units per net acre. At 6.5 units per acre, approximately 144.6 acres of land would be consumed to accommodate the projected need of 940 single family units compared to 172.2 acres at the current average density of 5.46 units per net acre. If these requirements are also applied to the estimated need for 734 manufactured homes on individual lots (which have recently developed at a lower density of 4.28 units per acre), the projected land need is reduced from 171.5 to 112.9 acres.

  The acreage estimates are based only on measure 1. A. The remaining measures are intended to provide additional methods to attain the density proposed in Measure 1. A. but they are not credited with any acreage savings.

- **Net Gain:**

  27.6 acres - Single family residential
  58.6 acres - Manufactured homes on individual lots

5. Increase density range and minimum density for high density residential (>12 units/acre)

- **Description:** The two multi-family zones which are currently used by the city are the RL - Limited Multi-Family Residential and RM - Multiple Family zones, which both allow multi-family development with a density of 12 to over 20 units per acre, depending upon the size of the property and the number of units proposed. The RH - High Rise Residential zone, has no density limit, but it is not applied to any property in the city, and the RL zone is only applied to one 4-acre site. The RM zone should be modified to:

  A. Increase the maximum to 25 units per net acre.

  B. Provide a minimum density requirement of 20 units per net acre.

- **Potential Issues:** The formula used for calculating allowable density limits the density of small projects (e.g., <20 units) to 12-16 units per acre. Projects must be over 40-50 units before densities of approximately 20 units per acre can be achieved. The recent overall density for multi-family development (>2 units) is 15 units per net acre. Applying a minimum and maximum density standard of 20 and 25 units per acre will significantly increase the density presently allowed, particularly for smaller parcels. Infill parcels may in some cases present special problems related to

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density, however, the design requirements and guidelines noted under secondary measures can be used to minimize or eliminate compatibility issues between existing and new development.

The consulting team appreciates the Committee's conclusion that this measure (as well as Measure 1) are not necessary because the project analysis indicates there will be a surplus of single and multiple family residential land over the 20-year planning period. However, the consulting team finds that it is prudent to implement some measures now to retain a healthy surplus of residential land for use beyond 2020.

- **Estimated Result:** This amendment could have a significant impact on the estimated land need for multi-family residences. With an estimated need of 951 units, a 25 unit per acre density would reduce the projected land need from 63.4 to 38 acres. An actual built density of 20 units per acre yields a land need of 47.5 acres.

- **Net Gain:**

  15.9 acres - Multi-family development (at 20 units per net acre).

6. Reduced off-street parking standards

- **Description:** The existing retail store off-street parking minimum is equivalent to 6.43 spaces per 1,000 square feet when employee parking is included. This is significantly higher than the median number of parking spaces in sampled regional, community, and neighborhood retail centers nationwide (at 4.69 to 5.62 spaces per 1,000 square feet). Off-street parking standards should include parking maximums. This would result in a more efficient use of land.

- **Potential Issues:** Care needs to be taken that the most up to date industry standards are used to evaluate the current parking requirements, and where possible that the standards reflect development in cities similar in size to Woodburn.

- **Estimated Result:** The retail parking standard is the only one which appears to warrant significant adjustment. The retail minimum of 6.43 spaces per 1,000 square feet of building space should be changed to a maximum parking standard. A minimum requirement of 3 to 4 spaces per 1,000 square feet is recommended. This would allow the average site coverage to be over 30% - significantly higher than the 20% achieved at the Woodburn Company Stores outlet mall.

- **Net Gain:**

  19.1 acres - Assuming increased lot coverage for retail commercial uses as noted above (Table 8).

Secondary Measures

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1. Adopt Smart Development design standards

- **Description:** The city completed a project titled "Removing Obstacles to Smart Development" in 1997. A consulting team made a number of recommendations to the city zoning and subdivision ordinance standards to promote more efficient development while enhancing community livability. These recommendations

included: guidelines for using reduced local street widths when appropriate; simplifying and reducing building setback requirements; bicycle parking requirements; landscaping standards to enhance compatibility between uses; density bonuses of up to 20% for planned developments; reduced minimum lot sizes and use of average lots sizes for partitions and subdivisions; a commercial neighborhood zone; and minimum density standards for residential development in commercial zones.

- **Potential Issues:** Implementation will require additional evaluation of land use applications and monitoring to ensure that the required design elements are constructed or installed.

- **Estimated Result:** The effect of these amendments on residential densities and the efficiency of commercial and industrial development is difficult to quantify. It is clear that they would (1) make it easier to achieve maximum allowable density (e.g., reduced building setbacks) and (2) offer means to compensate with other measures (e.g., landscaping and buffering standards).

- **Net Gain:**

  0 acres - These will be very important for the successful implementation of many of the measures described herein, but they will not create any land savings.

2. Adopt Smart Development design guidelines

- **Description:** A Design Guidelines booklet was produced as part of the Removing Obstacles to Smart Development project. It contains guidelines for site design and building design. The booklet was created to supplement zoning and subdivision ordinance standards for the review of more subjective design issues related to different types of development. Enhancing livability through better design compatibility between different uses, such as residential and commercial, was a primary focus of the guidelines.

- **Potential Issues:** Increases in density or intensity of use as recommended by the primary measures without additional care being taken in the design of new development may result in many unsatisfactory situations, especially when different land uses abut each other. To be accepted by the public, improved design must be part of any growth management alternative to promote greater land use efficiency. Implementation will require additional evaluation of land use applications and monitoring to ensure that the required design elements are constructed or installed.

- **Estimated Result:** Similar to the design requirements described above, it is difficult to estimate an increased efficiency for residential, commercial, and industrial development. What is important is the support these guidelines will give the primary measures which call for increased density or intensity of land uses.

- **Net Gain:**

  0 acres - These will be very important for the successful implementation of many of the measures described herein, but they will not create any land savings.

3. **New neighborhood commercial district and/or mixed commercial to help meet future commercial service needs for residents.**

- **Description:** The Smart Development project recommended including a neighborhood commercial zoning designation to provide for small, local commercial services in residential neighborhoods. The recommendation calls for small businesses on less than one acre. Market and economic considerations may mean that the minimum size for these commercial sites is larger.

- **Potential Issues:** Compatibility with surrounding residences is the key issue. If this is implemented, the recommended Smart Development standards and guidelines must also be included.

- **Estimated Result:** This concept will require more discussion about how and under what circumstances it should be applied. Because the small amount of land potentially involved, it is not included in the acreage calculations.

- **Net Gain:**

  0 acres

4. **Accessory dwelling units in residential zones**

- **Description:** The Zoning Ordinance does not allow accessory dwelling units. which are small, secondary units on single family residential lots. They are either attached to the primary residence or separate, such as a living unit above a detached garage. Because these units are only occupied by one or two persons, they are not counted as a residence for calculating allowable density.

- **Potential Issues:** These units should have specific design requirements, such as maximum size, lot coverage, and screening, to ensure compatibility within the neighborhood.

- **Estimated Result:** Because the units are small, they would primarily help meet the future demand for multi-family housing. For the purpose of calculating land savings, 40 accessory dwelling units are assumed for the planning period to make a small contribution to reduce demand for multi-family units. This measure assumes 20 more accessory dwellings than the Committee recommendation because both attached and detached units are permitted.

- **Net Gain:**

  2.0 to 2.7 acres - Assuming 40 accessory units to replace multi-family units which would otherwise be built at 15 or 20 units per acre (Primary Measure 2 rate or current development rate).

5. **Land use amendments from RM to RM/PUD Mixed Use**

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- **Description:**

  15.0 acres (11.25 acres net) in one parcel (Assessor's Map No. 5S 1W 18D, Tax Lot 100) located in south Woodburn on the west side of 99E. This would allow some neighborhood commercial development to serve nearby residents. It would also

be eligible for density bonuses as described above.

- **Potential Issues:** Because the allowable density does not change appreciably, there should not be any significant issues that have not already been addressed by the current Comprehensive Plan and Zoning Ordinance.

- **Estimated Result:** The planned development approach will provide more design flexibility which will probably make it easier to achieve higher densities compared to a standard site development approval.

- **Net Gain:**

  0 acres - This change would only raise potential density if Primary Measure 5 and/or the planned development density bonus of 20% are also implemented.

6. Financial Incentives - Fees and SDCs

- **Description:** Financial incentives reduce the cost of development. Methods include waiving or reducing application and hook-up fees and/or system development charges (SDCs) in areas with existing infrastructure. These cost reductions can be helpful in encouraging infill development, or guiding new development to areas close to existing built areas (through differential SDCs based on cost of extending services).

- **Potential Issues:** Reduction in funds collected by the City.

- **Estimated Result:** These incentives could be used specifically to encourage efficiency and infill or generally to encourage development.

- **Net Gain:**

  0 acres – This policy will encourage development of infill buildable lands, but will not create any additional land savings.

7. Assemble and Dedicate Land

- **Description:** This approach can be used where individual parcels need to be assembled to create a development site. Typically a public agency such as an economic development corporation (EDC) or urban renewal agency (URA) or a port district formulates purchase option agreements with individual owners, and then sells or transfers interest in these properties to a developer. However, there are some instances in which cities and counties have directly assembled and dedicated land.

- **Potential Issues:** More research would be required to determine the legal authority and mechanisms required for individual agencies and/or jurisdictions to accomplish this measure.

- **Estimated Result:** Development site assembly can create larger, more marketable parcels potentially allowing development to occur where it might otherwise not happen under existing market conditions.

- **Net Gain:**

  0 acres – This policy will potentially encourage development on parcels otherwise deemed inadequate given market conditions, but will not create any additional land savings.

8. **Focused Public Infrastructure Investment**

- **Description:** Public infrastructure investment can be focused to encourage development where costs would be excessively prohibitive to private developers. Instances might include development of major roadways or traffic solutions to address capacity issues that are limiting development, or the provision of city services to a major industrial site etc.

- **Potential Issues:** The City's capacity to fund large infrastructure projects may be limited.

- **Estimated Result:** Attracting development to areas otherwise limited in potential under existing market conditions.

- **Net Gain:**

  0 acres – This policy will potentially encourage development on parcels otherwise deemed inadequate given market conditions, but will not create any additional land savings.

9. **Amended annexation policy**

- **Description:** The city is considering an annexation policy which would allow annexation into the city when a number of criteria are met. A significant criterion is a requirement that annexation may only occur when there is less than a three-year supply of land available for the intended use.

- **Potential Issues:** The application of this policy may affect the availability and cost of land within the city.

- **Estimated Result:** This proposed policy would tend to support the other measures proposed in this memorandum. In particular, it would encourage development of vacant infill parcels in the city, resulting efficient use of land within the UGB.

- **Net Gain:**

  0 acres - This policy will support many of the other measures presented here, but will not result in land efficiency that could be attributed solely to this policy.

Table 10
Consultant Recommended Alternative 1999 to 2020*

	LDR	HDR	Comm.	Ind.	Total
Current Land Supply - Acres (Table 1)	**535.0**	**121.1**	**146.0**	**107.9**	**910.0**
Estimated Affect of Measures on Land Supply (negative values in parenthesis)					
Primary Measures					
1. Land use amendments from LDR to HDR	(39.2)	39.2	0	0	0
2. Land use amendments from LDR to HDR/PUD Mixed Use	(107.6)	107.6	0	0	0
3. Land use amendments from CG, LDR, and/or HDR to MUC	(49.6)	(12.5)	3.7	58.4	0
Estimated Affect of Measures to Reduce Demand and Increase Land Supply					
Primary Measures					
4. Increase density/minimum density for low density residential (<12 d.u./ac.)	86.2	0	0	0	86.2
5. Increase density/minimum density for high density residential (>12 d.u./ac.)	0	15.9	0	0	15.9
6. Reduced parking minimums and new maximum standards	0	0	19.1	0	19.1
Secondary Measures					
1. Adopt Smart Development design standards	0	0	0	0	0
2. Adopt Smart Development design guidelines	0	0	0	0	0
3. New neighborhood commercial district and/or mixed commercial in PUDs	0	0	0	0	0
4. Accessory dwelling units in residential zones	2.0	0	0	0	2.0
5. Land use amendments from RM to RM/PUD Mixed Use	0	0	0	0	0
6. Financial incentives	0	0	0	0	0
7. Assemble and dedicate land	0	0	0	0	0
8. Focused public infrastructure investment	0	0	0	0	0
9. Amended annexation policy	0	0	0	0	0
Adjusted Land Supply	426.8	271.3	168.8	166.3	1,033.2
Estimated Land Demand to 2020 (Table 9)	-340.3	-117.3	-156.6	-161.8	-776.0
School Land Need (Table 9)	-71.7	0	0	0	-71.7
Additions to the Current UGB	0	0	0	0	0
Total Land Surplus or (Deficit)	14.8	154.0	12.2	4.5	185.5

* Refer to Evaluation of Alternative Growth Management Strategies on pages 8 and 9.

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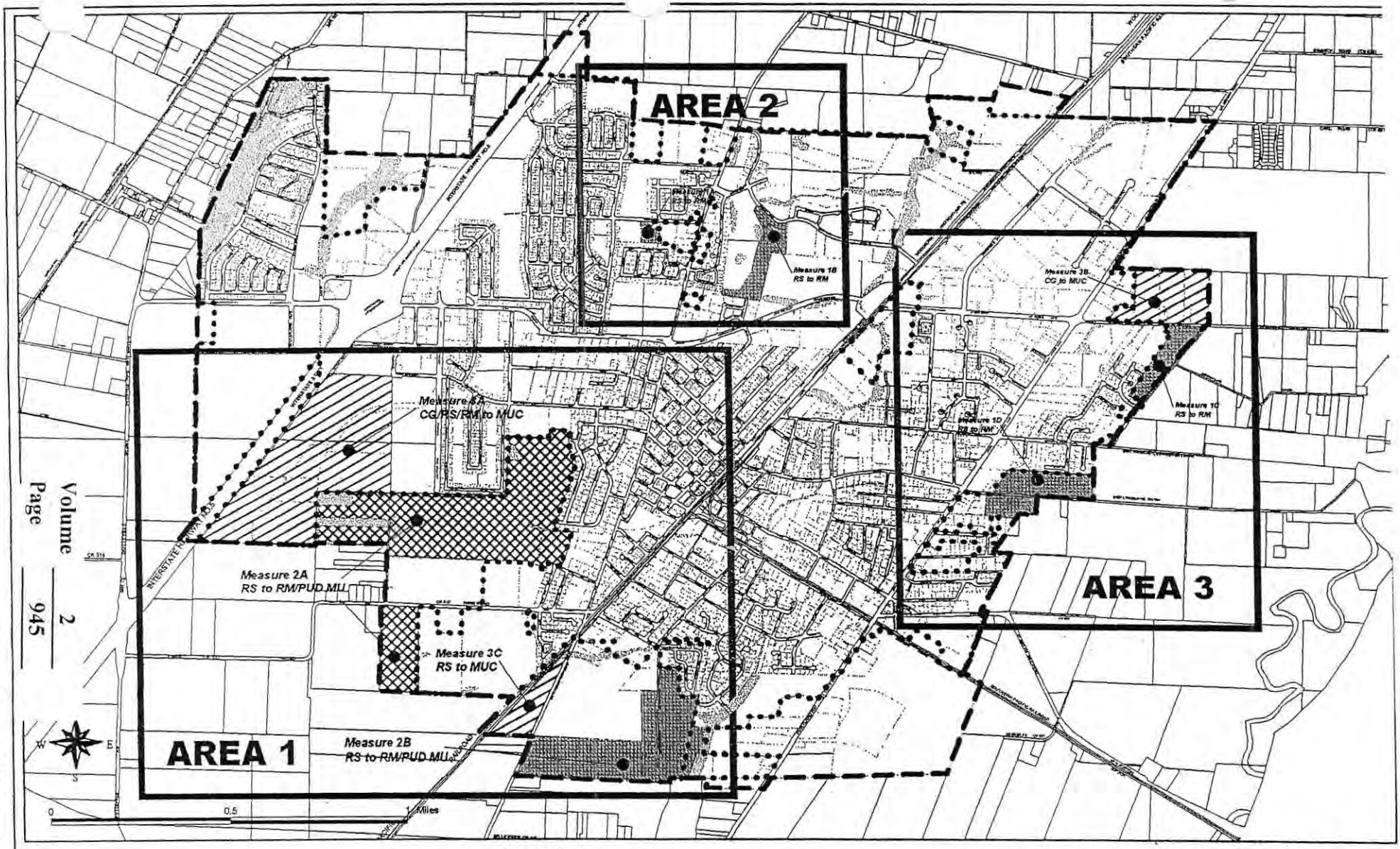

City of Woodburn
Consultant Recommendations

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Figure 4

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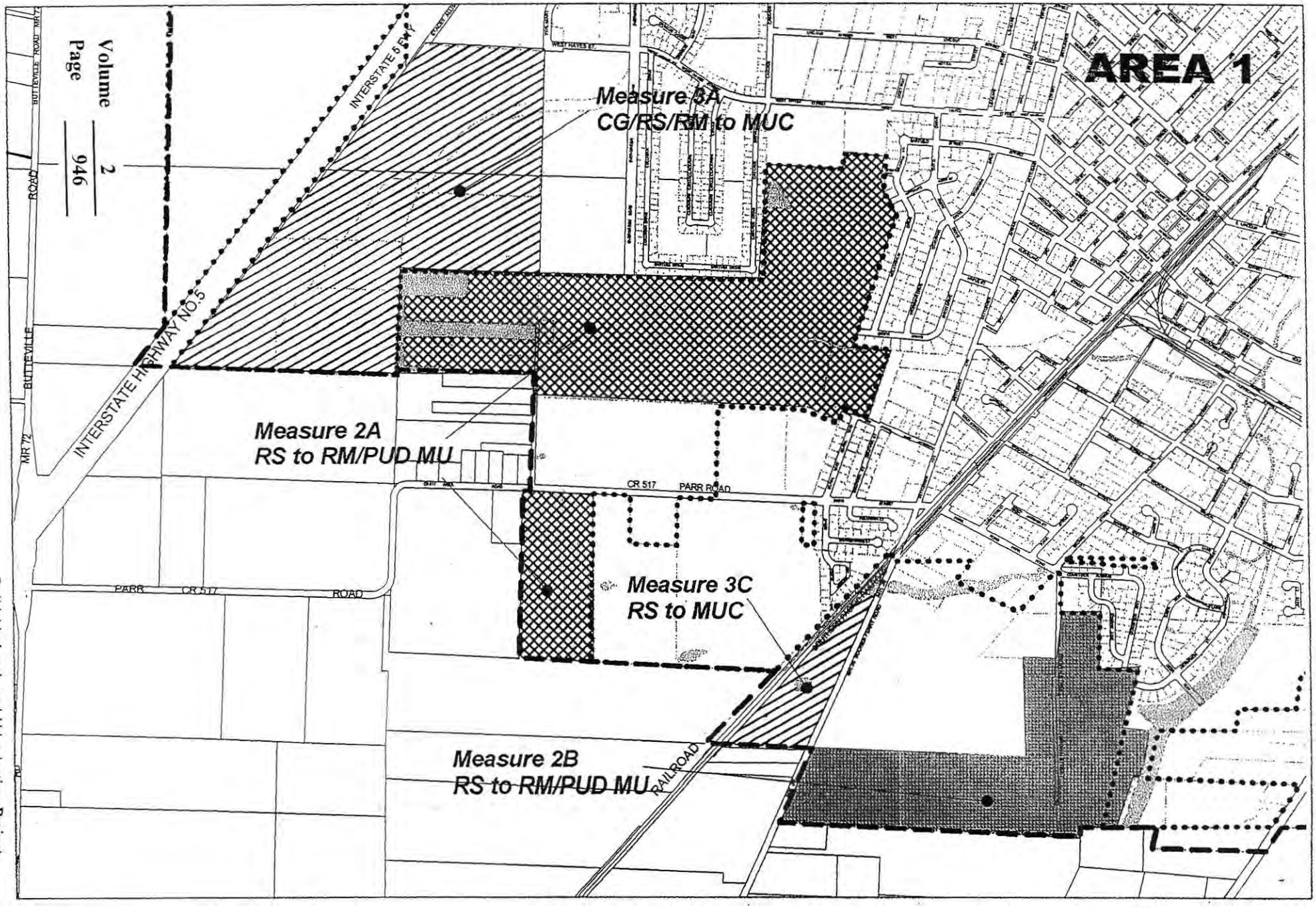

Figure 4
(cor ed)

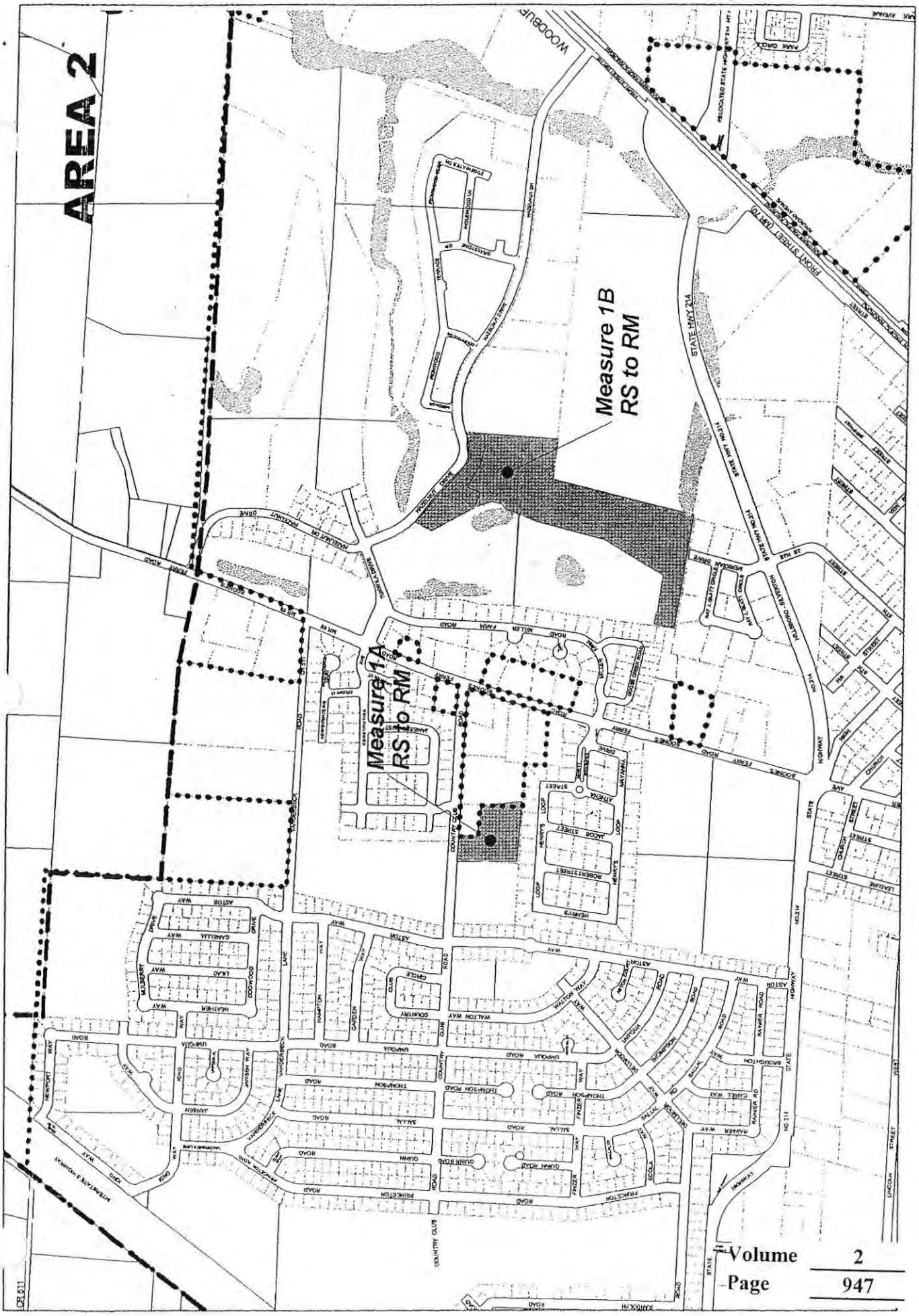

Figure 4
(continued)

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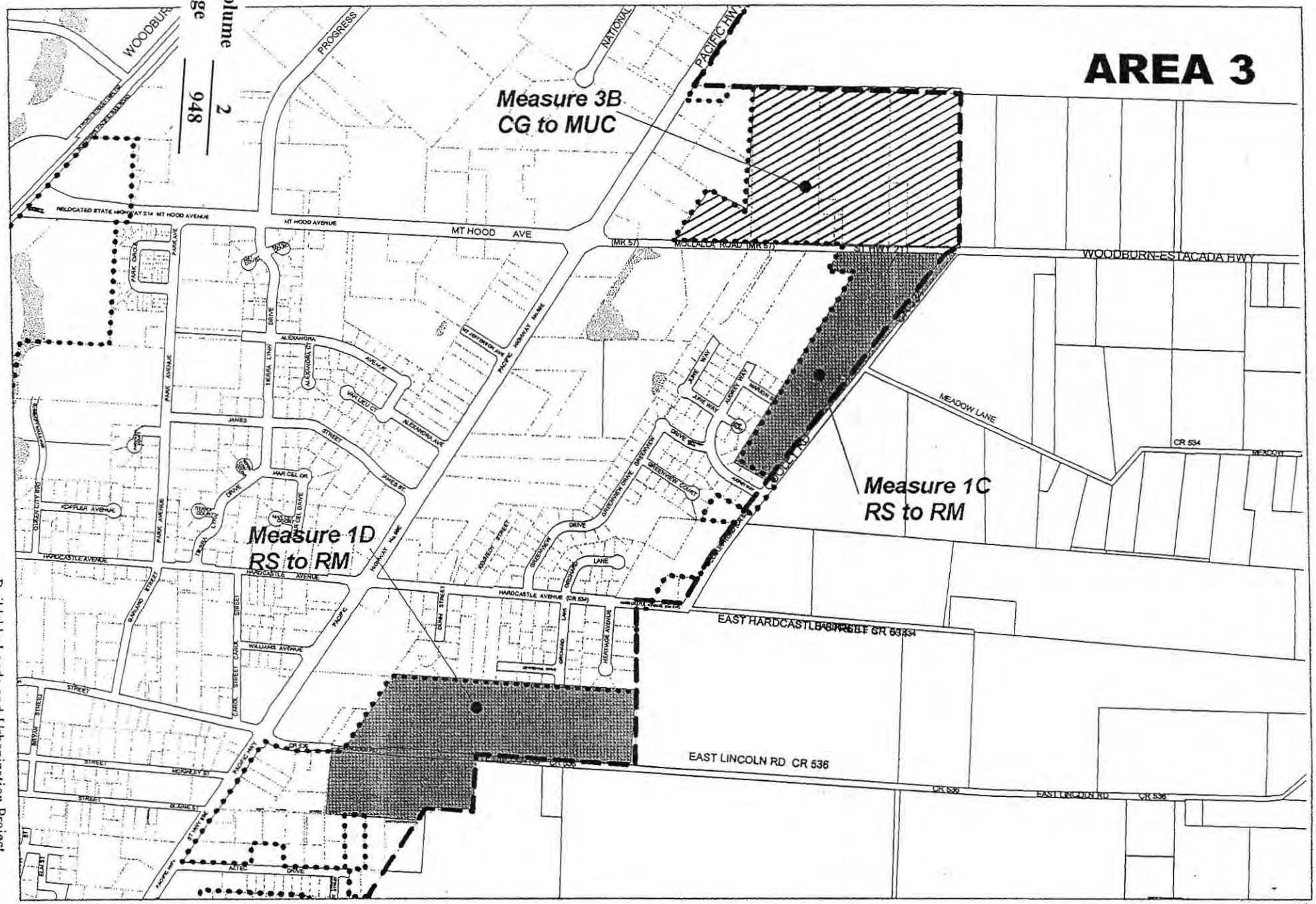

Figure 4
(continued)

Comments Regarding the Consultant Recommendation

As indicated at the beginning of this report, the information and recommendations produced by the Buildable Lands and Urbanization Project are to be used to help guide revisions to portions of the Woodburn Comprehensive Plan. The recommendations from the Growth Management Advisory Committee and the consulting team should be evaluated further by the Planning Commission, City Council, and citizens to develop a package of Comprehensive Plan, ordinance, and land use designation amendments that will best meet local needs and comply with state planning requirements.

The consulting team has several observations regarding the project results.

- The measures proposed by the consulting team will tend to work better in unison rather than individually. Increasing density requirements, but not adopting Smart Development standards and guidelines or related ordinance changes (such as allowing attached single family in zones where duplexes are permitted), will make compatibility between land uses more difficult to achieve. Although several of the secondary measures may not be implemented now, they may be worthy of future consideration by the city.

- The city has a substantial surplus of single family residential land. The Committee's recommendation to retain or increase minimum lot sizes will use land at a faster rate. While there will be sufficient land for the next 20 years, the city should strive to use this land efficiently and reserve capacity for years beyond 2020. To accommodate a desire for larger lots, the city may consider offering a wider density range for its residential zones which would allow for larger lots in some areas and higher densities in others.

- The consulting team recommendations include more LDR to HDR conversions than are probably necessary. These were all included because it is recognized that some of them may be difficult to accomplish because of facility deficiencies or significant compatibility issues. The city is encouraged to implement a number of them, however. It appears that Primary Measures 2. A. and B. would have the greatest potential to create higher density developments while providing desirable open space and density transitions to successfully integrate with nearby neighborhoods.

- The consulting team appreciates the Committee's desire to retain the city's rural history and lifestyle. Higher density is not necessarily contrary to that desire. However, as noted above, some of the measures work better together, such as higher density with Smart Development standards and guidelines. The PUD approach is another way to allow higher density overall without sacrificing open space or a rural environment. The proposed modest densities and mix of uses will help create a land use pattern which is less auto-dependent and more accessible to pedestrians, bicyclists, and transit users.

- Available employment and economic information indicate that the Base Case growth rate for Woodburn will diminish, and the amount of industrial need identified by the Committee is unrealistic. The data suggest that a jobs/household ratio of 1.5 is appropriate for Woodburn over the next 20 years. Economic forecasts for the Salem SMA, which includes Woodburn, indicate a fairly comparable balance between commercial and industrial employment opportunities. Considering the Committee's desire to emphasize industrial employment, this balance was shifted somewhat from commercial to industrial employment. The city does not necessarily have to be

"average", and it could choose to shift some additional estimated employment (and land supply) to industrial.

- It is important to emphasize that although this report is based on a 20-year time frame, it will be revisited periodically during that time to determine if amendments need to be made. The consulting team recommendation does not include any land outside of the existing UGB because the data does not indicate a need in the foreseeable future. The industrial land proposed by the Committee to be brought into the UGB is zoned EFU (Exclusive Farm Use). Because development, other than farming, is very limited in this zone, these properties will be available in the future to accommodate city growth.

Evaluation of the Alternatives

The alternatives should be evaluated using Woodburn Comprehensive Plan Goals and Policies, Oregon Revised Statutes, and Smart Development Principles. The relevant provisions are presented in Appendix J.

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APPENDICES

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APPENDIX A
Technical Memorandum No. 1

EXHIBIT 1

Creative Solutions ... Superior Service

W&H PACIFIC
8405 S.W. Nimbus Avenue
Beaverton, OR 97008

MEMORANDUM

TO: Keith Liden, McKeever/Morris

FROM: Chris Eaton, AICP, W&H Pacific, Inc.
Jean D'Agostino, W&H Pacific, Inc.
Clint Chiavarini

CC: Theresa Engeldinger, City of Woodburn
Eric Hovee, E.D. Hovee
Bill Adams, TGM Program

DATE: June 25, 1999

FILE #: 1229-0301

RE: Technical Memorandum Number 1
Final Buildable Lands Inventory Methodology
Task 4.a.1 in TGM Scope of work

This memo outlines the methodology steps and assumptions the TGM Consultant team has used in conducting the Buildable Lands Inventory (BLI) and analysis for the City of Woodburn. The basic methodology steps for the BLI are taken from the workbook "Planning for Residential Growth, a Workbook for Oregon's Urban Areas" (June 1997). The memo provides specific detail about the sources of data and the work performed by the city and the Consultant team.

Task 4: Inventory the Supply of Buildable Residential, Commercial and Industrial Land

Step 1: Calculate the gross vacant acres by plan designation, including fully vacant and partially vacant parcels.

Definitions: Vacant parcels are parcels without buildings (including platted vacant lots); a partially vacant parcel has improvements on it, but the remainder of the property, exceeding one-half (1/2) acre, has none. Infill parcels are parcels less than ½ acre in size but double the minimum lot size for zone in the City. Infill is discussed under Step 6.

Data Source: GIS database obtained from Marion County or City's database from County.

Assumptions: The inventory includes all vacant and partially vacant parcels within the Urban Growth Boundary. Partially vacant parcels exceed ½ acre in gross size, however, ¼ acre is subtracted from each residential parcel to account for the existing structure. Commercial and Industrial partially vacant lands are expected to fully redevelop so no structure is removed. Comprehensive Plan Designations are used for grouping of land types.

Methodology:
The GIS database was filtered for vacant residential parcels based on 1) a "parcel class" field entry with "land only" codes, and 2) parcels that had an improvement value of "0". Partially vacant land was determined by filtering the database for residential parcels over ½ acre in size.

A draft vacant residential map was prepared and submitted to the City for review. The maps were checked against aerial photography taken during the Summer of 1998. The next draft BLI maps included residential, commercial and industrial buildable lands, which were also verified by the City.

After the City's check of the maps, the database query needed to be refined as we discovered that tax exempt properties did not have an improvement value regardless of structures on the property. Parcels under public ownership or with a tax exempt status (State, County, Schools, etc.) ownership were subtracted from the revised map unless otherwise directed by the City.

Taxlots with split comprehensive plan zones were divided manually based on input from the City.

Vacant parcels with a gross area of less than 5400 square feet (the minimum lot size for any zone in the City is 6,000 square feet, and ten percent was subtracted to account for a certain margin of error resulting from GIS area calculations) were removed from the database.

Spreadsheets were prepared with gross vacant residential acres and partially vacant parcels by plan designation on a parcel by parcel basis and reviewed by the City.

Responsible Party: W&H Pacific (WHP) for spreadsheet/City for field verification.

Step 2 and 3: Calculate gross buildable vacant acres by plan designation by subtracting unbuildable acres from total vacant acres.

Definitions: Unbuildable acres include vacant acres with slopes over 25%; in the floodway; in the 100-year floodplain (in communities where development is not permitted in this area); in other hazard areas (severe landslide potential); and in Goal

5 resource protection areas prohibited by the comprehensive plan. Also removed from buildable lands was those areas designated as Open Space in the city's Comprehensive Plan since the City indicated that these should not be counted as buildable since they represent the FEMA floodplain and future park areas for the City.

Data Source: FEMA maps, City's new wetland inventory maps/Floodplains (CAD), USGS Digital Elevation Models, local regulations and policies.

Assumptions: No digital data is available for floodplain information. No floodways have been removed from the BLI, other than those covered in the Open Space zone.

Methodology:
CAD data was obtained from SRI-Shapiro and converted to GIS for wetland and riparian zones. USGS Digital Elevation Models (DEMs) are used to assess slope.

USGS DEMs are derived from USGS 7.5 minute topographic quads. As the USGS DEMs indicated that no slopes in excess of 14% exist within the UGB, no land will be subtracted based on slope.

A GIS analysis of wetland constraints was conducted. Wetlands were subtracted on a parcel by parcel basis from the gross buildable land spreadsheets. The City provided CAD files of their Open Space zoning layer. This area was "clipped" using the GIS program and removed from each affected tax lot.

Responsible Party: WHP/City for verification.

Step 4: Calculate net buildable vacant acres by plan designation by subtracting land for future facilities from gross buildable vacant acres.

Definitions: Land for facilities includes future streets, schools, parks, churches and fraternal organizations and other public or semi-public lands. Major facilities, such as schools and sewage treatment plants, are accounted for separately.

Data Source: GIS database obtained from the County, Past subdivision plats and building permits for multi-family development.

Assumptions:
We used a 25% reduction or public facilities. The City verified this reduction percentage based on their research of current standards and actual development patterns in the last 10 years. After reviewing the City's database of past development patterns, this factor was not revised.

The database showed a significant number of vacant parcels in existing subdivisions, and as these parcels do not require a subtraction for public facilities, residential parcels under ½ acre did not have subtractions for public facilities. Parcels under ½

an acre would typically only allow a maximum of 3-4 units in single-family zones and therefore access is likely to already be present or be privately owned.

For commercial and industrial lands, a percentage for public facilities was not subtracted for parcels under 1 acre.

Methodology: Multiply the percent reduction to gross vacant buildable acres to determine gross-to-net reduction for public facilities on a parcel by parcel basis. Subtract acre reduction for public facilities from gross buildable vacant acres to yield net vacant buildable acres on a parcel by parcel basis.

Responsible Party: WHP for calculations/City for research into public facilities percent reductions

Step 5: **Calculate total net buildable acres by plan designation by adding redevelopable acres to net buildable vacant acres.**

Definitions: Redevelopable acres are developed parcels that are likely to redevelop within the planning period.

Data Source: GIS database obtained from the County (includes valuation information).

Assumptions: For the City of Woodburn, we assumed that redevelopable parcels are parcels with building values that are 30% or less of the total property value (building plus land). Zoning and the size of the parcel were then considered to determine if redevelopment could occur at higher than present densities. Properties where a one-to-one replacement might occur (i.e. an old house is torn down to build a new one) will not be included in the inventory as it will simply replace existing housing stock. Properties where the building value is $1,000 or less (e.g., a lot with a shed) will be included in the inventory.

Methodology: Determine redevelopable acres on a parcel by parcel basis by plan designation. The City reviewed the parcel list for accuracy. Then we added redevelopable acres to the net buildable vacant acres to determine total net buildable acres.

Responsible Party: WHP/City

Step 6: **Calculate total units that could be added through Infill development**

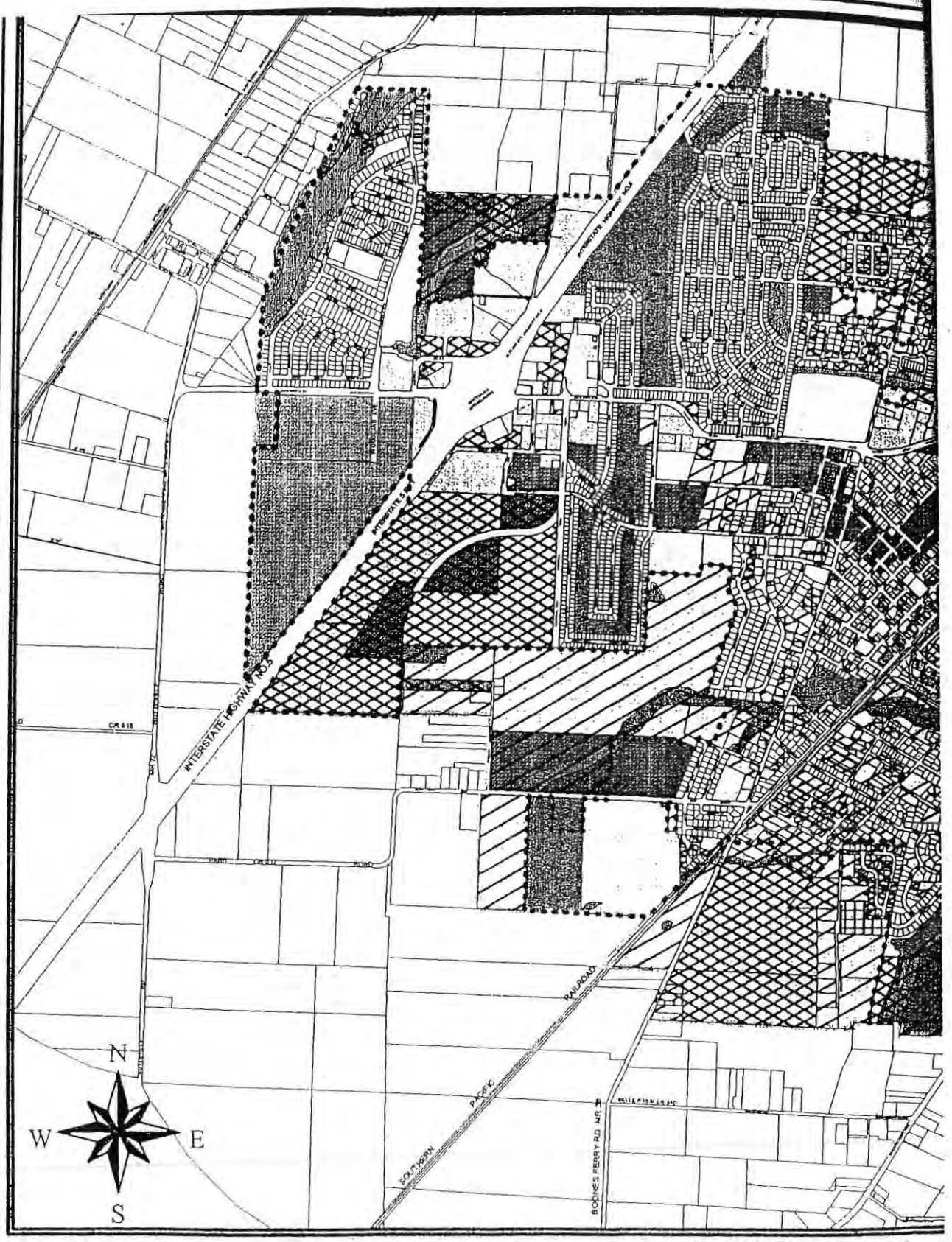
Definitions: Infill units (not acres) are developed parcels that are likely to partition within the planning period. This type of development usually results from Minor Land Partitions.

Data Source: GIS database obtained from the County.

Assumptions: For the City of Woodburn, we assumed that infill parcels are parcels where the parcel is less than half an acre in size but at least double the minimum lot size.

Methodology: Determine the number of infill units and parcels on a parcel by parcel basis by plan designation. A maximum number of units was derived for each lot based on minimum lot size and then a participation rate of 30% applied to the units. The calculations are done in units instead of acres because these are such small numbers, and do not make sense to lump into the total acres. In addition, since there is a "participation rate" applied, it is inconsistent to include these parcels into the BLI. There is an infill "credit" applied to the total number of possible units in the housing need analysis prepared by E.D. Hovee.

Responsible Party: WHP/E.D. Hovee



City of Woodburn Buildable Lands (all zones)

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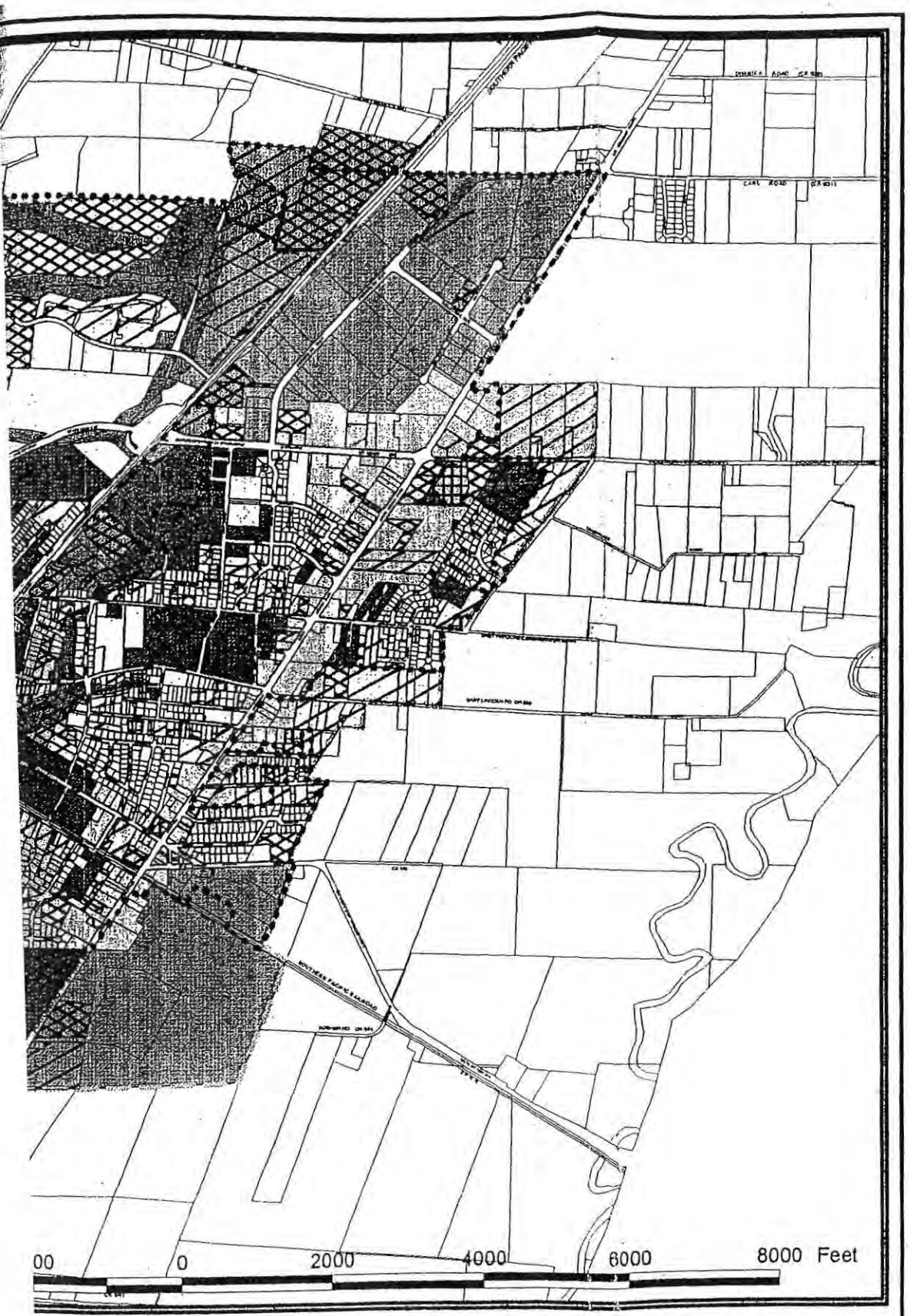
City Limits
Vacant
Infill Potential
Redevelopable

Comprehensive

Commercial
Industrial
Public Use

EXHIBIT 2



Growth Boundary
ly Vacant* (Greater than 1/2 acre)
ly Vacant (Specific reductions applied based on lot coverage)
nds and Riparian Areas (Draft)
Zones
ential (<12 units per acre)

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City of Woodburn Buildable Lands & Housing Needs Analysis

Data obtained from the Marion/Salem Data Center and is considered current as of April 1, 1998.
Wetlands data from SRI Wetlands Study, Draft, December 1998.
City Limits considered current as of December, 1998.

Reduction Factors Apply. For Residential Land, 1/4 acre will be subtracted from each parcel to account for existing structure. Refer to accompanying text and tables for additional explanation.

Plotted: June 10, 1999

(Color maps submitted previously)

EXHIBIT 3

Woodburn Buildable Lands Summary

6/10/99

	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	Subtraction for Existing Structure	Gross minus Subtractions	Subtract 25% for Public Facilities	Net Buildable
Residential (<12 units per acre)								
Partially Vacant	386.10	7.19	17.93	360.98	38.75	322.23	76.75	245.49
Completely Vacant	374.60	10.97	8.42	355.21	0.00	355.21	74.08	281.14
Redevelopable	8.43	0.00	0.00	8.43	0.00	8.43	0.00	8.43
Subtotal	*769.13*	*18.16*	*26.35*	*724.62*	*38.75*	*685.87*	*150.82*	*535.05*
Residential (>12 units per acre)								
Partially Vacant	91.78	8.10	7.75	75.93	5.25	70.68	17.22	53.46
Completely Vacant	97.54	8.14	3.38	86.02	0.00	86.02	21.03	64.99
Redevelopable	2.62	0.00	0.00	2.62	0.00	2.62	0.00	2.62
Subtotal	*191.94*	*16.24*	*11.13*	*164.57*	*5.25*	*159.32*	*38.25*	*121.07*
Total Residential	***961.07***	***34.40***	***37.48***	***889.19***	***44.00***	***845.19***	***189.07***	***656.12***
Industrial								
Partially Vacant	81.25	9.86	5.98	65.41	0.00	58.72	15.99	42.73
Partially Vacant (spec. reduct.)*	23.37	4.47	0.00	18.90	0.00	18.90	4.58	14.31
Completely Vacant	66.32	0.38	0.00	65.94	0.00	65.94	15.85	50.08
Redevelopable	0.79	0.00	0.00	0.79	0.00	0.79	0.00	0.79
Total Industrial	***171.73***	***14.71***	***5.98***	***151.04***	***0.00***	***144.35***	***36.43***	***107.92***
Commercial								
Partially Vacant	49.78	0.00	0.00	49.78	0.00	55.11	11.65	43.46
Partially Vacant (spec. reduct.)*	1.48	0.00	0.00	1.48	0.00	1.48	0.25	1.23
Completely Vacant	115.57	0.84	0.47	114.26	0.00	114.26	25.87	88.39
Redevelopable	12.88	0.00	0.00	12.88	0.00	12.88	0.00	12.88
Total Commercial	***179.71***	***0.84***	***0.47***	***178.40***	***0.00***	***183.73***	***37.77***	***145.96***
Total Buildable Land	***1312.50***	***49.95***	***43.93***	***1218.63***	***44.00***	***1173.27***	***263.27***	***910.00***

*A portion of several large commercial and industrial parcels can accommodate additional facilities in the future and are therefore considered buildable. Buildable portions of the lots were determined from aerial photography.

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Woodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
Commercial												
051W07AC03400		WITHERS LUMBER CO	245 YOUNG ST	WOODBURN	OR	97071	0.99		0.19	0.80	0.00	0.80
051W07AC03800		GROS JACQUES,LAWRENCE R ET AL	PO BOX 498	WOODBURN	OR	97071	0.57		0.17	0.40	0.00	0.40
051W07AC04300		WEBSTAR LLC	610 GLATT CIRCLE	WOODBURN	OR	97071	0.11		0.11	0.00	0.00	0.00
051W07BD02500		B-FOUR-T INC	16869 SW 65TH #222	LAKE OSWEGO	OR	97035	1.11			1.11	0.28	0.83
051W07CA03100	795 N SETTLEMIER AV	HAMMACKS MARKET INC	695 N SETTLEMIER AVE	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07CA03200	700 N SETTLEMIER AV	HAMMACKS MARKET INC	695 N SETTLEMIER	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07CA03300	700 N SETTLEMIER AV	HAMMACKS MARKETS INC	695 N SETTLEMEIR AVE	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W08A 04400		LENHARDT,FLOYD R JR & GLADYS R	2100 N PACIFIC HWY	WOODBURN	OR	97071	2.48			2.48	0.62	1.86
051W08B 02600	0 MT HOOD AV	WWDM LTD	2 PROGRESS WAY	WOODBURN	OR	97071	3.16			3.16	0.79	2.37
051W08BC00700		HIBBARD,JOHN ET AL	1055 MT HOOD AVE	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W08BC01100		SALUD MEDICAL CENTER INC	PO BOX 66	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W08BC01300		HIBBARD,JOHN ETAL	1055 MT HOOD AVE	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W08BC01600		SALUD MEDICAL CENTER INC	PO BOX 66	WOODBURN	OR	97071	1.56			1.56	0.39	1.17
051W08CD00100		BIBELHEIMER,MILO H & BONNIE ETAL	P O BOX 4328	SUNRIVER	OR	97707	1.16			1.16	0.29	0.87
051W08CD05900		WILHELM,GEORGE	546 SE TOWNSHIP RD	CANBY	OR	97013	0.78			0.78	0.00	0.78
051W08DA00400	2010 MOLALLA RD NE	WOODBERRY PARK LTD	P O BOX 6	WILSONVILLE	OR	97070	3.32			3.32	0.83	2.49
051W08DB00100	1580 N PACIFIC HY	REAL ESTATE PROPERTIES LTD	15350 SW SEQUOIA PARKWAY #300	PORTLAND	OR	97219	1.35			1.35	0.34	1.01
051W08DB00200	1540 N PACIFIC HY	REAL ESTATE PROPERTIES LTD	15350 SW SEQUOIA PARKWAY #300	PORTLAND	OR	97219	2.68			2.68	0.67	2.01
051W08DB01501		BI-MART CORP	220 S SENECA RD	EUGENE	OR	97402	1.28			1.28	0.32	0.96
051W08DB02100	1300 N PACIFIC HY	BROOKS,PAMELA J	31840 COUNTRYVIEW LANE	WILSONVILLE	OR	97070	0.48			0.48	0.00	0.48
051W08DB02200	1300 N PACIFIC HY	BROOKS,PAMELA J	31840 COUNTRYVIEW LANE	WILSONVILLE	OR	97070	0.48			0.48	0.00	0.48
051W08DB02600	1400 N PACIFIC HY	BRACK,BEVERLY J-TRUSTEE	20305 HUBBARD CUT-OFF	AURORA	OR	97002	1.80			1.80	0.45	1.35
051W08DC00401		TOMSETH,DIANA SCHWAB	PO BOX 667	PRINEVILLE	OR	97754	0.54			0.54	0.00	0.54
051W09B 01000		JESKE,JAMES A ET AL	2115 MOLALLA RD	WOODBURN	OR	97071	0.32			0.32	0.00	0.32
051W17BA00503	975 N PACIFIC HY	DENT,JOSEPH W	PO BOX 191	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W17BC00900	315 N PACIFIC HY	SIMMONS,RONALD M	411 WEST 7200 SOUTH #200	MIDVALE	UT	84047	0.32			0.32	0.00	0.32
051W17BC01100	0 YOUNG ST	EQUALL,IDA M ETAL TRUSTEES	321 PACIFIC HWY	WOODBURN	OR	97071	0.30			0.30	0.00	0.30
051W17BC02801		GROSJACQUES,LAWRENCE R ETAL	PO BOX 498	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
051W17BC06800		BERRYMAN,FRANK CLARKE &PATRICIA	316 MCLAUGHLIN	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W17BC07500	119 N PACIFIC HY	LONG BROTHERS INVESTMENTS	195 BIRDS EYE AVENUE	WOODBURN	OR	97071	1.45			1.45	0.36	1.09
051W18AD08400		EQUALL,IDA M ET AL TRUSTEES	1053 YOUNG	WOODBURN	OR	97071	0.64			0.64	0.00	0.64
051W18BA12000	200 OAK ST	MCNULTY,JOHN L & LORENA M	12684 CARL RD NE	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W18DA01101		ALL CREATURES INVESTMENT CO	225 S PACIFIC HWY	WOODBURN	OR	97071	0.59			0.59	0.00	0.59
051W18DA01201		CASE,MILFORD D & HELEN A	220 S PACIFIC HWY	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W18DA01202		TEMPLETON,JIMMY D	220 S PACIFIC HWY	WOODBURN	OR	97071	0.34			0.34	0.00	0.34
051W18DA01300		GARCIA,POLO & MARTA	1430 E CLEVELAND	WOODBURN	OR	97071	0.82			0.82	0.00	0.82
052W12AC04100		MARION COUNTY	P O BOX 7104	SALEM	OR	97303	0.17			0.17	0.00	0.17
052W12AC04301		JENSEN,ROBERT A & SHIRLEY	P O BOX 768	PEBBLE BEACH	CA	95953	2.43			2.43	0.61	1.82
052W12AC04302		CHRISMAN,EUGENE	PO BOX 25386	PORTLAND	OR	97298	2.01			2.01	0.50	1.51
052W12AC04303		CHRISMAN,EUGENE	PO BOX 25386	PORTLAND	OR	97298	2.10			2.10	0.53	1.58
052W12AC05100		JENSEN,ROBERT A & SHIRLEY Y	PO BOX 766	PEBBLE BEACH	CA	95953	0.37			0.37	0.00	0.37
052W12B 00600		MOORE CLEAR CO	535 3RD ST	LAKE OSWEGO	OR	97034	2.33	0.47		1.86	0.46	1.39
052W12B 00601		MOORE CLEAR CO	535 3RD ST	LAKE OSWEGO	OR	97034	1.83			1.83	0.46	1.37
052W12B 01000		STATE OF OR-DEPT OF TRANS	417 TRANSPORTATION BLDG	SALEM	OR	97310	1.76	0.00		1.76	0.44	1.32
052W12B 01101		BAKER,DALE W	2874 NEWBERG HWY	WOODBURN	OR	97071	1.30	0.37		0.93	0.00	0.93
052W12C 00200	2874 NEWBERG HY	PIONEER TRUST CO	PO BOX 7600	LOS ANGELES	CA	90051	0.42			0.42	0.00	0.42
052W12C 00604		HERSHBERGER,WARDE ET AL	PO BOX 586	WOODBURN	OR	97071	1.24			1.24	0.31	0.93
052W12C 00605		C T F DEVELOPMENT	915 WEST 11TH ST	VANCOUVER	WA	98660	2.77			2.77	0.69	2.08
052W12C 01203		FREEDOM PROPERTIES INC	1110 E CLEVELAND ST	WOODBURN	OR	97071	0.37			0.37	0.00	0.37
052W12DA01600		PETERSON,P L	2261 COUNTRY CLUB RD	WOODBURN	OR	97071	1.03			1.03	0.26	0.77
052W12DA03600		BROWN,TIMOTHY R	275 SHENANDOAH LANE	WOODBURN	OR	97071	1.09			1.09	0.27	0.82
052W12DA03700		BROWN,TIMOTHY R	275 SHENANDOAH LANE	WOODBURN	OR	97071	0.20			0.20	0.00	0.20
052W13 00200		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	42.96			42.96	10.74	32.22

Woodburn Buildable Lands Inventory
Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
052W14 00100		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	21.05			21.05	5.26	15.79
Total							115.57	0.84	0.47	114.26	25.87	88.39
Industrial												
051W05C 01100	2599 FRONT ST NE	MARY CO - A PARTNERSHIP	515 JANA AVE	WOODBURN	OR	97071	8.77			8.77	2.19	6.58
051W05D 01000		HANAUSKA,AMALIE	16723 FRONT ST NE	WOODBURN	OR	97071	13.32			13.32	3.33	9.99
051W05D 01800		FAR WEST FIR SALES COMPANY	P O BOX 1970	HUNTINGTON BEACH	CA	92647	7.05			7.05	1.76	5.29
051W05D 01900	16673 FRONT ST NE	WOODBURN WATUMULL LLC	307 LEWERS ST 6TH FLOOR	HONOLULU	HA	96815	12.02			12.02	3.01	9.02
051W05D 02700		FAR WEST FIR SALES INC	P O BOX 1970	HUNTINGTON BEACH	CA	92647	0.39			0.39	0.00	0.39
051W05D 02800		UNIVERSAL FOREST PRODUCTS	2801 EAST BELTLINE NE	GRAND RAPIDS	MI	49505	0.21			0.21	0.00	0.21
051W05D 03800		MILLER BREWING CO	STATE & LOCAL TAX COMPL ADMIN	MILWAUKIE	WI	53201	0.66	0.03		0.63	0.00	0.63
051W07DA00100	0 COMMERCE ST	DON BURLINGHAM FAMILY CORP	868 N FRONT ST	WOODBURN	OR	97071	6.05		0.00	6.05	1.51	4.54
051W07DC10300	100 W HARDCASTLE AV	BURLINGHAM FAMILY CORP	PO BOX 7	WOODBURN	OR	97071	0.32			0.32	0.00	0.32
051W07DC10700	225 MILL ST	BURLINGHAM FAMILY CORP	PO BOX 7	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
051W07DD02100	1100 N FRONT ST	BURLINGHAM,SCOTT M	1800 E LINCOLN RD	WOODBURN	OR	97071	3.08	0.35		2.73	0.68	2.05
051W08A 00400		DURA-CRAFT INC	PO BOX 438	NEWBERG	OR	97132	1.65			1.65	0.41	1.24
051W08B 01400		SUN-TEK INDUSTRIES INC	PO BOX 4700	BEAVERTON	OR	97076	0.32			0.32	0.00	0.32
051W08B 01500		PORTLAND GENERAL ELECTRIC CO	121 SW SALMON ST	PORTLAND	OR	97204	2.53			2.53	0.63	1.90
051W08BC00500		PORTLAND GENERAL ELECTRIC CO	121 SW SALMON ST	PORTLAND	OR	97204	3.03			3.03	0.76	2.27
051W17C 00900	500 S PACIFIC HY	ZOLLNER,RAYMOND & CHRISTINE	9134 MT ANGEL-GERVAIS HW	GERVAIS	OR	97026	6.26			6.26	1.57	4.70
051W18AB12300		HERSHBERGER,J M & ETTA P-TRUSTEE	16455 BUTTEVILLE RD N	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
051W18AB12400	293 BROADWAY ST	HERSHBERGER,J M & ETTA P-TRUSTEE	16455 BUTTEVILLE RD N	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
Total							66.32	0.38	0.00	65.94	15.85	50.08
Residential (<12 units per acre)												
051W06C 00500		SCHOOL DISTRICT NO 103-C	965 BOONES FERRY RD	WOODBURN	OR	97071	9.55	0.00		9.55	2.39	7.16
051W06C 00600		MILLER,JOHN R-TRUSTEE ET AL	46312 NE TOLL RD	CORBETT	OR	97019	5.73			5.73	1.43	4.30
051W06C 00700		MILLER,JOHN R-TRUSTEE ET AL	46312 NE TOLL RD	CORBETT	OR	97019	8.41			8.41	2.10	6.31
051W06C 01200		WELLMAN,GENE M & PATRICIA C	2973 N BOONES FERRY RD	WOODBURN	OR	97071	0.91			0.91	0.23	0.68
051W06CC01200		KRAXBERGER,LYNN DBA	10227 S MACKSBURG RD	CANBY	OR	97013	0.09			0.09	0.00	0.09
051W06CC01300		HERKAMP,KARL E & JOAN E	PO BOX 126	UMATILLA	OR	97882	0.09			0.09	0.00	0.09
051W06CC01400		KRAXBERGER,LYNN DBA	10227 S MACKSBURG RD	CANBY	OR	97013	0.09			0.09	0.00	0.09
051W06CC01500		KRAXBERGER,LYNN DBA	10227 S MACKSBURG RD	CANBY	OR	97013	0.10			0.10	0.00	0.10
051W06DC00700	2855 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.20			0.20	0.00	0.20
051W06DC00900	2787 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W06DC01000	2775 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W06DC01200	2763 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W06DC01300	2751 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W06DC01400	2737 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.16			0.16	0.00	0.16
051W06DC01500	2725 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W06DC01700	2713 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W06DC01800	2701 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W06DC01900	2683 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
051W06DC02100	2690 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W06DC02500	2672 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W07AB00400		HAZELNUT "A" PARTNERS	PO BOX 532	WOODBURN	OR	97071	0.39			0.39	0.00	0.39
051W07AB00500		HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.84			0.84	0.21	0.63
051W07AB00600		HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.59			0.59	0.15	0.44
051W07AB00700		WITHERS LUMBER CO INC	PO BOX 532	WOODBURN	OR	97071	0.57			0.57	0.14	0.43
051W07AB00800		HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.45			0.45	0.00	0.45
051W07AB00900	2377 MILLER FARM RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W07AB01000	2375 MILLER FARM RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W07AB01300	2363 MILLER FARM RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.18			0.18	0.00	0.18

Woodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
051W07AB02600		TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	14.58	0.00	1.01	13.57	3.39	10.18
051W07AB03000		TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	32.89	0.00		32.89	8.22	24.67
051W07AB03200		TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	2.96	0.58		2.38	0.59	1.78
051W07AB04000	1055 TUKWILA DR	HALTON DEVELOPMENT LTD	18408 OLD RIVER LANDING	LAKE OSWEGO	OR	97034	0.22			0.22	0.00	0.22
051W07AB04100	2603 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.18			0.18	0.00	0.18
051W07AB04400	2659 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.20			0.20	0.00	0.20
051W07AB04500	2668 HAZELNUT DR	WOODBURN CONSTRUCTION CO	PO BOX 129	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W07AB04600	2662 HAZELNUT DR	WOODBURN CONSTRUCTION CO	PO BOX 129	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W07AB05000	2640 HAZELNUT DR	TUKWILA PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W07AB05800	900 TUKWILA DR	HALTON DEVELOPMENT LTD	18408 OLD RIVER LANDING	LAKE OSWEGO	OR	97034	0.18			0.18	0.00	0.18
051W07AC01900	2337 MILLER CT	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.26			0.26	0.00	0.26
051W07AC02500		HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
051W07AC03100	1126 GOOSE CREEK RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W07AC03200	1114 GOOSE CREEK RD	HENNY,MILLARD T & LAURA R-TRUST	1138 GOOSE CREEK RD	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07BA00100	0 RT 1 BX 223	HIDDEN CREEK PROPERTIES LLC	PO BOX 21209	KEIZER	OR	97303	13.20			13.20	3.30	9.90
051W07BA00102		HIDDEN CREEK PROPERTIES LLC	5309 RIVER RD N	KEIZER	OR	97303	1.25			1.25	0.31	0.94
051W07BA01000		GASCHO,EUGENE R & JUDITH ET AL	28600 MERIDIAN RD	AURORA	OR	97002	1.54			1.54	0.39	1.16
051W07BA01700	2586 LEXINGTON CT	THOMAS L SCHMITT CONSTRUCTION	19197 CAPTAINS CT	OREGON CITY	OR	97045	0.19			0.19	0.00	0.19
051W07BA01800	2582 LEXINGTON CT	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.24			0.24	0.00	0.24
051W07BA02700	2576 JAMESTOWN ST	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.14			0.14	0.00	0.14
051W07BA02900	1232 ARLINGTON AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97303	0.24			0.24	0.00	0.24
051W07BA03000	1236 ARLINGTON AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.14			0.14	0.00	0.14
051W07BA03100	1240 ARLINGTON AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.15			0.15	0.00	0.15
051W07BA03200	1244 ARLINGTON AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA03300	2575 JAMESTOWN ST	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.17			0.17	0.00	0.17
051W07BA03400	2581 JAMESTOWN ST	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA03500	2585 JAMESTOWN ST	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.14			0.14	0.00	0.14
051W07BA03800	2595 JAMESTOWN ST	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.18			0.18	0.00	0.18
051W07BA04900	1241 INDEPENDENCE AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA05000	1237 INDEPENDENCE AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA05100	1237 INDEPENDENCE AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA05300	1225 INDEPENDENCE AV	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.13			0.13	0.00	0.13
051W07BA06200	1212 INDEPENDENCE CT	DLB ENTERPRISES INC	PO BOX 20458	KEIZER	OR	97307	0.25			0.25	0.00	0.25
051W07BA06300	2610 COLONY ST	BARTEL,RICHARD & JANET	2610 COLONY ST	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W07BA06600		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.20			0.20	0.00	0.20
051W07BA06700		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA06800		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA06900		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA07000		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA07200		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.16			0.16	0.00	0.16
051W07BA07300		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA07400		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA07500		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA07700		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.19			0.19	0.00	0.19
051W07BA08100		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA08200		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA08300		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.21			0.21	0.00	0.21
051W07BA08400		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.19			0.19	0.00	0.19
051W07BA08500		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA08600		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA09000		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.18			0.18	0.00	0.18
051W07BA09100		DLB ENTERPRISES INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA09200		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA09300		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14

Woodburn Buildable Lands Inventory
Completely Vacant Land

Assumptions	
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Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	Subtract 25% for Public Facilities	Net Buildable
051W07BA09400		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA09500		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.19			0.19	0.00	0.19
051W07BA09600		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.14			0.14	0.00	0.14
051W07BA09700		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.13			0.13	0.00	0.13
051W07BA09800		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.13			0.13	0.00	0.13
051W07BA09900		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.20			0.20	0.00	0.20
051W07BA10000		SKYLINE DEVELOPMENT INC	21590 WILLAMETTE DR	WEST LINN	OR	97068	0.21			0.21	0.00	0.21
051W07BB14800		GLATT,NANCY L TR	6388 CRAMPTON DR N	KEIZER	OR	97303	0.10			0.10	0.00	0.10
051W07BC17500	1293 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BC17700	1337 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BC17800	1329 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BC17900	1321 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BC18000	1315 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BC18400	1209 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.21		0.00	0.21	0.00	0.21
051W07BC18500	1296 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.22		0.00	0.22	0.00	0.22
051W07BC18800	1284 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BC18900		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.20			0.20	0.00	0.20
051W07BC19300		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.23			0.23	0.00	0.23
051W07BC19400		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.21			0.21	0.00	0.21
051W07BC19500	1316 HENRYS LP	HAWES,NEAL A & LAURIE J	228 CEDAR AVE	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W07BC19600	1244 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BC19700	1232 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BC19800		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.22			0.22	0.00	0.22
051W07BD00300		GASCHO,EUGENE & JUDITH ET AL	28600 MERIDIAN RD	AURORA	OR	97002	0.20			0.20	0.00	0.20
051W07BD01600	1201 GOOSE CREEK RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W07BD01800		HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W07BD01900	1186 GOOSE CREEK RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07BD02000	1174 GOOSE CREEK RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07BD02100	1162 GOOSE CREEK RD	HAZELNUT A PARTNERS	955 TUKWILA DR	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W07BD02800	1215 HENRYS BV	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BD03300	1232 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.20			0.20	0.00	0.20
051W07BD03700	1257 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BD03800	1263 HENRYS LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BD04500		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.22			0.22	0.00	0.22
051W07BD04600		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.20			0.20	0.00	0.20
051W07BD05000		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.22			0.22	0.00	0.22
051W07BD05100		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.21			0.21	0.00	0.21
051W07BD05500		CIPOLE GROUP INC	PO BOX 1108	TUALATIN	OR	97062	0.20			0.20	0.00	0.20
051W07BD05600		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.20			0.20	0.00	0.20
051W07BD05800	1241 HENRY'S LP	JONES,RAYMOND A & CHRISTINE J	818 HAY-MAR AVE NE	SALEM	OR	97301	0.17			0.17	0.00	0.17
051W07BD06200	1222 HENRYS BV	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BD06300		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BD06400	1233 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18			0.18	0.00	0.18
051W07BD06600		TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19			0.19	0.00	0.19
051W07BD07200	1222 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.24		0.00	0.24	0.00	0.24
051W07BD07300	1226 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD07400	1230 HENRY'S LP	TOWN, R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18		0.00	0.18	0.00	0.18
051W07BD07500	1236 HENRY'S LP	TOWN, R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD07600	1242 HENRY'S LP	TOWN, R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD07700	1248 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD07800	1254 HENRY'S LP	TOWN, R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD07900	1260 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD08000	1266 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.19		0.00	0.19	0.00	0.19
051W07BD08200	1278 HENRY'S LP	TOWN,R A JR	PO BOX 1108	TUALATIN	OR	97062	0.18		0.00	0.18	0.00	0.18

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Woodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
051W07CA03800		HANRAHAN,JOHN M-ESTATE OF	825 HARRISON ST	WOODBURN	OR	97071	0.20			0.20	0.00	0.20
051W07CA04700	825 HARRISON ST	HANRAHAN,J DESMOND & MARGARET O	825 HARRISON ST	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07CA05000	900 CHURCH ST	WOJTYLA,STAN & WYMORE,HELEN L	919 CHURCH ST	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W07CC04600	1600 W LINCOLN ST	KISSEL,ANTHONY J	PO BOX 262	WOODBURN	OR	97071	1.04			1.04	0.26	0.78
051W07CC04900	1621 W HAYES ST	GOMEZ,CATALINA ETAL	30 S FALEN AVE	HARRAH	WA	98933	0.85			0.85	0.21	0.64
051W07CC06200		GREGORY,PHYLLIS A	54 SE 127TH	PORTLAND	OR	97233	0.28			0.28	0.00	0.28
051W07CC06500		RAGELS,JOSPHINE	10982 ENCHANTED WAY SE	JEFFERSON	OR	97352	0.33			0.33	0.00	0.33
051W07CC06600		GREGORY,PHYLLIS A	54 SE 127TH	PORTLAND	OR	97233	0.22			0.22	0.00	0.22
051W07CC08400		CORNWELL,CHARLES B & LOU J-TRUST	PO BOX 214	WOODBURN	OR	97071	0.28			0.28	0.00	0.28
051W07CC09100		GARCIA,SANTANA ET AL	715 GARFIELD ST	WOODBURN	OR	97071	0.08			0.08	0.00	0.08
051W07CC09200		SMITH,BOBBE J	725 GARFIELD ST	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W07CC09900		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.25			0.25	0.00	0.25
051W07CC10000		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W07CC10700		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.25			0.25	0.00	0.25
051W07CC10800		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.26			0.26	0.00	0.26
051W07CC10900		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W07CC11000		SMITH,HAZEL M-TRUSTEE	105 BEN BROWNS LANE	WOODBURN	OR	97071	0.25			0.25	0.00	0.25
051W07DB06700	1100 N 2ND ST	MATHEWS,LARRY C	1238 PARK AVE	WOODBURN	OR	97071	0.26			0.26	0.00	0.26
051W07DB09800	1100 N 1ST ST	SMITH,ROBERT CLIFFORD & IRMA L	1117 N 1ST ST	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W07DD00500	795 W HARDCASTLE AV	MOLODYH,GABRIEL	23006 BRENTS RD	AURORA	OR	97002	0.28			0.28	0.00	0.28
051W07DD02400	344 W HARDCASTLE AV	WOODBURN BACKHOE SERVICE INC	PO BOX 418	WOODBURN	OR	97071	1.61	0.55	0.03	1.03	0.26	0.77
051W07DD04800		SCOTT,RANDY T & CATHIE	844 CORBY ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W07DD04900		SCOTT,RANDY T & CATHIE SUE	844 CORBY	WOODBURN	OR	97071	0.36			0.36	0.00	0.36
051W07DD05200	800 CORBY ST	OLSON,STEVEN R	PO BOX 134	AURORA	OR	97002	0.31	0.03	0.00	0.28	0.00	0.28
051W07DD05900		KELLEY,LEONARD J SR & ELOISE E	931 GATCH ST	WOODBURN	OR	97071	0.48	0.06	0.32	0.10	0.00	0.10
051W08CC02900	1105 W HARDCASTLE AV	KALUGIN,ANNA	12185 CHECKERBOARD RD	GERVAIS	OR	97026	0.54			0.54	0.14	0.41
051W08CC03100		STATE OF OR-DIR OF VETS' AFFAIRS	23740 SW GRAHAMS FERRY RD	SHERWOOD	OR	97140	0.09			0.09	0.00	0.09
051W08CC03300		OSTERGAARD,DEWARD J & VERA NANCY	988 E CLEVELAND	WOODBURN	OR	97071	0.21			0.21	0.00	0.21
051W08DC06101		QUALITY PLUS INTERIORS INC	11220 PORTLAND RD NE	SALEM	OR	97305	0.85			0.85	0.21	0.64
051W08DC08300		WINDSOR-SMITH	2245 NE CORNELL RD	HILLSBORO	OR	97124	0.14			0.14	0.00	0.14
051W08DC08400		WINDSOR-SMITH	2245 NE CORNELL RD	HILLSBORO	OR	97124	0.14			0.14	0.00	0.14
051W08DC08500		WINDSOR-SMITH	2245 NE CORNELL RD	HILLSBORO	OR	97124	0.15			0.15	0.00	0.15
051W08DD02500		CHAVEZ,FRANK C & MARIA C	10209 S COMER CREEK DR	MOLALLA	OR	97038	0.16			0.16	0.00	0.16
051W17AB00601		OVCHINNIKOV,YAKOV-TRUSTEE	33027 NEEDY RD S	WOODBURN	OR	97071	0.33			0.33	0.00	0.33
051W17AB00602		OVCHINNIKOV,YAKOV-TRUSTEE	1651 E LINCOLN RD	WOODBURN	OR	97071	2.35			2.35	0.59	1.76
051W17AB01000	1639 BLAINE ST	HENDERSHOTT,DELBERT & BEVERLY	1590 E BLAINE ST	WOODBURN	OR	97071	0.27			0.27	0.00	0.27
051W17BA04500		KOFFLER,GENE A & BAGDANOFF,PETER	20980 EATON RD	RENO	NV	89511	0.40			0.40	0.00	0.40
051W17BA04600		DUKE,ISABELL M ETAL	20980 EATON RD	RENO	NV	89511	0.50			0.50	0.00	0.50
051W17BB01000		HATTEN,DICK	PO BOX 7104	SALEM	OR	97303	0.12			0.12	0.00	0.12
051W17BB03300		YODER,BESSIE	1244 E LINCOLN ST	WOODBURN	OR	97071	0.27			0.27	0.00	0.27
051W17BB04600		LJK-1,INC	110 N 2ND ST	SILVERTON	OR	97381	0.17			0.17	0.00	0.17
051W17BB06600		LIM,MU GUN & PHIL LIM	1178 W BLAINE ST	WOODBURN	OR	97071	0.29			0.29	0.00	0.29
051W17BB07300		HILDEBRAND,ALLAN D & NAOMI J	960 BLAINE ST	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
051W17BB08900		WALKER,LEWIS R & PHYLLIS-TRUST	820 BRYAN ST	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W17BD00101	0 PAULINE ST	ROGERS,LARRY G & BARBARA C	PAULINE ST	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W17BD00400	1600 LAUREL AV NE	KUZMIN,VASILY V & EVDOKIA	16727 LEARY RD	WOODBURN	OR	97071	0.43			0.43	0.00	0.43
051W17BD02200		LIVINGSTON,URSEL & ELNORA-TRUST	1700 E LINCOLN RD	WOODBURN	OR	97071	0.40			0.40	0.00	0.40
051W17BD02400		SMITH,VERNON M	1800 LAUREL AVE	WOODBURN	OR	97071	0.54			0.54	0.14	0.41
051W17BD07700		PORTLAND GENERAL ELECTRIC CO	121 SW SALMON ST	PORTLAND	OR	97204	3.46			3.46	0.87	2.60
051W18AA01600	700 CORBY ST	MONNIER,HARRIETT E & WAYNE H	389 E LINCOLN ST	WOODBURN	OR	97071	0.53			0.53	0.13	0.40
051W18AA02500	500 YOUNG ST	LENHARDT,FLOYD	388 E LINCOLN	WOODBURN	OR	97071	4.18	0.48	3.27	0.43	0.00	0.43
051W18AA03300	388 E LINCOLN ST	LENHARDT,FLOYD R JR & GLADYS R	388 E LINCOLN ST	WOODBURN		97071	3.50	0.23	0.67	2.60	0.65	1.95
051W18AA03800		BIBLE BAPTIST CHURCH	PO BOX 294	WOODBURN	OR	97071	1.55	0.11	0.00	1.44	0.36	1.08
051W18AA04800	700 BLAINE ST	MUNOZ,JAVIER G	771 W BLAINE ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14

..oodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
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Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
051W18AA05800		LENHARDT,FLOYD R JR & GLADYS R	388 E LINCOLN ST	WOODBURN	OR	97071	1.27		0.28	0.99	0.25	0.74
051W18AB10100	488 TOOZE AV	CHERNISHOV,JOHN F & PANA	11471 WILCO HWY NE	MT ANGEL	OR	97362	0.34			0.34	0.00	0.34
051W18AC07900		EICHENAUER,DANIEL L & JOAN C	230 MARSHALL	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W18AD02900	300 GATCH ST	V P CORPORATION	30810 S NEEDY RD	CANBY	OR	97013	0.17			0.17	0.00	0.17
051W18AD02902		V P CORPORATION	30810 S NEEDY RD	CANBY	OR	97013	0.30			0.30	0.00	0.30
051W18AD02903		V P CORPORATION	30810 S NEEDY RD	CANBY	OR	97013	0.20			0.20	0.00	0.20
051W18BA07300		HEMSHORN,EVERETT	112 N SETTLEMIER AVE	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W18BA11100	100 N SETTLEMIER AV	HEMSHORN,EVERETT	112 N SETTLEMEIER AVE	WOODBURN	OR	97071	0.32			0.32	0.00	0.32
051W18BC00200		ASPER,LORRAINE-ESTATE	550 S SETTLEMIER	WOODBURN	OR	97071	0.31			0.31	0.00	0.31
051W18BC00300	500 N 1ST ST	ASPER,LORRAINE A EST OF	550 S SETTLEMIER	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W18BC00400	500 QUINCE ST	ASPER,LORRAINE A EST OF	550 S SETTLEMIER	WOODBURN	OR	97071	0.51			0.51	0.13	0.38
051W18BC04100	300 S SETTLEMIER AV	SMITH,HAZEL M-TRUSTEE	105 BEN BROWN'S LN	WOODBURN	OR	97071	2.26		2.08	0.18	0.00	0.18
051W18BC04200		RUGGLES,GARY D & LINDA L	595 S SETTLEMIER AVE	WOODBURN	OR	97071	1.49		0.64	0.85	0.21	0.64
051W18BC08800		WADSWORTH,THOMAS & KATHERINE-TR	682 S SETTLEMIER AVE	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
051W18BC08900		WADSWORTH,THOMAS & KATHERINE-TR	682 S SETTLEMIER AVE	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W18BD01200	400 STARK ST	PIATKOFF,TEODOR & MARIA	10312 S COMER CREEK DR	MOLALLA	OR	97038	0.10			0.10	0.00	0.10
051W18BD03800	400 S 1ST ST	OLIVA,JOSE R & DOMINGA Q	485 S FRONT ST	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W18BD05300	0 OGLE ST	CHAUDHARY,ELOISA	9518 CROSBY RD NE	WOODBURN	OR	97071	1.00			1.00	0.25	0.75
051W18BD06300		CHANDLER & NEWVILLE	207 N MENDIAN	NEWBERG	OR	97132	0.94			0.94	0.24	0.71
051W18BD06400		CHANDLER & NEWVILLE INC	207 N MENDIAN	NEWBERG	OR	97132	1.43			1.43	0.36	1.07
051W18BD06600		TORRES,ROSALINDA H	PO BOX 86586	PORTLAND	OR	97286	0.92			0.92	0.23	0.69
051W18BD08000	475 PAYNE ST	KUZMIN,KSENIA ET AL	454 STARK ST	WOODBURN	OR	97071	0.35			0.35	0.00	0.35
051W18BD08100		GARCIA,FRANCISCA	1791 W LINCOLN ST	WOODBURN	OR	97071	0.12			0.12	0.00	0.12
051W18BD08200		SHEVCHENKO,BENJAMIN A & ZINA K	334 N SETTLEMEIER AVE	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W18BD08600		BRISENO,JESSE A & KELLY	8285 PORTLAND RD NE	SALEM	OR	97305	0.52			0.52	0.13	0.39
051W18C 00300		ZELINKA,IGNICE H & ROSE MARIE	1110 BROWN STREET	WOODBURN	OR	97071	0.94			0.94	0.24	0.71
051W18C 01100		ZIMMER,FAYE E & BOCCHI,NANCY K	19164 SW CHESAPEAKE DR	TUALATIN	OR	97062	5.18			5.18	1.30	3.89
051W18C 01300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	5.77	1.04		4.73	1.18	3.55
051W18C 01400	0 WBRN-GERVAIS RD NE	ZIMMER,FAYE E & BOCCHI,NANCY K	19164 SW CHESAPEAKE DR	TUALATIN	OR	97062	54.25	0.70		53.55	13.39	40.17
051W18C 01401		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	1.65	0.27		1.38	0.35	1.04
051W18CA03100		SONNEN,RUDY H & PAULETTE R	888 BROWN ST	WOODBURN	OR	97071	1.21			1.21	0.30	0.91
051W18CA03400		SANAROV,ARTEMY & STEPONIDA	910 BROWN ST	WOODBURN	OR	97071	0.18			0.18	0.00	0.18
051W18CA07000		TREVINO,LUPE & MARIA	346 EDGEWOOD DR	SILVERTON	OR	97381	2.04			2.04	0.51	1.53
051W18CA07200	200 BRADLEY ST	SAMOILOV,MIKE	PO BOX 128	WOODBURN	OR	97071	0.42			0.42	0.00	0.42
051W18CA07201		SAMOILOV,MIKE	PO BOX 128	WOODBURN	OR	97071	0.32			0.32	0.00	0.32
051W18CA07202		SAMOILOV,MIKE	PO BOX 128	WOODBURN	OR	97071	0.26			0.26	0.00	0.26
051W18CA08200		SPRINGER ESTATES	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA08300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CA08400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA08500		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA08600		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.13			0.13	0.00	0.13
051W18CA08700	875 BROWN ST	SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA08800		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA08900		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09000		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKSTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09100		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.19			0.19	0.00	0.19
051W18CA09200		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CA09300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09500		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09600		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.13			0.13	0.00	0.13
051W18CA09700		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.13			0.13	0.00	0.13
051W18CA09800		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CA09900		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14

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Woodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
051W18CA10000		STRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA10100		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.20			0.20	0.00	0.20
051W18CA10200		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CA10300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.22			0.22	0.00	0.22
051W18CA10400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.25			0.25	0.00	0.25
051W18CA10500		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.26			0.26	0.00	0.26
051W18CA10600		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.23			0.23	0.00	0.23
051W18CA10700		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CA10800		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CA10900		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CA11000		SPRINGER ESTATES LLC	2494 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA11100		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA11200		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.18			0.18	0.00	0.18
051W18CA11300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.23			0.23	0.00	0.23
051W18CA11400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CA11500		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.18			0.18	0.00	0.18
051W18CA11600		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA11700		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.16			0.16	0.00	0.16
051W18CA11800		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CA11900		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.24			0.24	0.00	0.24
051W18CA12000		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.30			0.30	0.00	0.30
051W18CA12500	503 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.17			0.17	0.00	0.17
051W18CA12600	513 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA12700		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.17			0.17	0.00	0.17
051W18CA12800		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA12900	639 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.18			0.18	0.00	0.18
051W18CA13100	1032 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.25			0.25	0.00	0.25
051W18CA13400	1098 COMSTOCK WY	COMSTOCK DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA13600	1122 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA13900	1113 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.15			0.15	0.00	0.15
051W18CA14000	1089 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.19			0.19	0.00	0.19
051W18CA14100	1067 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA14200	1045 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA14300	1023 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA14400		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.15			0.15	0.00	0.15
051W18CA14500		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.17			0.17	0.00	0.17
051W18CA14700	536 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.15			0.15	0.00	0.15
051W18CA14800	558 COMSTOCK AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.15			0.15	0.00	0.15
051W18CA14900		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA15000	1066 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.20			0.20	0.00	0.20
051W18CA15100	1084 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.23			0.23	0.00	0.23
051W18CA15200	1111 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA15300	1133 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA15400	1150 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA15500	1142 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CA15600	1138 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.20			0.20	0.00	0.20
051W18CA15700	1120 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA15800	1096 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CA15900	1044 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.17			0.17	0.00	0.17
051W18CB07800	906 OGLE ST	GONZALEZ,JOSE H	888 OGLE ST	WOODBURN	OR	97071	0.76			0.76	0.19	0.57
051W18CB08100	1000 OGLE ST	KALUGIN,FEODOSIA	1006 OGLE ST	WOODBURN	OR	97071	0.32			0.32	0.00	0.32
051W18CB08600		OLSON,BERNARD L & VIVIAN N	1206 S BOONES FERRY RD	WOODBURN	OR	97071	2.40	0.00		2.40	0.60	1.80
051W18CB09000		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.19			0.19	0.00	0.19
051W18CB09100		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.31			0.31	0.00	0.31

oodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	Subtract 25% for Public Facilities	Net Buildable
051W18CB09200		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.28			0.28	0.00	0.28
051W18CB09300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.30			0.30	0.00	0.30
051W18CB09400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CB09500		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CB09600		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.15			0.15	0.00	0.15
051W18CB09700		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.14			0.14	0.00	0.14
051W18CB09800		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.43			0.43	0.00	0.43
051W18CB10000		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.17			0.17	0.00	0.17
051W18CB10100		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.18			0.18	0.00	0.18
051W18CB10200		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.23			0.23	0.00	0.23
051W18CB10300		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.30			0.30	0.00	0.30
051W18CB10400		SPRINGER ESTATES LLC	2495 W MARCH LANE SUITE 100	STOCKTON	CA	95207	0.24			0.24	0.00	0.24
051W18CB10500	1065 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W18CB10600	1097 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.08			0.08	0.00	0.08
051W18CB10700	1115 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB10800	1157 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB10900	1189 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB11000	1211 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB11100	1243 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
051W18CB11200	1275 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.10			0.10	0.00	0.10
051W18CB11300	1299 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
051W18CB11400	1268 ELANA DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.10			0.10	0.00	0.10
051W18CB11500		OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W18CB11600	1198 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB11700	1176 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W18CB11800	1154 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.16			0.16	0.00	0.16
051W18CB11900	1132 MARYLYNN DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.17			0.17	0.00	0.17
051W18CB12000	1110 MARYLYNN DR	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.22			0.22	0.00	0.22
051W18CB12200	1086 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W18CB12300	1074 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W18CB12400	1062 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.08			0.08	0.00	0.08
051W18CB12600	1107 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.10			0.10	0.00	0.10
051W18CB12700		OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.10			0.10	0.00	0.10
051W18CB12800		OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.09			0.09	0.00	0.09
051W18CB12900	1139 MARYLYNN WY	OSTERGAARD HOMESTEAD ACRES INC	988 E CLEVELAND ST	WOODBURN	OR	97071	0.08			0.08	0.00	0.08
051W18CD00100	1168 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00200	1188 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00300	1202 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00400	1210 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00500	1232 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00600	1254 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00700	1276 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00800	1298 COMSTOCK WY	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD00900		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD01000	1257 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.22			0.22	0.00	0.22
051W18CD01100	1245 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.24			0.24	0.00	0.24
051W18CD01200	1223 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.22			0.22	0.00	0.22
051W18CD01300	1201 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
051W18CD01400	1191 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD01500	1179 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD01600	1157 ROY AV	MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD01900		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.14			0.14	0.00	0.14
051W18CD02000		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.17			0.17	0.00	0.17
051W18CD02100		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.16			0.16	0.00	0.16
					OR	97223	0.21			0.21	0.00	0.21

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Woodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
051W18DA03700	1110 E CLEVELAND ST	MIDURA,GEORGIA C	1761 BREAKERS WEST BLVD	WEST PALM BEACH	FL	33411	0.15			0.15	0.00	0.15
051W18DA06400		GRIMM,MARVIN H & ARVELLA M	1051 WILSON ST	WOODBURN	OR	97071	0.21			0.21	0.00	0.21
051W18DA09101		WINDSOR PROPERTIES LTD	PO BOX 647	HILLSBORO	OR	97123	2.81			2.81	0.70	2.11
051W18DB05600	900 WILSON ST	BJELLAND,RICHARD J & JO A	888 WILSON ST	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W18DB09500	0	VREDENBURG,HAROLD M & MAIR G	860 HERMANSON	WOODBURN	OR	97071	0.11		0.05	0.06	0.00	0.06
051W18DB12900	0	KUZNETSOV,KANSTANTIN & AGAFIA	17108 MT VIEW LN	WOODBURN	OR	97071	0.29		0.00	0.29	0.00	0.29
051W18DC02301	0	CAM,ELENA	12800 HOWELL PRAIRIE RD NE	GERVAIS	OR	97026	0.34			0.34	0.00	0.34
051W18DC02400	1000 DEER RUN	FOSTER,LELAND & KAREN M	PO BOX 252	WOODBURN	OR	97071	0.23			0.23	0.00	0.23
051W19B 00100	765 S PACIFIC HY	VANGORDON,LARRY R	733 SW SECOND AV SUITE 215	PORTLAND	OR	97204	4.94	0.70	0.07	4.17	1.04	3.12
051W19B 00600		SCHWENKE,GREG I & NANCY R VEZEY	21750 SW COLUMBIA CIR	TUALATIN	OR	97062	31.37			31.37	7.84	23.53
051W19B 00700		SCHWENKE,GREG I & VEZEY,NANCY R	21750 SW COLUMBIA CIR	TUALATIN	OR	97062	0.72			0.72	0.18	0.54
051W19B 00800		SCHWENKE,GREG I & VEZEY,NANCY R	21750 SW COLUMBIA CIR	TUALATIN	OR	97062	0.90			0.90	0.23	0.68
052W01CC02000		ANDERSON,DONALD E & VIOLA P	1785 WOODLAND AVE	WOODBURN	OR	97071	0.15			0.15	0.00	0.15
052W01CC07100		SENECAL INC	PO BOX 212	NORTH POWDER	OR	97867	0.17	0.17		0.00	0.00	0.00
052W01CC09400	0 TEN OAKS LN	SENECAL INC	PO BOX 212	NORTH POWDER	OR	97867	0.53	0.53		0.00	0.00	0.00
052W01CC09500	0 TEN OAKS LN	SENECAL INC	PO BOX 212	NORTH POWDER	OR	97867	0.35	0.35		0.00	0.00	0.00
052W01CC09600		SENECAL INC	PO BOX 212	NORTH POWDER	OR	97867	0.45	0.45		0.00	0.00	0.00
052W01CC09800	3402 SENECAL CREEK DR	SENECAL INC	PO BOX 212	NORTH POWDER	OR	97867	0.60	0.60		0.00	0.00	0.00
052W13 00200		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	50.68			50.68	12.67	38.01
052W13AB07400		SENIOR ESTATES COUNTRY CLUB	1776 COUNTY CLUB RD	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
052W13BD00300		HOLT,W H & HOLT,MAX A & DELIA G	4598 WHITNEY CIR	SPARKS	NV	89436	4.45	4.12		0.33	0.00	0.33
052W14 00100		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	19.64			19.64	4.91	14.73
151W18CD01700		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.21			0.21	0.00	0.21
151W18CD01800		MEADOWWOOD DEVELOPMENT LLC	12020 SW 118TH ST	TIGARD	OR	97223	0.19			0.19	0.00	0.19
Total							374.60	10.97	8.42	355.21	74.08	281.14

Residential (>12 units per acre)

051W07CB09502		SAMOILOV,ALEX & KSENIA I	37644 HWY 213	MT ANGEL	OR	97362	0.20			0.20	0.00	0.20
051W07DB03900	1000 N 3RD ST	HEMSHORN,ROSINA A	1020 N 3RD	WOODBURN	OR	97071	0.70			0.70	0.18	0.53
051W07DB04300	1100 N 3RD ST	HUNT,ALFRED A & GLORIA A	1121 N 3RD ST	WOODBURN	OR	97071	0.20			0.20	0.00	0.20
051W07DC00300		DOUD,J MICHAEL & PATRICIA D	PO BOX 421	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W08CC05400	993 E LINCOLN ST	SCHOOL DISTRICT 103C MARION CO	BOONES FERRY RD	WOODBURN	OR	97071	2.88	0.00		2.88	0.72	2.16
051W08CC07000	1016 W HARDCASTLE AV	PENDOV,VLADIMIR	PO BOX 226	WOODBURN	OR	97071	2.76			2.76	0.69	2.07
051W08CC09100	1200 E LINCOLN ST	HORSWILL,LOHREE H	1283 E LINCOLN ST	WOODBURN	OR	97071	1.19			1.19	0.30	0.89
051W08CD07000		LANG,GUENTER H & E R ETAL	18405 SW DELORIS LN	BEAVERTON	OR	97007	0.18			0.18	0.00	0.18
051W08CD07100	1400 W HARDCASTLE AV	LANG,GUENTER H & E R ETAL	18405 SW DELORIS LN	BEAVERTON	OR	97007	0.21			0.21	0.00	0.21
051W08CD07800		BRUSVEN,AMOS O & PEBBLE I	1032 WILLIAMS AVE	WOODBURN	OR	97071	1.56			1.56	0.39	1.17
051W08CD08100	1000 CORAL ST	ZELLNER,LISA M	1027 WILLIAMS ST	WOODBURN	OR	97071	0.13			0.13	0.00	0.13
051W08CD08200		CHURCH OF CHRIST	PO BOX 41	WOODBURN	OR	97071	0.14			0.14	0.00	0.14
051W08CD08201		HENKES,RICHARD & KAREN JO	PO BOX 889	WOODBURN	OR	97071	0.11			0.11	0.00	0.11
051W08DA00100		JENNINGS,JERRY M & KIRSTEN	985 COVE PL	WEST LINN	OR	97068	6.21			6.21	1.55	4.66
051W08DA00300		JENNINGS,JERRY M & KIRSTEN	985 COVE PL	WEST LINN	OR	97068	1.45			1.45	0.36	1.09
051W08DA00301		ALDRIDGE FAMILY LTD	1750 TABOR ST	EUGENE	OR	97401	1.50			1.50	0.38	1.13
051W08DC01700		JAEGER,CATHERINE M-TR	1755 HARDCASTLE RD	WOODBURN	OR	97071	0.19			0.19	0.00	0.19
051W17BA00800		BRUSVEN,AMOS O & PEBBLE I	1032 WILLIAMS AVE	WOODBURN	OR	97071	0.90			0.90	0.23	0.68
051W18AD01900		KREBS,ORVILLE & DOROTHY	32573 SW JULIETTE DR	WILSONVILLE	OR	97070	0.09			0.09	0.00	0.09
051W18AD02200		KREBS,ORVILLE & DOROTHY	32573 SW JULIETTE DR	WILSONVILLE	OR	97070	0.12			0.12	0.00	0.12
051W18AD03900		BURT,RICHARD E & BARBARA J	325 GATCH ST	WOODBURN	OR	97071	0.21			0.21	0.00	0.21
051W18D 00100		CAM,ELENA	12800 HOWELL PRAIRIE RD NE	GERVAIS	OR	97026	22.00	0.09	1.91	20.01	5.00	15.00
051W19A 02200	765 S PACIFIC HY	VANGORDON,LARRY R	733 SW SECOND AV SUITE 215	PORTLAND	OR	97204	3.81	1.54	1.47	0.81	0.20	0.60
051W19A 02400	765 S PACIFIC HY	VANGORDON,LARRY R & ELIZABETH A	733 SW SECOND AV SUITE 215	PORTLAND	OR	97204	0.94			0.94	0.24	0.71
051W19A 02500		VANGORDON,LARRY R & ELIZABETH A	733 SW SECOND AV SUITE 215	PORTLAND	OR	97204	1.15			1.15	0.29	0.86
052W12B 00100	2445 ARNEY RD NE	STAMPLEY,RAY JR & CECILIA M	16495 ARNEY RD NE	WOODBURN	OR	97071	13.85	6.52		7.33	1.83	5.50

oodburn Buildable Lands Inventory

Completely Vacant Land

Assumptions	
Percent for Public Facilities	25%

Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	Subtract 25% for Public Facilities	Net Buildable
052W13 00200		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	7.86			7.86	1.97	5.90
052W13 00200		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	13.46			13.46	3.37	10.10
052W13 00200		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	5.97			5.97	1.49	4.48
052W14 00100		PIONEER TRUST COMPANY	PO BOX 3487	LACEY	WA	98509	7.46			7.46	1.87	5.60
Total							97.54	8.14	3.38	86.02	21.03	64.99

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Woodburn Buildable Lands Inventory

Partially Vacant Land

(Parcels Greater than 1/2 acre in size)

Assumptions		
Percent for Public Facilities	25%	Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.
Acres for existing structure	0.25	1/4 acre only subtracted for residential land as commercial and industrial parcels are likely to fully redevelop.

8/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	1/4 acre for Existing Structure	Gross minus Subtractions	*Subract for Public Facilities	Net Buildable
Commercial														
051W08A 03800	1539 MT HOOD AV	PACIFIC FIRST BANK	1191 SECOND AVE SUITE 950	SEATTLE	WA	98101	2.00			2.00	0.00	2.00	0.50	1.50
051W08A 04300	2100 N PACIFIC HY	LENHARDT,FLOYD R JR & GLADYS R	2100 N PACIFIC HWY	WOODBURN	OR	97071	2.44			2.44	0.00	2.44	0.61	1.83
051W08A 05200	2045 MOLALLA RD NE	OLSON,ELROY A ET AL	2045 MOLALLA RD	WOODBURN	OR	97071	9.51			9.51	0.00	9.51	2.38	7.13
051W08CD05600	1615 W HARDCASTLE AV	HUSFLOEN,FORD V	1615 HARDCASTLE AV	WOODBURN	OR	97071	0.59			0.59	0.00	0.59	0.00	0.59
051W08CD08300	1041 N PACIFIC HY	HUGHES,ROBERT ALLEN	955 BRYAN ST	WOODBURN	OR	97071	0.80			0.80	0.00	0.80	0.00	0.80
051W08DB02800	1340 N PACIFIC HY	KONOVALOV,YACOV P & NINA-TRUST	2295 E LINCOLN RD	WOODBURN	OR	97071	3.39			3.39	0.00	3.39	0.85	2.54
051W08DC00100	1310 N PACIFIC HY	KONOVALOV,YACOV P & NINA E-TRUS	2295 E LINCOLN RD	WOODBURN	OR	97071	3.38			3.38	0.00	3.38	0.85	2.54
051W09B 00700	2155 MOLALLA RD NE	BLEM,DANIEL D & SUSAN M	2155 MOLALLA RD NE	WOODBURN	OR	97071	8.84			8.84	0.00	8.84	2.21	6.63
051W09B 00800	2149 MOLALLA RD NE	MARSHALL,MICHAEL F & JO E	2149 MOLALLA RD	WOODBURN	OR	97071	1.04			1.04	0.00	1.04	0.26	0.78
051W09B 00900	2145 MOLALLA RD NE	SEMERIKOV,IVAN & ELENA	13517 PORTLAND RD NE	WOODBURN	OR	97071	8.91			8.91	0.00	8.91	2.23	6.68
051W17BA00100	1625 E LINCOLN RD	SPARKS,ROBERT J & BERNADETTE J	1625 E LINCOLN RD	WOODBURN	OR	97071	1.36			1.36	0.00	1.36	0.34	1.02
051W17BB06200	611 N PACIFIC HY	JE WALKER & SONS DBA	1640 LAUREL AVE NE	WOODBURN	OR	97071	0.98			0.98	0.00	0.98	0.00	0.98
051W17BB09200	555 N PACIFIC HY	EDMONDS,RICHARD L & MARY L	PO BOX 1048	WOODBURN	OR	97071	0.81			0.81	0.00	0.81	0.00	0.81
051W17BB09300	595 N PACIFIC HY	HASSAN,LINDA Y ET AL	850 BROWN ST	WOODBURN	OR	97071	1.10			1.10	0.00	1.10	0.28	0.83
051W17BC06800	1030 YOUNG ST	EQUALL MANAGEMENT LLC	191 MCLAUGHLIN DR	WOODBURN	OR	97071	2.69			2.69	0.00	2.69	0.67	2.02
051W17BD01200	1480 LAUREL AV NE	PENDOV,VLADIMIR M	PO BOX 228	WOODBURN	OR	97071	1.94			1.94	0.00	1.94	0.49	1.46
Totals							*49.78*	*0.00*	*0.00*	*49.78*	*0.00*	*49.78*	*11.65*	*38.13*
Industrial														
051W05C 01000	395 SHENANDOAH LN NE	EROFEEFF,DEMETRY & IRINA	395 SHENANDOAH LN	WOODBURN	OR	97071	13.60		1.060	12.54	0.00	12.54	3.14	9.41
051W05C 01200	295 SHENANDOAH LN NE	BROWN,TIMOTHY R & LOIS A	295 SHENANDOAH LN NE	WOODBURN	OR	97071	2.90	0.879	0.500	1.52	0.00	1.52	0.38	1.14
051W05C 01300	393 SHENANDOAH LN NE	GROSSEN,KEITH A & CHERYL K	393 SHENANDOAH LN NE	WOODBURN	OR	97071	3.21	0.926	1.380	0.90	0.00	0.90	0.00	0.90
051W05C 01400	275 SHENANDOAH LN NE	MACARTHUR,WALTER M	275 SHENANDOAH LN NE	WOODBURN	OR	97071	3.96	1.229	0.910	1.82	0.00	1.82	0.46	1.37
051W05C 01600	2519 N FRONT ST	STEELMILL WAREHOUSE LLC	2050 NW FRONT ST	PORTLAND	OR	97201	9.18	1.581		7.62	0.00	7.62	1.90	5.71
051W07DD02000	1360 COMMERCE WY	WOODBURN FERTILIZER & GRAIN INC	PO BOX 7	WOODBURN	OR	97071	4.67	1.238		3.43	0.00	3.43	0.86	2.57
051W08B 00300	2499 N FRONT ST	PELTIER REAL ESTATE CO	PO BOX 807	CORVALLIS	OR	97339	4.72	0.272	0.360	4.09	0.00	4.09	1.02	3.07
051W08B 00400	2279 N FRONT ST	PELTIER REAL ESTATE CO	2215 N FRONT ST	WOODBURN	OR	97071	18.20	2.986	1.300	13.91	0.00	13.91	3.48	10.44
051W08BC00100	2129 N FRONT ST	LEDBETTER,KENNETH R & JANILEE M	37125 S APPLEMAN RD	MOLALLA	OR	97038	2.58	0.727	0.470	1.38	0.00	1.38	0.35	1.04
051W08BC00600	1055 MT HOOD AV	HIBBARD,JOHN ET AL	1055 MT HOOD AVE	WOODBURN	OR	97071	5.02	0.041		4.98	0.00	4.98	1.24	3.73
051W18AC01200	348 BROADWAY ST	SENTER,RODNEY M & WILMA-TRUST	14557 UNION SCHOOL RD	WOODBURN	OR	97071	0.54			0.54	0.00	0.54	0.00	0.54
051W19A 00300	680 S PACIFIC HY	WALKER,JOE E JR & DORIS	820 BRYAN ST	WOODBURN	OR	97071	12.67			12.67	0.00	12.67	3.17	9.50
Totals							*81.25*	*9.86*	*5.98*	*65.41*	*0.00*	*65.41*	*15.99*	*49.42*
Residential (<12 units per acre)														
051W06C 01100	2973 BOONES FERRY RD	WELLMAN,GENE M & PATRICIA C	2973 N BOONES FERRY RD	WOODBURN	OR	97071	1.62			1.62	0.25	1.37	0.34	1.03
051W06C 01300	2925 BOONES FERRY RD	JONES,PAUL L & BARBARA A	2925 N BOONES FERRY RD	WOODBURN	OR	97071	2.11			2.11	0.25	1.86	0.47	1.40
051W06C 01400	2865 BOONES FERRY RD	ENGELMAN,TODD N & DONNA	2865 N BOONES FERRY RD	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W06C 01500	2679 BOONES FERRY RD	ENTENA,MONCHITO C & ANTONIA V	1350 MERIDIAN DR	WOODBURN	OR	97071	2.48			2.48	0.25	2.23	0.56	1.67
051W06CC08400	1686 JANSEN WY	BANNING,LYLE & INEZ	1686 JANSEN WAY	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W06CC08500	1645 JANSEN WY	BUTLER,VICTORIA L STOAKS-TRUSTE	1645 JANSEN WAY	WOODBURN	OR	97071	1.05			1.05	0.25	0.80	0.20	0.60
051W07A 03201		CENTEX HOMES	4000 KRUSE WAY BLDG 2 #300	LAKE OSWEGO	OR	97035	21.36			21.36	0.25	21.11	5.28	15.83
051W07BA00400	2523 BOONES FERRY RD	GORMAN,THOMAS P & HARRIET M	2523 N BOONES FERRY	WOODBURN	OR	97071	0.60			0.60	0.25	0.35	0.00	0.35
051W07BA00600	0	REHDER,DENNIS E ET AL	1640 E LINCOLN ST	WOODBURN	OR	97071	2.55			2.55	0.25	2.30	0.58	1.73
051W07BA00900	0 BOONES FERRY RD	GASCHO,EUGENE R ETAL	28600 MERIDIAN RD	AURORA	OR	97002	1.03			1.03	0.25	0.78	0.20	0.59
051W07BD00200	2321 BOONES FERRY RD	KENFIELD,MILDRED	28600 S MERIDIAN RD	AURORA	OR	97002	0.77			0.77	0.25	0.52	0.13	0.39
051W07BD00400	2291 BOONES FERRY RD	GASCHO,EUGENE R & JUDITH A ET A	28600 S MERIDIAN	AURORA	OR	97002	0.75			0.75	0.25	0.50	0.13	0.38
051W07CA07400	640 FIR ST	AGUIAR,ANGEL A JR	640 FIR ST	WOODBURN	OR	97071	0.55			0.55	0.25	0.30	0.00	0.30
051W07CB08400	1791 W LINCOLN ST	GARCIA,FRANCISCA G	1791 W LINCOLN ST	WOODBURN	OR	97071	1.03			1.03	0.25	0.78	0.20	0.59
051W07CB08500	1695 W LINCOLN ST	KISSEL,ANTHONY J	BX262	WOODBURN	OR	97071	2.05			2.05	0.25	1.80	0.45	1.35
051W07CB08600	1505 W LINCOLN ST	SHEVCHENKO,BENJAMIN A & ZINA K	334 N SETTLEMEIER ST	WOODBURN	OR	97071	1.04			1.04	0.25	0.79	0.20	0.59
051W07CC04400	0	KISSEL,ANTHONY J	PO BOX 262	WOODBURN	OR	97071	1.02			1.02	0.25	0.77	0.19	0.58
051W07CC04500	1510 W LINCOLN ST	KISSEL,GEO J & SHARPE,FRANCES D	PO BX262	WOODBURN	OR	97071	1.04			1.04	0.25	0.79	0.20	0.59
051W07CC04700	1720 W LINCOLN ST	SCHNABEL,GARY A & TAMMY M	1720 W. LINCOLN STREET	WOODBURN	OR	97071	1.03			1.03	0.25	0.78	0.20	0.59
051W07CC04800	1645 W HAYES ST	LABANSKY,JOSEPH I JR	1645 WEST HAYES	WOODBURN	OR	97071	1.02			1.02	0.25	0.77	0.19	0.58
051W07CC05900	1315 W HAYES ST	SCHIEDLER,JANIE L	1315 W HAYES STREET	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W07CC08200	1050 W HAYES ST	TIBBETTS,CECIL W & SANDRA S	1050 W HAYES ST	WOODBURN	OR	97071	0.75			0.75	0.25	0.50	0.13	0.38
051W07DA00800	0	WELLMAN,RICHARD J	18401 ABIQUA RD NE	SILVERTON	OR	97381	2.84			2.84	0.25	2.59	0.65	1.94
051W07DB01100	1050 6TH ST	BLOMENKAMP,BRUCE W & LORRAINE	1050 NO 6TH ST	WOODBURN	OR	97071	0.83			0.83	0.25	0.58	0.15	0.44
051W07DD00700	775 W HARDCASTLE AV	KUTSEV,PETER & EFROSINIA	PO BOX 5	WOODBURN	OR	97071	1.28	0.156	0.760	0.34	0.25	0.09	0.00	0.09
051W08CC00500	1161 QUEEN CITY BV	EHRENS,LILA M	1161 QUEEN CITY BLVD	WOODBURN	OR	97071	0.92	0.240	0.380	0.30	0.25	0.05	0.00	0.05

Woodburn Buildable Lands Inventory

artially Vacant Land

(Parcels Greater than 1/2 acre in size)

Assumptions

Percent for Public Facilities 25%

Acres for existing structure 0.25

6/10/99

*Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

1/4 acre only subtracted for residential land as commercial and industrial parcels are likely to fully redevelop.

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	1/4 acre for Existing Structure	Gross minus Subtractions	*Subract for Public Facilities	Net Buildable
051W08CC04500	959 W HARDCASTLE AV	CAM,ELENA	12800 HOWELL PRAIRIE ROAD	GERVAIS	OR	97026	0.69			0.69	0.25	0.44	0.00	0.44
051W08CC04600	913 W HARDCASTLE AV	BECKER,EUGENE J & BETTY L	913 W HARDCASTLE AVE	WOODBURN	OR	97071	0.50			0.50	0.25	0.25	0.00	0.25
051W08CC04700	865 W HARDCASTLE AV	SMITH,JAMES C & MARTHA B	865 HARDCASTLE AVE	WOODBURN	OR	97071	0.52	0.004		0.52	0.25	0.27	0.00	0.27
051W08CD03100	1238 PARK AV	JAEGER,M DARLENE J	950 EVERGREEN RD #103	WOODBURN	OR	97071	0.88			0.88	0.25	0.63	0.16	0.47
051W08CD03200	1220 PARK AV	GRIGORIEFF,JOHN & VERA-TRUSTEE	1220 PARK AVE	WOODBURN	OR	97071	0.87			0.87	0.25	0.62	0.16	0.47
051W08CD05100	1409 W HARDCASTLE AV	SAMARIN,MIKE & TANIA ET AL	568 JUNTURA CT SE	SALEM	OR	97302	0.72			0.72	0.25	0.47	0.00	0.47
051W08CD05200	1429 E HARDCASTLE AV	HARVEY, ERMA M	1429 E HARDCASTLE AVE	WOODBURN	OR	97071	0.62			0.62	0.25	0.37	0.00	0.37
051W08DA04200	1483 COOLEY RD	JEFFRIES,JOHN L & JANET A	1483 COOLEY RD	WOODBURN	OR	97071	0.57			0.57	0.25	0.32	0.00	0.32
051W08DA04300	1395 COOLEY RD	TOLL,LEONARD L & LORINE C	1395 COOLEY RD	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W08DA04400	1385 COOLEY RD	ALLEN,EDNA	1385 COOLEY RD	WOODBURN	OR	97071	2.28			2.28	0.25	2.03	0.51	1.52
051W08DA04500	1365 COOLEY RD	MILLER,ROBERT D & RACHEL I	1365 COOLEY RD	WOODBURN	OR	97071	0.69			0.69	0.25	0.44	0.00	0.44
051W08DC05800	1838 E HARDCASTLE AV	SAMOILOV,MIKE	PO BOX 446	HUBBARD	OR	97032	0.75			0.75	0.25	0.50	0.13	0.38
051W08DC05900	1830 E HARDCASTLE AV	JAEGER,HENRY C & JOY L	1830 E HARDCASTLE RD	WOODBURN	OR	97071	1.01			1.01	0.25	0.76	0.19	0.57
051W08DC06000	1820 E HARDCASTLE AV	QUALITY PLUS INTERIORS INC	11220 PORTLAND RD NE	SALEM	OR	97305	1.00			1.00	0.25	0.75	0.19	0.56
051W08DD00600	1301 COOLEY RD	SHEPHERD,JOHN W & BEVERLY M	1301 COOLEY RD	WOODBURN	OR	97071	0.65			0.65	0.25	0.40	0.00	0.40
051W08DD04300	1270 COOLEY RD	FIRST REFORMED CHRISTIAN MOLOK	PO BOX 1056	WOODBURN	OR	97071	3.48			3.48	0.25	3.23	0.81	2.42
051W09C 00600	1585 COOLEY RD	LUNDY,WINSTON & PAULA	PO BOX 1083	WOODBURN	OR	97071	4.34			4.34	0.25	4.09	1.02	3.07
051W09C 00700	2140 MOLALLA RD NE	ANDREEFF,USTINA P	2140 MOLALLA RD	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W09C 00800	2110 MOLALLA RD NE	SAMARIN,TANIA B & SPRINGER V B	568 JUNTURA CT SE	SALEM	OR	97302	0.62			0.62	0.25	0.37	0.00	0.37
051W09C 00900	1485 COOLEY RD	MARTINEZ,JOSE N & MAGDALENA G	1485 COOLEY RD	WOODBURN	OR	97071	3.05			3.05	0.25	2.80	0.70	2.10
051W17AB00100	1775 E LINCOLN RD	HALTER,JERRY L & SANDRA L	1775 E LINCOLN RD	WOODBURN	OR	97071	1.98			1.98	0.25	1.73	0.43	1.30
051W17AB00200	1771 E LINCOLN RD	HALTER,WILLIAM A & LIA R	1771 E LINCOLN RD	WOODBURN	OR	97071	1.99			1.99	0.25	1.74	0.44	1.31
051W17AB00300	1769 E LINCOLN RD	THOMPSON,ROY C & RUTH A	1769 E LINCOLN RD	WOODBURN	OR	97071	1.02			1.02	0.25	0.77	0.19	0.58
051W17AB00400	1765 E LINCOLN RD	DORAN,ANNA P	1765 E LINCOLN RD	WOODBURN	OR	97071	1.20			1.20	0.25	0.95	0.24	0.71
051W17AB00500	1725 E LINCOLN RD	KAHUT,EDWARD E & SHIRLEY J	1725 E LINCOLN RD	WOODBURN	OR	97071	6.68			6.68	0.25	6.43	1.61	4.82
051W17AB00600	1651 E LINCOLN RD	OVCHINNIKOV,FRED & VASSA	1651 E LINCOLN RD	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W17AB00700	1650 E LINCOLN RD	DOMAN,DEE V & SHELLIE W	1650 E LINCOLN RD	WOODBURN	OR	97071	1.63			1.63	0.25	1.38	0.35	1.04
051W17AB00800	1590 BLAINE ST	HENDERSHOTT,DELBERT Y &BEVERL	1590 E BLAINE ST	WOODBURN	OR	97071	0.85			0.85	0.25	0.60	0.15	0.45
051W17AB01100	1670 E LINCOLN RD	ORSBORN,DANIEL R	1670 E LINCOLN RD	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W17AB01200	1690 E LINCOLN RD	SINGER,THOMAS M & THERESA N	1690 E LINCOLN RD	WOODBURN	OR	97071	1.52			1.52	0.25	1.27	0.32	0.95
051W17BA02700	1614 E LINCOLN RD	KOOYMAN,MELISSA E	1614 E LINCOLN RD	WOODBURN	OR	97071	1.89			1.89	0.25	1.64	0.41	1.23
051W17BA02800	1630 E LINCOLN RD	HILGER,ALBERT	1630 E LINCOLN RD	WOODBURN	OR	97071	0.95			0.95	0.25	0.70	0.18	0.53
051W17BA02900	1640 E LINCOLN RD	REHDER,DENNIS	1540 E LINCOLN RD	WOODBURN	OR	97071	0.99			0.99	0.25	0.74	0.19	0.56
051W17BA03000	1582 BLAINE ST	GREGORY,JOHN H	67274 HUNTER RD	SUMMERVILLE	OR	97876	0.95			0.95	0.25	0.70	0.18	0.53
051W17BA03100	1570 BLAINE ST	REHDER,DENNIS E	1640 E LINCOLN ST	WOODBURN	OR	97071	0.96			0.96	0.25	0.71	0.18	0.53
051W17BB03200	1125 MCKINLEY	TAYLOR,C H & JESSIE L	1123 MCKINLEY ST	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W17BB07500	904 BLAINE ST	BICK,LOWELL W & ELLEN L	904 BLAINE ST	WOODBURN	OR	97071	0.79			0.79	0.25	0.54	0.14	0.41
051W17BB09200	555 N PACIFIC HY	EDMONDS,RICHARD L & MARY L	PO BOX 1048	WOODBURN	OR	97071	1.97			1.97	0.25	1.72	0.43	1.29
051W17BD00200	1695 LAUREL AV NE	ROSERA,CHARLES J & DEBBIE A	1505 SILVERTON RD	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W17BD01300	1530 LAUREL AV NE	RIOS,JOSE LOUIS & JOSEFINA	1530 LAUREL ST	WOODBURN	OR	97071	0.93			0.93	0.25	0.68	0.17	0.51
051W17BD01400	1580 LAUREL AV NE	KOLLMAN,LADISLAUS & R MONICA	1580 NE LAUREL AVE	WOODBURN	OR	97071	0.92			0.92	0.25	0.67	0.17	0.50
051W17BD01500	1640 LAUREL AV NE	PETERSEN,RAYMOND & JUDY A	1640 LAUREL AVE NE	WOODBURN	OR	97071	0.92			0.92	0.25	0.67	0.17	0.50
051W17BD01600	1690 LAUREL AV NE	EHRENS,WILLIAM D & KONNI M	1690 LAUREL AV	WOODBURN	OR	97071	0.75			0.75	0.25	0.50	0.13	0.38
051W17BD01700	1700 LAUREL AV NE	TORAN,WES	828 PARR ROAD	WOODBURN	OR	97071	0.63			0.63	0.25	0.38	0.00	0.38
051W17BD02100	1680 LAUREL AV NE	GEE,BIN S & SUSAN S	1680 LAUREL AVE	WOODBURN	OR	97071	0.97			0.97	0.25	0.72	0.18	0.54
051W17BD02300	1800 LAUREL AV NE	SMITH,VERNON N	1800 LAUREL AVE	WOODBURN	OR	97071	0.56			0.56	0.25	0.31	0.00	0.31
051W18AA00700	691 E LINCOLN ST	ZOLNIKOV,IVAN & ANA USOLTSEFF	691 E LINCOLN ST	WOODBURN	OR	97071	0.73	0.075	0.310	0.35	0.25	0.10	0.00	0.10
051W18AA01400	389 E LINCOLN ST	MONNIER,HARRIETT E & WAYNE H	389 E LINCOLN ST	WOODBURN	OR	97071	0.79		0.030	0.76	0.25	0.51	0.13	0.38
051W18AA01500	363 E LINCOLN ST	SANFTLEBEN,DARRYL K & MERRIDEL	363 E LINCOLN ST	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W18AA03000	388 E LINCOLN ST	LENHARDT,FLOYD R JR & GLADYS R	388 E LINCOLN ST	WOODBURN	OR	97071	2.99	0.153	1.350	1.49	0.25	1.24	0.31	0.93
051W18AA04200	766 E LINCOLN ST	SATO,HISAO & JANICE M	766 E LINCOLN ST	WOODBURN	OR	97071	0.56		0.100	0.46	0.25	0.21	0.00	0.21
051W18AA04300	778 E LINCOLN ST	HILTON,ROBERT DALE & JOANN M	778 LINCOLN ST EAST	WOODBURN	OR	97071	0.61	0.023	0.130	0.46	0.25	0.21	0.00	0.21
051W18AA04600	656 GATCH ST	BLEM,JERRY A	759 BLAINE ST	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W18AA05500	641 GATCH ST	DICKENSON,BENNY L	641 GATCH ST	WOODBURN	OR	97071	0.96		0.580	0.38	0.25	0.13	0.00	0.13
051W18AA06200	417 GATCH ST	BRACHUNOFF,IVAN &FRASKOVIA-TR	103 BRYAN AVE	ROSEVILLE	CA	95661	0.98			0.98	0.25	0.73	0.18	0.55
051W18AA06300	373 GATCH ST	DOMAN,EARL A & DONNA R	2 PROGRESS WAYRD	WOODBURN	OR	97071	0.98			0.98	0.25	0.73	0.18	0.55
051W18AA06900	562 GATCH ST	BLACK,JOHN A & GARNET M	562 GATCH ST	WOODBURN	OR	97071	0.79			0.79	0.25	0.54	0.14	0.41
051W18AB10000	378 OSWALD ST	USOLTSEFF,ANDRON & KALMOGORO	19297 ALLINSON RD	HUBBARD	OR	97032	0.69		0.180	0.51	0.25	0.26	0.00	0.26
051W18AB10300	422 TOOZE AV	WILLIAMS,RODNEY GLENN	13970 SW ALLEN BLVD APT 7	BEAVERTON	OR	97005	0.58		0.220	0.36	0.25	0.11	0.00	0.11
051W18AC02200	434 E CLEVELAND ST	CONTINENTAL INVESTMENT ASSOCIA	434 E CLEVELAND ST	WOODBURN	OR	97071	3.57	0.363	1.960	1.25	0.25	1.00	0.25	0.75
051W18AC07000	245 MARSHALL ST	SPRAUER,ALLEN J & LINDA J	245 MARSHALL ST	WOODBURN	OR	97071	0.56	0.055	0.500	0.01	0.25	-0.25	0.00	-0.25
051W18AC07100	760 E CLEVELAND ST	DONOFRIO,ROBERT F & GLENDA M	760 E CLEVELAND ST	WOODBURN	OR	97071	0.58	0.033	0.510	0.04	0.25	-0.21	0.00	-0.21

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Woodburn Buildable Lands Inventory

Partially Vacant Land

(Parcels Greater than 1/2 acre in size)

Assumptions

Percent for Public Facilities 25% Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.

Acres for existing structure 0.25 1/4 acre only subtracted for residential land as commercial and industrial parcels are likely to fully redevelop.

6/10/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	1/4 acre for Existing Structure	Gross minus Subtractions	*Subract for Public Facilities	Net Buildable
051W18AC07600	888 E CLEVELAND ST	FOGERSON,ROBERT S & GLADYS G	888 CLEVELAND ST	WOODBURN	OR	97071	0.57			0.57	0.25	0.32	0.00	0.32
051W18AC07700	938 E CLEVELAND ST	OSTERGAARD,DEWARD J & VERA N	988 E CLEVELAND ST	WOODBURN	OR	97071	0.58			0.58	0.25	0.33	0.00	0.33
051W18AD06900	988 E CLEVELAND ST	OSTERGAARD,DEWARD J & VERA N	988 CLEVELAND ST	WOODBURN	OR	97071	0.67			0.67	0.25	0.42	0.00	0.42
051W18AD07000	1006 E CLEVELAND ST	MCCLAIN,MARGARET L	1006 E CLEVELAND	WOODBURN	OR	97071	0.80			0.80	0.25	0.55	0.14	0.41
051W18AD07200	1058 E CLEVELAND ST	SHEVCHUCK,LYDIA A	1058 E CLEVELAND ST	WOODBURN	OR	97071	1.30			1.30	0.25	1.05	0.26	0.79
051W18BB00500	111 N SETTLEMIER AV	BOWMAN,HOMER N & NANCY-TRUST	111 N SETTLEMIER	WOODBURN	OR	97071	1.25			1.25	0.25	1.00	0.25	0.75
051W18BB00600	139 S SETTLEMIER AV	GALINNIS,WILLIAM J & LORNA J	139 S SETTLEMIER	WOODBURN	OR	97071	0.61			0.61	0.25	0.36	0.00	0.36
051W18BB01300	180 SMITH DR	BURLINGHAM,PATRICIA L-TRUST	PO BOX 7	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W18BB11000	423 S SETTLEMIER AV	WOELKE,DENNY J & LILA J	423 S SETTLEMIER AVE	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W18BC03100	520 SMITH DR	BELL,MARIAN N	18466 BUTTEVILLE RD NE	AURORA	OR	97002	0.51			0.51	0.25	0.26	0.00	0.26
051W18BC04000	105 BEN BROWN LN	SMITH,HAZEL M-TRUSTEE	105 BEN BROWN'S LN	WOODBURN	OR	97071	9.01	0.111	1.950	6.95	0.25	6.70	1.67	5.02
051W18BC04500	595 S SETTLEMIER AV	RUGGLES,GARY D & LINDA L	595 S SETTLEMIER	WOODBURN	OR	97071	0.61		0.320	0.29	0.25	0.04	0.00	0.04
051W18BC04600	597 S SETTLEMIER	HENDERSON,GERALD D & CARTHIA D	495 WORKMAN DR	WOODBURN	OR	97071	2.26		0.880	1.38	0.25	1.13	0.28	0.85
051W18BC05900	467 BEN BROWN LN	BOROSKIY,SERGEY & LUYBOV	467 BEN BROWN LANE	WOODBURN	OR	97071	0.77		0.100	0.67	0.25	0.42	0.00	0.42
051W18BC08000	715 S SETTLEMIER AV	RIVENES,PATRICIA-TRUSTEE	609 W LINCOLN ST	WOODBURN	OR	97071	1.52			1.52	0.25	1.27	0.32	0.95
051W18BD02600	202 E CLEVELAND ST	RODRIGUEZ,JOSE LUIS & OCTAVIA	208 E CLEVELAND	WOODBURN	OR	97071	0.89		0.170	0.72	0.25	0.47	0.00	0.47
051W18BD02900	208 OGLE ST	STATE OF OR-DIR OF VETS' AFFAIRS	1731 STONE HEDGE DR NE	SALEM	OR	97303	2.60	0.361	1.800	0.64	0.25	0.39	0.00	0.39
051W18BD03000	396 OGLE ST	QUINTERO,JOSEFA Y	396 OGLE ST	WOODBURN	OR	97071	1.43		0.090	1.34	0.25	1.09	0.27	0.82
051W18BD05400	548 OGLE ST	PEREZ,MERSE	1150 GOOSE CREEK RD	WOODBURN	OR	97071	0.88			0.88	0.25	0.63	0.16	0.47
051W18BD06800	294 STARK ST	HENKES,KAREN JO ET AL	8415 E BROAD CT	SPOKANE	WA	99212	0.57			0.57	0.25	0.32	0.00	0.32
051W18BD07900	475 BROWN ST	KOPEIKIN,LUBA	520 A ST	WOODBURN	OR	97071	1.56			1.56	0.25	1.31	0.33	0.98
051W18BD08401	520 A ST	BODUNOV,PROHAR & EVDOKIA	839 BROWN ST	WOODBURN	OR	97071	0.56			0.56	0.25	0.31	0.00	0.31
051W18BD08500	839 BROWN ST	CRUZ,RENALDO DELA & LUCY DELA	1020 S BROWN ST	WOODBURN	OR	97071	0.70			0.70	0.25	0.45	0.00	0.45
051W18C 00200	1020 BROWN ST	WORKMAN,KAY L & CAROLYN M	1110 S BROWN ST	WOODBURN	OR	97071	1.23			1.23	0.25	0.98	0.25	0.74
051W18C 00400	1110 BROWN ST	ZELINKA,I & ROSE M	1715 MESA RD	COLORADO SPRINGS	CO	80904	1.84			1.84	0.25	1.59	0.40	1.19
051W18C 00600	1490 BROWN ST	MADJAR,JOSIP A &SUSAN E-TRUST	1620 BROWN ST	WOODBURN	OR	97071	8.67			8.67	0.25	8.42	2.11	6.32
051W18C 00700	1620 BROWN ST	HILGER,ALBERT	1550 S BROWN	WOODBURN	OR	97071	1.24			1.24	0.25	0.99	0.25	0.74
051W18C 00800	1550 BROWN ST	FORBES,ROBERT C & NAOMI J	1251 BROWN ST	WOODBURN	OR	97071	2.46			2.46	0.25	2.21	0.55	1.66
051W18C 00900	1251 BROWN ST	CEBRERO,GERTRUDE M	1225 SO BROWN ST	WOODBURN	OR	97071	0.98			0.98	0.25	0.73	0.18	0.55
051W18C 01000	1225 BROWN ST	BELDEN,KENNETH M	1025 BROWN ST	WOODBURN	OR	97071	1.08			1.08	0.25	0.83	0.21	0.62
051W18C 01200	1025 BROWN ST	GOOCH,NELDA E	596 WILSON ST	WOODBURN	OR	97071	1.63			1.63	0.25	1.38	0.35	1.04
051W18CA00100	596 WILSON ST	KUZMIN,KSENIA	888 BROWN ST	WOODBURN	OR	97071	0.82			0.82	0.25	0.57	0.14	0.43
051W18CA03200	888 BROWN ST	SONNEN,RUDY H & PAULETTE R	643 BROWN ST	WOODBURN	OR	97071	1.98			1.98	0.25	1.73	0.43	1.30
051W18CA03600	643 BROWN ST	VALDEZ,BENITO V & BENITA A	645 BROWN ST	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W18CA03900	645 BROWN ST	YBANEZ,GUDELIA	344 BRADLEY ST.	WOODBURN		97071	0.53			0.53	0.25	0.28	0.00	0.28
051W18CA07500	300 BRADLEY ST	SHELNUTT,THOMAS D	702 SETTLEMIER AVE	WOODBURN	OR	97071	0.81			0.81	0.25	0.56	0.14	0.42
051W18CB00300	702 S SETTLEMIER AV	KEMMERICK,MARY-ETAL	PO BOX 355	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W18CB01200	791 S SETTLEMIER AV	HOPE LUTHERAN CHURCH OF WOOD	1006 OGLE ST	WOODBURN	OR	97071	0.63			0.63	0.25	0.38	0.00	0.38
051W18CB08000	1006 OGLE ST	KALUGIN,FEODOSIA	1022 OGLE ST	WOODBURN	OR	97071	0.94			0.94	0.25	0.69	0.17	0.52
051W18CB08200	1022 OGLE ST	KISHPAUGH,VIVIAN M & LORITA M	1106 OGLE ST	WOODBURN	OR	97071	1.02			1.02	0.25	0.77	0.19	0.58
051W18CB08500	1106 OGLE ST	BODUNOV,MAVRA & OLIMPIADA	1206 S BOONES FERRY RD	WOODBURN	OR	97071	1.15			1.15	0.25	0.90	0.23	0.68
051W18CB08800	1206 BOONES FERRY RD	OLSON,BERNARD & VIVIAN	1220 BOONES FERRY RD	WOODBURN	OR	97071	1.87	0.239		1.63	0.25	1.38	0.35	1.04
051W18CB08900	1220 BOONES FERRY RD	BLEM,BERNARD & LAVELLE	888 E CLEVELAND ST	WOODBURN	OR	97071	1.98	0.859		1.12	0.25	0.87	0.22	0.65
051W18CB12100	1098 MARYLYNN DR	OSTERGAARD HOMESTEAD ACRES I	BREAKERS WEST	WEST PALM BEACH	FL	33411	1.23			1.23	0.25	0.98	0.25	0.74
051W18DA03500	1152 E CLEVELAND ST	MIDURA,ROGER B & GEORGIA C	BREAKERS WEST	WEST PALM BEACH	FL	33411	0.83			0.83	0.25	0.58	0.15	0.44
051W18DA03900	1110 E CLEVELAND ST	MIDURA,ROGER	16330 S FORSYTHE RD	OREGON CITY	OR	97045	0.78			0.78	0.25	0.53	0.13	0.40
051W18DA09300	275 S PACIFIC HY	TOEPFER,NORMAN J & MILDRED P	P O BOX 65	SILVERTON	OR	97381	0.64			0.64	0.25	0.39	0.00	0.39
051W18DB04600	466 BROWN ST	BAKER,BRICE B & NANCY	798 WILSON ST	WOODBURN	OR	97071	1.88			1.88	0.25	1.63	0.41	1.22
051W18DB05400	798 WILSON ST	CUMMINGS,RICKEY LEE &LINDA LEE	900 WILSON ST	WOODBURN	OR	97071	1.06			1.06	0.25	0.81	0.20	0.61
051W18DB11800	900 WILSON ST	VREDENBURG,HENRY EDWARD & LY	1210 JUDY ST	WOODBURN	OR	97071	0.53	0.025	0.050	0.46	0.25	0.21	0.00	0.21
051W18DB13600	1210 JUDY ST	MORRIS,RICHARD A	5816 SAINT LOUIS RD NE	GERVAIS	OR	97026	0.53		0.060	0.47	0.25	0.22	0.00	0.22
051W18DC02300	1002 DEER RUN	M L MILLER CONSTRUCTION INC	1636 BROWN ST	WOODBURN	OR	97071	0.52			0.52	0.25	0.27	0.00	0.27
051W19B 00200	1636 BROWN ST	FORBES,DON	12799 HOWELL PRAIRIE RD NE	GERVAIS	OR	97026	7.19			7.19	0.25	6.94	1.74	5.21
051W19B 00300	1634 BROWN ST	HILGER,ALBERT J	1627 BROWN ST	WOODBURN	OR	97071	1.98			1.98	0.25	1.73	0.43	1.30
051W19B 00400	1977 BROWN ST	TIPKIN,VERA & TIPIKIN,AVRAME	9360 SW OAK ST	PORTLAND	OR	97223	1.26			1.26	0.25	1.01	0.25	0.76
051W19B 00500	1625 BROWN ST	SOUTHARD,RONALD H & LISA G	1770 BOONES FERRY RD	WOODBURN	OR	97071	1.21			1.21	0.25	0.96	0.24	0.72
051W19B 01000	1770 BOONES FERRY RD	MCMACKIN,L C & LUCILLE A	2500 MILLER FARM RD	WOODBURN	OR	97071	0.96			0.96	0.25	0.71	0.18	0.53
051W19B 01100	1780 BOONES FERRY RD	GROSJACQUES,LAWRENCE R & DON	18153 POWER CREEK LOOP RD	SILVERTON	OR	97071	0.98			0.98	0.25	0.73	0.18	0.55
052W12DA02000	847 CASCADE DR	HEIDT,EUGENE N	275 SHENDANDOAH LANE	WOODBURN	OR	97381	1.74			1.74	0.25	1.49	0.37	1.12
052W12DA03800	1851 W LINCOLN ST	MENDENHALL,DAVID L ET AL	105 BEN BROWN'S LN	WOODBURN	OR	97071	2.04			2.04	0.25	1.79	0.45	1.34
052W13 00100	890 BEN BROWN LN	SMITH,HAZEL M-TRUSTEE	15227 STUBB RD NE	GERVAIS	OR	97071	108.78	0.185	5.700	102.90	0.25	102.65	25.66	76.98
052W13 00300	15227 STUBB RD NE	HOBSON,STEPHEN J & SHARON M			OR	97026	14.14	3.489		10.65	0.25	10.40	2.60	7.80

Woodburn Buildable Lands Inventory

ally Vacant Land

,cels Greater than 1/2 acre in size)

Assumptions		
Percent for Public Facilities	25%	Public Facilities only subtracted for residential parcels over 1/2 acre and Commercial and Industrial parcels over 1 acre.
Acres for existing structure	0.25	1/4 acre only subtracted for residential land as commercial and industrial parcels are likely to fully redevelop.

-/0/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands& OS	1/4 acre for Existing Structure	Gross minus Subtractions	*Subract for Public Facilities	Net Buildable
052W13 00400	328 PARR RD NE	MONNIER,RONALD A & DEBRA S	328 PARR RD	WOODBURN	OR	97071	1.06			1.06	0.25	0.81	0.20	0.61
052W13 00800	9008 PARR RD NE	LOWRIE,CLYDE H & MARJORIE-TRUS	9008 PARR RD NE	GERVAIS	OR	97026	24.43			24.43	0.25	24.18	6.05	18.14
052W13 01200	1505 BOONES FERRY RD	BURLINGHAM FARMS INC	PO BOX 7	WOODBURN	OR	97071	15.13	0.205		14.93	0.25	14.68	3.67	11.01
052W13BD00400	15157 STUBB RD NE	BUSURKIN,WARSANOFI	828 PAIR RD	WOODBURN	OR	97071	8.47	0.613		7.86	0.25	7.61	1.90	5.71
052W13BD00500	15177 STUBB RD NE	BEAVER,LENORA	15177 STUBB RD	GERVAIS	OR	97026	1.06			1.06	0.25	0.81	0.20	0.61
Totals							*386.10*	*7.19*	*17.93*	*360.98*	*38.75*	*322.23*	*76.75*	*245.49*

Residential (>12 units per acre)

051W07DB04900	1164 N 3RD ST	ESPINO,ANITA	1164 N 3RD ST	WOODBURN	OR	97071	0.51			0.51	0.25	0.26	0.00	0.26
051W07DC01100	1009 N FRONT ST	MONTGOMERY,JR,ROBERT W ET AL	5373 VERDA LANE NE	KEIZER	OR	97303	0.51			0.51	0.25	0.26	0.00	0.26
051W07DC11200	767 CORBY ST	VALDEZ,MANUEL H & CHRISTINE M	767 CORBY ST	WOODBURN	OR	97071	0.53			0.53	0.25	0.28	0.00	0.28
051W07DC11300	715 CORBY ST	COLEMAN,WILLIAM S & CARLA A	715 CORBY ST	WOODBURN	OR	97071	0.81			0.81	0.25	0.56	0.14	0.42
051W08CC05000	845 E LINCOLN ST	LUEY,CAROL (80%) & ROBERT (20%)	845 E LINCOLN ST	WOODBURN	OR	97071	0.93			0.93	0.25	0.68	0.17	0.51
051W08CC05500	960 W HARDCASTLE AV	KASACHEV,FEODOR & EVDOKIA	2995 MOLALLA RD	WOODBURN	OR	97071	0.64			0.64	0.25	0.39	0.00	0.39
051W08CC05800	1002 W HARDCASTLE AV	GRIGORIEFF,JOHN & VERA-TRUSTEE	1220 PARK AVE	WOODBURN	OR	97071	0.60			0.60	0.25	0.35	0.00	0.35
051W08CC06100	1035 E LINCOLN ST	DODGE,QUENTIN F & MARJORIE	PO BOX 977	WOODBURN	OR	97071	1.57			1.57	0.25	1.32	0.33	0.99
051W08CC06200	1129 E LINCOLN ST	MILLER,LEROY B & JOY L	PO BOX 198	WOODBURN	OR	97071	0.64			0.64	0.25	0.39	0.00	0.39
051W08CC06300	1143 E LINCOLN ST	MILLER,LEROY B & JOY L	PO BOX 198	WOODBURN	OR	97071	1.12			1.12	0.25	0.87	0.22	0.65
051W08CD08300	1041 N PACIFIC HY	HUGHES,ROBERT ALLEN	955 BRYAN ST	WOODBURN	OR	97071	0.13			0.13	0.25	-0.12	0.00	-0.12
051W08DA00200	2050 MOLALLA RD NE	JENNINGS,JERRY M & KIRSTEN	3449 CASCADE TERRACE	WEST LINN	OR	97068	1.88			1.88	0.25	1.63	0.41	1.22
051W17BA00900	1283 E LINCOLN ST	KAUP,CHARLES-ETAL	PO BOX 1169	SUTTER CREEK	CA	95685	2.58			2.58	0.25	2.33	0.58	1.75
051W18AC00200	606 YOUNG ST	FAITH CHRISTIAN FELLOWSHIP	602 YOUNG	WOODBURN	OR	97071	2.81	0.082		2.53	0.25	2.28	0.57	1.71
051W18AC00300	520 YOUNG ST	BARUKOFF,TIM & KUZMA	5800 HWY 211	HUBBARD	OR	97032	0.77	0.029	0.500	0.24	0.25	-0.01	0.00	-0.01
051W18D 00400	605 S PACIFIC HY	MORIN,LEWIS E & ELEANOR-TRUSTEE	PO BOX 251	WOODBURN	OR	97071	5.22	0.917	1.550	2.75	0.25	2.50	0.63	1.88
051W19A 02100	825 S PACIFIC HY	PISCITELLI,VINCENZO & ROSALBA	15540 SW APRIL LN	TIGARD	OR	97224	4.64			4.64	0.25	4.39	1.10	3.29
051W19A 02600	695 S PACIFIC HY	FLECK,HAROLD J & LORETTA A	695 S PACIFIC HWY	WOODBURN	OR	97071	4.89			4.89	0.25	4.64	1.16	3.48
052W12B 00101	2445 ARNEY RD NE	CRAIG REALTY GROUP WOODBURN	1500 QUALL ST SUITE 100	NEWPORT BEACH	CA	92660	8.13	1.177		6.95	0.25	6.70	1.68	5.03
052W12B 00300	2385 ARNEY RD NE	SPRAGUE,BENNIE & MARGARET	2385 ARNEY RD	WOODBURN	OR	97071	20.25	5.706		14.54	0.25	14.29	3.57	10.72
052W13 00100	890 BEN BROWN LN	SMITH,HAZEL M-TRUSTEE	105 BEN BROWN'S LN	WOODBURN	OR	97071	32.82	0.185	5.700	26.94	0.25	26.69	6.67	20.01
Totals							*91.78*	*8.10*	*7.75*	*75.93*	*5.25*	*70.68*	*17.22*	*53.46*

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Woodburn Buildable Lands Inventory

Partially Vacant Land Suppliment

(Percentage of Site Still Vacant Derived from Aerial Photos)

Assumptions		
Percent for Public Facilities	25%	Public Facilities only subtracted for Commercial and Industrial parcels over 1 acre.

3/3/99

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Gross Acres	Percentage of Site Still Unbuilt	Unbuilt	Wetland Constraints on Unbuilt	Gross minus Wetlands	*Subract for Public Facilities	Net Buildable
Commercial													
051W08A 03800	1539 MT HOOD AV	PACIFIC FIRST BANK	1191 SECOND AVE SUITE 950	SEATTLE	WA	98101	2.00	50%	1.00		1.00	0.25	0.75
052W12C 00800	0	PIONEER TRUST CO	PO BOX 285	HOUSTON	TX	77001	0.95	50%	0.48		0.48	0.00	0.48
Totals							***2.95***		***1.48***	***0.00***	***1.48***	***0.25***	***1.23***
Industrial													
051W04C 03100	3099 N PACIFIC HY	PATRICK INDUSTRIES INC	1800 S 14TH ST	ELKHART	IN	46515	20.92	33%	6.90		6.90	1.73	5.18
051W05D 03500	2785 NATIONAL WY	FLEETWOOD HOMES OF OREGON INC	PO BOX 7638	RIVERSIDE	CA	92513	30.09	33%	9.93	3.740	6.19	1.55	4.64
051W08A 02300	2765 NATIONAL WY	CREDO TOOL CO	2765 NATIONAL WAY	WOODBURN	OR	97071	10.49	50%	5.25		5.25	1.31	3.93
051W08BC00100	2129 N FRONT ST	LEDBETTER,KENNETH R & JANILEE M	37125 S APPLEMAN RD	MOLALLA	OR	97038	2.58	50%	1.29	0.730	0.56	0.00	0.56
Totals							***64.08***		23.37	***4.47***	***18.90***	***4.58***	***14.31***

Commercial and Industrial Parcels in the above tables have existing development. However, a signficant portion of the site is still vacant, presumably to allow the company to grow. If a company does not meet its growth expectations, the excess land is typically sold. Thus, the unbuilt portion of the land is considered buildable.

'Woodburn Buildable Lands Inventory

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:developable Parcels

Parcels with Improved Value Less Than 30% of Total Value

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Existing Use	Square Footage	Acres	Count
Commercial										
051W07CD12400	447 N 2ND ST	CORNWELL,CHARLES B & LOU JANE	PO BOX 214	WOODBURN	OR	97071	Comm.	8672.125	0.20	1
051W07DC03400	689 N FRONT ST	SAUVAIN,C CHARLES	2316 BOONES FERRY ROAD	WOODBURN	OR	97071	Comm.	3332.134	0.08	2
051W07DC08500	627 N 2ND ST	BRITO,MARIO & M DEL CARMEN	627 N 2ND ST	WOODBURN	OR	97071	SFR	5067.714	0.12	3
051W07DC08800	625 N 1ST ST	MCINNIS,DAVID A	PO BOX 30269	PORTLAND	OR	97230	Comm.	10112.942	0.23	4
051W07DC09500	800 N 1ST ST	SAUVAIN,C CHARLES	2316 BOONES FERRY ROAD	WOODBURN	OR	97071	Comm.	5007.509	0.11	5
051W07DC09800	175 E LINCOLN ST	EAGLE NEWSPAPERS INC	850 N 1ST ST	WOODBURN	OR	97071	Comm.	5051.030	0.12	6
051W08DA00500	1970 MOLALLA RD NE	FRED MEYER REAL ESTATE	15350 SW SEQUOIA PARKWAY #300	PORTLAND	OR	97219	Comm.	269933.871	6.20	7
051W08DB01900	1400 N PACIFIC HY	FREEDOM PROPERTIES INC	1761 BREAKERS WEST BLVD	WEST PALM BEACH	FL	33411	Comm.	20926.836	0.48	8
051W17BA00200	1605 E LINCOLN RD	BERKEY,ERIK & ENSIGN,AARON	P O BOX 100	HUBBARD	OR	97032	SFR	21309.933	0.49	9
051W17BA01600	1285 MCKINLEY	PERRYMAN,RICHARD A & MARIAN J	19528 HWY 99E NE	HUBBARD	OR	97032	SFR	16395.908	0.38	10
051W17BA04400	597 AZTEC	KOFFLER,GENE A & BAGDANOFF,PETE	20980 EATON RD	RENO	NV	89511	Comm.	17641.508	0.40	11
051W17BB06301	1294 BLAINE ST	PETERSEN,RICHARD L & PATRICIA A	1411 SE MARINE DR	NEWPORT	OR	97365	SFR	6179.450	0.14	12
051W17BC01000	303 N PACIFIC HY	PATTANI,ROBERT D & BARBARA	1209 NE 95TH AVE NE	VANCOUVER	WA	98664	Comm.	20254.676	0.46	13
051W17BC06200	0 YOUNG ST	BERRYMAN,FRANK C & PATRICIA G	316 MCLAUGHLIN	WOODBURN	OR	97071	Comm.	14569.425	0.33	14
051W17BC08100	1200 GEORGE ST	ZYRYANOFF,JANICE D & EFIM	1155 YOUNG ST	WOODBURN	OR	97071	Comm.	5783.940	0.13	15
051W17BC12100	0	LONG BROTHERS BLDG SUPPLY INC	195 BIRDS EYE AVE	WOODBURN	OR	97071	Comm.	7097.846	0.16	16
051W18AB02200	0	VERBIN,KONSTANTIN & MARIA	11912 S BARNARDS RD	MOLALLA	OR	97038	Comm.	3761.350	0.09	17
051W18AB02300	450 1ST ST	PENA,GUADALUPE	PO BOX 14	HUBBARD	OR	97032	Comm.	1308.305	0.03	18
051W18AB02700	0	SAWTELL,ROBERT L-TRUSTEE	PO BOX 925	WOODBURN	OR	97071	Comm.	2184.973	0.05	19
051W18AB02800	154 E HAYES ST	SAWTELLE,ROBERT L-TRUST	1773 12TH ST	HOOD RIVER	OR	97031	Comm.	2607.405	0.06	20
051W18AB06400	156 OSWALD ST	WITHERS LUMBER COMPANY	245 YOUNG ST	WOODBURN	OR	97071	Comm.	7958.993	0.18	21
051W18AB07100	100 YOUNG ST	WITHERS LUMBER COMPANY	PO BOX 585	WOODBURN	OR	97071	Comm.	16287.288	0.37	22
051W18AB07500	201 YOUNG ST	WITHERS LUMBER CO	PO BOX 585	WOODBURN	OR	97071	Comm.	9886.203	0.23	23
051W18AB07600	167 YOUNG ST	SOWA,CECIL E & MARION R	775 BLAINE ST	WOODBURN	OR	97071	Comm.	4909.667	0.11	24
051W18AB07800	418 DOUD ST	WITHERS,ROBERT L	PO BOX 585	WOODBURN	OR	97071	Comm.	20185.529	0.46	25
051W18AB08000	421 TOOZE AV	WITHERS,ROBERT L	PO BOX 585	WOODBURN	OR	97071	Comm.	4001.193	0.09	26
051W18AB09700	321 OSWALD ST	ERLANDSON,CAROLL & THELMA (LE)	321 OSWALD ST	HUBBARD	OR	97032	SFR	7094.529	0.16	27
051W18BA01700	460 N 2ND ST	STITT,DANIEL L & LOIS B	PO BOX 191	WOODBURN	OR	97071	Comm.	1462.636	0.03	28
051W18BA02300	317 N 2ND ST	CORNWELL,CHARLES B & LOU J-TRUST	PO BOX 214	WOODBURN	OR	97071	Comm.	9922.624	0.23	29
051W18BA03900	388 W HAYES ST	GUTZLER,J WALLACE & VIRGINIA L	4520 REDINGER CT S	SALEM	OR	97302	Comm.	5141.482	0.12	30
051W18BA09700	0	PETERSON,DENNIS C & MARLYS I	151 N FRONT ST	WOODBURN	OR	97071	Comm.	4700.766	0.11	31
051W18BA09900	111 N FRONT ST	JABER,MOHAMMED	648 TAYBIN RD NW	SALEM	OR	97304	Comm.	3264.051	0.07	32
051W18DA09400	285 S PACIFIC HY	BAM PROPERTIES LLC	285 S PACIFIC HWY	WOODBURN	OR	97071	Comm.	20220.513	0.46	33
Totals								***562234.35***	***12.88***	
Industrial										
051W07DD01800	0	SCHROEDER,JAMES & MADELINE	589 HARDCASTLE	WOODBURN	OR	97071	SFR	13849.084	0.32	1
051W18AB11100	378 YOUNG ST	WILLAMETTE VALLEY LAW PROJECT	300 YOUNG ST	WOODBURN	OR	97071	SFR	5440.810	0.12	2
051W18AB11500	0	HERSHBERGER,JOHN & ETTA P-TRUST	16455 BUTTEVILLE RD N	WOODBURN	OR	97071	Comm.	3934.164	0.09	3
051W18AB11800	110 YOUNG ST	ENGLEMAN,TODD	PO BOX 1713	WALPORT	OR	97394	Comm.	11427.767	0.26	4
Totals								***34651.63***	***0.79***	
Residential (<12 units per acre)										
051W07CC08900	0	CORNWELL,CHARLES B & LOU J-TRUST	PO BOX 214	WOODBURN	OR	97071	SFR	17466.786	0.40	1
051W07DD00401	799 W HARDCASTLE	KRAVETS,VALENTINA	797 HARDCASTLE AVE	WOODBURN	OR	97071	SFR	14412.010	0.33	2
051W07DD02500	322 W HARDCASTLE AV	ASCENCIO,BENEDICTO E & OPELIA M	322 HARDCASTLE ST	WOODBURN	OR	97071	SFR	14263.442	0.33	3
051W17BD00500	1615 LAUREL AV NE	SNEGIREV,DEMITRI & FEDORA	13119 BETHLEHAM DR	GERVAIS	OR	97026	SFR	20171.103	0.46	4

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Woodburn Buildable Lands Inventory

3/3/99

Redevelopable Parcels

Parcels with Improved Value Less Than 30% of Total Value

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Existing Use	Square Footage	Acres	Count
051W18BB10400	0	MONTGOMERY,ART & ANGELA	320 SMITH DR	WOODBURN	OR	97071	SFR	4068.707	0.09	5
051W18BD04900	547 SOUTH FRONT ST	MEDINA,ROGELIO & ARMANDINA G	PO BOX 181	WOODBURN	OR	97071	SFR	5174.309	0.12	6
051W18BD06700	449 A ST	MILLER,JOY L	PO BOX 850	WOODBURN	OR	97071	SFR	14962.868	0.34	7
051W18C 00500	1210 BROWN ST	TEUBNER,BIRGIT ET AL	1675 SW WELLINGTON AVE	PORTLAND	OR	97225	MHP	262129.491	6.02	8
051W18DB13500	0	MORRIS,RICHARD A-TRUSTEE	1210 JUDY STREET	WOODBURN	OR	97071	SFR	9771.640	0.22	9
052W11AD01600	0	TURNER,RANDY W & CYNTHIA A	577 WILLOW AVE	WOODBURN	OR	97071	SFR	5883.034	0.14	10
Totals								*368303.39*	*8.45*	

Residential (>12 units per acre)

051W07CB11300	1075 W LINCOLN ST	CHERNISHOFF,NICKET F & MAREYA A	1075 W LINCOLN ST	WOODBURN	OR	97071	SFR	10314.368	0.24	1
051W07CD05800	564 HALL ST	CARLILE,SELMA R ET AL	564 HALL ST	WOODBURN	OR	97071	SFR	10200.845	0.23	2
051W08CC06400	1139 E LINCOLN ST	HARTLEY,NINA B	1139 E LINCOLN ST	WOODBURN	OR	97071	SFR	11743.847	0.27	3
051W18AC01700	502 BROADWAY ST	DENNISTON,ORVAL R & GENEVA-TRUS	502 BROADWAY ST	WOODBURN	OR	97071	SFR	16769.404	0.38	4
051W18AD01700	881 YOUNG ST	HODGKISS,WILLIAM N & BETTY-TRUST	660 ELM ST	WOODBURN	OR	97071	SFR	20098.934	0.46	5
051W18AD03400	793 YOUNG ST	WATTS,PRESTON LYSLE & PATRICIA W	793 YOUNG ST	WOODBURN	OR	97071	SFR	12257.706	0.28	6
051W18AD05700	770 YOUNG ST	TORAN,WES	828 PARR RD	WOODBURN	OR	97071	SFR	14365.547	0.33	7
051W18AD06700	963 E CLEVELAND ST	DOLL,IRENE (LE)	963 E CLEVELAND ST	WOODBURN	OR	97071	SFR	18755.410	0.43	8
Totals								*114506.06*	*2.62*	

·odburn Buildable Lands Inventory

·ntial Infill Parcels

6/15/99

Residential Parcels Less Than 1/2 Acre and Containing a Single Family Home

*Maximum Units Calculated Based on a Minimum Lots Size of 0.14 acres and rounded down to the nearest whole number

Taxlot	Site Address	Owner Name	Mailing Address	Mail City	St	Zip	Square Footage	Gross Acres	Wetland Acres	Open Space (OS) Acres	Gross minus Wetlands and OS	Max. Num. Of Potential Units*
Residential (<12 units per acre)												
051W07AB00300	2580 BOONES FERRY RD	BAGLIEN,JANICE C	6388 CRAMPTON DR N	KEIZER	OR	97303	16089	0.37			0.37	2
051W07CC01300	570 LEASURE ST	MOON,ESTHER A	570 LEASURE ST	WOODBURN	OR	97071	18240	0.42			0.42	2
051W07CC02200	1251 W HAYES ST	GEORGIEFF,VICTOR & LIDIA	1251 W HAYES	WOODBURN	OR	97071	16352	0.38			0.38	2
051W07CC08300	998 W HAYES ST	CORNWELL,CHARLES B & LOU J-TRU	PO BOX 214	WOODBURN	OR	97071	20488	0.47			0.47	3
051W07CD06400	339 5TH ST	ROSZKO,BARBARA J COOPER	PO BOX 622	WOODBURN	OR	97071	16848	0.39			0.39	2
051W07DA00900	1290 N 1ST ST	GONZALES,DORA ALMA	1290 N 1ST ST	WOODBURN	OR	97071	16272	0.37			0.37	2
051W07DD02600	290 W HARDCASTLE AV	BERKEY,ERIK L	290 HARDCASTLE AVE	WOODBURN	OR	97071	18957	0.44			0.44	3
051W08CC00100	1227 PARK AV	ZASTOUPIL,PHILIP & JEAN LEA	1227 PARK AVE	WOODBURN	OR	97071	19137	0.44			0.44	3
051W08CC01500	1111 PARK AV	JACOBUS,SCOTT A & BESSETT,CARC	1111 PARK AV	WOODBURN	OR	97071	19258	0.44			0.44	3
051W08CC03400	1015 HARDCASTLE AV	RANGEL,JOSE L & REBECCA C	1015 HARDCASTLE AVE	WOODBURN	OR	97071	15134	0.35			0.35	2
051W08CD05100	1409 W HARDCASTLE AV	SAMARIN,MIKE & TANIA ET AL	568 JUNTURA CT SE	SALEM	OR	97302	17581	0.40			0.40	2
051W08CD05300	1505 W HARDCASTLE AV	BORSCHOWA,GERALD B & JOANNE H	1505 HARDCASTLE AVE	WOODBURN	OR	97071	19860	0.46			0.46	3
051W08CD05400	1515 W HARDCASTLE AV	ILG,RICHARD J	1515 W HARDCASTLE	WOODBURN	OR	97071	15534	0.36			0.36	2
051W08CD05500	1609 W HARDCASTLE AV	NEAL,MELVIN L & SANDRA S	7549 STATE HWY 219	WOODBURN	OR	97071	18283	0.42			0.42	2
051W08DC05500	1840 E HARDCASTLE AV	STONE,DORIS M	1840 E HARDCASTLE RD	WOODBURN	OR	97071	16409	0.38			0.38	2
051W08DC07600	1910 E HARDCASTLE AV	HAGENAUER,DONALD L & AGNES	1910 E HARDCASTLE RD	WOODBURN	OR	97071	17873	0.41			0.41	2
051W08DD05500	160 HERITAGE AV	FISCHER,DAVID G & MARY JEAN	160 HERITAGE AVE	WOODBURN	OR	97071	19947	0.46			0.46	3
051W17BA01000	1288 E LINCOLN ST	UPHOFF,KENNETH W & DOROTHY G	8135 N DELAWARE AVE	PORTLAND	OR	97217	18967	0.44			0.44	3
051W17BA03200	1554 BLAINE ST	ESTRADA,JOSE L & MARIA A	1554 EAST BLAINE ST	WOODBURN	OR	97071	21630	0.50			0.50	3
051W17BA03300	1546 BLAINE ST	HELLHAKE,WILLIAM ERVIN (LE)	1546 E BLAINE ST	WOODBURN	OR	97071	21646	0.50			0.50	3
051W17BA04700	1580 AZTEC	BARTOLO,ISMAEL C & ISABEL	1580 AZTEC DR	WOODBURN	OR	97071	16276	0.37			0.37	2
051W17BB00100	1244 E LINCOLN ST	YODER,BESSIE	1244 E LINCOLN ST	WOODBURN	OR	97071	20008	0.46			0.46	3
051W17BB01200	900 E LINCOLN ST	ALVAREZ,FILOMENO & JOSEFA	900 E LINCOLN ST	WOODBURN	OR	97071	18180	0.42		0.13	0.29	2
051W17BB01400	860 E LINCOLN ST	SIFUENTEZ,JOSE & JUANITA	860 E LINCOLN	WOODBURN	OR	97071	15841	0.36		0.14	0.22	1
051W17BB01600	845 MCKINLEY	CLARK,ELTON G & MARGARET A	845 MCKINLEY ST	WOODBURN	OR	97071	17293	0.40	0.03	0.08	0.29	2
051W17BB01800	885 MCKINLEY	ALFREY,JAMES A & MARY J	885 MCKINLEY ST	WOODBURN	OR	97071	17311	0.40	0.02	0.02	0.36	2
051W17BB03000	1045 MCKINLEY	RICE,ANDREW F & ALICE B	1045 MCKINLEY ST	WOODBURN	OR	97071	20204	0.46			0.46	3
051W17BB03100	1049 MCKINLEY	KIRKSEY,LOY J & NANCY A	1049 MCKINLEY ST	WOODBURN	OR	97071	20421	0.47			0.47	3
051W17BB06900	1038 BLAINE ST	WEYGANDT,RICHARD D & DIANE P	12400 SW LONGHORN - APT D	BEAVERTON	OR	97008	17312	0.40			0.40	2
051W17BB07100	960 BLAINE ST	HILDEBRAND,ALLAN D & NAOMI J	960 BLAINE ST	WOODBURN	OR	97071	17753	0.41			0.41	2
051W17BB07600	890 BLAINE ST	VALENZUELA,JOSE & LEOVARDA	890 BLAINE ST	WOODBURN	OR	97071	18415	0.42			0.42	3
051W17BB07800	862 BLAINE ST	ROBLES,JENARO C & ERLINDA C	862 BLAINE ST	WOODBURN	OR	97071	16630	0.38			0.38	2
051W17BB07900	856 BLAINE ST	THOMPSON,ALVIN C & MARLENE R	856 W BLAINE STREET	WOODBURN	OR	97071	21719	0.50			0.50	3
051W17BC01600	560 ELM ST	ISHMAEL,LEE J & THEDA J	560 ELM ST	WOODBURN	OR	97071	17424	0.40			0.40	2
051W17BD00300	1605 LAUREL AV NE	OVCHINIHOFF,MICHAEL	280 PINE ST NE	SALEM	OR	97303	18777	0.43			0.43	3
051W18AA02400	314 E LINCOLN ST	WANGERIN,RONGIE F & ROSETTA M	314 E LINCOLN	WOODBURN	OR	97071	21379	0.49			0.49	3
051W18AA02600	338 E LINCOLN ST	DONNELLY,JOHN H & BETTY L	338 E LINCOLN	WOODBURN	OR	97071	18142	0.42			0.42	2
051W18AA02700	356 E LINCOLN ST	ANGLIN,ERIC R & MARILEE I	356 E LINCOLN ST	WOODBURN	OR	97071	21686	0.50		0.00	0.50	3
051W18AA02800	366 E LINCOLN ST	FIKAN-MATTSON,ELFA-TRUSTEE	366 E LINCOLN ST	WOODBURN	OR	97071	17447	0.40		0.04	0.36	2
051W18AA04000	744 E LINCOLN ST	PASCOE,WILLIAM L II	744 E LINCOLN ST	WOODBURN	OR	97071	17364	0.40	0.00	0.24	0.16	1

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051W18AA06000	431 GATCH ST	LENHARDT,FLOYD R JR & GLADYS R	388 E LINCOLN ST	WOODBURN	OR	97071	21655	0.50			0.50	3
051W18AA06100	461 GATCH ST	NICHOLSON,SAMUEL L & JILL GRACE	461 GATCH ST	WOODBURN	OR	97071	19840	0.46			0.46	3
051W18AC02100	404 E CLEVELAND ST	GONZALEZ,HENRY & ANNETTE	404 E CLEVELAND ST	WOODBURN	OR	97071	15873	0.36		0.15	0.21	1
051W18AC02400	269 BROWN ST	ESCALONA,GUADALUPE ET AL	250 LOCUST ST #14	CANBY	OR	97013	19057	0.44		0.16	0.28	1
051W18BB00100	267 N SETTLEMIER AV	OCAMPO,RUFINO & BRITO,FILOMENC	267 N SETTLEMIER AVE	WOODBURN	OR	97071	18114	0.42			0.42	2
051W18BB00200	209 N SETTLEMIER AV	BROWN,RONALD R & JEWELL V	209 SETTLEMIER AVE	WOODBURN	OR	97071	19594	0.45			0.45	3
051W18BB00300	199 N SETTLEMIER AV	DINGES,DANIEL J & PEGGY M	199 N SETTLEMIER	WOODBURN	OR	97071	18591	0.43			0.43	3
051W18BB00400	167 N SETTLEMIER AV	BARBOUR,JEAN	167 N SETTLEMIER AVE	WOODBURN	OR	97071	18527	0.43			0.43	3
051W18BB00800	205 S SETTLEMIER AV	MCCLAIN,MOLLY JO	205 S SETTLEMIER AVE	WOODBURN	OR	97071	17763	0.41			0.41	2
051W18BB01200	200 SMITH DR	PARGETER,RICHARD E & JEANNE M	200 S SMITH DR	WOODBURN	OR	97071	15362	0.35			0.35	2
051W18BB01400	140 SMITH DR	ANDERSON,FRANK W & KAREN M	140 SMITH DR	WOODBURN	OR	97071	18939	0.43			0.43	3
051W18BB10800	397 S SETTLEMIER AV	GLASS,LESLIE P & CHARLENE L	397 S SETTLEMEIER	WOODBURN	OR	97071	19402	0.45			0.45	3
051W18BB10900	415 S SETTLEMIER AV	RAINES,MATTHEW T & KATHLEEN M	415 SETTLEMIER AVE	WOODBURN	OR	97071	16267	0.37			0.37	2
051W18BC02200	572 S SETTLEMIER AV	CRANFORD,AARON D		WOODBURN	OR	97071	16297	0.37			0.37	2
051W18BC02300	562 S SETTLEMIER AV	YBARRA,JUAN Z & MARTINA G	562 S SETTLEMIER ST	WOODBURN	OR	97071	15191	0.35			0.35	2
051W18BC02400	550 S SETTLEMIER AV	ASPER,PAUL A	550 S SETTLEMIER	WOODBURN	OR	97071	15808	0.36			0.36	2
051W18BC02500	512 S SETTLEMIER AV	ARTMAN,CONSTANCE J	512 S SETTLEMIER AVE	WOODBURN	OR	97071	18130	0.42			0.42	2
051W18BC02900	485 S SETTLEMIER AV	MONTGOMERY,ROBERT E & LOIS MA	485 S SETTLEMIER AVE	WOODBURN	OR	97071	20024	0.46			0.46	3
051W18BC04800	601 S SETTLEMIER AV	FIGLEY,DALLAS G & KATHRYN K	601 S SETTLEMIER AVE	WOODBURN	OR	97071	20959	0.48			0.48	3
051W18BC08700	188 TOUT ST	KERNAN,CHARLES E & PATTI A	188 TOUT ST	WOODBURN	OR	97071	16688	0.38			0.38	2
051W18BD01700	358 A ST	CHERNISHOV,RAMON F & ANNA	358 A ST	WOODBURN	OR	97071	21607	0.50			0.50	3
051W18BD02400	365 A ST	CHUPROV,VLADIMIR M & LUBA A	365 A ST	WOODBURN	OR	97071	15901	0.37			0.37	2
051W18BD02500	357 A ST	ROBLES,DOMINGO C & MARIA G	357 A ST	WOODBURN	OR	97071	15701	0.36		0.16	0.20	1
051W18BD06500	529 A ST	SHERRELL,EUGENE M	529 A ST	WOODBURN	OR	97071	19310	0.44			0.44	3
051W18BD07400	428 STARK ST	POLONSKI,BASILIO & EUGENIA	428 STARK	WOODBURN	OR	97071	15329	0.35			0.35	2
051W18BD08700	555 BROWN ST	LOSCUTOFF,ELIZABETH	555 BROWN ST	WOODBURN	OR	97071	19123	0.44			0.44	3
051W18CA03000	850 BROWN ST	JAGGER,CHESTER G & FAYE N	850 BROWN ST	WOODBURN	OR	97071	17812	0.41			0.41	2
051W18CA04000	647 BROWN ST	VALADEZ,ROBERTO F & MARICELA M	647 BROWN RD	WOODBURN	OR	97071	19136	0.44			0.44	3
051W18CB07700	894 OGLE ST	SALDANA,LEON M & FELICITAS	894 OGLE	WOODBURN	OR	97071	17033	0.39			0.39	2
051W18DA04400	345 HAWLEY ST	KUTSEV,STEPAN K & RAISA	345 HAWLEY ST	WOODBURN	OR	97071	17737	0.41			0.41	2
051W18DA05100	1085 STARK ST	BEYER,DAVID V & RITA J	1085 STARK ST	WOODBURN	OR	97071	19251	0.44			0.44	3
051W18DA06700	1080 WILSON ST	GWYNN,MATTHEW & JANIECE V	1080 WILSON ST	WOODBURN	OR	97071	17284	0.40			0.40	2
051W18DB02500	490 HERMANSON ST	RINGO,ALBION L & NORMA E	470 HERMANSON	WOODBURN	OR	97071	17227	0.40		0.39	0.01	0
051W18DB04500	635 WILSON ST	CONKLIN,MURRAY D & VIOLET V	635 WILSON ST	WOODBURN	OR	97071	21489	0.49			0.49	3
051W18DB11900	980 WILSON ST	AREVALO,CHRISTINA M & SPENCER,I	980 WILSON ST	WOODBURN	OR	97071	18056	0.41	0.04	0.03	0.34	2
051W19B 00900	0 BOONES FERRY RD	GOTTSACKER,DELBERT B & BETTE R	8518 PARR RD NE	GERVAIS	OR	97026	14315	0.33			0.33	2
Totals							***1,382,477***	***31.74***	***0.09***	***1.54***	***30.11***	177

Residential (>12 units per acre)

051W07CD03500	479 5TH ST	CRANDALL,GEORGE E	479 N 5TH ST	WOODBURN	OR	97071	19056	0.44			0.44	3
051W07CD05600	991 W HAYES ST	DAVIS,LONNIE D. & SHEILA M	991 W HAYES ST	WOODBURN	OR	97071	12516	0.29			0.29	2
051W07CD05700	548 HALL ST	BURCH,EDWARD L & LORETTA F	548 N HALL ST	WOODBURN	OR	97071	15658	0.36			0.36	2
051W07CD08300	516 HARRISON ST	CHRISTENSEN,MATTHEW & KERRIE	516 HARRISON ST	WOODBURN	OR	97071	12644	0.29			0.29	2
051W07DB03300	1000 5TH ST	ENGLISH,MARK A & THELMA I	1000 N 5TH ST	WOODBURN	OR	97071	19681	0.45			0.45	3
051W07DB04000	1105 N 3RD ST	LEFEBVRE,ARDIS N	1105 N 3RD	WOODBURN	OR	97071	20171	0.46			0.46	3
051W07DB04100	1113 N 3RD ST	TABLER,LEROY & DOLORES	1041 DAWN DR	STAYTON	OR	97383	17145	0.39			0.39	2
051W07DB04200	1121 N 3RD ST	HUNT,ALFRED A & GLORIA A	1121 N 3RD ST	WOODBURN	OR	97071	12647	0.29			0.29	2
051W07DB04500	1129 N 3RD ST	VASQUEZ,RUBEN V & MARGARITA	1129 N 3RD ST	WOODBURN	OR	97071	12861	0.30			0.30	2
051W07DC00600	1053 N FRONT ST	CORTEZ,GILBERTO & GEMMA	1053 N FRONT ST	WOODBURN	OR	97071	17208	0.40			0.40	2
051W07DC01200	981 N FRONT ST	SIMEONOV,GEORGI & EVA	981 N FRONT ST	WOODBURN	OR	97071	13121	0.30			0.30	2
051W07DC07500	950 N 3RD ST	APLANALP,ELIZABETH	950 N 3RD ST	WOODBURN	OR	97071	17506	0.40			0.40	2
051W07DC11100	795 CORBY ST	LLEWELLYN,KEITH W	345 PATRICIA DR	GLADSTONE	OR	97027	21180	0.49			0.49	3

051W08CB04600	1445 PARK AV	WHITLOW,LELAND EARL & CAROL Y	P O BOX	WOODBURN	OR	97071	15618	0.36			0.36	2
W08CC04900	839 E LINCOLN ST	SCHIEDLER,ROBERT A & JANETTE M	839 E LI ST	WOODBURN	OR	97071	20550	0.47			0.47	3
W08CC05700	982 W HARDCASTLE AV	COLYER,JOHN M & VIRGINIA C	982 HARDCASTLE AVE	WOODBURN	OR	97071	19316	0.44			0.44	3
051W08CD07900	940 CAROL ST	NOVVAK,LOIS H	940 CAROL ST	WOODBURN	OR	97071	13149	0.30			0.30	2
051W17BA00700	1313 E LINCOLN ST	PILLSBURY,B D	901 SW KING APT 216	PORTLAND	OR	97205	18314	0.42			0.42	3
051W18AB00100	671 CORBY ST	SANCHEZ,DEMETRIO & EVANGELINA	671 CORBY STREET	WOODBURN	OR	97071	17911	0.41			0.41	2
051W18AB00200	293 E LINCOLN ST	SEATON,LAWRENCE E & DENYSE E	293 E LINCOLN ST	WOODBURN	OR	97071	12549	0.29			0.29	2
051W18AB00400	253 E LINCOLN ST	SISTO,MARIO J & TERESA A	253 E LINCOLN ST	WOODBURN	OR	97071	16340	0.38			0.38	2
051W18AC02000	875 E CLEVELAND ST	OLIVA,ESTEBAN & PETRA	875 E CLEVELAND ST	WOODBURN	OR	97071	17647	0.41			0.41	2
051W18AD03800	751 YOUNG ST	GRIGORIEFF,PETER S & CHERYL	751 YOUNG ST	WOODBURN	OR	97071	21576	0.50			0.50	3
051W18AD04000	719 YOUNG ST	MONNIER,JOAN	719 YOUNG ST	WOODBURN	OR	97071	15643	0.36			0.36	2
051W18AD05200	688 YOUNG ST	KORENTZOFF,IVAN & TANYA G	688 YOUNG STREET	WOODBURN	OR	97071	19758	0.45			0.45	3
051W18AD05800	784 YOUNG ST	KUZMIN,DIMITRY & EPROSINIA	784 YOUNG ST	WOODBURN	OR	97071	13292	0.31			0.31	2
051W18AD06600	975 E CLEVELAND ST	SOTO,PEDRO ET AL	975 E CLEVELAND	WOODBURN	OR	97071	19032	0.44			0.44	3
051W18AD06800	925 E CLEVELAND ST	AREVALO,JOSE G & MARIA N	4500 S LONE HOLLOW LN	WOODBURN	OR	97071	17501	0.40			0.40	2
051W18AD08100	910 YOUNG ST	GREEAR,RICHARD E M & LESLIE	910 YOUNG ST	WOODBURN	OR	97071	16312	0.37			0.37	2
Totals							***485,900***	***11.15***	***0.00***	***0.00***	***11.15***	68

Maximum Number of Infill Units 245
30% Participation Rate 74

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Option 1:
Prohibition of Development in Open Space Designated Areas

City Staff has stated that policies are currently in the works to prevent development in areas with the Open Space Designation.

Based upon the CAD data provided by the City, the following is the total number of acres subtracted from the Buildable Lands Inventory due to the Open Space Designation.

SUMMARY

Land Subtracted from the Buildable Lands Inventory

Due to Prohibition of Development in the Open Space Designation

	Acres of Open Space	Completely Vacant*	Partially Vacant Land*	Total Land Subtracted
Residential (<12 units per acre)	26.35	0.16	0.56	
Residential (>12 units per acre)	11.13	0.43	0.37	11.93
Industrial	5.98	0	0	5.98
Commercial	0.47	0.66	0	1.13
Total	***43.93***	***1.25***	***0.93***	***46.11***

**Additional Acres Subtracted Due to Insufficient Lot Size after exclusion of Open Space (See Attachment A)*

Attachment A:

Additional Acres Subtracted Due to Insufficient Lot Size After Exclusion of Open Space

Completely Vacant Land

Taxlot	Site Address	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	Subtract 25% for Public Facilities	Net Buildable
Residential (<12 units per acre)							
052W01CC09800	3402 SENECAL CREEK DR	0.60	0.60		0.00	0.00	0.00
052W01CC09400	0 TEN OAKS LN	0.53	0.53		0.00	0.00	0.00
052W01CC09500	0 TEN OAKS LN	0.35	0.35		0.00	0.00	0.00
052W01CC09600		0.45	0.45		0.00	0.00	0.00
052W01CC07100		0.17	0.17		0.00	0.00	0.00
051W18DB09500	0	0.11		0.05	0.06	0.00	0.06
051W07DD05900		0.48	0.06	0.32	0.10	0.00	0.10
		2.69	2.16	0.37	0.16	0.00	0.16
Residential (>12 units per acre)							
051W18AD01900		0.09			0.09	0.00	0.09
051W07DC00300		0.11			0.11	0.00	0.11
051W08CD08201		0.11			0.11	0.00	0.11
051W18AD02200		0.12			0.12	0.00	0.12
		0.43	0.00	0.00	0.43	0.00	0.43
Commercial							
051W07AC04300		0.11		0.11	0.00	0.00	0.00
051W17BA00503	975 N PACIFIC HY	0.09			0.09	0.00	0.09
051W17BC06600		0.09			0.09	0.00	0.09
051W07CA03100	795 N SETTLEMIER AV	0.12			0.12	0.00	0.12
051W07CA03200	700 N SETTLEMIER AV	0.12			0.12	0.00	0.12
051W07CA03300	700 N SETTLEMIER AV	0.12			0.12	0.00	0.12
051W18BA12000	200 OAK ST	0.12			0.12	0.00	0.12
							0.66
						Total	1.25

Partially Vacant Land

With new City Policies prohibiting development in Open Space Designations, the following parcels became too small to develop. In some cases, the Open Space designation completely covers lots which are already developed. An oversight in the original tables created negative numbers when 1/4 acre for the existing home was subtracted from a lot too that was made less than 1/4 acre after subtraction of the Open Space.

Taxlot	Site Address	Gross Acres	Wetland Constraints	Open Space (OS) Designation	Gross minus Wetlands & OS	Subtract 1/4 acre for Existing Structure	Gross minus Subtractions	*Subract for Public Facilities	Net Buildable
Residential (<12 units per acre)									
051W18AC07000	245 MARSHALL ST	0.56	0.055	0.500	0.01	0.00	0.01	0.00	0.01
051W18AC07100	760 E CLEVELAND ST	0.58	0.033	0.510	0.04	0.00	0.04	0.00	0.04
051W18BC04500	595 S SETTLEMIER AV	0.61		0.320	0.29	0.25	0.04	0.00	0.04
051W08CC00500	1161 QUEEN CITY BV	0.92	0.240	0.380	0.30	0.25	0.05	0.00	0.05
051W07DD00700	775 W HARDCASTLE AV	1.26	0.156	0.760	0.34	0.25	0.09	0.00	0.09
051W18AA00700	691 E LINCOLN ST	0.73	0.075	0.310	0.35	0.25	0.10	0.00	0.10
051W18AB10300	422 TOOZE AV	0.58		0.220	0.36	0.25	0.11	0.00	0.11
051W18AA05500	641 GATCH ST	0.96		0.580	0.38	0.25	0.13	0.00	0.13
Totals		***6.20***	***0.56***	***3.58***	***2.06***	***1.50***	***0.56***	***0.00***	***0.56***
Residential (>12 units per acre)									
051W08CD08300	1041 N PACIFIC HY	0.13			0.13	0.00	0.13	0.00	0.13
051W18AC00300	520 YOUNG ST	0.77	0.029	0.500	0.24	0.00	0.24	0.00	0.24
		0.90	***0.03***	***0.50***	***0.37***	***0.00***	***0.37***	***0.00***	***0.37***
								Total	***0.93***

EXHIBIT 4

Creative Solutions ... Superior Service

W&H PACIFIC
8405 S.W. Nimbus Avenue
Beaverton, OR 97008

MEMORANDUM

TO: Keith Liden, McKeever Morris

FROM: Chris Eaton, AICP
Clint Chiavarini

DATE: June 15, 1999

CC: Teresa Engeldinger, City of Woodburn
Bill Adams, TGM Program
Denise Whitney, E.D. Hovee

FILE #: 1229-0301

RE: Clarification of Woodburn Buildable Land Inventory (BLI)

This memo provides further information and clarification on the Woodburn Buildable Lands Inventory (BLI). Specifically, this memo and the attachments respond to Teresa Engeldinger's memo of June 1, 1999, requesting refinements to the BLI.

Buildable Lands Inventory – Purpose and Use

The BLI is a **model** used by the consultant team to calculate the amount of existing lands that are available for future development. The BLI is not meant to be a 100% accurate "inventory" reflecting exactly what's on the ground in Woodburn. The BLI is the tool used by the consultants to provide the base information used to project the **twenty-year** capacity of the Urban Growth Boundary to meet the future residential (and commercial/industrial) land needs (i.e. the requirements of ORS 197.296).

The model is validated by the BLI maps (reviewed and edited by city staff in April, May and June), and data sheets provided in March and revised in May 1999 (reviewed and edited by city staff in June). Because the BLI is a model, and one used to project 20 years into the future, there is a perfectly acceptable level of error of plus or minus five percent. This is the professional standard in any long-range modeling or projection. We would like to point out that the changes from the March "Draft" BLI to the BLI we are transmitting with this memo, represents a shift of 0.5% in total acres of buildable lands. This is certainly an acceptable and predictable level of error. Furthermore, in using the GIS to produce maps of the Marion County Assessor's data, there is always a small level of error, as described in detail below in the discussion of redevelopable lands. We have discussed the problems in accuracy with Assessors data throughout the project as another data limitation beyond the consultant team's control.

Changes made in BLI

Task 4 of the TGM grant specified city staff review and checking of the draft BLI. The complex methodology, and the decisions associated with the methodology in the BLI, required staff input to deal with a series of judgement calls about the model and its assumptions.

The following changes were made to the May 1999 BLI in response to Ms. Engeldinger's June 1, 1999 memo:

1. Definition of Infill added to the BLI methodology memo;
2. Calculation of the number of units added by Infill provided to Denise Whitney for the needed housing analysis;
3. Correction of the typo in methodology memo that refers to a minimum lot size of 5,000 square feet (change to 6,000 square feet; formulas in data tables used 6,000 square feet);
4. Creation of an "Option 1" Table that removes parcels that fall below minimum lot size after OS lands removed; and
5. Further BLI Map corrections of Comprehensive Plan designations for a few tax lots were made with the exception of the open space designations, which are from CAD layer provided by the city. Any omissions in the layers are derived from the city's data and are not in the consultant scope of work to correct.
6. We found a mistake in the public facilities calculation for the High Density (greater than 12 units per acre) units per acre residential calculation. Public facilities were being subtracted from all parcels, even for parcels less than the threshold for facilities subtraction. This has been corrected.

The following summary should clarify the methodology used in conducting the buildable lands inventory for the city of Woodburn. Specifically, the discussion of Redevelopable below addresses the comments from Ms. Engeldinger's June 1, 1999 memo.

In accordance with the Scope of Work, OR 197.296, and the "Planning for Residential Growth" workbook, Woodburn's buildable lands were calculated in four categories, which are described below:

1. Completely Vacant Land;
2. Partially Vacant Land;
3. Infill; and
4. Redevelopable

Completely Vacant: Parcels of all sizes with no structures verified by city staff via windshield survey and aerial photography review.

Partially Vacant: Land which the gross parcel size is greater than half an acre but has an existing structure. One-quarter acre is subtracted from the buildable portion of the parcel to account for the existing structure. In some cases wetlands are also subtracted. At the city staff's request, Open Space designations were also subtracted from the parcels. In some cases the subtraction of the Open Space designated area makes the parcels too small to develop. Since the current city Zoning Code does not specify that OS land is undevelopable, we did not remove parcels that fell below half an acre after OS subtractions, but counted the remaining land as "buildable." We created the "Option 1" table in the BLI to list those tax lots that became unbuildable should the city wish to consider those separately.

Infill: Infill parcels are parcels where the parcel is less than half an acre in size but at least double the minimum lot size. This type of development usually results from Minor Land Partitions. These parcels are selected prior to the subtraction of open space. They are a unit estimate based on overall lot size. A maximum number of units are derived for each lot based on minimum lot size and then a participation rate of 30% applied to the units. The calculations are done in units instead of acres because these are such small numbers, and do not make sense to lump into the total acres. In addition, since there is a "participation rate" applied, it is inconsistent to include these parcels into the BLI. There is an infill "credit" applied to the total number of possible units in the housing need analysis prepared by E.D. Hovee.

Redevelopable: Redevelopable parcels contain a structure with an assessed value of less than 30% of the total value of the property and are less than half an acre in gross parcel size. For the purposes of this study, we are only looking at redevelopment as it relates to increased density. In other words, a new house which replaces an existing house would not be counted, but an existing house that is demolished to build a high density development would be counted. For that reason, there will be almost no redevelopable parcels in the low-density residential zones (<12 units per acre) unless they are larger than twice the minimum lot size. In the few cases where the lots are close to the minimum lot size, the improvement value was less than $1,000, probably indicating an accessory structure, or some other uninhabited structure. Redevelopment of these lots would indeed yield an increase in housing units.

Clint Chiavarini checked the list of redevelopable property which had been compared to county printouts by city staff. Of the 13 properties city staff highlighted, six of the properties were included on the BLI Redevelopable list. Four parcels were on the partially vacant list which superceded redevelopment in the hierarchy to avoid double counting. (Again, with partially vacant land, 0.25 acres is subtracted for the existing structure and the rest is counted as buildable. These properties were subtracted from the redevelopment category because the vacant portion was accounted for, and the redevelopment would be likely to replace the existing structure, and therefore not result in any net increase in unit availability.)

Of the remaining three parcels, one is accounted for on the BLI Infill table. The areas of the other two parcels are very close to the minimum threshold. In one case, the GIS states the area as 11,656 sq. ft, under the 12,000 sq. ft. threshold, although the assessor's database shows the acreage at slightly over 12,000, at 12,415 sq. ft. This margin of error is derived from inaccuracy in both survey measurements and the digitizing of data. The other parcel in question (051W17BB02700) is in the GIS as 12,772 sq. ft and in the assessor's database as 13,068 sq. ft. This was probably an oversight on the part of W&H Pacific although the parcel in question has approximately 60 feet of frontage and a depth of 200 feet, thus making it a difficult parcel to develop, and may have simply been a judgement call on the part of myself to not include it in the tables because it is unlikely to produce additional units. However, it could be included in the inventory. The resulting redevelopable changes would account for a net increase the possibility of one additional unit from the 13 properties identified by city staff.

Conclusion

City staff, the TGM Grant Manager, and the consulting team (as intended in Task 4 of the work scope) have extensively scrutinized the BLI, and the amendments noted above have been made. Considering the number of parcels involved in the BLI, the number of adjustments was very minor. More importantly, the total net acreage calculations have not changed significantly from the first draft submitted in March. Because this is intended as a long range planning tool, the city should proceed with the remainder of the project using the final BLI data, which is attached.

Attachments

Woodburn BLI Methodology Memo
Revised BLI data tables
Revised BLI maps

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W&H PACIFIC
8405 S.W. Nimbus Avenue
Beaverton, OR 97008

MEMORANDUM

TO: Keith Liden, McKeever/Morris

FROM: Chris Eaton, AICP, W&H Pacific, Inc.
Jean D'Agostino, W&H Pacific, Inc.
Clint Chiavarini

CC: Theresa Engeldinger, City of Woodburn
Eric Hovee, E.D. Hovee
Bill Adams, TGM Program

DATE: June 24, 1999

FILE #: 1229-0301

RE: Final Buildable Lands Inventory
GIS and other computer Files

The Zip Disk that is being provided to the City contains Microsoft Word and Excel files with the results of the buildable lands inventory. These documents can be found in the "Tables" directory on the disk and correspond to tables found in previous reports.

The other directory contains AutoCAD maps that were previously provided by the City and used by W&H Pacific during the analysis.

The remaining files are all used by ArcView GIS 3.1 to create the maps and raw data for the analysis. In order for the project to work correctly. All the files should be copied into a directory named c:\woodburn.

The project "woodburn.apr" is the ArcView project for the inventory.

The contents of that project are described on the following pages.

View: Vacant Land – Old
An original view. It can be **deleted.**

View: Zoning
An original view of the current zoning as provided in the "XZNP" files of the "Wdbrnrds.shp" file

View: Zoning 11x17
A duplicate of the above view with a slightly different color pallette for a different printer.

Layouts

Layout: All zone vacant
Buildable Lands layouts for E-sized plot

Layout: All zone vacant – 11x17
Buildable Lands layouts for 11x17 plot

Layout: Comp Zones Layout
Comp Zones Layout for E-sized plot

Layout: Comp Zones Layout – 11x17
Comp Zones Layout for 11x17 plot

Layout: Limits Layout
Layout for City Limits and UGB

Layout: Res Vacant
This Layout can be **deleted**

Layout: template 11x17
11x17 layout for base map.

Layout: template E-sized
E-sized layout for base map.

Layout: Zone Layout
E-sized layout for Zoning

Layout: Zones Layout 11x17
11x17 layout for Zoning

APPENDIX B
Technical Memorandum No. 2

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Creative Solutions ... Superior Service

W&H PACIFIC
8405 S.W. Nimbus Avenue
Beaverton, OR 97008

MEMORANDUM

TO: Keith Liden, McKeever/Morris

FROM: Chris Eaton, AICP, W&H Pacific, Inc.
Jean D'Agostino, W&H Pacific, Inc.
Clint Chiavarini

CC: Theresa Engeldinger, City of Woodburn
Eric Hovee, E.D. Hovee
Bill Adams, TGM Program

DATE: June 25, 1999

FILE #: 1229-0301

RE: Technical Memorandum Number 2
Final Summary of the Woodburn Buildable Lands Inventory
Task 4.a. and 4.d

This memorandum and its attachments contain the results of the Buildable Lands Inventory for the City of Woodburn. This inventory of lands by comprehensive plan designation was conducted in accordance with ORS 197.296 (House Bill 2709) and the *"Planning For Residential Growth: A Workbook for Oregon's Urban Areas."* The methodology is detailed in our Technical Memorandum Number 1, which has been revised and refined, and is attached as Exhibit 1. The City reviewed and verified vacant and partially vacant lands by comparing draft maps to aerial photographs. This revised memorandum and the attached Exhibits were revised after further City staff review of the Draft Buildable Lands Map (March 3, 1999 and May 5, 1999).

Existing Land Uses

There are 3,222 acres within the City limits of Woodburn, and 4,042 within the Urban Growth Boundary (UGB). The City's Comprehensive Plan contains six different land use designations:

- Low Density Residential (less than 12 units per acre)
- High Density Residential (12 units per acre and greater)
- Commercial
- Industrial
- Public
- Open Space/Parks

The existing Comprehensive Plan designations are illustrated in Maps included in the CAC packet from December 1998 (updated May 1999). The proportionate share of each designation by acre is illustrated in Figure 1 and Table 1 below.

Figure 1

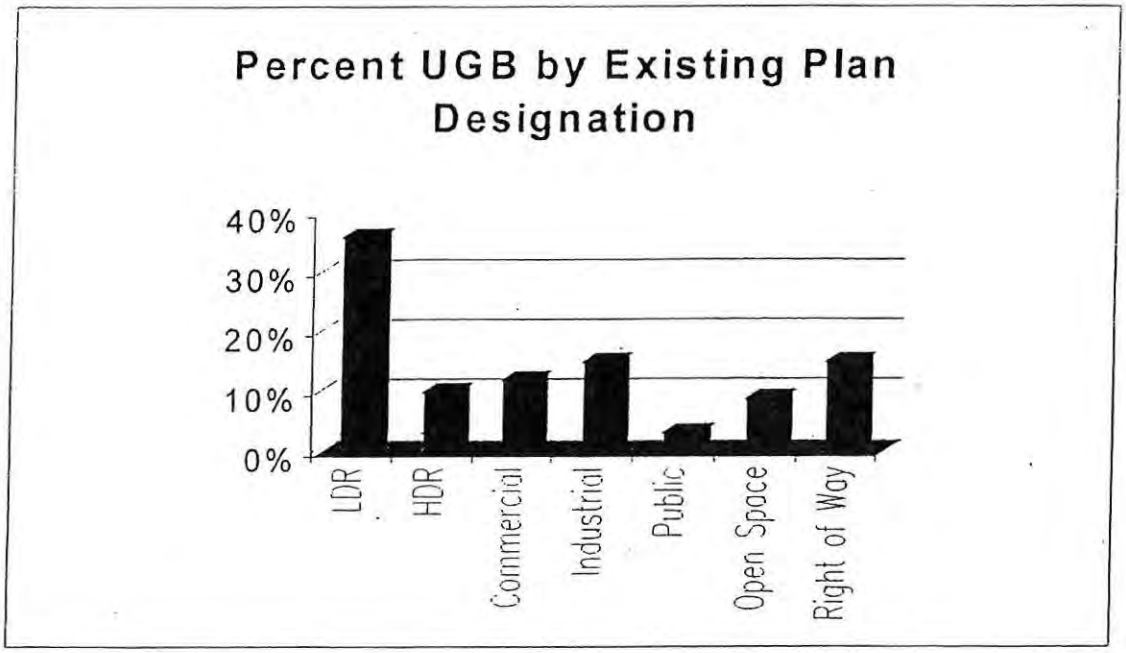


Table 1 Acres in the UGB by Existing Comprehensive Plan Designation

Comprehensive Plan Designation	Acres	Percent Total
Low Density Residential	1458	36%
High Density Residential	392	10%
Commercial	500	12%
Industrial	591	15%
Public	128	3%
Open Space	346	9%
Right of Way	627	15%
TOTAL	**4042**	**100%**

Summary of Buildable Lands Inventory

Out of the 4,042 acres in the UGB, a total of 910, (23 percent) are "Buildable" according to the Buildable Lands Inventory (BLI). The BLI uses a Geographic Information System (GIS) and Marion County Tax Assessor data to identify vacant lands and other lands that can be considered as developable. The BLI is a database that starts with gross vacant lands and subtracts land that is environmentally constrained, and

subtracts land needed for future public facilities such as road right-of-way. The BLI also considers tax lots that are greater than one-half acre and have a structure since those tax lots may be partitioned or subdivided further -- these are called "partially vacant". Finally, the BLI adds lands that are likely to redevelop due to a structure whose value is very low compared to the value of the land.

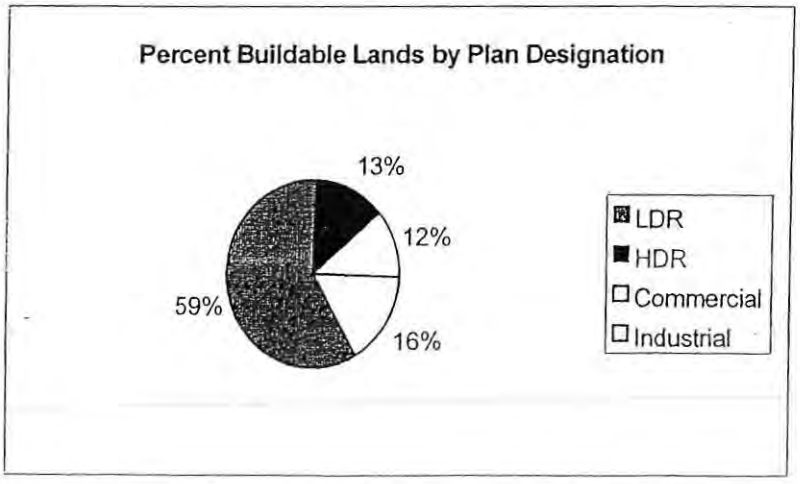
The Buildable Lands Inventory Map is attached as Exhibit 2. As the BLI Map illustrates, there are several large vacant or partially parcels outside the City limits within the UGB. These parcels are mostly low density residential, with some vacant commercial along Interstate 5 and in the northeast corner of the UGB. Vacant and partially vacant industrial lots are located along Woodburn-Hubbard Road (Front Street). The BLI Map also shows parcels with low improvement to land ratios, most of these lots are located in downtown Woodburn or between Front Street and Highway 99E. Finally, the BLI identified 106 residential parcels as having "infill potential". This means that they could be further partitioned and additional units constructed. The housing needs analysis and base case scenario considers the infill lots and the potential units in the analysis of future partitioning based on the City's partition history.

There are 910 net buildable acres within the Woodburn UGB. The breakdown by acre of net buildable acres is listed in Table 1 with illustration in Figure 2 below:

Table 2 Acres of Buildable Lands by Comprehensive Plan Designation

Comprehensive Plan Designation	Acres	Percent
Low Density Residential (< 12 units/acre)	535	59%
High Density Residential (≥ 12 units/acre)	121	13%
Industrial	108	12%
Commercial	146	16%
TOTAL	**910**	**100%**

Figure 2



Buildable Lands Inventory Details

As noted above and detailed in Exhibit 1, the net buildable land acreage figure is obtained by starting with gross acres and removing acres for environmentally constrained lands, existing residential structures, and future public facilities. Then land is added to account for areas that are likely to redevelop. It is

important to understand that the BLI is a model of what might happen – it is not meant to predict precisely what will occur. This type of analysis is an acknowledged method to determine the amount of land available for development over a planning period (20 years) and specifically examine the need (or lack of need) for local governments to expand their UGB. The actual BLI tables of parcel-level data are attached as Exhibit 3. The following steps illustrate Woodburn's BLI for each comprehensive plan designation:

Step 1: Determine Gross Vacant Lands for each designation	
Low Density Residential (LDR)	769
High Density Residential (HDR)	192
Industrial	172
Commercial	180
Subtotal Vacant Acres	*1,313*

Step 2: Subtract environmentally constrained lands	
Low Density Residential (LDR)	18
High Density Residential (HDR)	16
Industrial	15
Commercial	1
Subtotal land removed for environmental constraints	*50*

Step 3: Subtract Open Space Designated lands	
Low Density Residential (LDR)	26
High Density Residential (HDR)	11
Industrial	6
Commercial	0.5
Subtotal land removed for environmental constraints	*44*

Step 4: Subtract land for existing structures (residential only)	
Low Density Residential (LDR)	39
High Density Residential (HDR)	5
Industrial	0
Commercial	0
Subtotal of land removed for existing residential uses	*44*

Step 4: Subtract land for future public facilities	
Low Density Residential (LDR)	151
High Density Residential (HDR)	38
Industrial	36
Commercial	38
Subtotal of land removed for future public facilities	*263*

Step 5: Add land that is developed but is likely to redevelop	
Low Density Residential (LDR)	8
High Density Residential (HDR)	3
Industrial	1
Commercial	13
Subtotal of land added for redevelopment	*25*

TOTALS	
Low Density Residential (LDR)	535
High Density Residential (HDR)	121
Industrial	108
Commercial	146
Total net buildable acres	*910*

Exhibits

Exhibit 1. Final Buildable Lands Inventory Methodology

Exhibit 2. Buildable Lands Inventory Map (11 x 17 Color)

Exhibit 3. Buildable Lands Inventory Data Tables

Woodburn Buildable Lands Summary
Completely Vacant Land
Partially Vacant Land
Partially Vacant Land Supplement -- Commercial/Industrial
Redevelopable Land
Infill Potential
Option 1 – Open Space alternative

Exhibit 4 Clarification of Woodburn Buildable Lands Inventory (BLI)

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APPENDIX C
Demographic, Economic, and Recent Development Trends Memorandum

E. D. Hovee & Company

Economic and Development Services

MEMORANDUM

To:	Keith Liden, McKeever Morris Inc.
From:	Denise Whitney & Eric Hovee
Subject:	Demographic, Economic, and Recent Development Trends Memorandum Tasks 3.c, 4.b, 4.d.2, and 4.d.3
Date:	June 28, 1999

Introduction

This *Demographic, Economic, and Recent Development Trends* technical memorandum combines the work elements of Tasks 3.c, 4.b, 4.d.2, and 4.d.3 of the Woodburn Buildable Lands and Urbanization Project. The purpose of these tasks is to provide a profile of the demographic and economic context and recent development trends (based on permit data) of the City of Woodburn. This information will be used as a basis for subsequent tasks.

Qualifications & Limitations

The profile has been prepared for the City of Woodburn and the Oregon Department of Transportation's Transportation Growth Management (TGM) program by the economic and development consulting firm E.D. Hovee & Company as subconsultant to McKeever Morris Inc.

Observations and findings are those of E.D. Hovee & Company and should not be construed as representing the opinion of any other party without that party's express endorsement, whether in whole or in part.

Organization

The remainder of this memorandum is organized to cover the following topics:

- Demographic & Economic Trends
- Recent Development Trends

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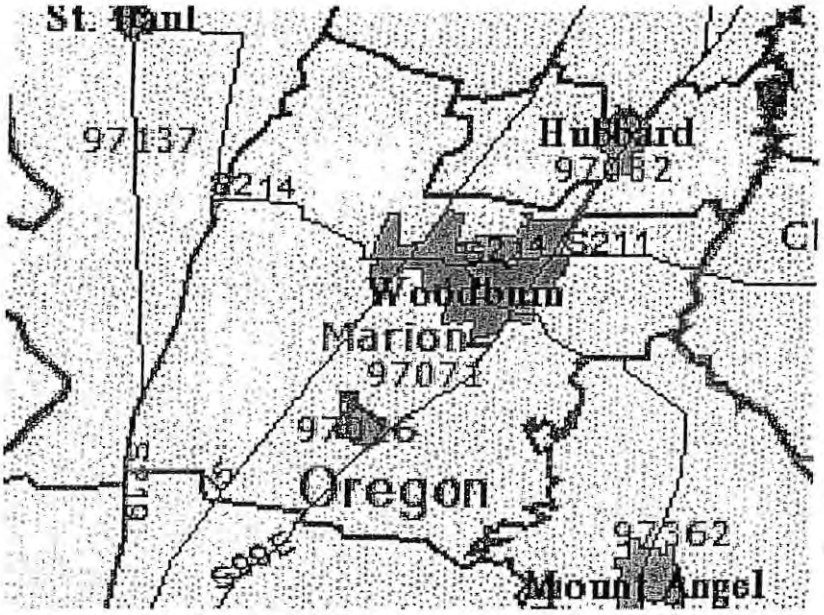
Demographic & Economic Trends

A review of demographic and economic trends and projections is useful to understand the community context within which future housing and employment needs can be assessed. Trends considered by this memorandum include population, household size, race and ethnic origin, age, employment, and income.

In some instances, the Woodburn zip code (97071) area is referred to as recent demographic and economic estimates are available for this geographic area while they are not for the City of Woodburn. The map below illustrates the relationship between the Woodburn city limits and the zip code area as of 1990. As you can see, the zip code extends toward Hubbard and surrounds Gervais (which has its own zip code and is excluded from the Woodburn zip code area).

Figure 1. Woodburn Zip Code Map



Source: American Factfinder.

Population

As of 1998, the Center for Population Research and Census at Portland State University estimates the population of the City of Woodburn at nearly 16,600, accounting for over 6% of the Marion County population. Woodburn's population is forecast to reach 26,290 residents as of the year 2020, increasing to 7% of Marion County's expected population.

Figure 1. Population Trends (1970-2020)

Area	1970	1980	1990	1998	2020
Woodburn	7,495	11,196	13,404	16,585	26,290
Marion County	151,309	204,692	228,483	271,900	378,208
Oregon	2,091,533	2,633,156	2,842,321	3,267,550	4,326,000

Source: U.S. Census Bureau, Portland State University Center for Population Research and Census, Oregon Office of Economic Analysis.

From 1990 to 1998, population within the incorporated city limits increased by nearly 24% or an average annual compound growth rate of 2.7%. This is a significantly higher growth rate than the previous decade (1980-1990) at 1.8%, but not as high as average annual growth occurring in the 1970s (at 4.1%).

Between 1990 and 1998, the countywide population increased by over 43,400 residents (a 19% increase or an average annual compound growth rate of 2.2%). Like Woodburn, the highest level of recent growth in Marion County occurred in the 1970s (at an average annual rate of 3.1%), followed by a more moderate pace of growth (1.1%) in the 1980s.

Figure 2. Average Annual Compound Population Growth Rates

Area	1970-1980	1980-1990	1990-1998	1998-2020
Woodburn	4.1%	1.8%	2.7%	2.1%
Marion County	3.1%	1.1%	2.2%	1.5%
Oregon	2.3%	0.8%	1.8%	1.3%

Source: U.S. Census Bureau, Portland State University Center for Population Research and Census, Oregon Office of Economic Analysis, E.D. Hovee & Company.

Marion County population growth rates have been consistently higher than the state average since 1970 and growth rates for Woodburn have tended to be higher than growth rates either county- or state-wide. Consistent with these historic trends, the forecast average annual growth rates for Woodburn and Marion County over the 22-year period from 1998 to 2020 are expected to be 2.1% and 1.5% respectively compared to the statewide rate of 1.3%.

Household Size

Household size trends along with other characteristics such as income and age of householder are especially significant for addressing the short and long-term housing needs of a community. These characteristics are the major determinants in housing type choices.

National and regional trends have generally involved decreasing average household sizes. Some national exceptions to this trend occurred in the late 1950s and early 1960s and again in the 1990s when average household size increased temporarily.

The average household size of Marion County residents has been consistently smaller than the national average, and until 1990, the average household size in the City of Woodburn was lower than that of Marion County. However, beginning in 1990, the average household size in Woodburn has been on the rise, increasing from 2.51 persons in 1980 to 2.83 in 1994.

Figure 3. Average Household Size (1970-1994)

Area	1970	1980	1990	1994
Woodburn	2.63	2.51	2.70	2.83
Marion County	2.97	2.63	2.60	N/A
National	3.14	2.76	2.63	2.67

Source: U.S. Census Bureau and Portland State University, Center for Population Research and Census *Woodburn Population Enumeration.*

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This counter-trend may be attributable, in part, to an increasing proportion of Hispanic residents. The average size of Hispanic households in Woodburn typically has been larger than the City's overall average household size. The average household size for Woodburn residents of Hispanic origin in 1980 was 4.28 people, increasing to 4.70 people in 1990.

Race & Ethnic Origin

The proportion of Hispanic residents in Woodburn as of 1990 was significantly higher (at nearly 32%) than either the county or statewide averages (at 7.6% and 3.9% respectively). Woodburn in 1990 was also more racially diverse as a whole (in terms of the proportion of non-white residents), but had its primary minority representation in the "other race" category.

Figure 4. Race & Ethnic Origin (1990)

Race	Woodburn	Marion County	Oregon
White	79.4%	91.5%	92.8%
African American	0.5%	0.9%	1.6%
American Indian, Eskimo, or Aleut	0.4%	1.5%	1.5%
Asian or Pacific Islander	0.1%	1.8%	2.4%
Other Race	19.6%	4.3%	1.7%
Total	100.0%	100.0%	100.0%
Hispanic Origin*	31.5%	7.6%	3.9%

*Note: Persons of Hispanic origin may be of any race.
Source: U.S. Census Bureau.

CACI Inc., a national statistical estimating/forecasting company, provides an annual estimate of race and ethnic origin distributions for zip code areas. The Woodburn zip code (97071) area encompasses more than the city alone and was somewhat less racially diverse than the city in 1990. This data source indicates that the proportion of Hispanic and *other race* residents in the zip code increased significantly between 1990 and 1998.

Figure 5. Woodburn Zip Code Race & Ethnic Origin (1990-1998)

Race	1990	1998
White	83.3%	77.7%
African American	0.4%	0.4%
Asian or Pacific Islander	0.5%	0.6%
Other Race	15.8%	21.3%
Total	100.0%	100.0%
Hispanic	25.5%	35.2%

Note: Data is for the 97071 zip code.
Source: CACI, Inc.

This data clearly suggests that the proportion of Hispanic residents in Woodburn has likely increased significantly in recent years since the last decennial census. It is noted that Woodburn School District enrollment statistics indicate Hispanic students accounted for nearly 61% of total enrollment as of fall 1998 — a proportion greater than that of the general population.

Age of Population

As of 1990, the City of Woodburn had a higher proportion of children, adolescents and seniors than was typical for Marion County and Oregon as a whole. County and statewide there was a much higher proportion of residents ages 25-64. This reflects both the trend of larger than average size Hispanic families and senior-focused housing subdivisions in the City of Woodburn.

Figure 6. Age Distribution (1990)

Age Group	Woodburn	Marion County	Oregon
0-17	27.1%	26.4%	25.5%
18-24	9.3%	9.5%	9.2%
25-44	23.0%	31.7%	32.8%
45-64	13.6%	18.0%	18.7%
65+	27.0%	14.4%	13.8%
Total	100.0%	100.0%	100.0%

Source: U.S. Census Bureau.

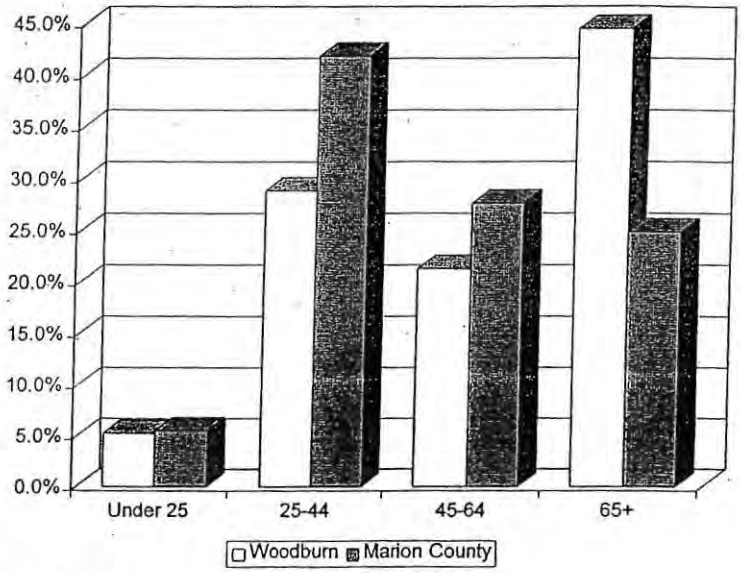
The 1994 *Woodburn Population Enumeration* conducted by the Portland State University Center for Population Research and Census indicates that since 1990 growth in younger populations has resulted in higher representation of all groups except those 65 and over.

Age of Householder

Householders are the persons in the household who make the decision about where to live. This information is useful in determining both current and future housing needs.

In 1990, Woodburn had a much higher proportion of householders 65 and over and lower proportions of householders age 25 to 64 than the rest of Marion County. However, as mentioned previously, growth in younger populations (since 1990) has resulted in higher age distribution representation of all age groups except those 65 and over. This suggests an emerging need for housing targeted to younger families/households.

Figure 7. Age of Householder Distribution (1990)



Source: U.S. Census Bureau.

Employment by Place of Residence

As of the 1990 census, Woodburn residents were most likely to be employed in the services, manufacturing, or wholesale/retail trade sectors. Combined these sectors accounted for nearly 73% of the employed population. These were also the top three employment sectors for residents throughout Marion County. However, Woodburn residents were more likely to be employed in manufacturing (25%) than average for the employed population of Marion County (14%), as was true for employment in agriculture (12% in Woodburn compared to 6% countywide).

Figure 8. Employment by Place of Residence (1990)

Industry Sector	Woodburn	Marion County
Agriculture, Forestry, and Fishing	12.0%	6.4%
Mining & Construction	4.6%	6.1%
Manufacturing	24.9%	13.8%
TCPU	3.2%	4.7%
Wholesale & Retail Trade	22.2%	21.0%
FIRE	3.7%	6.1%
Services	25.6%	32.1%
Public Administration	3.7%	9.8%
Total	100.0%	100.0%

Source: U.S. Census Bureau.

Employment by Place of Work

Information on employment *by place of work* is provided through records of employees covered by unemployment insurance.

As of 1997, Marion County had over 7,645 firms with a total of nearly 123,000 employees. Government was the largest employment sector for the county providing approximately 30,400 jobs, followed by the services sector at nearly 27,000, retail trade with 21,400 jobs, and manufacturing at almost 15,300 jobs.

Figure 9. Marion County Employment Trends (1990-1997)

	1997			Change 1990-1997		
Industry Sector	Firms	Jobs	Avg. Wage per Job	Firms	Jobs	Inflation Adjusted Avg. Wage per Job
Agriculture, Forestry, Fishing	481	8,738	$14,745	87	1,993	-$272
Mining	10	231	$44,508	5	171	$7,799
Construction	1,142	6,796	$31,939	483	2,629	$2,054
Manufacturing	450	15,287	$28,098	32	1,989	-$345
Food Products	55	4,628	$22,559	6	717	-$558
Lumber & Wood Products	93	3,657	$30,627	-12	438	-$1,660
Printing & Publishing	66	959	$27,247	1	-189	-$67
Fabricated Metal Products	46	1,592	$30,385	5	373	-$216
Industrial Machinery & Equip.	52	690	$28,203	14	125	-$2,963
Other Manufacturing*	138	3,761	$31,686	18	525	-$7,149
TCU	249	3,230	$29,980	37	598	-$1,468
Wholesale Trade	439	3,653	$30,055	48	-149	-$2,345
Retail Trade	1,338	21,377	$15,908	122	3,634	$756
FIRE	685	5,347	$29,389	168	559	$909
Services	2,560	26,983	$22,114	543	7,039	$149
Government	224	30,728	$31,652	-20	2,891	$420
Nonclassifiable	67	138	$22,374	42	85	$6,260
Total	7,645	122,508	$24,994	1,547	21,439	$4

Note: TCU stands for transportation, communications and utilities. FIRE stands for finance, insurance, and real estate.

Source: Oregon Employment Division. Information is provided for employees covered by unemployment insurance.

Over the 1990-1997 period the largest job increases were in the services sector, which added over 7,000 positions. Retail trade added 3,600 jobs, followed by government (+ 2,900 jobs) and construction (+2,600). Wholesale trade and printing & publishing manufacturing saw the only contraction in the number of local jobs with net losses in this seven-year period of close to 150 and 190 positions respectively.

Services has led in the number of new firms added to the Marion County economy (+543) during the 1990s, followed closely by construction (+ 483 new firms). Retail trade and finance, insurance and real estate (FIRE) each added over a hundred new enterprises. Only two sectors showed a net loss of businesses, lumber and wood products manufacturing (at –12) and government (-20).

As of 1997, the average annual wage per job countywide was almost $25,000. The highest average wages were found in mining ($44,510), followed by construction ($31,940), other manufacturing ($31,690), and government ($31,650).

Average wage per job (for all employment in inflation-adjusted dollars) increased marginally by $4 from 1990 to 1997. Major losses in inflation-adjusted earnings occurred in "other" manufacturing (-$7,150), industrial machinery and equipment manufacturing (-$2,960), wholesale trade (-$2,350) and lumber and wood products manufacturing (-$1,660). The largest reported increase occurred in mining (+$7,800), followed by nonclassifiable jobs (+$6,260) and construction (+$2.050).

As of 1997, the Woodburn zip code area had nearly 530 firms with a total of over 7,830 employees. Manufacturing was the largest employment sector providing approximately 2,075 jobs, followed by retail trade at over 1,790 jobs, the services sector at nearly 1,430, and agriculture at 1,380 jobs

Figure 10. Woodburn Zip Code Employment (1997)

Industry Sector	Firms	Jobs	Avg. Wage
Agriculture, Forestry	60	1,380	$14,629
Mining	0	0	--
Construction	88	351	$28,029
Manufacturing	35	2,075	$24,633
Food & Kindred Products	5	901	$22,322
Lumber & Wood Products	9	858	$24,708
Other Manufacturing	21	316	$31,019
TCU	20	256	$28,413
Wholesale Trade	24	120	$24,387
Retail Trade	117	1,791	$15,966
FIRE	36	192	$18,252
Services	137	1,428	$19,476
Government	2	235	$19,821
Nonclassifiable	9	6	$11,799
Total	528	7,834	$19,911

Note: TCU stands for transportation, communications and utilities. FIRE stands for finance, insurance, and real estate.

Source: Oregon Employment Division. Information is provided for employees covered by unemployment insurance.

The average annual wage per job for the Woodburn zip code was over $19,900. The highest average wages were found other manufacturing ($31,020), followed by transportation, communications and utilities (TCU) ($28,410), and construction ($28,030).

Major Employers

The top ten employers in the City of Woodburn include a variety of public and private organizations. Agripac, which processes fruits and vegetables, employs up to 1,430 people in peak season and 430 in off-peak months. Woodburn School District has 380 employees.

Figure 11. Top 10 Employers in Woodburn

Firm	Product/Service	Employment
Agripac	Food Processing	430/1,430 peak
WareMart/Winco Foods	Distribution Center	507
Woodburn School District	School District	380
Conroy Packing Company	Food Processing	275
Fleetwood Homes	Manufactured Homes	230
Wal-Mart	Discount Retail	176
Silvercrest Industries Inc.	Manufactured Homes	161
Wholesale Hardware Inc.	Wholesale Hardware Distribution	120
City of Woodburn	Government	98
K-Mart	Discount Retail	80

Source: Salem Economic Development Corporation (SEDCOR), E.D. Hovee & Company employer contacts, and City of Woodburn.

The 916,000 square foot WareMart/Winco Foods distribution center currently employs over 500 persons and services 32 stores throughout the region. New stores continue to be opened with replacement stores for Eugene, Oregon and Napa, Idaho due to come on line in the next two months. Employment opportunities at the Woodburn center are slated to continue to increase in support of other new store additions until facility capacity (590 jobs in nearly 1 million square feet) is reached sometime in 2004.

Agripac Inc. recently filled Chapter 11 bankruptcy. However, the two plants in Woodburn have reportedly been purchased and impacts on employment are expected to be minimal. It should be noted that the J.M. Smucker Company, producer of berry jams and purees has a peak season employment level of 550, but did not make the top ten list because off-peak employment drops to 60 persons.

The Woodburn Company Stores outlet mall is under construction with completion expected in July 1999. This retail facility is expected to employ 700 to 750 persons upon build-out of the nearly 245,000 square feet of retail space.

Jobs to Households Balance

One way to evaluate employment opportunities in a community is to determine the average number of jobs available in the area for each household. As of 1990, there were approximately 3,924 jobs (average annual covered employment) for the 6,011 households within the Woodburn zip code – or 0.65 jobs per household. By comparison, there were 1.19 jobs per household statewide.

However, there were more Woodburn zip code residents employed than there were local jobs. Approximately 1.06 persons per household were working. This suggests that, on average ,up to 2,474 zip code residents may have been employed outside the area.

Employment within the Woodburn zip code nearly doubled between 1990 and 1997/98. The area population grew more slowly. As a result, the jobs to household ratio increased significantly (from 0.65 to 1.01 jobs per household). Statewide, the number of jobs per household is roughly the same in 1997/98 as it was in 1990.

Woodburn Zip Code (97071) Jobs/Household Balance

Item	1990	1997/98
Average Employment	3,924	7,834
Peak Employment	5,009	9,794
Employment Low	3,023	6,710
Households	6,011	7,743
Jobs/Households Ratio	0.65	1.01
Employed Residents per Household*	1.06	N/A

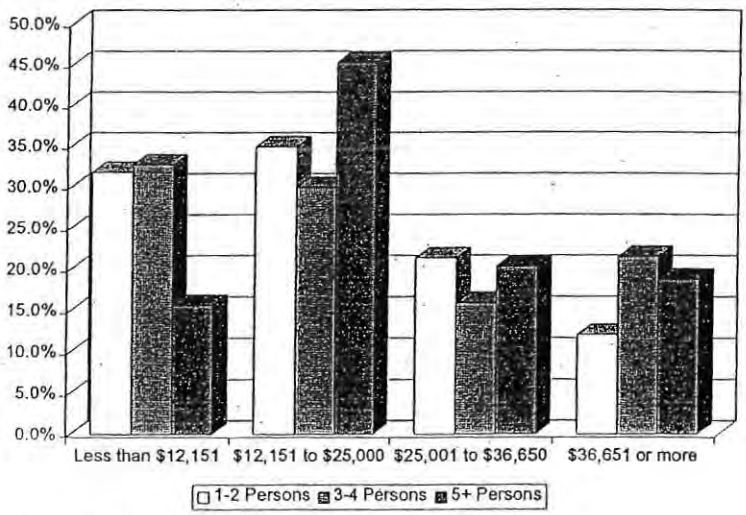
*Note: This is from U.S. Census Bureau data only and reflects the number of zip code residents who are employed anywhere.

Source: 1990: U.S. Census Bureau and Oregon Employment Department, 1997/98: CACI Inc. and Oregon Employment Department.

Income

There are several ways to discuss income. The results of the 1994 *Woodburn Population Enumeration,* which provides data on 1993 family incomes by family size, are described in this section. Household income trends will also be addressed in the *Housing Needs Analysis* memorandum.

Figure 12. Woodburn Family Income by Size of Family (1993)



Source: City of Woodburn.

As of 1993, both the smallest (1-2 person) and the largest (5+ person) Woodburn families were most likely to be in the $12,151 to $25,000 income category (second lowest). One to two person families were predominant in the $25,001 to $36,651 income category. Three to four person families were most likely to be in the lowest income group of $12,151 and under and in the highest income group of $36,651 and over.

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In effect, this chart reveals an important counter trend in the Woodburn market. Typically, larger families tend to have somewhat higher incomes than families with fewer members. However, in Woodburn the overall pattern is less clear. The largest families tend to be most prevalent in a low to moderate income category.

Recent Development Trends

Development trends addressed in this section cover housing, commercial and industrial space, as well as school district facilities added in the City of Woodburn over the 10-year period from 1988 through 1997.

Housing Development

Specific housing development characteristics addressed include unit type and mix, net density by housing type, estimated net acres developed and net acreage by comprehensive plan designation. This trend information is based on data provided by the City of Woodburn. The sometimes-incomplete building permit records required making assumptions in some cases to complete the calculations.

Between 1988 and 1998, approximately 1,280 new housing units were permitted within the City of Woodburn. The majority (394) were traditional single family units, followed by manufactured/mobile homes on lots (308), and multi-family units in buildings with seven or more units (286).

Single family housing was developed at an average density of 5.46 units per net acre, slightly more dense than manufactured/mobile units on lots (at 4.28) but less dense than manufactured/mobile units in parks (at 7.75). In terms of attached housing, multi-family structures of seven or more units provide the densest housing at an average of 23.61 units per net acre, followed by duplexes at 15.30 units and 3-6 unit buildings at nearly 7 units per net acre. The actual density of all 3-6 unit buildings may be different. Limited site size data was provided on these buildings.

Figure 13. Woodburn Housing Building Permits (1988-1997)

Unit Type	Units	Avg. Units/ Net Acre	Estimated Net Acres
Single Family	394	5.46	72.2
Manufactured/Mobile Home	308	4.28	72.0
Manufactured/Mobile Home Park	179	7.75	23.1
Duplex	22	15.30	1.4
Multiplex (3-6)*	91	6.98	13.0
Multifamily (7+ units)	286	23.61	12.1
Total	1,280	6.79	193.8

Note: *Very few records for developments of this size include site size data. The sample size for net density is 15 of the 65 units.

Source: City of Woodburn and E.D. Hovee & Company.

Approximately 194 net acres were absorbed by permitted housing development (based on average net densities). Breaking-out net acreage into Comprehensive Plan zones the majority of housing was permitted on single family residential land (146.0 acres) with the remaining allocated to multi-family residential land (47.8 acres).

Figure 14. Estimated Acreage by Plan Designation

Comprehensive Plan Designation	Estimated Net Acres
Single Family Residential (RS)	146.0
Multi-Family Residential (RM)	47.8
All Zones	193.8

Source: City of Woodburn and E.D. Hovee & Company.

In effect, 75% of residential development has occurred within areas designated for low density residential use in the Comprehensive Plan.

Commercial and Industrial Development

Limitations of the data available do not allow determination of land absorption. Buildings may be added to the same piece of ground on different years, and no indication is provided of land build-out. In addition, not all permits list site sizes. A more reliable indicator of commercial and industrial development is the square feet of building space permitted.

Figure 15. Gross Commercial and Industrial Development Permitted

	Comp. Plan Designation	
Permit Type (SF)	Commercial	Industrial
Commercial	642,000	2,218,800
Industrial	None	683,900
Total	642,000	2,902,700

Note: Eight records provided had no information regarding building size.

Source: City of Woodburn and E.D. Hovee & Company.

Between 1988 and 1997, over 2.9 million square feet of documented industrial space has been constructed. Approximately 642,000 square feet of commercial space was constructed over the same 10-year period.

School Building Development

In 1997, the district opened two new schools: Heritage Elementary and Valor Middle School. Between 1988 and 1998, over 236,000 square feet of school facility building space was permitted. Most was a 140,000 building developed on single family residential land. The remainder (96,000) was developed on public land.

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Figure 16. Woodburn School District Facility Development Permitted

Comp Plan Designation	Building Space (SF)
Single Family Residential	140,000
Public	96,364
Total	236,364

Note: Four of 14 records provided had no information regarding building size.

Source: City of Woodburn and E.D. Hovee & Company.

Development Trend Summary

The following figure summarizes housing, commercial, industrial space, and school district facilities permitted in the City of Woodburn over the 10-year period from 1988 through 1997.

Figure 17. Woodburn Development Permitted (1989-1997)

Development Type	Units/SF	Acres*
Housing	1,280	193.8
Commercial Space	642,000	N/A
Industrial Space	2,902,700	N/A
School District Facility Space	236,364	N/A

Note: Incomplete building permit records required making assumptions in some cases to complete the calculations. Acreage absorbed for residential development is estimated based on net residential densities.

Source: City of Woodburn and E.D. Hovee & Company.

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APPENDIX D
Housing Needs Analysis Memorandum

Table 4
Alternatives Comparison - Revised 5/25/99

Measures	Estimated Land Need Reduction (acres)		
	Alt. 1	Alt. 2	Alt. 3
Primary Measures			
1. Increase density/minimum density for low density residential (<12 d.u./ac.)	151.3	NA	151.3
2. Increase density/minimum density for high density residential (>12 d.u./ac.)	15.9	NA	15.9
3. Land use amendments from RS to RM	NA	0 *68.3**	0 *104.4**
4. Land use amendments from RS to RM/PUD Mixed Use	NA	0 *237.1**	0 *361.6**
5. Land use amendments from CG/RM/RS to IH or IP	NA	0	0
6. Reduced parking minimums and new maximum standards	51.6	51.6	51.6
Secondary Measures			
1. Adopt Smart Development design standards	0	0	0
2. Adopt Smart Development design guidelines	0	0	0
3. New neighborhood commercial district and/or mixed commercial in PUDs	0	0	0
4. Accessory dwelling units in residential zones	2.0	2.7	2.0
5. Land use amendments from RM to RM/PUD Mixed Use	0	0	0
6. Financial incentives	0	0	0
7. Assemble and dedicate land	0	0	0
8. Focused public infrastructure investment	0	0	0
9. Amended annexation policy	0	0	0
Total	220.8	54.3	220.8
Base Case Land Deficit	(333.4)	(333.4)	(333.4)
Total Land Surplus or (Deficit)	(112.6)	(279.1)	(112.6)
Jobs/Housing Balance Land Surplus	212.0	212.0	212.0
Total Land Surplus	99.4	(67.1)	99.4

* Because there is a surplus of single and multi-family residential land, changing from RS to RM does not have any effect on the surplus or deficit because this existing surplus is not forecast for development during the planning period (1999-2020). Land savings noted in *italic* would occur after 2020.

E. D. Hovee
& Company

Economic and Development Services

MEMORANDUM

To:	Keith Liden, McKeever Morris Inc.
From:	Denise Whitney & Eric Hovee
Subject:	Housing Needs Analysis Memorandum Task 5.a
Date:	June 28, 1999

Introduction

This *Housing Needs Analysis* technical memorandum comprises the work elements of Task 5.a of the Woodburn Buildable Lands and Urbanization Project. The purpose of this task is to determine housing needs for the City of Woodburn through the year 2020 pursuant to Oregon House Bill 2709.

Qualifications & Limitations

The analysis has been prepared for the City of Woodburn and the Oregon Department of Transportation's Transportation Growth Management (TGM) program by the economic and development consulting firm E.D. Hovee & Company as subconsultant to McKeever Morris Inc.

Observations and findings are those of E.D. Hovee & Company and should not be construed as representing the opinion of any other party without that party's express endorsement, whether in whole or in part.

Organization of Memorandum

The remainder of this memorandum is organized to cover the following topics:

- Population, Households and Other Demographic Trends
- Housing Unit Need Projection
- Key Economic and Housing Trends
- Housing Types and Affordability
- Housing Need Projection by Structure Type
- Net Density and Acreage for Needed Housing

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Population, Household Size and Other Demographic Trends

Population growth, household size, and age of householder are important housing demand factors. Trends for these factors are discussed in this section.

Population

Over 9,700 new residents are expected in Woodburn between 1998 and 2020. This is equal to an average of approximately 440 new residents per year or an average annual compound growth rate of 2.12%.

Figure 1. Population Trends in Woodburn (1970-2020)

Item	1970	1980	1990	1998	2020
Population	7,495	11,196	13,404	16,585	26,290
Average Annual Growth		370	221	398	441
Average Annual Compound Growth Rate		4.09%	1.82%	2.70%	2.12%

Source: U.S. Census Bureau, Portland State University Center for Population Research and Census, Oregon Office of Economic Analysis.

Populations in group quarters do not represent potential demand for individual housing units. The proportion of Woodburn's population living in group quarters increased from 1.21% in 1970 to 3.65% in 1990. The growing number of seniors in combined and assisted living centers is primarily responsible for this increase.

Figure 2. Woodburn Population in Group Quarters (1970-1990)

Item	1970	1980	1990
Population in Group Quarters	91	163	489
As % of Total Population	1.21%	1.46%	3.65%

Source: U.S. Census Bureau.

Household Size

Beginning after 1980, the average household size of Woodburn residents started to increase. This trend runs counter to regional and national trends of decreasing average household size.

Woodburn's increased average household size may be attributable, in part, to an increasing proportion of Hispanic residents. The local Hispanic population increased from 12% to 32% of the total population between 1970 and 1990. Recent estimates for the larger Woodburn zip code area suggest this trend has continued.

Figure 3. Woodburn Hispanic Population Trends (1970-1990)

Area	1970	1980	1990
Population	932	2,035	4,226
As % of Total Population	12.4%	18.2%	31.5%

Note: 1970 number estimated based on 1970 census data and 1980 census geographic and data relationships.

Source: U.S. Census Bureau and E.D Hovee & Company.

Woodburn residents of Hispanic origin typically have had significantly higher average household sizes than the city as a whole. The average Hispanic household size in Woodburn in 1980 was 4.28 people, increasing to 4.70 people in 1990.

Figure 4. Average Woodburn Hispanic Household Size (1970-1990)

1970	1980	1990
5.45	4.28	4.70

Note: 1970 number estimated based on 1970 census data and 1980 census geographic and data relationships.
Source: U.S. Census Bureau and E.D Hovee & Company.

The influence of Hispanic households is also evident in Woodburn's school district enrollment. As of fall 1998, Hispanic students accounted for nearly 61% of enrollment.

Age of Householder

Householders are the persons in the household who make the decision about where to live. This information is useful in determining both current and future housing needs.

In 1990, Woodburn had a much higher proportion of householders 65 and over and lower proportions of householders age 25 to 64 than did the rest of Marion County. However, the proportion of Woodburn householders age 65 and over decreased between 1980 and 1990.

In addition, the 1994 *Woodburn Population Enumeration* conducted by the Portland State University Center for Population Research and Census indicates that since 1990 growth in younger populations has resulted in higher representation of all groups except those 65 and over

Figure 5. Woodburn Age of Householder Distribution (1980-1990)

Age	1980	1990
Under 25	7.3%	5.2%
25-44	26.8%	28.9%
45-64	20.6%	21.3%
65+	45.3%	44.6%
Total	100.0%	100.0%

Source: U.S. Census Bureau.

Housing Unit Need Projection

The projection of needed housing units relies on a population growth estimate, assumptions about the projected average household size, and the proportion of the added future residents expected to live in group quarters. Assumptions used in determining the projection of needed housing units are based on the background information provided in the previous *Population, Household Size and Other Demographic Trends* section and are listed here:

- Based on the reportedly near build-out conditions of northern subdivisions (where empty-nest and senior populations have purchased housing), the limited number of assisted care facilities in Woodburn, and an increasing proportion of younger residents since 1990 and

younger householders beginning in 1980, the population in group quarters is assumed to be at the 1990 level of 3.65%

- Based on the trend of an increasing Hispanic population, with larger than average household sizes, and the 1970 to 1994 average compound size increase, the 2020 average household size in Woodburn is assumed to be 3.06 persons.

Between 1998 and 2020, the Woodburn population is forecast to increase by over 9,700 residents. Over 350 of these residents could reside in group quarters. At an average household size of 3.06 persons the remaining population (those not in group quarters) would require over 3,050 new housing units.[1]

Figure 6. Projected Number of New Housing Units Needed to Year 2020

Forecast Population Growth 1998-2020	9,705
Added Population in Group Quarters	354
Projected Population in Households	9,351
Projected Average Household Size	3.06
Added Households/Housing Units	3,052

Source: E.D. Hovee & Company.

Key Economic and Housing Trends

Economic and housing trends provide an overview of housing demand and supply factors. Employment growth and household incomes impact the number and types of housing demanded, while recent development trends and current housing costs provide a sense of the type of housing which is being supplied.

Economic Trends

Employment: Recent global economic crises have impacted employment growth in the Pacific Northwest. After the surge of regional job growth in the early to mid-1990s, the rate of growth is decreasing. However, continued economic and employment growth is expected.

The Oregon Office of Economic Analysis indicates the average annual compound employment growth rate for Marion County has been higher than the statewide average in the 1990s, and is expected to continue to exceed the statewide rate. However, employment growth rates over the 200-2020 period are forecast to be less than half of their 1990-2000 pace.

Figure 7. Average Annual Compound Employment Growth Rates (1990-2020)

Area	1990-1995	1995-2000	2000-2020
Marion County	2.8%	2.9%	1.2%
Oregon	2.6%	2.5%	1.0%

Source: Oregon Office of Economic Analysis.

[1] Assumptions about household size have a dramatic effect upon this projection. For instance, if the average household size in Woodburn were to remain at its 1994 level (2.83 persons), the number of new units required would increase by nearly 380 units to a total of 3,430.

Slowing job growth in the Pacific Northwest, combined with increasing housing prices and an increasingly healthy California economy, have resulted in a slowing of population in-migration. The results of this slowdown include a dampening effect on housing demand.

Oregon Employment Department (OED) projections indicate the largest regional employment growth (to 2006) in absolute numbers (as opposed to percentage increases) are expected in services, followed by retail trade, government, manufacturing and construction. By comparing Woodburn's recent employment trends to those of the region, assuming the relationship continues, employment growth in Woodburn would be expected to be strongest in the manufacturing, retail trade and services sectors.

In 1997, average annual wages per job within the Woodburn zip code in these employment sectors was $24,600 for manufacturing, $16,000 for retail trade, and $19,500 for services. The majority of occupations expected to experience growing demand regionally fall within this same $16,000 to $24,000 wage range.

Household Income: Between 1990 and 1998, annual household income rose in the Woodburn zip code area. As of 1998, the proportion of households in the lower income brackets of under $15,000 and $15,000 to $24,999 per year are approximately half their 1990 levels. The proportion of Woodburn area households with incomes between $50,000 and $99,999 doubled during the same period.

Figure 8. Woodburn Zip Code Household Income Distribution (1990-1998)

Income Range	1990	1998
Less than $15,000	28.0%	15.5%
$15,000 to $24,999	25.3%	17.6%
$25,000 to $49,999	35.3%	42.3%
$50,000 to $99,999	10.3%	20.2%
$100,000 to $149,999	0.7%	3.5%
$150,000 or More	0.4%	0.9%
Total	100.0%	100.0%

Source: U.S. Census Bureau and CACI Inc.

As is true in most areas, the average disposable household income in the Woodburn area increases with age, peaking when householders reach the 45-54 age group. As adults begin to reach retirement age, their average disposable income declines.

Figure 9. Woodburn Zip Code Average Disposable Income by Age of Householder (1998)

Age	Avg. Disposable Income
<35	$25,570
35-44	$33,705
45-54	$37,408
55-64	$34,085
65+	$21,421
All Ages	$28,607

Source: CACI Inc.

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In terms of housing purchasing power, many mature householders have assets (such as a first home) which act as a counterbalance to their decreasing incomes.

Housing Trends

Between 1988 and 1998, 1,280 new housing units were permitted within the City of Woodburn. The majority (394) were traditional single family units, followed by manufactured/mobile homes on lots (308), and multi-family units in buildings with seven or more units (286).

Figure 10. Recent Housing Development Characteristics (1988-1997)

Unit Type	Units	Avg. Units/ Net Acre	Estimated Net Acres
Single Family	394	5.46	72.2
Manufactured/Mobile Home	308	4.28	72.0
Manufactured/Mobile Home Park	179	7.75	23.1
Duplex	22	15.30	1.4
Multiplex (3-6)*	91	6.98	13.0
Multifamily (7+ units)	286	23.61	12.1
Total	1,280	6.79	193.8

Note: *Very few records for developments of this size include site size data. The sample size for net density is 15 of the 65 units.

Source: City of Woodburn and E.D. Hovee & Company.

Reportedly the pace of residential unit development in Woodburn is accelerating. More housing units were permitted for development in the first eight months of 1998 than for any previous full year. In addition, pending subdivisions for single family homes as of October 1998 could accommodate an additional 547 units, while pending multi-family development could result in an added 146 attached units.[2]

The proportion of single family site-built and manufactured/mobile housing that is owner occupied is increasing, while owner occupied attached housing is falling.

Figure 11. Woodburn Tenure Trends by Unit Type (1990-1994)

	Owner Occupied		Renter Occupied	
Housing Type	1990	1994	1990	1994
Single Family	82.0%	86.1%	18.0%	13.9%
Duplex or Apartment	9.2%	1.0%	90.8%	99.0%
Manufactured, Mobile Home, Other	92.4%	94.8%	7.6%	5.2%
Total	68.2%	67.2%	31.8%	32.8%

Source: U.S. Census and City of Woodburn.

As of 1994, renters in Woodburn tended to have larger households than did homeowners. Households owning attached units were the exception, consistent with the fact that the largest families were most prevalent in the low to moderate income categories in 1994.

[2] Barmack, Judith, *The Woodburn School District Enrollment Projections and Facility Capacity*, October 1998.

Figure 12. Woodburn Average Household Size by Unit Type & Tenure (1994)

Unit Type	Renter	Owner	Total
Single-family	3.92	2.57	2.78
Apartment or Duplex	3.28	3.50	3.39
Manufactured, Mobile Home, Other	3.21	1.98	2.04
All Units	3.45	2.47	2.83

Source: City of Woodburn.

Housing Types and Affordability

Over the last few years, single family housing in Woodburn has been consistently more affordable than housing in surrounding cities. In 1998, the average sales price of a home in Woodburn was $121,100, compared to $133,500 in Mount Angel and $161,700 in Silverton.

Figure 13. Average Sales Prices by City (1996-1998)

City	1996	1997	1998	Average Annual % Increase
Keizer	$125,273	$132,584	$140,356	5.8%
McMinnville	$141,538	$139,836	$150,211	3.1%
Mount Angel	$102,917	$143,350	$133,500	16.2%
Silverton	$113,818	$127,995	$161,746	19.4%
Woodburn	$102,416	$105,541	$121,092	8.9%

Source: Willamette Valley Multiple Listing Service.

Empty nesters are buying the most expensive Woodburn homes — those located in new subdivisions around the Tukwila golf course. Reportedly, these new homes are priced at $200,000 and up.

Sales of these units benefits from recent changes in the federal tax code allowing homeowners to downsize and pocket a significant portion of capital gains tax-free from the sale of their primary residence. However, the market for units at this price does not appear to be as deep as for less expensive units.

In addition, this downsizing provides opportunities for younger homebuyers, as existing units are priced lower. From August of 1998 through February of 1999, 37 Woodburn homes listed with Willamette Valley Multiple Listing Service sold at an average price of nearly $109,000. Small units (under 1,000 square feet) sold for as little as $70,000.

Figure 14. Woodburn Housing Sales Prices (8/98-2/99)

Housing Unit Size Range	# Units	Average Price	Median Price	Average Size
Less than 1,000 SF	5	$70,800	$70,000	860
1,000 to 1,499 SF	19	$105,600	$114,500	1,220
1,500 or More SF	12	$129,300	$129,000	1,750
Size Unknown	1	$117,000	$117,000	N/A
All Units	37	$108,870	$116,500	1,350

Source: Willamette Valley Multiple Listing Service.

There is no single agency or private business that tracks rental rates in Woodburn. A series of contacts made by E.D. Hovee & Company determined two-bedroom apartments in flats appear to rent for between $525 and $575, depending on the availability of a washer/dryer hook-up in the unit. Two-bedroom plexes and townhouses are available for $640-$700 per month, and three-bedroom townhouses rent from $725 per month.

Figure 15. Woodburn Rents by Unit Type (1998/99)

Unit Type	Rent
2 BD Apartment w/o W/D Hook-up	$525
2 BD Apartment with W/D Hook-up	$550-$575
2 BD 4-5 Plex Unit	$650-$700
Newer 3Bd Duplex	$775
2 BD Townhouse	$640
3 BD Townhouse	$725

Source: Property management contacts made by E.D. Hovee & Company.

Woodburn has 366 assisted/special housing units. An additional 254 families receive housing vouchers. The vouchers and assisted/special units combined account for approximately 10% of Woodburn's housing units.

Based on 1998 household income estimates for the Woodburn zip code area and current cost information, it is possible to determine what housing types are affordable by income group.

Those households with incomes below $15,000 a year most likely rely on some sort of assistance (usually governmental) for their housing. Households earning $15,000 to $24,999 begin to have more options, including renting existing two-bedroom units. Those earning more than $25,000 may have access to ownership of lower-end existing units or rental of newer townhouses. Those households earning $50,000 or more have access to virtually all the housing types offered in Woodburn.

Figure 16. Income and Housing Financially Attainable

Income Range	% of 1998 Households	Supported by Income		Housing Product Types	
		Rent	Housing Value	Renter	Owner
Less than $15,000	15.5%	<$415	<$41,700	Govt. Subsidized	—
$15,000 to $24,999	17.6%	$415-$695	$41,700-$69,500	Govt. Subsidized, Existing Apartments, Plexes and Small Townhouses	—
$25,000 to $49,999	42.3%	$695-$1,390	$69,500-$139,000	Existing and Newer Plexes, Townhouses and Single Family Homes	Existing Plexes, Townhouses and Single Family Homes
$50,000 to $99,000	20.2%	$1,390-$2,750	$139,000-$275,000	All Housing Types	All Housing Types
$100,000 to $149,999	3.5%	$2,750-$4,160	$275,000-$416,000	All Housing Types	All Housing Types
$150,000 or More	0.9%	> $4,160	>$416,000	All Housing Types	All Housing Types

Note: Assumes rents at 33% of gross income are affordable. For home ownership, assume a 10% down payment and interest rate of 7.25%.

Source: E.D. Hovee & Company.

Housing Need Projection by Structure Type

The projection of needed housing by structure type relies on a housing unit need estimate and assumptions about future employment, incomes, and housing costs. Assumptions used in determining the projection of needed housing units by structure type are based on the background information provided in the previous *Key Economic and Housing Trends* and *Housing Types and Affordability* sections and are listed here:

- Based on expected continued employment growth at moderate wages, real incomes are likely to reflect the current Woodburn zip code distribution.
- Based on the expectation of sufficient residential land (no supply/cost constraints), and slowed population in-migration statewide, housing prices in Woodburn are expected to keep pace with but not significantly outpace income growth.

Thus it is highly likely future housing construction could mimic recent development trends. If this occurs the majority of the needed dwelling units (951) will be attached single and multi-family housing. Single family site-built housing will account for 940 units, manufactured/mobile hosing in subdivisions will account for 734 units, and mobile homes in parks 427.

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Figure 17. Implied Residential Demand by Structure Type

Unit Type	Percentage Distribution 1990	Permits from 1988-1997	Distribution of Added Units	Potential % Distribution 2020
Single-Family	69%	31%	940	51%
Manufactured/Mobile Home	10%	24%	734	15%
Manufactured/Mobile Home in Park	N/A	14%	427	8%
Plex and Apartment	20%	31%	951	26%
Other	1%	0%	0	1%
Total	100%	100%	3,052	100%
Government Subsidized			305-460	10%-15%

Source: E.D. Hovee & Company.

Depending on whether current assistance numbers or income is used as an indicator, 305-460 additional government subsidized housing units or vouchers will be needed by Woodburn residents by the year 2020.

Net Density & Acreage for Added Housing

Based on the expectation of sufficient residential land (no supply/cost constraints), the added units will likely be built at the same average density as similar units constructed between 1988 and 1998. If this occurs, nearly 458 net acres of residential land will be needed.

Figure 18. Estimated Residential Unit and Land Demand to 2020 by Structure Type

Unit Type	Potential Distribution (Units)	Avg. Net Density	Net Acreage
Single-Family	940	5.46	177.2
Manufactured/Mobile Home	734	4.28	171.5
Manufactured/Mobile Home in Park	427	7.75	55.1
Plex and Apartment	951	16.18	58.8
Total	3,052	6.79	457.6

Source: E.D. Hovee & Company.

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APPENDIX E
Base Case Memorandum

E. D. Hovee
& Company

Economic and Development Services

MEMORANDUM

To:	Keith Liden, McKeever Morris Inc.
From:	Denise Whitney & Eric Hovee
Subject:	Base Case Memorandum Task 5.b
Date:	June 28, 1999

This *Base Case* technical memorandum comprises the work elements of Task 5.b of the Woodburn Buildable Lands and Urbanization Project. The purpose of this task is to provide an analysis of residential, commercial, industrial and public land needs to the year 2020 if past trends continue.

Qualifications & Limitations

The profile has been prepared for the City of Woodburn and the Oregon Department of Transportation's Transportation Growth Management (TGM) program by the economic and development consulting firm E.D. Hovee & Company as subconsultant to McKeever Morris Inc.

Observations and findings are those of E.D. Hovee & Company and should not be construed as representing the opinion of any other party without that party's express endorsement, whether in whole or in part.

Organization of Memorandum

The remainder of this memorandum is organized to cover the following topics:

- Housing and Residential Land Needs Analysis
- Commercial and Industrial Land Needs
- School Facilities and Land Needs
- Woodburn Land Demand & Capacity Summary

Housing and Residential Land Needs Analysis

Between 1998 and 2020 the Woodburn population is forecast to increase by over 9,700 residents. Assuming the proportion of Woodburn's population living in group quarters stays at the 1990 level of 3.65%, over 350 of these residents could reside in group quarters. Populations in group quarters do not represent potential demand for individual housing units.

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If the trend of an increasing Hispanic population, with larger than average household sizes continues, and reflects the 1970 to 1994 average compound increase in size, by 2020 the average household size in Woodburn could reach 3.06 persons. At an average household size of 3.06 persons the remaining population (those not in group quarters) would require over 3,050 new housing units.[1]

If future housing construction mimics recent development trends, the majority of the added 3,052 dwelling units (951) would be attached single and multi-family housing. Single family site-built housing would account for 940 units; manufactured/mobile housing in subdivisions would account for 734 units, and mobile homes in parks would account for 427 units.

Figure 1. Implied Residential Demand by Structure Type

Unit Type	Percentage Distribution 1990	Permits from 1988-1997	Distribution of Added Units	Potential % Distribution 2020
Single-Family	69%	31%	940	51%
Manufactured/Mobile Home	10%	24%	734	15%
Manufactured/Mobile Home in Park	N/A	14%	427	8%
Plex and Apartment	20%	31%	951	26%
Other	1%	0%	0	1%
Total	100%	100%	3,052	100%
Government Subsidized			305-460	10%-15%

Source: E.D. Hovee & Company.

As of 1997, assisted/special housing units and vouchers accounted for approximately 10% of the housing supply within the Woodburn city limits (366 assisted/special housing units and 254 housing vouchers – out of approximately 6,067 housing units).

Property management and Willamette Valley Multiple Listing Service contacts made by E.D. Hovee & Company provided housing affordability information. When combined with income data for the Woodburn zip code, the information indicates that approximately 15% of Woodburn zip code households are unlikely to be able to afford market rate housing (see Figure 16 of the Housing Needs Analysis memo).

Depending on whether current assistance numbers or income is used as an indicator, 305-460 additional government subsidized housing units or vouchers will need to be made available to Woodburn residents by the year 2020.

If the 3,052 units added between 1998 and 2020 are built at the same average net density as similar units constructed between 1988 and 1998, nearly 458 net acres of residential land will be needed.

---

[1] Assumptions about household size have a dramatic effect upon this projection. For instance, if the average household size in Woodburn were to remain at its 1994 level (2.83 persons), the number of new units required would increase by nearly 380 units to a total of 3,430.

Figure 2. Estimated Residential Unit and Land Demand to 2020 by Structure Type

Unit Type	Potential Distribution (Units)	Avg. Net Density	Net Acreage
Single-Family	940	5.46	177.2
Manufactured/Mobile Home	734	4.28	171.5
Manufactured/Mobile Home in Park	427	7.75	55.1
Plex and Apartment	951	16.18	58.8
Total	3,052	6.79	457.6

Source: E.D. Hovee & Company.

If the new units are built within roughly the same Comprehensive Plan designation distribution as similar units constructed between 1988 and 1998[2], approximately 340 net acres of low density residential land and 117 net acres of high density residential land would be needed.

Figure 3. Estimated Residential Land Demand to 2020 by Comprehensive Plan Zone

Unit Type	Comp. Plan Residential Zoning: Low Density (acres)	Comp. Plan Residential Zoning: High Density (acres)
Single-Family	177.2	0
Manufactured/Mobile Home	168.1	3.4
Manufactured/Mobile Home in Park	0	55.1
Plex and Apartment	0	58.8
Total	340.3	117.3

Source: E.D. Hovee & Company.

The buildable lands analysis provided by W&H Pacific suggests there is more than sufficient residential land to accommodate 3,052 added units at the average net densities of recent development. In fact, excess capacity (approximately 206.3 acres) exists, primarily in low density residential zoning.

Figure 4. Estimated Residential Land Availability & Demand

Comprehensive Plan Residential Zoning	Net Buildable Acres	Estimated Land Demand	Excess Capacity
Low Density (RS)	535.0	340.3	194.7
High Density (RM)	121.1	117.3	3.8
Total	656.1	457.6	198.5

Source: E.D. Hovee & Company.

In addition, when potential residential infill development to the year 2020 is accounted for (assuming 30% of all possible infill parcels actually develop additional units), excess capacity

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[2] With the exception of manufactured/mobile homes in parks, which are not allowed in the low density residential zone.

for another 74 housing units is identified. Again, the majority of this excess capacity (approximately 72%) would occur in low density residential zoning.

Commercial and Industrial Lands Needs

The available building permit data does not allow determination of commercial or industrial land absorption. Buildings are added to a particular piece of ground at different times, and no indication is provided of land build-out. In addition, not all permits list site sizes. A better indicator of commercial and industrial development is the square feet of building space constructed.

The following lands needs estimates are based on gross average annual commercial and industrial space constructed between 1988 and 1998, and site coverage ratios illustrated by recent projects.

The Woodburn Company Stores Outlet Mall is currently under construction. At build-out the mall will include nearly 245,000 square feet of retail space on 32 acres. Equivalent to a site coverage ratio of approximately 20%, this ratio is used to determine commercial land needs.

The 916,000 square foot WareMart/Winco Foods distribution center is located on 88 acres. Build-out is expected to result in an additional 70,000 to 100,000 square feet of building space. Equivalent to a site coverage ratio of approximately 25%, this ratio is used to determine industrial land needs.

Approximately 64,200 square feet of commercial construction occurred annually from 1988 through 1997. If this rate of construction were to continue to 2020, approximately 1.35 million square feet of added commercial space would be built. At a site coverage ratio of 20%, 1.35 million square feet would require nearly 155 net acres of buildable land.

Figure 5. Estimated Commercial Land Demand

Estimated Gross Commercial Construction 1988-1997 (SF)	642,000
Average Annual Commercial Construction (SF)	64,200
Estimated Commercial Construction to 2020 (SF)	1,348,200
Projected Commercial Site Coverage (%)	20%
Estimated Commercial Land Demand (acres)	154.8

Source: E.D. Hovee & Company.

Nearly 290,300 square feet of industrial space construction occurred annually from 1988 to 1997. If this rate of construction were to continue to 2020 approximately 6.1 million square feet of added industrial space would be built. At a site coverage ratio of 25%, 6.1 million square feet would require nearly 560 net acres of buildable land.

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Figure 6. Estimated Industrial Land Demand

Estimated Gross Industrial Construction 1988-1997 (SF)	2,902,700
Average Annual Industrial Construction (SF)	290,270
Estimated Industrial Construction to 2020 (SF)	6,095,670
Projected Industrial Site Coverage (%)	25%
Estimated Industrial Land Demand (acres)	559.7

Source: E.D. Hovee & Company.

The buildable lands analysis provided by W&H Pacific suggests there is neither enough commercial nor industrial land to accommodate development at recent rates, but rather a capacity shortage of approximately 461 net acres exists. Most of this shortage occurs in industrial land.

Figure 7. Estimated Commercial & Industrial Land Availability & Demand

Comprehensive Plan Residential Zoning	Net Buildable Acres	Estimated Land Demand	Capacity Shortage
Commercial	146.0	154.8	(8.8)
Industrial	107.9	559.7	(451.8)
Total	253.9	714.5	(460.6)

Note: Assumes all commercial construction develops at suburban retail density (comparable to the Woodburn Company Stores Outlet Mall).

Source: E.D. Hovee & Company.

School Facilities and Lands Needs

Actual building space per student for the Woodburn school district (at regular capacity) is estimated at 150 square feet. The approximate site coverage ratio for these facilities is 9%.

If one assumes students will represent the same proportion of the Woodburn population 20 years from now (when the children of the echo boom generation would be in school) as they did in 1998, total enrollment in the Woodburn School District would reach roughly 5,900 students — approximately 1,875 more students than current regular capacity can support. These additional students would require approximately 281,250 more square feet of school facility space.

At a site coverage ratio of 9%, 281,250 square feet of school facility space would require nearly 72 net buildable acres. This need could potentially be accommodated within the excess low density residential land (since schools are a conditional use).

Figure 8. Estimated School Facility Land Demand

Building SF Per Student at Regular Capacity	150
Student Proportion of Total Population 1998	22%
Forecast Population 2020	26,290
Estimated Enrollment 2020	5,900
Current Regular Capacity	4,025
Potential Enrollment Above Capacity	1,875
Estimated Added Building Space Needed (SF)	281,250
Projected School Building Site Coverage (%)	9%
Estimated School Facility Land Demand (acres)	71.7

Note: The site coverage ratio is based on existing school facilities (excluding vacant property in holding).
Source: E.D. Hovee & Company.

Woodburn Land Demand & Capacity Summary

The *Base Case* analysis indicates there may be demand for nearly 1,244 acres of buildable land within the Woodburn Urban Growth Boundary (UGB) to the year 2020 if past trends continue. This exceeds the buildable land estimate by approximately 334 acres.

Figure 9. Woodburn Land Demand & Capacity Summary (Acres)

Comprehensive Plan Designation	Estimated Demand	Buildable Land	Capacity Excess or (Shortage)
Low Density Residential	340.3	535.0	194.8
High Density Residential	117.3	121.1	3.8
Commercial	154.8	146.0	(8.8)
Industrial	559.7	107.9	(451.8)
School Facilities (Public or Residential)	71.7	N/A	N/A
Total	1,243.8	910.0	(333.8)

Source: E.D. Hovee & Company.

The land shortages occur in the commercial and industrial categories, while excess capacity exists in the residential designations. The excess residential land capacity is sufficient to cover estimated school facility land needs over the 20+ year period.

Determination of the likelihood of the continuation of recent development trends is necessary to provide a reality check for this Base Case analysis.

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APPENDIX F
Alternative Growth Management Strategies Memorandum

McKeever/Morris, Inc.
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MEMORANDUM
Woodburn Buildable Lands and Urbanization Project

TO: Woodburn Growth Management Committee
FROM: Keith Liden, Denise Whitney, and Thomasina Gabriele
RE: Alternative Growth Management Strategies - Task 6
DATE: May 21, 1999

PROJECT OVERVIEW

Woodburn Comprehensive Plan

The city of Woodburn has a Comprehensive Plan which serves as a guide for future community growth. This plan identifies the locations for a variety of uses in the city including residential, commercial, industrial, open space, and public land. This urban development must be located within an Urban Growth Boundary (UGB) which separates it from rural uses, such as farm land. The UGB includes all land within the current city limit plus additional land planned for future urban development. The city is currently updating its Comprehensive Plan, and part of this work includes an evaluation of the land available for future housing and other development.

Project Intent

The Woodburn Buildable Lands and Urbanization project is intended to answer the following three questions:

- *Is there sufficient land in Woodburn to meet future housing, commercial, and industrial needs?*
- *Are there adequate housing choices for all Woodburn residents?*
- *Can future housing and development needs be met while the city complies with other land use requirements such as transportation and farm land protection?*

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Planning
Public Involvement
Project Management

Project Steps

To answer these questions, the project includes the following four steps:

1. Evaluate recent trends and existing conditions relating to land use and housing.

2. Create a "Base Case" scenario to 2020 which describes how the city's future housing and land use needs will or will not be met if past trends continue.

3. Evaluate alternatives to the "Base Case" to create a future which is more consistent with city needs.

4. Select an alternative for managing future growth which meets city, county, and state planning goals.

The first two steps are complete and the alternatives in the third step will be the primary topic of discussion during the May 25th Growth Management Advisory Committee meeting. The following pages summarize important background information. The background information and the Base Case indicate that the city will not have sufficient land over the next 20 years if the character of future development continues as it has over the past 10 years.

Alternative Growth Management Strategies

The Oregon Statewide Planning Goals and supporting laws strongly encourage efficient development within the UGB to reduce urban service delivery costs and to minimize agricultural land consumption. The remainder of this memorandum offers a variety of measures which the city could implement that would use land more efficiently and still meet housing and economic development needs. These measures are then grouped into two alternative growth management strategies for the committee and the public to consider. The measures and the alternatives are intended to stimulate discussion between committee members and the public. Based on the comments made, the consulting team will prepare a draft alternative which contains the measures favored by the committee. This alternative will be evaluated further at a public meeting scheduled for June 22nd.

IMPORTANT BACKGROUND INFORMATION

To adequately evaluate future growth management strategies, the city and the consulting team gathered relevant background information which included:

- A Buildable Lands Inventory to determine the amount of available land within the Urban Growth Boundary (UGB);
- An evaluation of land development trends between 1988 and 1997; and
- Economic and demographic information.

This initial work provided useful information regarding the amount of buildable land available, recent development trends, demographic trends, and a development outlook, called the "Base Case" to 2020 which assumes a continuation of recent trends.

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Buildable Land

A total of approximately 910 acres are buildable in four Comprehensive Plan land use categories (see Table 1). The term "buildable" means that land is vacant, partially vacant, or likely to redevelop with new residential, commercial, or industrial uses.

Table 1
Buildable Land Available in the Woodburn UGB

Comprehensive Plan Designation	Acres
Low Density Residential (<12 units/acre)	524.1
High Density Residential (>12 units/acre)	131.1
Industrial	114.6
Commercial	140.6
Total	910.4

The buildable lands map (color 11'x17' page, Exhibit A) shows the location of the available buildable lands in the city. Larger vacant and underdeveloped parcels are generally found near the edge of the UGB and the smaller buildable sites are located within the current city limits.

Recent Development Trends

There were approximately 1,280 new housing units permitted on over 190 acres within the city of Woodburn between 1988 and 1997 (see Table 2). The majority (394) were traditional single-family units, followed by manufactured/mobile homes on lots (308), and multi-family units in buildings with seven or more units (286).

Table 2
Woodburn Housing Building Permits (1988-1997)

Unit Type	Units	Avg. Units/ Net Acre	Estimated Net Acres
Single Family	394	5.46	72.2
Manufactured/Mobile Home	308	4.28	72.0
Manufactured/Mobile Home Park	179	7.75	23.1
Duplex	22	15.30	1.4
Multiplex (3-6)*	91	6.98	13.0
Multifamily (7+ units)	286	23.61	12.1
Total	1,280	6.60	193.8

Note: * Very few records for developments of this size include site size data. The sample size for net density is 15 of the 91 units.

In addition, approximately 642,000 square feet of commercial building space and 2.9 million square feet of industrial building space was permitted from 1988 through 1997. Building permits were also issued for approximately 236,000 square feet of school facility space during this time.

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Demographic and Economic Trends

Demographic trends relevant to discussions of future growth include population and household size:

- Between 1990 and 1998 the population of Woodburn is forecast to increase by over 9,700 residents. This is equal to an average annual gain of roughly 440 residents.
- Sometime after 1980 the average household size in Woodburn started to increase, running counter to the regional and national trend of decreasing household sizes. This may be attributable, in part, to an increasing proportion of Hispanic families – which census data indicates have larger average household sizes.
- Of particular interest for housing are the results of *the 1994 Woodburn Population Enumeration* conducted by Portland State University that indicate larger households are concentrated in rental and plex units.

Economic trends relevant to discussions of future growth include employment, wages and jobs/housing balance.

- Between 1990 and 1997 the number of jobs in Marion County increased by 21%. By comparison, the number of jobs in the Woodburn zip code virtually doubled (an increase of 100%).
- Regional (Marion, Polk and Yamhill Counties) employment growth to the year 2006 is expected to be strongest in the services, retail trade, government, durable goods manufacturing and construction sectors.
- As of 1997, the highest average wages from employers in the Woodburn zip code area were provided by jobs in the transportation/communication/utilities, construction, manufacturing, and wholesale trade sectors (ranging from $ 22,000 to $31,000).
- The best paying occupations expected to experience significant regional growth (in the number of jobs available) to the year 2006 include registered nurses, elementary school teachers, truck drivers, and retail sales supervisors (with wages ranging from $21,700 to $41,300).
- In 1990, there were 0.65 jobs available in the Woodburn zip code for every household residing there, indicating a jobs/housing imbalance. Employment for many residents had to be sought outside the city in which they lived. Due to significant job growth, as of 1997, there are approximately 1.01 jobs available in the Woodburn zip code for every household.

Base Case

The Base Case (continuation of recent trends) indicates there may be demand for 1,244 acres of buildable land within the Woodburn Urban Growth Boundary (UGB) to the year 2020 (see Table 3). This exceeds the buildable land estimate by approximately 333+ acres.

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Table 3
Woodburn Land Demand (Base Case) and Capacity Summary (Acres)

Comprehensive Plan Designation	Estimated Demand	Buildable Land	Capacity Excess or (Shortage)
Low Density Residential	349.6	524.1	174.5
High Density Residential	108.0	131.1	23.1
Commercial	154.8	140.6	(14.2)
Industrial	559.7	114.6	(445.1)
School Facilities (Public or Residential)	71.7	N/A	N/A
Total	1,243.8	910.4	(333.4)

Note: Assumes all commercial construction develops at suburban retail density (comparable to the Woodburn Company Stores outlet mall). Residential land demand assumes an increasing proportion of Hispanic residents, and accompanying increases in average household size (a continuation of recent trends).

The land shortages occur in the commercial and industrial categories, while excess capacity exists in the residential designations. The excess residential land capacity is more than sufficient to cover estimated school facility land needs over the 20+ year period.

ALTERNATIVES TO THE BASE CASE

Alternative Growth Management Strategies

The UGB is designed to promote efficient and contiguous urban development while retaining valuable resource lands. Because the Base Case demonstrates that present trends would force development beyond the current UGB, the city is obligated to evaluate alternative growth management strategies which will result in more efficient use of land within the UGB. For this project, at least one of the alternatives considered must accommodate all growth to 2020 within the current UGB. The second alternative may include expansion of the UGB, but only if sufficient justification is provided.

Assumptions

The alternative growth management strategies are based upon the same assumptions as the Base Case. These assumptions are:

- Woodburn's population increases by 9,705 residents between 1998 and 2020.
- Approximately 3.65% of these new residents are housed in group quarters.
- Continuation of the trend of increasing household size, resulting in an average household size in 2020 of 3.06 persons.
- Average annual commercial building space construction of 64,200 square feet per year at a site coverage ratio of 20%.
- Average annual industrial building space construction of nearly 290,300 square feet per year at a site coverage ratio of 25%.
- School enrollment in the year 2020 will be 1,875 students above current regular capacity requiring 281,250 square feet of added school space at a site coverage ratio of 9% (current average).

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Primary and Secondary Measures

These measures are described in the following section using two general categories. Primary measures are actions which will result in significant measurable land use efficiencies. For example, rezoning a property from 12 to 24 units per acre, would reduce the land area needed for multi-family development by 50%. Secondary measures, while important, will result in less dramatic land savings which are typically more difficult to quantify. For example, changing land use regulations to offer density bonuses for providing project amenities (e.g., 10% bonus for providing additional open space in a development) will require judgment about how often developers might take advantage of the bonus. For this reason, the majority of the secondary measures are not credited with any acreage "savings".

The measures are listed in the following section with a description of the measure, the potential issues which may be associated with implementing the measure, the estimated result of the measure, and the estimated amount of land "gained" by the measure to reduce the projected 333+ acre deficit. These estimates will assist the committee in selecting a combination of measure which would contain all or most of the anticipated new residential, commercial, and industrial development within the current UGB.

For purposes of discussion, the consulting team has combined these measures into three possible alternatives. The intent of the alternatives is to give the Growth Management Committee and the public a better understanding of the type and number of actions which will be necessary to keep all or most of the city's future development within the present UGB. The combination of these measures may be amended by the city to create a preferred alternative which is the most consistent with city needs and state requirements.

Evaluation of the Alternatives

The alternatives should be evaluated using Woodburn Comprehensive Plan Goals and Policies, Oregon Revised Statutes, and Smart Development Principles.

Woodburn Comprehensive Plan Goals and Policies

Residential areas should be developed as neighborhoods with facilities which provide a neighborhood focus such as a school, park, or community facility (Policy A-1, p. 45).

Sufficient commercial services should be provided in four established commercial areas: 99E; I-5 interchange; downtown; and 214/211/99E four corners intersection without creating new centers (Policy B-1, p.46).

Sufficient industrial land should be available to enhance opportunities for city residents to work in the city (Policy C-1, p. 47).

The city should provide adequate housing for all sectors of the community (Goal G-1, p. 49).

Sufficient land should be available to accommodate city growth (Policy G-1-1, p. 49).

A variety of housing types should be encouraged to accommodate the demands of the local housing market (Policy G-1-2, p. 49)."

New housing concepts should not be discouraged by city ordinances (Policy G-1-3, p. 49).

The city will provide for its fair share of low income housing (Policy G-1-4, p. 49).

Marion County shall have regulatory authority over unincorporated land in the UGB (Policy M-4, p. 57).

Conversion of land within the boundary (UGB) to urban uses shall be based on a consideration of:

a. Orderly, economic provision for public facilities and services;
b. Availability of sufficient land for the various uses to insure choices in the market place;
c. LCDC Goals;
d. Encouragement of in-filling development within developed areas before conversion of urbanizable areas; and
e. Applicable provisions of the Marion County and City Comprehensive Plans (Policy M-11).

Oregon Revised Statutes

Buildable Lands for Needed Housing (ORS 197.296). Specific requirements are established to meet two major objectives:

1. Housing: Ensure that development occurs at the densities and mix needed to meet a community's housing needs over the next 20 years; and
2. Land: Ensure there is enough buildable land to accommodate the 20-year housing need inside the urban growth boundary.

Priority of Lands for UGB Expansions (ORS 197.298). If a community expands its urban growth boundary (UGB), it must include certain types of land before others. The order of priority is:

1. Urban reserve land designated under ORS 195.145;
2. Exception and nonresource land adjacent to the UGB;
3. Marginal lands pursuant to ORS 197.247; and
4. Agriculture and/or forestry lands.

Communities can include lower priority land in a UGB under the following circumstances:

1. A need for specific type of land;
2. Constraints to providing urban services; and
3. Efficiency of land uses.

Smart Development Principles

Land and resources should be used efficiently so that development is compact, and vacant or underdeveloped parcels are used before urban areas are expanded.

Urban services and facilities should be fully and efficiently utilized.

Different types of development, such as commercial, retail, education, recreation, and housing, are placed close together to allow people to accomplish many daily activities more efficiently without driving.

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Shorter distances between destinations, such as home and work, will make all forms of transportation more efficient. In addition, shorter distances along with safe and convenient connections will encourage walking, bicycling, and perhaps transit.

Compatibility between land uses through good design is important. The success of applying the first four principles of smart development will depend upon proper design of new development to accommodate people.

PRIMARY MEASURES

1. Increase density range and minimum density for low density residential (<12 units/acre)

- **Description:** Amend the three low density residential zones (RS - Residential Single Family, R1S - Residential, and RD - Residential Duplex) to:

  A. Reduce minimum lot size for single family dwelling from 6,000 to 5,000 square feet.

  B. Allow duplexes outright on corner lots in the R1S zone and on any lot in the RS and RD zones.

  C. Allow triplexes outright on corner lots in the RD zone.

  D. Reduce the minimum lot area per unit for duplexes from 3,500 or 3,600 to 3,000 square feet.

  E. Allow attached single family residences using the same minimum lot area standards as for duplexes and triplexes above.

  F. Establish a minimum density requirement for larger projects (e.g., >10 units) to meet a minimum density of 5.5 units per net acre (net acreage is 75% of the gross acreage).

- **Potential Issues:** Although this represents a significant lot size reduction, 5,000 square foot lots are very common in both old and new sections of the city. A wide variety of house designs have worked very successfully on this type of lot, and homes on smaller lots are anticipated to be compatible with existing homes on lots of 6,000+ square feet.

- **Estimated Result:** The recent average development density for single family residences is 5.46 units per net acre, which is very close to an average lot size of 6,000 square feet. If the average is reduced to approximately 5,000 square feet per lot, average density would increase to slightly over 6.5 units per net acre. At 6.5 units per acre, approximately 144.6 acres of land would be consumed to accommodate the projected need of 940 single family units compared to 172.2 acres at the current average density of 5.46 units per net acre. 27.6 acres. If these requirements are also applied to the estimated need for 734 manufactured homes on individual lots (which have recently developed at a lower density of 4.28 units per acre), the projected land need is reduced from 171.5 to 112.9 acres.

- **Net Gain:**

  27.6 acres - Single family residential
  58.6 acres - Manufactured homes on individual lots

2. Increase density range and minimum density for high density residential (>12 units/acre)

- **Description:** The two multi-family zones which are currently used by the city are the RL - Limited Multi-Family Residential and RM - Multiple Family zones, which both allow multi-family development with a density of 12 to over 20 units per acre, depending upon the size of the property and the number of units proposed. The RH - High Rise Residential zone, has no density limit, but it is not applied to any property in the city, and the RL zone is only applied to one four acre site. The RM zone should be modified to:

  A. Increase the maximum to 25 units per net acre.

  B. Provide a minimum density requirement of 20 units per net acre.

- **Potential Issues:** The formula used for calculating allowable density limits the density of small projects (e.g., <20 units) to 12-16 units per acre. Projects must be over 40-50 units before densities of approximately 20 units per acre can be achieved. The recent overall density for multi-family development (>2 units) is 15 units per net acre. Applying a minimum and maximum density standard of 20 and 25 units per acre will significantly increase the density presently allowed, particularly for smaller parcels. Infill parcels may in some cases present special problems related to density, however, the design requirements and guidelines noted under secondary measures can be used to minimize or eliminate compatibility issues between existing and new development.

- **Estimated Result:** This amendment could have a significant impact on the estimated land need for multi-family residences. With an estimated need of 951 units, a 25 unit per acre density would reduce the projected land need from 63.4 to 38 acres. An actual built density of 20 units per acre yields a land need of 47.5 acres.

- **Net Gain:**

  15.9 acres - Multi-family development (at 20 units per net acre)

3. Land use amendments from RS to RM

- **Description:**

Four possible land use amendments are proposed below. They are shown in Exhibit B as 3. A, 3. B., etc.

A. 1.73 acre (1.3 acre net) parcel on County Club Road. This property is vacant located adjacent to a developed property which presently is zoned RM. This would not pose a significant change on service demands, and it would be consistent with the

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character of the development in the area. The comparative number of units would be 7 - existing zoning, 19 - RM zone, and 26 - RM zone plus Primary Measure 2.

B. 10.18 acre (7.6 acre net) parcel on Hazelnut Drive. This parcel is well suited for higher density development because services are available, and it is part of a planned development with common open space. The comparative number of units would be 41 - existing zoning, 114 - RM zone, and 152 - RM zone plus Primary Measure 2.

C. 15.35 acre (11.5 acre net) group of parcels on the south side of Woodburn-Estacada Highway (which are mistakenly shown as multi-family on the inventory map). The higher density would be compatible with the similar development immediately west. They are also is within easy walking distance of retail and service businesses to the west. The comparative number of units would be 62 - existing zoning, 172 - RM zone, and 230 - RM zone plus Primary Measure 2.

D. 25.1 acre (18.8 acre net) group of parcels on both sides of E. Lincoln Street. These properties are either partially or totally vacant. This area also is within easy walking distance of commercial services on 99E. The comparative number of units would be 102 - existing zoning, 282 - RM zone, and 376 - RM zone plus Primary Measure 2.

- **Potential Issues:** All of these areas are in locations which are at least partially committed to high density residential or commercial development. Neighborhood compatibility may be an issue in some instances, however, the design standards and guidelines identified under Secondary Measures should be able to this.

- **Estimated Result:** This would increase the amount of net acreage available for multi-family housing by 39.2 acres and reduce land available for single family housing by the same amount. The total acreage "savings" will vary between 68 (RM at 15 units/acre) and 104 (RM at 20 units/acre) because of the further reduction in land needed to accommodate the same number of housing units. density increases are also employed.

- **Net Gain:**

  68.3 to 104.4 acres - from RS to RM with a resulting increase in the number of housing units from 212 (RS zone) to 587 units (RM at 15 units/acre) to 784 units RM at 20 units/acre).

4. Land use amendments from RS to RM/PUD Mixed Use

- **Description:**. The RM/PD Mixed use concept would feature the following:

  - A mandatory requirement to develop through the city's PUD process (as amended by the Smart Development recommendations).
  - A minimum overall density requirement of 20 units per net acre.
  - An allowance for a variety of multi-family and single family housing types.
  - An allowance for neighborhood commercial uses (possibly according to Smart Development recommendations).
  - Provisions for design amenities and transition of density, building height, etc. to be compatible with adjacent residential areas that are lower density.
  - Density bonus of up to 20% for providing specified amenities.

There are three sites recommended for consideration (Exhibit B).

A. 116.1 acres (87.1 acres net) in several parcels located in southwest Woodburn. Access would be provided by the future arterial street described in the Woodburn Transportation System Plan. The comparative number of units would be 475 - existing zoning, 1,306 - RM zone, and 1,742 - RM zone plus Primary Measure 2.

B. 11.01 acres (8.25 acres net) located in south central Woodburn between Settlemeir Road and the railroad tracks. This higher density planned development approach should be complementary to the Boones Crossing proposal (which is presently scheduled for review before the City Council). The comparative number of units would be 45 - existing zoning, 123 - RM zone, and 165 - RM zone plus Primary Measure 2.

C. 53.96 acres (40.47 acres net) in several parcels located in south central Woodburn to the south and east of Boones Crossing. This would also be complementary to the development proposed for the area. The comparative number of units would be 220 - existing zoning, 607 - RM zone, and 809 - RM zone plus Primary Measure 2.

- **Potential Issues:** The three areas proposed are well suited for a mixed use planned development approach. For example, densities and housing types can be varied to complement existing conditions on the site as well as surrounding development. Sensitive design and transportation circulation will be essential for fitting well with existing neighborhoods. The planned development provisions in the Zoning Code must be evaluated and revised as necessary to accommodate a wide range of housing types and to give the developer sufficient flexibility to meet minimum density targets while maintaining a compatible relationship with surrounding neighborhoods and important natural features.

- **Estimated Result:** According to the existing low density residential designation and recent development trends, these properties would be expected to yield approximately 5.5 units per net acre. The overall density would be increased to a minimum of 20 units per net acre, assuming the general density recommendations in Primary Measure 2 are also implemented. Densities of up to 30 units per net acre would be possible if the proposed density bonus of 20% for planned development was available.

- **Net Gain:**

237.1 to 361.6 acres - from RS to RM with a resulting increase in the number of housing units from 740 (RS zone) to 2,036 units (RM at 15 units/acre) to 2,716 units (RM at 20 units/acre).

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5. Land use amendments from CG/RS/RM to IH or IP

- **Description:**

  126.83 acres (95.1 acres net) in several parcels located in southwest Woodburn on the east side of I-5, which are zoned CG - Commercial General (32.22 net), RS (38.01 net), and RM (20.48 net). This would allow for some additional industrial development in close proximity to the freeway (Exhibit B). Access would be provided by the future arterial shown in the Woodburn Transportation System Plan.

- **Potential Issues:** This represents a significant shift in the types of land uses for this area of the city. Because of the apparent need for additional industrial land to provide a suitable employment base and the surplus of residential land over the 20-year planning period, this area appears appropriate for industrial use. The IH - High Technology and IP - Industrial Park districts appear to include a mix of uses that will be complementary to the existing mix of industrial uses in the city. Traffic impact created by any new uses in this area will require careful evaluation as well as compatibility with neighboring uses.

  Location of industrial and residential uses in the area should be adjusted to "fit" with the future arterial street. Additional industrial land conversion to the east is not recommended because of the new school on Parr Road and neighborhood compatibility issues.

- **Estimated Result:** This will increase the amount of industrial land available by 95.1 acres and a corresponding reduction of 32.22 acres of commercial, 20.48 acres of high density residential, and 38.01 acres of low density residential.

- **Net Gain:**

  0 acres - Although this measure will provide additional land for employment, it will result in a corresponding loss of commercial and residential land as noted above.

6. Reduced off-street parking standards

- **Description:** Existing parking minimums should be compared with industry standards. For instance the current retail store off-street parking minimum is equivalent to 6.43 spaces per 1,000 square feet when employee parking is included. This is significantly higher than the median number of parking spaces in sampled regional, community, and neighborhood retail centers nationwide (at 4.69 to 5.62 spaces per 1,000 square feet). Off-street parking standards should include parking maximums. This would result in a more efficient use of land.

- **Potential Issues:** Care needs to be taken that the most up to date industry standards are used to evaluate the current parking requirements, and where possible that the standards reflect development in cities similar in size to Woodburn.

- **Estimated Result:** The results would vary by development type. For instance, again using retail stores if the minimum (of 6.43 spaces per 1,000 square feet of building space) were changed to a maximum parking standard, the average site coverage would be over 30% - significantly higher than the 20% achieved at the Woodburn Company Stores outlet mall.

- **Net Gain:**

  51.6 acres - Assuming increased lot coverage as noted above.

SECONDARY MEASURES

1. Adopt Smart Development design standards

- **Description:** The city completed a project titled "Removing Obstacles to Smart Development" in 1997. A consulting team made a number of recommendations to the city zoning and subdivision requirements to promote more efficient development while enhancing community livability. These recommendations included: guidelines for using reduced local street widths when appropriate; simplifying and reducing building setback requirements; bicycle parking requirements; landscaping standards to enhance compatibility between uses; density bonuses of up to 20% for planned developments; reduced minimum lot sizes and use of average lots sizes for partitions and subdivisions; a commercial neighborhood zone (discussed above); and minimum density standards for residential development in commercial zones.

- **Potential Issues:** Implementation will require additional evaluation of land use applications and monitoring to ensure that the required design elements are constructed or installed.

- **Estimated Result:** The effect of these amendment on residential densities and the efficiency of commercial and industrial development is difficult to quantify. It is clear that they would (1) make it easier to achieve maximum allowable density (e.g., reduced building setbacks) and (2) offer means to compensate with other measures (e.g., landscaping and buffering standards).

- **Net Gain:**

  0 acres - These will be very important for the successful implementation of many of the measures described herein, but they will not create any land savings.

2. Adopt Smart Development design guidelines

- **Description:** A Design Guidelines booklet was produced as part of the Removing Obstacles to Smart Development project. It contains guidelines for site design and building design. Enhancing livability through better design compatibility between different uses, such as residential and commercial, was a primary focus of the guidelines.

- **Potential Issues:** Increases in density or intensity of use as recommended by the primary measures without additional care being taken in the design of new development will result in many unsatisfactory situations, especially when different land uses abut each other. To be accepted by the public, improved design must be part of any growth management alternative to promote greater land use efficiency. Implementation will require additional evaluation of land use applications and monitoring to ensure that the required design elements are constructed or installed.

- **Estimated Result:** Similar to the design requirements described above, it is difficult to estimate an increased efficiency for residential, commercial, and industrial development. What is important is the support these guidelines will give the primary measures which call for increased density or intensity of land uses.

- **Net Gain:**

  0 acres - These will be very important for the successful implementation of many of the measures described herein, but they will not create any land savings.

3. New neighborhood commercial district and/or mixed commercial to help meet future commercial service needs for residents.

- **Description:** The Smart Development project recommended including a neighborhood commercial zoning designation to provide for small, local commercial services in residential neighborhoods. The recommendation calls for small businesses on less than one acre. Market and economic considerations may mean that the minimum size for these commercial sites is larger.

- **Potential Issues:** Compatibility with surrounding residences is the key issue. If this is implemented, the recommended Smart Development standards and guidelines must also be included.

- **Estimated Result:** This concept will require more discussion about how and under what circumstances it should be applied. Because the small amount of land potentially involved, it is not included in the acreage calculations.

- **Net Gain:**

  0 acres

4. Accessory dwelling units in residential zones

- **Description:** The Zoning Ordinance does not allow accessory dwelling units. which are small, secondary units on single family residential lots. They are either attached to the primary residence or separate, such as a living unit above a detached garage. Because these units are only occupied by one or two persons, they are not counted as a residence for calculating allowable density.

- **Potential Issues:** These units should have specific design requirements, such as maximum size, lot coverage, and screening, to ensure compatibility within the neighborhood.

- **Estimated Result:** Because the units are small, they would primarily help meet the future demand for multi-family housing. For the purpose of calculating land savings, 40 accessory dwelling units are assumed for the planning period to make a small contribution to reduce demand for multi-family units.

- **Net Gain:**

  2.0 to 2.7 acres - Assuming 40 accessory units to replace multi-family units which would otherwise be built at 20 or 15 units per acre (Primary Measure 2 rate or current development rate).

5. Land use amendments from RM to RM/PUD Mixed Use

- **Description:**

  15.0 acres (11.25 acres net) in one parcel located in south Woodburn on the west side of 99E. This would allow some neighborhood commercial development to serve nearby residents. It would also be eligible for density bonuses as described above.

- **Potential Issues:** Because the allowable density does not change appreciably, there should not be any significant issues that have not already been addressed by the current Comprehensive Plan and Zoning Ordinance.

- **Estimated Result:** The planned development approach will provide more design flexibility which will probably make it easier to achieve higher densities compared to a standard site development approval.

- **Net Gain:**

  0 acres - This change would only raise potential density if Primary Measure 2 and/or the planned development density bonus of 20% are also implemented.

6. Financial Incentives - Fees and SDCs

- **Description:** Financial incentives reduce the cost of development. Methods include waiving or reducing application and hook-up fees and/or system development charges (SDCs) in areas with existing infrastructure. These cost reductions can be helpful in encouraging infill development, or guiding new development to areas close to existing built areas (through differential SDCs based on cost of extending services).

- **Potential Issues:** Reduction in funds collected by the City.

- **Estimated Result:** These incentives could be used specifically to encourage efficiency and infill or generally to encourage development.

- **Net Gain:**

  0 acres – This policy will encourage development of infill buildable lands, but will not create any additional land savings.

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7. Assemble and Dedicate Land

- **Description:** This approach can be used where individual parcels need to be assembled to create a development site. Typically a public agency such as an economic development corporation (EDC) or urban renewal agency (URA) or a port district formulates purchase option agreements with individual owners, and then sells or transfers interest in these properties to a developer. However, there are some instances in which cities and counties have directly assembled and dedicated land.

- **Potential Issues:** More research would be required to determine the legal authority and mechanisms required for individual agencies and/or jurisdictions to accomplish this measure.

- **Estimated Result:** Development site assembly can create larger, more marketable parcels potentially allowing development to occur where it might otherwise not happen under existing market conditions.

- **Net Gain:**

  0 acres – This policy will potentially encourage development on parcels otherwise deemed inadequate given market conditions, but will not create any additional land savings.

8. Focused Public Infrastructure Investment

- **Description:** Public infrastructure investment can be focused to encourage development where costs would be excessively prohibitive to private developers. Instances might include development of major roadways or traffic solutions to address capacity issues that are limiting development, or the provision of city services to a major industrial site etc.

- **Potential Issues:** The City's capacity to fund large infrastructure projects may be limited.

- **Estimated Result:** Attracting development to areas otherwise limited in potential under existing market conditions.

- **Net Gain:**

  0 acres – This policy will potentially encourage development on parcels otherwise deemed inadequate given market conditions, but will not create any additional land savings.

9. Amended annexation policy

- **Description:** The city is considering an annexation policy which would allow annexation into the city when a number of criteria are met. A significant criterion is a requirement that annexation may only occur when there is less than a three-year supply of land available for the intended use.

- **Potential Issues:** The application of this policy may affect the availability and cost of land within the city.

- **Estimated Result:** This proposed policy would tend to support the other measures proposed in this memorandum. In particular, it would encourage development of vacant infill parcels in the city, resulting efficient use of land within the UGB.

- **Net Gain:**

  0 acres - This policy will support many of the other measures presented here, but will not result in land efficiency that could be attributed solely to this policy.

ALTERNATIVE GROWTH MANAGEMENT STRATEGIES

Introduction

Three alternatives are presented as options to address future development needs in a way which is more consistent with city planning goals as well as state planning requirements. They are based upon a set of assumptions and structured around a menu of complementary measures the city may follow to meet future housing and economic development needs. At least one alternative is required to eliminate the entire projected Base Case land deficit of 333+ acres.

The intent of the alternatives is to evaluate methods to minimize land needs for future development. In addition, alternatives include a revised commercial/industrial land need assumption which is lower than that of the Base Case. This is because it is not realistic to assume that the surge in industrial and commercial development over the 1988-1997 period (most notably the Waremart facility) will be sustained over the next 20 years. Job growth more than doubled over this period. If an employment growth rate is assumed which provides an appropriate jobs/housing balance in Woodburn, the overall amount of land needed changes from a deficit of 333+ acres to a 212 acre surplus. Land estimates using both assumptions are shown in Table 4. Supplemental information regarding employment and jobs/housing balance will be presented at next week's meeting.

The purpose of the alternatives is to better understand the effect different measures and policy choices will have on Woodburn's future land development needs. The effects of the three alternatives are summarized in Table 4. The Growth Management Advisory Committee and the public should compare the alternatives and use this information to formulate a preferred alternative which best meets city policy and state requirements.

Alternatives

1. Retain Existing Land Use Designations

This alternative does not require redesignation or rezoning of any properties in the city. The requirements for the existing zones are proposed to be amended to produce greater land efficiency (e.g., minimum lot size, minimum density standards).

2. Amend Land Use Designations

This alternative features amendments to land use and zoning designations as a primary method to meet the land need projected in the Base Case. It does not include the changes to zoning requirements in Alternative 1. The effect this alternative would eliminate the 333+ acre deficit.

3. Combined Measures from Alternatives 1 and 2

This alternative combines the measures suggested in the first two alternatives. As one would expect, this alternative offers the greatest reduction in projected land needs over the planning period.

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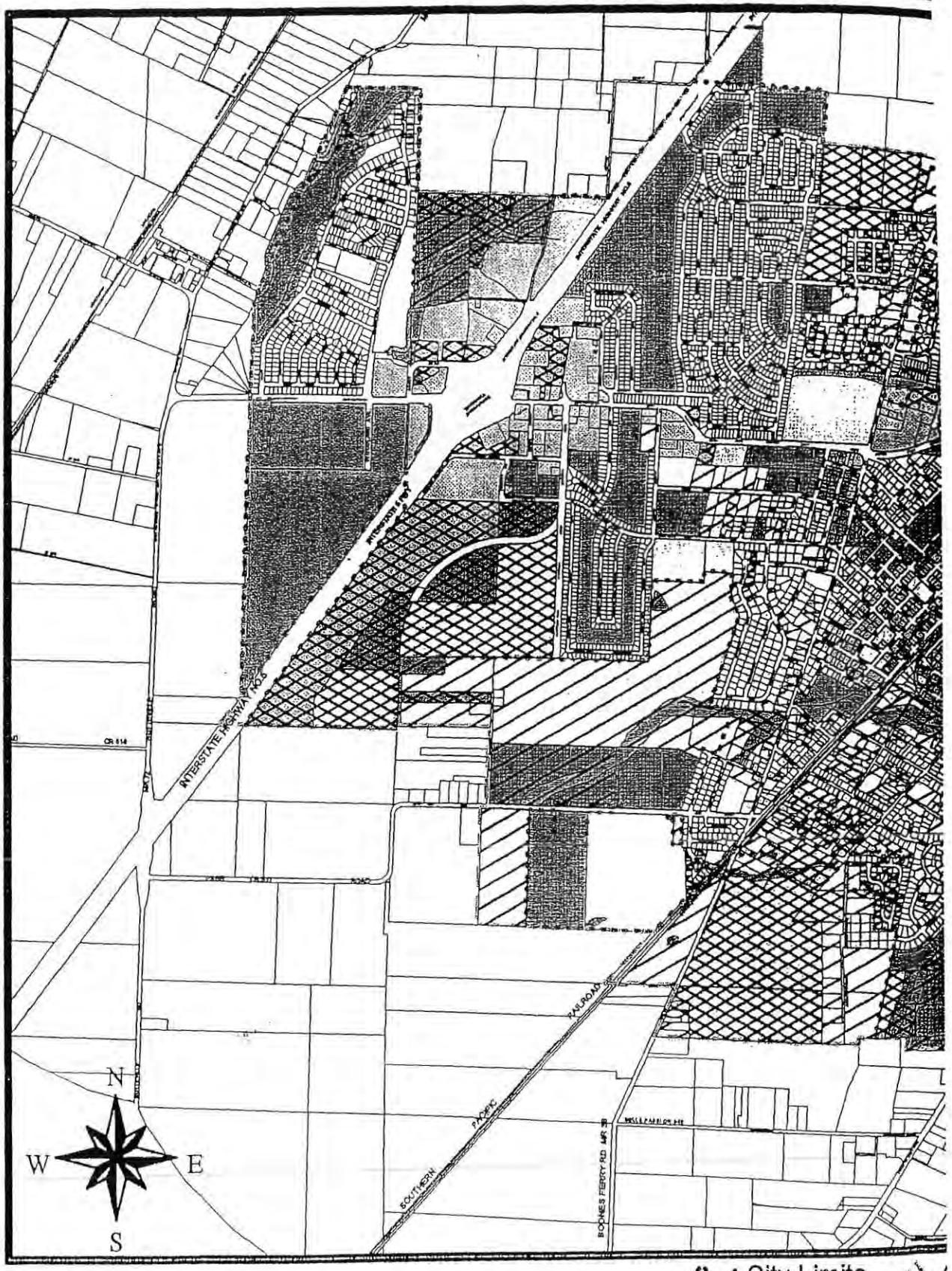

City of Woodburn Buildable Lands (all zones)

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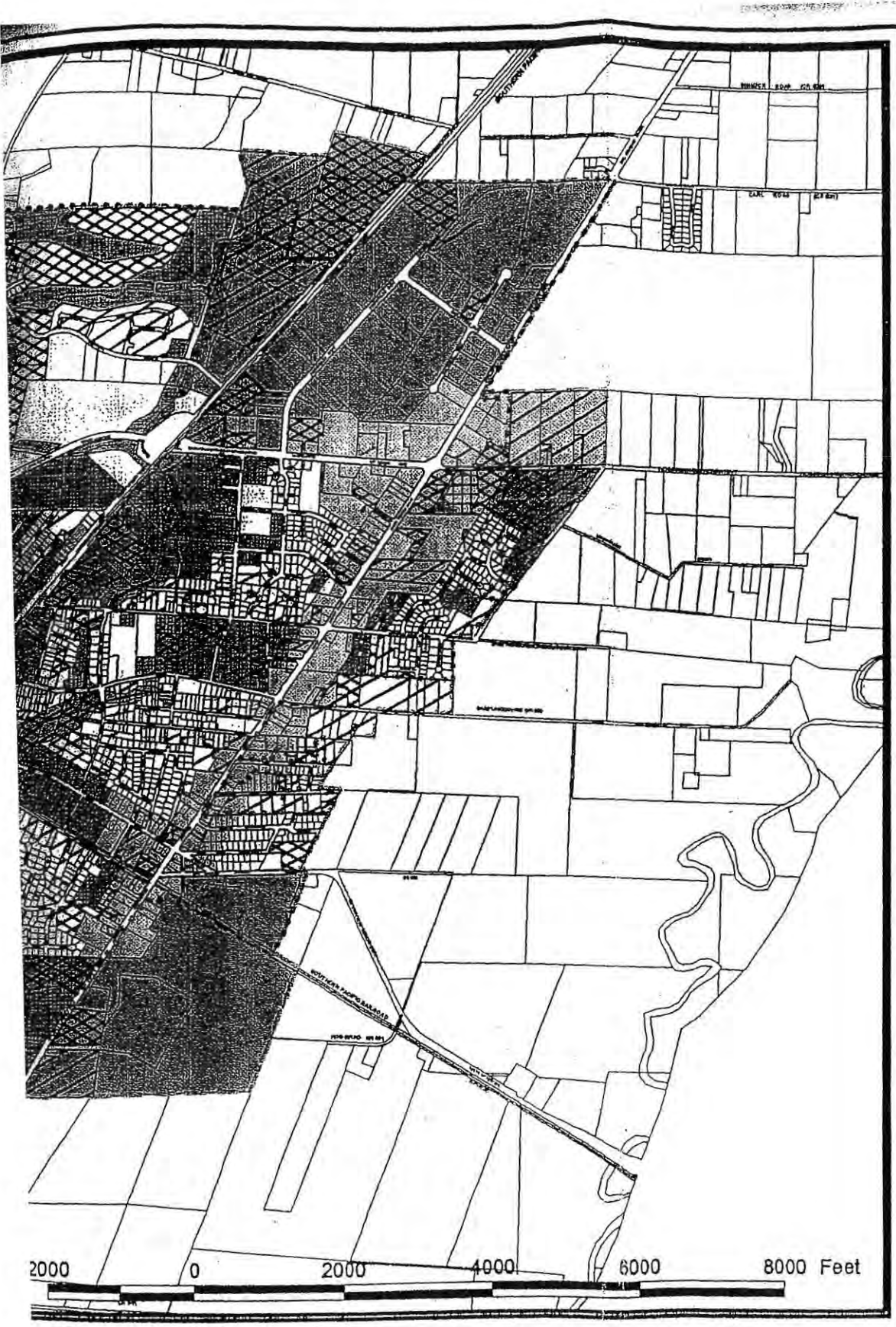
City Limits
Vacant
Infill Potential
Redevelopable
Comprehensiv
Commercial
Industrial
Public Use



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Space & Parks

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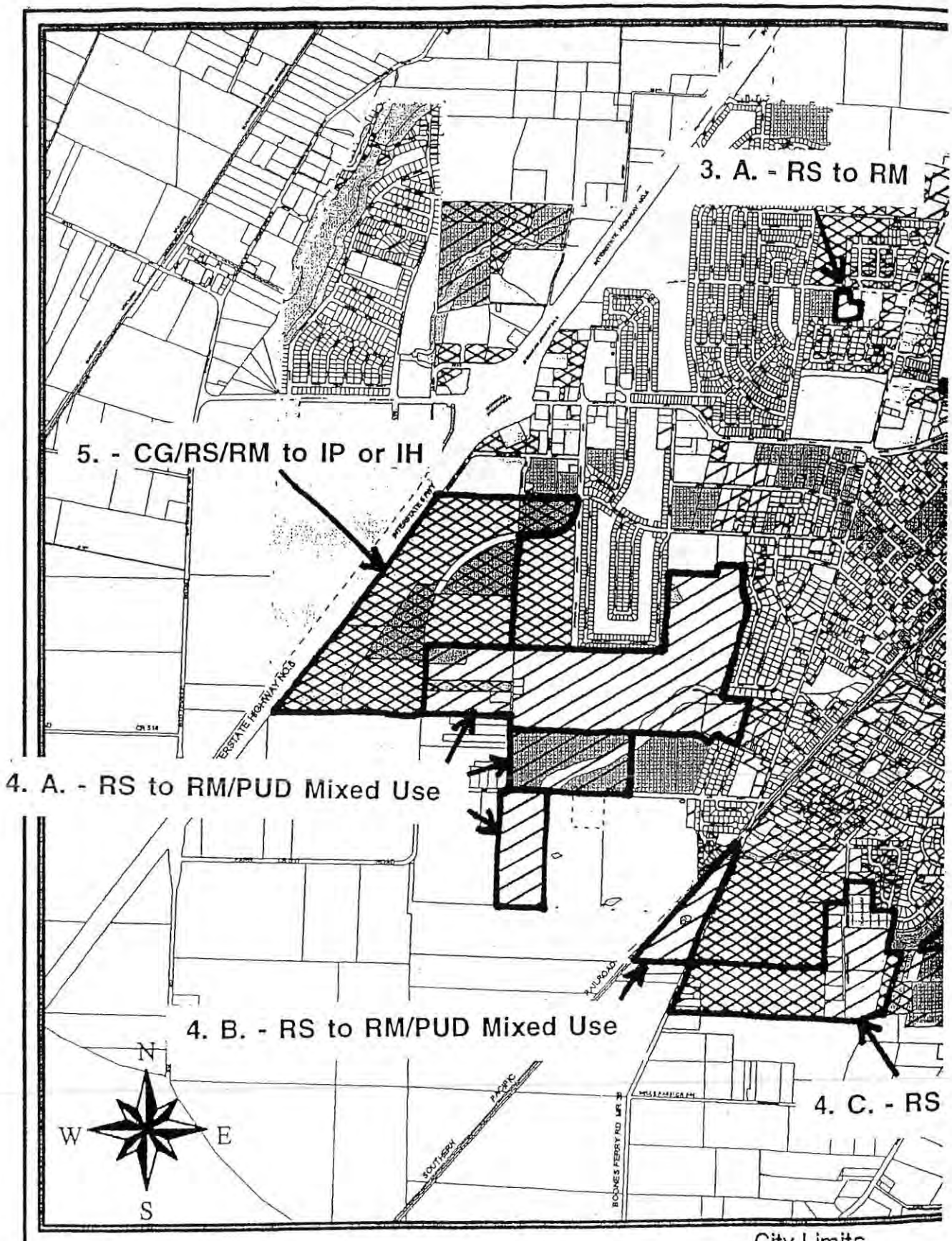
City of Woodburn Buildable Lands & Housing Needs Analysis

Data obtained from the Marion/Salem Data Center and is considered current as of April 1, 1998.
Wetlands data from SRI Wetlands Study, Draft, December 1998.
City Limits considered current as of December, 1998.

***Reduction Factors Apply.** For Residential Land, 1/4 acre will be subtracted from each parcel to account for existing structure. Refer to accompanying text and tables for additional explanation.*

Plotted: May 4, 1999

Exhibit A



City of Woodburn Buildable Lands (all zones)

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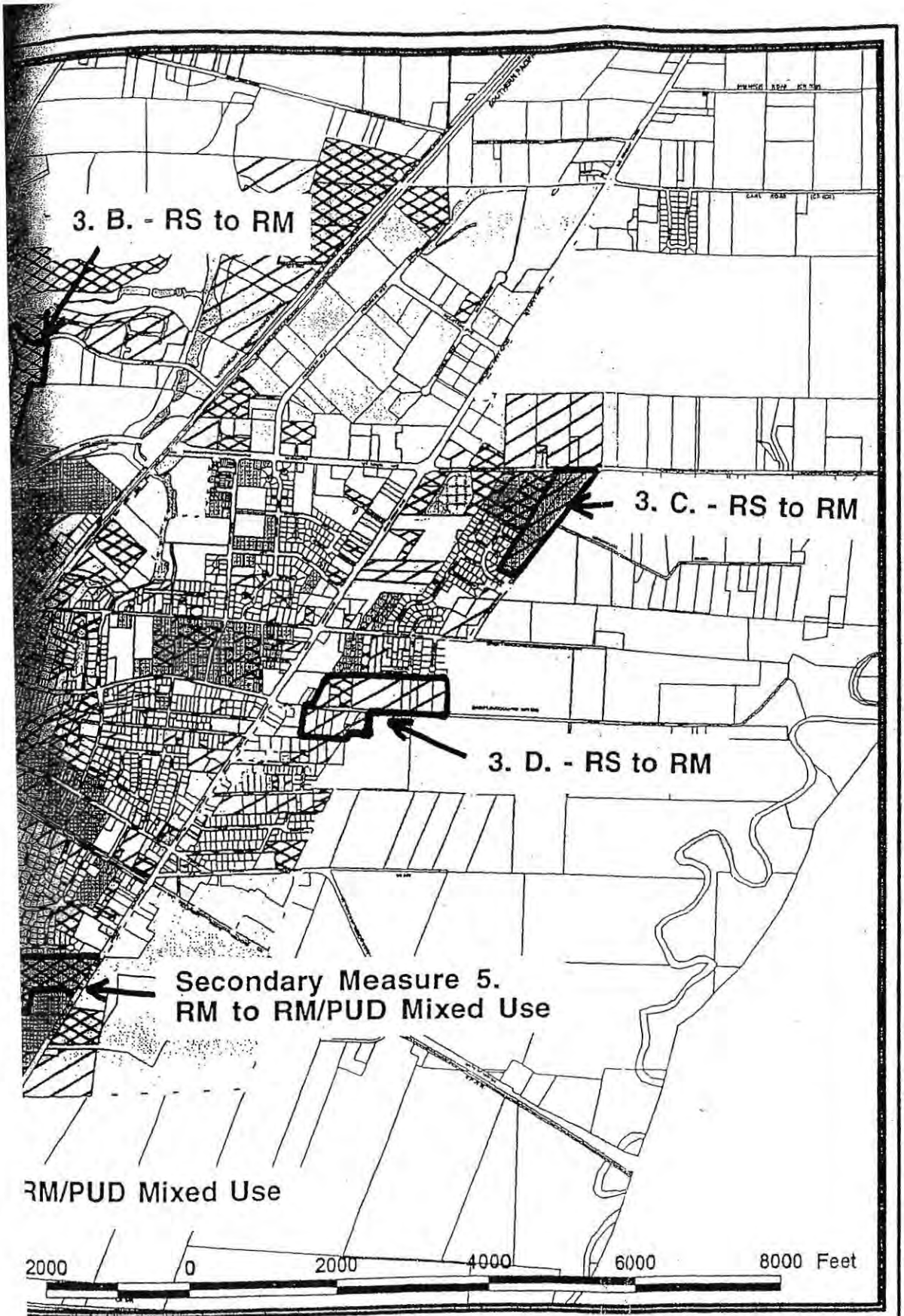
City Limits
Vacant
Infill Potential
Redevelopable
Comprehensiv
Commercial
Industrial
Public Use



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City of Woodburn Buildable Lands & Housing Needs Analysis

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City Limits considered current as of December, 1998.

**Reduction Factors Apply. For Residential Land, 1/4 acre will be subtracted from each parcel to account for existing structure. Refer to accompanying text and tables for additional explanation.*

Plotted: May 4, 1999

Exhibit B

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APPENDIX I
Comprehensive Plan and Zoning Ordinance Amendments

APPENDIX I

RECOMMENDED COMPREHENSIVE PLAN AND ZONING ORDINANCE AMENDMENTS

Growth Management Committee Recommendations

PROPOSED COMPREHENSIVE PLAN GOALS & POLICIES

GOAL: Provide a wider range of housing alternatives that encourages larger residential lot sizes providing a balance to the city's housing needs.

Policies:

- Require Single Family Residential properties that are annexed to the City be a minimum of 8,000 square feet in size (exceptions for PUD's). This will require amending the city's zoning ordinance to allow another residential zoning district.
- Encourage residential properties annexed be designed as Planned Unit Developments (PUD's).
- Allow a mix of uses within a residential PUD being annexed that provides such amenities as private or public parks, open space and low intensity neighborhood commercial uses.

GOAL: Provide for diversification in land uses by allowing for an industrial (at least 50% or more) and commercial mix.

Policies:

There are a number of commercial and industrial uses that compliment one another.

- Create a mixed use campus (MUC) district that would allow the opportunity for specific industrial and commercial uses to be in close association with one another.
- The mixed use campus would be subject to a strict design standard.
- All Commercial uses in the MUC district would be required to have a minimum floor area ration (FAR) of .4.

RECOMMENDATION:

- Expand the Urban Growth Boundary to allow for additional light industrial development.
- Adopt policies that must be met to justify any UGB expansion for industrial development. Note: Any site approved for UGB expansion will be subject to justification under ORS 197.28 and Statewide Goals 14 Urbanization and Goal 2 Land Use Planning exceptions process.

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PROPOSED ZONING ORDINANCE AMENDMENTS

RECOMMENDATION:

- Provide a ceiling standard for off-street parking to reflect a maximum of 6.43 spaces per 1,000 square feet of commercial building space.
- Adopt a Mixed Use Development (MUC) District Overlay
- Establish design criteria for commercial and industrial development in a Mix Use District.
- Establish design criteria for multi-family and commercial developments.
- Allow secondary units in single family lots only if they are within the primary residential structure.

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APPENDIX J
Review Criteria and Findings

APPENDIX J

Evaluation of the Growth Management Strategies

The alternatives should be evaluated using Woodburn Comprehensive Plan Goals and Policies, Oregon Revised Statutes, and Smart Development Principles. The relevant provisions are presented below followed by an evaluation of the Committee recommendation.

Woodburn Comprehensive Plan Goals and Policies

A. Residential Land Development Policies

A-1. Residential areas should be developed as neighborhoods with facilities which provide a neighborhood focus such as a school, park, or community facility.

A-3. Development should promote, through the use of moderate density standards and creative design, a feeling of openness and spaciousness with sufficient landscaped areas and open space to create a pleasant living environment.

A-5. Residential developments should strive for creative design which will maximize the inherent values of the land being developed and encourage slow moving traffic. Each residential development should provide for landscaping and tree planting to enhance the livability and aesthetics of the neighborhood.

A-6. Non-residential uses should be prevented from locating in residential neighborhoods. Existing non-conforming uses should be phased out as soon as possible.

A-7. Home occupations and combination business and home should be allowed if the residential character is unaffected by the use. In the case of home occupations, these can be allowed through the zoning ordinances.

A-8. High traffic generating non-residential uses should not be located in such a manner as to increase traffic flows on residential streets or residential collectors.

A-9. Industrial and commercial uses which locate adjacent to residential areas should buffer their use by screening and design control, and should be controlled with sufficient setback so as their location will not adversely affect the residential areas.

A-10. High density residential areas should be located so as to minimize the possible deleterious effects on adjacent low density residential developments. When high density and low density areas abut, density should decrease in those areas immediately adjacent to low density residential land. Whenever possible, buffering should be practiced by such means as landscaping, sight-obscuring fences and hedges, and increased setbacks.

B. Commercial Land Development Policies

B-1. Sufficient commercial services should be provided in four established commercial areas: 99E; I-5 interchange; downtown; and 214/211/99E four corners intersection without creating new centers.

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B-3. Strip zoning should be discouraged as a most unproductive form of commercial land development. Strip zoning is characterized by the use of small parcels of less than one acre, with lot depths of less than 150 feet and parcels containing multiple driveway access points. Whenever possible, the City should encourage or require commercial developments which are designed to allow pedestrians to shop without relying on the private automobile to go from shop to shop. Therefore, acreage site lots should be encouraged to develop "mall type" developments that allow a one stop and shop opportunity. Commercial developments or commercial development patterns which require the use of the private automobile shall be discouraged.

B-4. Architectural design of commercial areas should be attractive with a spacious feeling and enough landscaping to reduce the visual impact of large expenses of asphalt parking areas.

B-6. Commercial office and other low traffic generating commercial retail uses can be located on collectors or in close proximity to residential areas if care in architecture and site planning is exercised. The City should insure by proper regulations that any commercial uses located close to residential areas have the proper architectural and landscaping buffer zones.

C. Industrial Land Use Policies

C-1. Sufficient industrial land should be available to enhance opportunities for city residents to work in the city.

C-2. Industrial land should be located so as to insure that road transportation and secondarily, rail transportation is available to the industrial areas.

C-4. Industrial areas which are located adjacent to arterial streets or to residential areas should be controlled through site plan review and buffer zones so as to minimize the impact of industrial uses.

C-6. The industrial park concept is one which the City deems is the most desirable form of industrial development. Whenever possible, the industrial park concept will be encouraged in an attractive and functional design.

C-8. Industrial lands should be protected from encroachment by commercial or other uses which will either increase the price of industrial land or cause traffic generation which will interfere with the normal industrial practices.

G. Housing Goals and Policies

G-1. The city should provide adequate housing for all sectors of the community.

G-1-1. Sufficient land should be available to accommodate city growth.

G-1-2. A variety of housing types should be encouraged to accommodate the demands of the local housing market.

G-1-3. New housing concepts should not be discouraged by city ordinances.

G-1-4. The city will provide for its fair share of low income housing.

K. Transportation Goals and Policies

K-1. Establish a framework for the development of facilities to move persons and goods in as safe, effective and efficient a manner as possible under projected year 2015 traffic conditions.

K-1-1. Develop a transportation system that interconnects residential areas with employment centers, commercial areas, schools, parks, churches, and regional transportation networks.

K-1-5. The City shall encourage pedestrian safety and foster pedestrian activity. Sidewalks shall be provided on all arterial, service collector, and access streets. Where possible, sidewalks should be detached from the curb, separated by a minimum 4-foot wide parkway strip.

K-1-6. The City shall encourage large businesses in Woodburn to set up car pool and van pool matching programs, based on employees' residential location and work shift.

K-2. Develop a transportation system that avoids or reduces a reliance upon any one form of transportation.

M. Growth and Urbanization Policies

M-1. To insure the growth is orderly and efficient, the City shall phase the needed public services in accordance with the expected rate of growth. The extensions of the existing public services should be in accordance with the master plans in this Comprehensive Plan.

M-3. The City's public facilities now being built are to be paid for by the system development charges from the anticipated growth. To insure that the City's growth does not fall short of the expected growth rate, the City would only take necessary measures to stimulate growth under extreme circumstances.

M-4. Marion County shall have regulatory authority over unincorporated land in the UGB.

M-11. Conversion of land within the boundary (UGB) to urban uses shall be based on a consideration of:

a. Orderly, economic provision for public facilities and services;
b. Availability of sufficient land for the various uses to insure choices in the market place;
c. LCDC Goals;
d. Encouragement of in-filling development within developed areas before conversion of urbanizable areas; and
e. Applicable provisions of the Marion County and City Comprehensive Plans.

N. Natural and Cultural Resources, Goals and Policies

N-1. It is the City's goal to preserve the natural resources in the City including the unique stands of trees, the scenic areas within the City, and the flood way and flood plain.

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N-1-1. The City should establish a tree ordinance with measures requiring an inventory of significant tree stands, as well as a means to preserve such stands. A tree planting program to replace lost stand with comparable species should be established. Developers should be encouraged to leave standing trees in developments where it is possible rather than remove them and replant young trees.

N-1-2. Flood plain should be set aside for city greenways and left in a natural state as much as possible. This would prevent building in the flood plain and provide a natural green way throughout the City.

Oregon Revised Statutes

Buildable Lands for Needed Housing (ORS 197.296). Specific requirements are established to meet two major objectives:

1. Housing: Ensure that development occurs at the densities and mix needed to meet a community's housing needs over the next 20 years; and

2. Land: Ensure there is enough buildable land to accommodate the 20-year housing need inside the urban growth boundary.

Priority of Lands for UGB Expansions (ORS 197.298). If a community expands its urban growth boundary (UGB), it must include certain types of land before others. The order of priority is:

1. Urban reserve land designated under ORS 195.145;

2. Exception and nonresource land adjacent to the UGB;

3. Marginal lands pursuant to ORS 197.247; and

4. Agriculture and/or forestry lands.

Communities can include lower priority land in a UGB under the following circumstances:

1. A need for specific type of land;

2. Constraints to providing urban services; and

3. Efficiency of land uses.

Smart Development Principles

Land and resources should be used efficiently so that development is compact, and vacant or underdeveloped parcels are used before urban areas are expanded.

Urban services and facilities should be fully and efficiently utilized.

Different types of development, such as commercial, retail, education, recreation, and housing, are placed close together to allow people to accomplish many daily activities more efficiently without driving.

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Shorter distances between destinations, such as home and work, will make all forms of transportation more efficient. In addition, shorter distances along with safe and convenient connections will encourage walking, bicycling, and perhaps transit.

Compatibility between land uses through good design is important. The success of applying the first four principles of smart development will depend upon proper design of new development to accommodate people.

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APPENDIX G
Mixed Use Campus District

APPENDIX G
MIXED USE CAMPUS DISTRICT

MUC DEVELOPMENT CRITERIA

- The property is to be designated on the comprehensive plan map as commercial and mixed use campus (MUC) on the zone map.
- The property has a minimum of 100 feet of frontage on a major or minor arterial.
- A minimum of 20% open space of the gross land area.
- Off-street parking is 20% less than the minimum standard – no maximum limit (more are allowed if needed)
- A minimum of floor area ratio (FAR) of .35 of commercial use is required of the gross area, e.g., 40,000 sq. ft. x .4 = 16,000 sq. ft. for commercial use.
- Overlay onto only CG/CR zones
- All commercial and industrial uses are subject to design review.

MUC DESIGN CRITERIA

- Vertical face recesses
- Extension of entrances
- Offsets or breaks in roof elevation
- A combination of exterior materials no more than 50% of any one material with a minimum requirement of three:

  - Brick
  - Glass
  - Stucco
  - Wood Siding
  - Textured Concrete
  - Synthetic Stucco
  - Stone
  - Textured Concrete Block

FINDINGS

- Requires a design criterion that mitigates the impacts standard industrial zoned districts often present.
- Provides a compatible mix of industrial and commercial uses.
- Utilizes a substantial amount of acreage within the existing UGB.
- Expands options for industrial locations.

CONCLUSIONS

The Mixed Use Campus District allows for versatility in land uses while maintaining compatibility within its boundaries.

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Site 3A

Consists of approximately 51.5± acres of property within the city limits south of the Walmart Store. The site is presently zoned commercial. It is the city's interest to provide for a Mixed Use Campus District (MUC) that would allow a 50% mix of Industrial and Commercial uses.

FINDINGS:

- The property can be amended from what was an exclusive Commercial District to one that will accommodate Industrial use with specific design criteria to protect the integrity of the commercial development.
- The property has arterial access.
- Water and sewer are available to the site.

Site 3B

The property consists of 30 acres presently identified as commercial on the city's comprehensive plan map. It is adjacent to Highway 211 on its south property line and MacLaren School on its north property boundary. The MUC designation would allow 50% or 15 acres to be utilized for industrial uses.

FINDINGS:

- The property has direct access to a state highway.
- The rear portion of the property backs up to MacLaren. Industrial uses could serve as a buffer between the state's correctional facility and commercial uses.

Site 3C

Site number six consists of 14± acres located on the west side of Boones Ferry Road with its west property line adjacent to the railroad tracts. It is a triangular parcel that is presently planned for low-density single family residential use.

FINDINGS:

- The property is not real conducive for residential use since it abuts a railroad track.
- The property lies adjacent to an arterial street.
- Public facilities in regard to water and sewer are available to the site.
- A mixed use campus district would not be as affected by rail traffic.

CONCLUSION

The proposed sites meet the committee's siting criteria.

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APPENDIX H
Proposed Urban Growth Boundary Expansion

APPENDIX H
PROPOSED URBAN GROWTH BOUNDARY EXPANSION

INDUSTRIAL LAND NEED

The estimated demand according to the Buildable Lands base case scenario identifies the city is in need of 559 acres of industrial land in the next 20 years. The Buildable Lands Committee identified an additional 277 acres outside the City's UGB for Industrial and Commercial uses. Of that total, 65 acres would be MUC of which 32.5 acres or 50% would be set aside for industry. The committee could not identify any residential land within the UGB that could be converted exclusively as light industrial without causing potential land use conflicts with existing residential land uses. Since the city's industrial lands presently lie on the periphery of the city and result in little conflict with adjoining uses, the committee's conclusion was to locate additional light industrial land adjacent to existing industries. The committee's primary siting criteria were:

1. Adjacent to major highways
2. Potential access to rail
3. Large parcels of land
4. Minimum conflict with adjacent land uses
5. Expanded in areas where industry already existed

In using these siting criteria, three areas were identified outside the city's UGB.

1. Adjacent and west of the Waremart facility (130 ac.)
2. North of the Factory Outlet and adjacent to the freeway (65 ac.)
3. East of the Smucker's Plant and south of Highway 214 (82 ac.)

GENERAL FINDINGS

- The city no longer has large tracts of land, i.e., greater than 25 acres to accommodate large tract industrial uses.
- The proposed parcels create tracts of land larger than 25 acres.
- The proposed tracts of land are contiguous to the city's existing Urban Growth Boundary.
- All proposed sites will provide an orderly expansion of the city's existing industrial designated areas, thereby providing a cohesive coexistence with adjacent sites.
- Provides the City of Woodburn the opportunity to expand its industrial base.
- Allows the opportunity to diversify the city's industrial base thereby providing more stability to the local economy.
- Additional employment opportunities are expected to provide positive economic benefits.

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- An opportunity to work and live within the same community thereby reducing commuting time for residence. This would promote energy conservation by reducing fuel consumption.
- The areas proposed for industrial designation have the ability to be provided with city services.
- There are no identified water or sewer capacity issues.
- The proposed industrial properties have direct access to state highways and/or city arterial streets.
- The City of Woodburn sites on predominantly Class II (Amity and Woodburn) soils. The city has no option on this matter but to place such uses on Class II soils.

UGB Amendment A

This site is approximately 130 acres in size and lies on the south side of State Highway 219 adjacent to the Waremart facility and is outside the City's UGB. Any site approved for UGB expansion by the City Council it will be subject to justification under ORS 197.298 and Statewide Goals 14 Urbanization and Goal 2 Land Use Planning exceptions process.

FINDINGS:

- Is contiguous to the city limits and Urban Growth Boundary.
- Completes area adjacent to existing/successful industrial sites.
- Has direct access to Butteville County Road and Woodland Avenue and arterial that connects to State Highway 219.
- Has convenient access to the I-5 Interchange.
- Water, sewer, storm and the Woodland arterial are stubbed to the west property line of this tract.

UGB Amendment B

Site number three consists of approximately 65± acres adjacent to Interstate 5 and north of the Factory Outlet and would be designated MUC. These properties are outside the city's Urban Growth Boundary but contiguous to that boundary.

FINDINGS:

- The use of these parcels for industrial activity serves as a buffer to freeway noise for the residential uses to the west.
- Is a better neighbor to adjacent wetland/greenways and existing residential area than current farming practices, i.e., chemicals, and pesticides pollution.
- Provides a buffer to vehicular pollution between freeway and farmland uses to the west.
- Public facilities and an arterial street abut these parcels.
- It upholds the concept of maintaining industrial uses on the periphery of the city.

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- Incorporate several small parcels of presently mixed uses into one meeting on land use objective.
- Traffic generation from the site may cause congestion at the time of build out if proper mitigation measures are not implemented.

UGB Amendment C

This eighty-two (82) acre area provides one attribute that the two other sites do not have and that is rail access. The property is located in the southeast quadrant of the city. The property lies contiguous to the city limits but outside Woodburn's UGB.

FINDINGS:

- The parcels have access to State Highway 214 and Highway 99E.
- The availability to access rail.
- Lies adjacent to the city's Urban Growth Boundary.
- The proposed area is contiguous to an industrial designated area.

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APPENDIX K
RECOMMENDED COMPREHENSIVE PLAN
AND
ZONING ORDINANCE AMENDMENTS

Planning Commission Recommendations

RECOMMENDATION:

The Planning Commission fully supports the recommendations and rationale of the Growth Management Committee regarding the proposed amendments to the City's Comprehensive Plan and implementing Ordinances.

OVERVIEW:

In April, the Planning Commission reviewed the Buildable Lands and Urbanization project. The Commission's response to the committee's proposal was positive. This support was further evident when they responded to a staff buildable lands questionnaire pertaining to housing densities, UGB expansion, additional zone district designations and growth scenarios.

The Commission discussion primarily focused on the residential aspects of the report. Basically, the Commissions one concern was the issue of encouraging larger residential lot sizes which do not reflect the states objectives of requiring maximum lot sizes substantially smaller than proposed by the Buildable Lands Committee.

For this reason the Commission response to the Buildable Lands Project Report focused on the residential density issue.

Although the Commission supports that proposal it assumes it is the one issue that will most likely be contested by DLCD.

OBSERVATIONS:

Woodburn's Buildable Lands and Urbanization Projects points out the fact that single family detached housing, on average, realizes a density of less than six dwelling units per net acre.[1] When 25% is excluded per acre for infrastructure, i.e. rights-of-way and easements, the average lot size is 5,445 square feet. In turn, the average sales price of a home in Woodburn is $121,092 compared to $133,500 in Mount Angel and 161,746 in Silverton, two of Woodburn's close neighbors.

[1] *E.D. Hovee & Co. Memorandum Figure 10*

Average Sales Prices by City (1996-1998)

City	1996	1997	1998	Average Annual % Increase
Keizer	$125,273	$132,584	$140,356	5.8%
McMinnville	$141,538	$139,836	$150,211	3.1%
Mount Angel	$102,917	$143,350	$133,500	16.2%
Silverton	$113,818	$127,995	$161,746	19.4%
Woodburn	$102,416	$105,541	$121,092	8.9%

Source: Willamette Valley Multiple Listing Service / E.D. Hovee & Co.

Interestingly many of the newer subdivisions coming online in Woodburn such as Henry's Farm and Heritage Park reflect housing prices more in line with Silverton. Also, these subdivisions represent a lot size greater than the City's average with a lot size average greater than 7,000 square feet.

Additionally, when comparing household incomes, the income range group that has grown the fastest from 1990 to 1998 are those in the 50,000-99,999 range. In 1990, this group represented 10.3% of the population by 1998 that number increased to 20.2%. Furthermore, the income range for those having a household income less than 15,000 has shrunk from 28% of the households in 1990 to 15.5% in 1998.

Woodburn Zip Code Household Income Distribution (1990-1998)

Income Range	1990	1998
Less than $15,000	28.0%	15.5%
$15,000 to $24,999	25.3%	17.6%
$25,000 to $49,999	35.3%	42.3%
$50,000 to $99,999	10.3%	20.2%
$100,000 to $149,999	0.7%	3.5%
$150,000 or More	0.4%	0.9%

Source: U.S. Census Bureau and CACI Inc. / E.D. Hovee & Co.

This is an encouraging economic indicator that shows Woodburn's transition from a rural farm community to one that is becoming much more diversified in its economic make up. Other observations and conclusions reached by the Commission are:

- To attract residential developments with higher end housing stock to accommodate the upper 50% of our population.
- Woodburn should be interested in capturing more high end jobs to induce developers to build higher end housing units.
- A balance of housing types has not been realized to date.
- Woodburn has an adequate inventory to build out the remainder of its residential land, yet to be annexed, into 8,000 square feet lots and still possibly exceed its projected population base of 26,290 by the year 2020.

PROPOSED COMPREHENSIVE PLAN GOALS & POLICIES:

GOAL: Provide a wider range of housing alternatives that encourages larger residential lot sizes providing a balance to the City's housing needs.

Policies:

- Require Single Family Residential properties that are annexed to the City be a minimum of 8,000 square feet in size (exceptions for PUD's). *This will require amending the City's zoning ordinance.*
- Encourage residential properties annexed be designed as Planned Unit Developments (PUD's).
- Provide incentives that encourage the development of PUD's.
- Allow a mix of uses within a residential PUD being annexed that provides such amenities as private or public parks, open space and low intensity neighborhood commercial uses.
- Encourage a diversification in housing values and types that reflects a City in transition from a lower income community to a middle income community.
- Encourage a variety of densities and types of housing to accommodate Woodburn's growing middle and upper middle income housing needs.

RECOMMENDATION:

- Create a Zone District that allows for elderly care facilities exclusive of the multi-family district designation or allow as a conditional use in the single family residential zone.

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March 25, 2002

Jim Mulder, Director
Woodburn Community Development
270 Montgomery Street
Woodburn, Oregon 97071

Dear Jim:

The Department of Land Conservation and Development (DLCD) is pleased to offer the City of Woodburn a grant for $35,000 to complete periodic review planning activities.

The enclosed grant agreement indicates the total amount of our offer and lists the standard and special conditions the city must meet. Please note the following:

1. Before signing the grant agreement, **please read the agreement and attachments carefully** as they contain the terms and conditions upon which the grant is offered. If you have any questions, please contact your assigned DLCD grant manager.

2. **This grant offer is valid for 60 days from the date of issuance (above). Failure to accept this offer within this period will invalidate the offer.**

3. **Sign and return to DLCD both original agreements** to my attention at 635 Capitol Street NE, Suite 150, Salem, Oregon 97301. Your signature declares your acceptance of all terms and conditions in the grant agreement.

4. The grant agreement is **not** in effect until the agreements are returned to the department and both original agreements have been signed by DLCD.

5. A FAX will not be accepted.

Funds will be sent to you in accordance with the payment schedule in the grant agreement. Please note that we can reimburse only eligible costs incurred after all parties have signed and before the termination date of this agreement (June 30, 2003).

If you have any questions about your periodic review grant, please contact your grant manager, Mark Radabaugh at (503) 373-0050, extension 224.

Sincerely,

Diane Butts, Administrative Assistant
Rural and Community Services

Enclosures

cc: Mark Radabaugh, Grant Manager
DLCD Grant File

DLCD GRANT NO: PR-U-03-219

STATE OF OREGON
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
PERIODIC REVIEW GRANT AGREEMENT

A. By this agreement the Director of the Department of Land Conservation and Development (DLCD), acting on behalf of the Land Conservation and Development Commission, agrees to provide funding for the City of Woodburn's periodic review planning activities for the period from **the effective date of this grant agreement through June 30, 2003.**

Grantee: Woodburn Grant Amount: $35,000

B. In consideration of the grant amount, Grantee agrees to perform the planning activities specified herein, and agrees to the conditions of this agreement.

C. **This grant offer is valid for 60 days from the date of issuance (March 25, 2002). Failure to accept this offer within this period will invalidate the offer.**

D. The effective date of this agreement is the latest date on which all parties have signed this agreement. Funds provided in this grant can only be used for expenditures incurred after that date and before the date specified in Section A of this agreement.

E. If this agreement is not signed and returned to DLCD, funding will not be provided, and any costs incurred will not be reimbursed.

F. Grant payment schedule:

Reimbursement up to $25,000, on or after August 1, 2002, upon submittal of Products 1 and 2 and written reports as described in the grant agreement, and signed DLCD Interim Payment Form acceptable to DLCD.

Final reimbursement up to total unexpended amount of the grant upon submittal of all products (Products 1 through 3), required written reports, and signed DLCD closeout forms as scheduled and acceptable to the DLCD.

F. Grant Managers:

Mark Radabaugh, DLCD (503) 373-0050, extension 224

Jim Mulder, City of Woodburn (503) 982-5276, (503) 982-5244 (fax)

The grantee hereby acknowledges that this agreement has been read, and that the terms, conditions, payment schedule, and work tasks and products described and agreed to in this agreement are understood and agreed upon.

For the Department of Land Conservation and Development:

_____
Jim Hinman
Grant Program Manager

_____
Date

Authorized signature and title for the Grantee:

_____
Signature

_____
Printed Name and Title

_____
Date

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Standard Conditions

1. The grant funds received by Grantee pursuant to this grant agreement shall be expended only to accomplish and carry out the following activities:

   The following description of work products outlines expectations under this grant agreement. This grant agreement incorporates the city's proposed grant work program by reference, however, the expectations found in this grant agreement shall prevail if and whenever there is conflict with the city's proposed grant work program.

   Product No. 1: This product involves completing Task 1 through 4 of the city's proposed grant work plan, including the following tasks:

   1. Coordination with Marion County:

      The city will coordinate with Marion County regarding results of the County's Urban Growth Management Project. A new coordinated population projection shall be utilized only if the County adopts a new projection during development of products under this agreement by June 1, 2002. Otherwise, the city shall utilize its current coordinated projection of 26, 290 during development of all products under this agreement. The city will also coordinate with Marion County and its Urban Growth Management Project when developing land efficiency and density targets pursuant to Goal 14 and ORS 197.296(7).

   2. Coordination with ODOT:

      All grant products shall be prepared and developed in conjunction with schedules found in the Statement of Work for TGM Grant No. 2Q-01 (Woodburn TSP update). The schedule for completing work tasks under this grant and the TGM grant shall be completed in a manner consistent with the schedule of work tasks found in the city's Periodic Review Work Program (Order No. 00794, dated July 30, 1997).

   3. Revise Housing Needs Analysis based on the revised Economic Opportunities Analysis:

      The city will complete its Goal 9 analysis pursuant OAR 660-008-0015 through OAR 660-008-0025, ORS 197.296, ORS 197.298 and Goal 14.

In assessing its economic opportunities, the city shall consider how the availability of transportation facilities and capacity is likely to affect the city's ability to attract new industries. In considering the availability of freeway access, the city will coordinate with the Oregon Department of Transportation and gain agreement on whether the I-5/State Route 214 interchange includes any reserve capacity – i.e., capacity beyond that needed to serve existing and planned land uses and state and regional transportation needs over the 20-year planning period – and, if reserve capacity exists, how this capacity will be allocated between existing and future state and regional transportation needs; and other needs, including existing uses; uses allowed by existing plans and zone designations; and capacity that is available for possible new land uses.

In calculating its Economic Opportunities Analysis under OAR 660-009-0015, the city may not assume roadway improvements that are otherwise not planned or that would require goal exceptions.

The city's Economic Development Strategy will also include clear Goal 11 commitments that demonstrate providing adequate public facilities to proposed industrial sites. The Strategy will fully utilize infill and redevelopment of existing industrial sites within the city. The city will review, describe and analyze how it has utilized and protected its large serviceable industrial development sites since its last periodic review and provide mechanisms for protecting remaining Goal 9 lands for targeted employers. Finally, the Strategy will fully identify development constraints for targeted industries and make land use adjustments to the targeted industry list that incorporate identified constraints.

The city will then adjust its housing needs analysis by using the updated draft Housing Needs Model (Oregon Housing Needs Analysis Methodology and Model).

This task will be closely coordinated with DLCD.

4. Update Buildable Lands Inventory:

The city will update its draft 2000 Buildable Lands Inventory, as described in its grant proposal.

Product: The results of Product No. 1 will be used as input to TGM Grant No. 2Q-01 (Woodburn TSP update), and must be submitted by the product due date. Provide three hard copies to DLCD and three hard copies to the TGM grant manager.

Product due date: July 1, 2002

Product No. 2: This product involves completing Task 5 through 7 of the city's proposed grant work plan, including the following tasks:

5. Create Land Use inventory for areas outside of UGB:

   Priority areas for any UGB expansion will be identified based on compliance with the Goals, ORS 197.296, including ORS 197.296(7), ORS 197.298, OAR 660-009, including OAR 660-009-0025(4) and OAR 66-004-0010(1)(c)(B).

6. Create urban growth alternatives:

   ORS 197.296(7) efficiency measures will be developed during this task and used in developing various growth alternatives. This task will be closely coordinated with DLCD.

7. Evaluate and select a preferred alternative:

   The city's preferred urban growth alternative will accommodate future growth through land use intensification and mixed use zoning, re-designation of surplus (Goal 9 and/or Goal 10 lands) land, among other efficiency measures pursuant to ORS 197.296(7) and Goal 14, and include expansion of the UGB, only if demonstrated as needed under Goal 14 and related land use law. The city shall fully consider utilization of efficiency measures proposed by McKeever-Morris under previous TGM grant work during this periodic review, except that it shall fully consider utilizing land efficiency and density targets called for in Marion County's Urban Growth Management Project.

   This task will be closely coordinated with DLCD.

   Product: The results of Product No. 2 will be used as input to TGM Grant No. 2Q-01 (Woodburn TSP update), and must be submitted by the product due date. Product No. 2 may be combined with Product No. 1 as long as product components are clearly identifiable as unique work tasks. Provide three hard copies to DLCD and three hard copies to the TGM grant manager.

   Product due date: July 1, 2002

Product No. 3: This product includes recommended implementation measures and draft adoption findings (Task 8 in city's proposed grant work plan).

8. Recommended implementation measures:

   This task will be closely coordinated with DLCD.

Product: The results of Product No. 3 will be used as input to TGM Grant No. 2Q-01 (Woodburn TSP update), and must be submitted by the product due date. Provide three hard copies to DLCD and three hard copies to the TGM grant manager.

Product due date: December 1, 2002

2. Documents produced under this grant must indicate that funding for the work was made available by DLCD.

3. Grantee agrees to provide copies of all final products produced under this grant to DLCD. Hard copy text products may be submitted to the department or text products can be submitted on a double sided, HD, 3.5 inch computer disk for IBM PC compatible computers or other format acceptable to the department. DLCD may display appropriate products on its "home page."

4. ***DLCD Funds:*** DLCD certifies that at the time this grant is written sufficient funds are available and authorized.

5. ***Reporting:*** At any time during the grant period, when requested by DLCD, Grantee shall provide written reports on the status and progress of work performed under this grant.

6. ***Payments***: DLCD payments to Grantee shall be made in accordance with the agreed upon grant payment schedule and DLCD acceptance of the work products produced under the grant. Grantee agrees that reimbursement of all interim and final (i.e., closeout) payments is contingent upon compliance with all terms and conditions contained in this grant agreement.

Penalty: Payments to Grantee may be withheld or reduced if DLCD determines that work performed under the grant is unsatisfactory, or if one or more terms or conditions in the grant agreement have not been met.

7. ***Termination:*** This agreement may be terminated by mutual consent of both parties, or by either party upon 30 days' notice, in writing and delivered by certified mail or in person. DLCD may terminate this agreement effective upon delivery of written notice to the Grantee, or at such later date as may be established by DLCD under, but not limited to any of the following conditions:

   a. Failing to complete work tasks within the time specified in this agreement, including extensions;
   b. Failing to perform any of the provisions of this agreement;

c. Failing to correct stated above failures within 10 days of receipt of written notice, or date specified by DLCD in written notice, if granted an extension of time to perform adequately according to DLCD's desires.

8. ***Failure to Comply:*** If Grantee fails to comply with any of the requirements or conditions of this agreement, DLCD may without incurring liability refuse to perform further pursuant to this agreement. DLCD shall make no further reimbursement to Grantee and Grantee shall upon demand by DLCD promptly repay DLCD.

9. ***Accounting and Fiscal Records:*** Standard accepted accounting and fiscal records will be maintained by the Grantee of the receipt and expenditure of funds pursuant to this grant agreement. Grant accounting records will be separately maintained from other accounting records.

10. ***Closeout report:*** A closeout report and any other required reports as specified in the grant agreement shall be submitted by the grantee to DLCD as requested and **within** 31 days **after termination of the grant period.** Eligibility for subsequent funding is contingent upon receipt of such reporting by DLCD.

11. ***Closeout Penalty:*** DLCD reserves the right to reduce or withhold final payment to grantees whose grant closeouts are submitted to DLCD after the 31 days, as referenced in Standard Condition Number 10. DLCD shall pay Grantee within 90 days of the time all required work is accepted by DLCD.

12. ***Audit:*** The Attorney General of the State of Oregon and the Director of DLCD or any other duly authorized representative, shall have access to and the right to examine any books, documents, papers, and records of transactions related to this agreement for three years after the final report is submitted. During the grant period, reports on work activities will be furnished promptly to the Director of DLCD if requested.

13. ***Indemnity.*** Grantee shall defend, save, hold harmless, and indemnify the State of Oregon and DLCD and their officers, employees and agents from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever resulting from, arising out of, or relating to the activities of Grantee or its officers, employees, subcontractors, or agents under this Agreement.

SPECIAL CONDITIONS

1. Grantee shall coordinate closely with the DLCD grant manager regarding the selection and approval of the consultant designated by the grantee to perform all, or a portion, of the work under this grant.

2. In performing work under this grant, Grantee shall ensure consistent, coordinated use of population, employment, housing and land needs projections.

3. Grantee shall prepare a written report with the interim payment request which describes the progress to date on each grant product undertaken during the billing period. Other written and/or verbal progress reports will be provided when requested by the DLCD grant manager.

4. Any notice issued by the grantee, which is eligible for reimbursement under ORS 227.186 ["Measure 56"], will not be submitted for reimbursement under this grant.

5. Grantee agrees to coordinate and provide notice to DLCD, Marion County, Oregon Department of Transportation, and other agencies and organizations listed on Grantee's periodic review work program of public meetings, workshops, and/or hearings to develop, review or approve products prepared under this grant. Grantee also agrees, in consultation with the DLCD grant manager, to provide draft copies of grant products to DLCD and affected agencies and organizations for review and comment.

6. Grantee agrees that if a product is a "one of a kind" document(s), it will identify the location of the original(s).

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Preliminary Draft: WoodburnTransportation System Plan

Prepared for

City of Woodburn and the

Oregon Department of Transportation

June 2003

Prepared by

CH2MHILL

and Kittelson & Associates

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Preface

The City of Woodburn Transportation System Plan (TSP) was funded by the Oregon Department of Transportation (ODOT). This document does not necessarily reflect the views or policies of the State of Oregon. The preparation of the TSP was guided by the Technical Advisory Committee (TAC), and the Consultant Team identified below.

Acknowledgments

Technical Advisory Committee

City of Woodburn

Randy Rohman, Public Works Program Manager, City of Woodburn

Jim Mulder, Community Development Director, City of Woodburn

Tom Armstrong, Senior Planner, Winterbrook Planning

Marion County

Mike McCarthy, Marion County Public Works

Oregon Department of Land Conservation and Development

Mark Radabaugh, Oregon Department of Land Conservation and Development

Oregon Department of Transportation

Terry Cole, Senior Transportation Planner, Oregon Department of Transportation

Dan Fricke, Oregon Department of Transportation

Dorthy Upton, Senior Transportation Analyst, Oregon Department of Transportation

Consultant Team

CH2M HILL

Lisa Fall

Josh Gates

Diane Kestner

Steve Perone

Kittelson & Associates

Julia Kuhn

Jerilyn Wen

Brian Ray

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Acronyms and Abbreviations

AAGR	average annual growth rate
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATR	Automated Traffic Recorder
DAR	dial-a-ride
DEIS	Draft Environmental Impact Statement
DLCD	Department of Land Conservation and Development
EIS	Environmental Impact Statement
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
IM	Interstate Maintenance
IOF	Immediate Opportunity Fund
IRIS	Integrated Roadway Information System
ITS	Intelligent Transportation System
LCD	Land Conservation and Development
LOS	Level of Service
MP	milepost
mph	Miles Per Hour
MUTCD	Manual on Uniform Traffic Control Devices
NHS	National Highway System
NWRC	Northwest Ride Center
OAR	Oregon Administrative Rule
OBPP	Oregon Bicycle and Pedestrian Plan
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statute
OTIA	Oregon Transportation Investment Act

OTP	Oregon Transportation Plan
PCI	pavement condition index
PDO	Planned Unit Development
PMT	Project Management Team
SPIS	Safety Prioritization Index System
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TDM	Transportation Demand Management
TPAU	Transportation Planning and Analysis Unit
TPR	Transportation Planning Rule
TSM	Transportation System Management
TSP	Transportation System Plan
TWSC	two-way stop control
UGB	Urban Growth Boundaries
v/c	volume-to-capacity

SECTION 1

Introduction

The City of Woodburn, in conjunction with the Oregon Department of Transportation (ODOT), initiated an update of the City's Transportation System Plan (TSP) in 2002. The Woodburn Comprehensive Plan is currently undergoing periodic review as required by state law. While the transportation element (Goal 12) of the Woodburn Comprehensive Plan is not a specified periodic review task, the City views it as a priority to address transportation issues through the planning horizon, and the two efforts are being closely coordinated. The purpose of the update is to amend the TSP based on the following criteria:

- State Transportation Planning Rule (TPR) requirements;
- Updated transportation model structure consistent with ODOT technical specifications and consistent with local land use designations; and
- Consistency with plans completed and underway since development of the 1996 TSP.

The updated City of Woodburn TSP identifies planned transportation facilities and services needed to support planned land uses as identified in the Woodburn Comprehensive Plan in a manner consistent with the TPR (Oregon Administrative Rule [OAR] 660-012) and the Oregon Transportation Plan (OTP). Preparation and adoption of an updated TSP for the City provide the following benefits:

- Ensures adequate planned transportation facilities to support planned land uses for the next 20 years.
- Provides certainty and predictability for the siting of new streets, roads, highway improvements and other planned transportation improvements.
- Provides predictability for land development.
- Helps reduce the cost and maximize the efficiency of public spending on transportation facilities and services by coordinating land use and transportation decisions.

This TSP will guide the management and development of appropriate transportation facilities in Woodburn, incorporating the community's vision, while remaining consistent with state, regional, and local plans. This report provides the necessary elements to be adopted as the transportation element of the City's comprehensive plan.

A system of transportation facilities and services adequate to meet the City's transportation needs to the planning horizon year of 2020 is established in this TSP update. The TSP includes plans for a transportation system that incorporates all modes of travel (e.g., auto, bicycle, pedestrian, rail, marine, and public transportation), serves the urban area, and is coordinated with the state, and county transportation network.

The contents of the Woodburn TSP are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the TPR. These laws and rules require that jurisdictions develop the following:

- Plan for a network of arterial and collector roads
- Public transit plan
- Bicycle and pedestrian plan
- Air, rail, water, and pipeline plan
- Transportation financing plan
- Policies and ordinances for implementing the transportation system plan

The TPR requires that alternative travel modes be given equal consideration with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions amend land use and subdivision ordinances to implement the provisions of the TSP. Finally, local communities must coordinate their respective plans with the applicable county, regional, and state transportation plans.

Goals and Policies

During development of the 1996 TSP the Woodburn Transportation Task Force, in concert with the City of Woodburn staff, developed five goals and associated policies to guide development and implementation of the TSP. As part of the plan update, the Technical Advisory Committee (TAC) was established to provide direction throughout the project and to endorse continued use of those goals and policies with minor revisions to guide this update. The goals and policies are identified below:

Goal 1

Develop a multi-modal transportation system that avoids or reduces a reliance upon one form of transportation and minimizes energy consumption and air quality impacts.

Policies

1. Develop an expanded intracity bus transit system, that provides added service and route coverage to improve the mobility and accessibility of the transportation disadvantaged and to attract traditional auto users to use the system.

2. Develop a plan for providing travel options between Woodburn and Portland and/or Salem, including intercity bus service and potential bus/carpool park-n-ride facilities.

3. Develop a plan for accommodating golf cart travel in Senior Estates, Tukwila, and other new golf course residential communities and for the connectivity between residential and commercial areas in the Woodburn area.

4. Develop a bikeway system that provides routes and facilities which allow bicyclists to travel from residential areas to schools, parks, places of employment, and commercial areas. Identify off-street facilities in City greenway/park areas. Ensure all new collector and arterial streets are constructed with bike lanes.

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5. Identify sidewalk and off-street pathway improvements to improve pedestrian mobility within neighborhoods and between residential areas and schools, parks, places of employment, and commercial areas. Ensure all new collector and arterial streets are constructed with sidewalks.

Goal 2

Develop a street system which will handle projected year 2022 traffic demands in the Woodburn area, and interconnects residential areas with employment centers, schools, parks, churches, and regional transportation facilities.

Policies

1. Develop an updated roadway functional classification plan for the Woodburn area, that reflects the desired function of different roadways, and is consistent with current federal guidelines for the designation of major streets in an urban area.
2. Develop a strategy for improving Highways 219/214, 211, and 99E through Woodburn, including added travel lanes, signalization, and access management.
3. Identify new east-west and north-south collector/minor arterial streets within the City to relieve traffic demands on Highways 219/214, 211, and 99E.
4. Develop updated street design standards for arterials, collectors, and local streets.
5. Identify a final strategy for paving currently unimproved streets in the City.
6. Identify the need for additional public parking provisions in Woodburn, including park–and-ride facilities, as well as a plan to support increased carpooling and transit use in the future.
7. Develop a capital improvement program that fulfills the transportation goals established by the community.

Goal 3

Develop transportation improvements that improve overall traffic safety in the Woodburn area.

Policies

1. Develop access management strategies for Highways 219/214, 211, and 99E through Woodburn, particularly focusing on the section of Highway 214 between I-5 and Cascade Drive, and Highway 99E south of Lincoln Avenue.
2. Develop a plan for improving pedestrian and bicycle safety for travel to/from local schools.
3. Identify street/railroad crossings in need of improvement,as well as those that should be closed or relocated.
4. Develop a plan for designated truck routes through the City, and a plan to handle truck and rail hazardous cargoes.

Goal 4

Develop a set of reliable funding sources that can be applied to fund future transportation improvements in the Woodburn area.

Policies

1. Evaluate the feasibility of the full range of funding mechanisms for transportation improvements.
2. Evaluate the feasibility of instituting an added City gas tax for transportation improvements.
3. Identify a traffic impact fee structure for new development in the Woodburn area to fund transportation improvements.

Goal 5

Develop amendments to City land use standards and ordinances to reduce travel demand and promote use of modes of transportation other than the automobile.

Policies

1. Identify a range of potential Transportation Demand Management (TDM) strategies that can be used to improve the efficiency of the transportation system by shifting single-occupant vehicle trips to other modes, or away from times of peak traffic volumes reduce automobile reliance.
2. Identify revisions to the Woodburn Zoning Ordinance for compliance with the TPR.

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SECTION 2

Reviewed Plans and Policies

This section summarizes the plans and policies at the state, regional, and local levels that are directly associated with transportation planning in the City of Woodburn. Although each document reviewed contains many policies, only the most pertinent policies and information were chosen to help focus the discussion. This section provided a policy framework for the Woodburn TSP update process. New policies considered as part of this study should be consistent with the currently adopted policies listed. This review also serves as the basis for identifying local policies that may be out of date or inconsistent with other policies and can serve as the basis for updating policies to reflect current conditions and to achieve consistency with other local, regional and state plans.

2.1 Documents Reviewed

The following federal, state, regional, and local documents were reviewed. The general intent of these documents and their relevance to the Woodburn TSP are summarized in the remainder of this section of the plan.

- Transportation Equity Act for the 21st Century
- 23 CFR 450
- 49 CFR 613
- Statewide Planning Goals
- 1992 Oregon Transportation Plan
- 1999 Oregon Highway Plan
- Oregon Highway Plan Implementation Handbook
- 1995 Oregon Bicycle and Pedestrian Plan
- 2001 Oregon Rail Plan
- Freight Moves the Oregon Economy (1999)
- Western Transportation Trade Network Phase II Final Report (1999)
- 1997 Oregon Public Transportation Plan
- 1995 Oregon Transportation Safety and Action Plan
- Transportation Planning Administrative Rule
- Transportation System Planning Guidelines
- Access Management Administrative Rule
- Statewide Congestion Overview for Oregon (1998)
- Willamette Valley Transportation Strategy (1995)
- Marion County Rural Transportation Plan (1998)

- Marion County Comprehensive Plan (1980)
- Woodburn Comprehensive Plan (1978 and subsequent amendments)
- Woodburn Development Ordinance (2002)
- I-5/Woodburn Interchange Refinement Plan (2000)
- 1996 Woodburn Transportation System Plan

2.2 Federal Policies

The Transportation Equity Act for the 21st Century (TEA-21) specified changes to transportation planning activities for states and metropolitan planning organizations (MPOs) instituted by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The regulations for these state and MPO planning activities are specified in 23 CFR 450 and 49 CFR 613. The planning activities encompass a continuing, cooperative, and comprehensive process that considers all transportation modes. The resulting plans lead to the development and operation of an integrated, intermodal system that facilitates the efficient, economic movement of people and goods. The planning activities also need to specifically address freight movement and bicycle and pedestrian facilities. Additional air quality and congestion management requirements apply to certain MPOs. The state planning requirements are addressed by the Oregon Transportation Plan and related modal plans and corridor plans. MPO planning requirements are addressed through regional transportation system plans.

Woodburn is not part of an MPO, and is therefore not subject to TEA-21 or ISTEA planning requirements for MPOs.

2.3 State Policies

2.3.1 Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 statewide planning goals. The Transportation Planning Rule and the transportation system plans identified therein are the results of implementation of Goal 12—Transportation. Oregon's statewide goals are achieved through local comprehensive planning, of which transportation system plans must be made a part. The goals which apply to transportation system planning in Woodburn are described below.

- Goal 1—Citizen Involvement: Develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.
- Goal 2—Land Use Planning: Establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land to assure an adequate factual base for such decisions and actions.
- Goal 6—Air, Water and Land Resources Quality: Maintain and improve the quality of the air, water and land resources of the state.

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- **Goal 9—Economic Development:** Provide adequate opportunities for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- **Goal 11—Public Facilities and Services:** Plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
- **Goal 12—Transportation:** Provide and encourage a safe, convenient and economic transportation system.
- **Goal 13—Energy Conservation:** Conserve energy.
- **Goal 14—Urbanization:** Provide for an orderly and efficient transition from rural to urban land use.

2.3.2 1992 Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is a policy document developed by the Oregon Department of Transportation (ODOT) in response to federal and state mandates for systematic planning for the future of Oregon's transportation system. It recognizes the need to integrate all modes of transportation and encourages the use of the mode that is the most appropriate for each type of travel. The Plan defines goals, policies, and actions for the state for the next 40 years. The Plan's System Element identifies a coordinated multimodal transportation system, to be developed over the next 20 years, which is intended to implement the goals and policies of the Plan. The goals and policies of the OTP cover a broad range of issues. The goals and policies most directly applicable to transportation system and facility plans are as follows:

- Goal 1: Characteristics of the System
  - Policy 1A – Balance
  - Policy 1B – Efficiency
  - Policy 1C – Accessibility
  - Policy 1D – Environmental Responsibility
  - Policy 1E – Connectivity among Places
  - Policy 1F – Connectivity among Modes and Carriers
  - Policy 1G – Safety
- Goal 2: Livability
  - Policy 2A – Land Use
  - Policy 2B – Urban Accessibility
  - Policy 2C – Relationship of Interurban and Urban Mobility
  - Policy 2D – Facilities for Pedestrians and Bicyclists
  - Policy 2E – Minimum Levels of Service
  - Policy 2H – Aesthetic Values
- Goal 3: Economic Development
  - Policy 3B – Linkages to Markets
  - Policy 3E – Tourism

- Goal 4: Implementation
  - Policy 4G – Management Practices
  - Policy 4K – Local Government Responsibilities
- Local governments shall define a transportation system of local significance adequate to meet identified needs for the movement of people and goods to local destinations within their jurisdictions; and
- Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.
  - Policy 4L – Federal and Indian Tribal Governmental Relationships
  - Policy 4M – Private/Public Partnership
  - Policy 4N – Public Participation

2.3.3 1999 Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) is one modal element of the OTP. The OHP defines the policies and investment strategies for Oregon's state highway system over the next 20 years. Regional and local TSPs must be consistent with the State Transportation System Plan, which includes the OHP. OHP policies requiring consistency in TSPs are as follows:

- **Policy 1A: State Highway Classification System.** The state highway classification system includes six classifications: Interstate, Statewide, Regional, District, Local Interest Roads, and Expressways. The OHP emphasizes designation of Expressways as a subset of Statewide, Regional and District Highways to provide a high level of access control along highway segments (such as long distances between access points and limited turning movements).
  - State classified highways in Woodburn include: Highway 99E, a regional highway, and Highways 211 and 214, which are both district highways.
- **Policy 1B: Land Use and Transportation.** This policy recognizes the role of both state and local governments regarding the state highway system and calls for a coordinated approach to land use and transportation planning. The policy identifies the designation of highway segments as Special Transportation Areas (STAs), Commercial Centers, and Urban Business Areas (UBAs). Within STAs and UBAs, highways may be managed to provide a greater level of access to businesses and residences than might otherwise be allowed. Commercial Centers encourage clustered development with limited to access to a state highway.
  - The City of Woodburn does not have a designated UBA, Commercial Center, or STA, and does not recommend the designation of such areas as part of this TSP.
- **Policy 1C: State Highway Freight System.** This policy calls for balancing the need to move freight with other highway users by minimizing congestion on major truck routes.
  - Interstate 5 is designated freight corridor that runs through Woodburn.
- **Policy 1D: Scenic Byways.** This policy promotes the preservation and enhancement of scenic byways be considering aesthetic and design elements along with safety and performance considerations on designated byways.

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- Highway 214 is designated as the Silver Falls Oregon Tour Route.

- **Policy 1F: Highway Mobility Standards Access Management Policy.** This policy provides specific mobility standards for the state highway sections, signalized intersections, and interchanges. Alternative standards are provided for certain locations and under certain conditions.

- **Policy 1G: Major Improvements.** This policy identifies the state's priorities for responding to highway needs: protect the existing system; improve efficiency and capacity of existing system; add capacity to existing system.

- **Policy 2G: Rail and Highway Compatibility.** This policy emphasizes increasing safety and efficiency through reduction and prevention of conflicts between railroad and highway users.

- **Policy 3A: Classification and Spacing Standards.** This policy addresses the location, spacing and type of road and street intersections and approach roads on state highways. It includes standards for each highway classification, including specific standards for STAs and UBAs.

- **Policy 3B: Medians.** This policy establishes the state's criteria for the placement of medians.

- **Policy 3C: Interchanges.** This policy addresses the management of grade-separated interchanges to ensure safe and efficient operation between connecting roadways.

  - In April 2002, ODOT in cooperation with the I-5/Woodburn Interchange Advisory Committee, which included representatives of the City of Woodburn and Marion County, identified two alternatives for the I-5/Highway 214 interchange (see the I-5/Woodburn Interchange Refinement Plan discussion below).

- **Policy 4A: Efficiency of Freight Movement.** This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system.

  - Interstate 5 (I-5) is the only highway in the state highway freight system that passes through Woodburn. ODOT has identified the section of I-5 through Woodburn as suffering from congestion.

2.3.4 2002-2005 Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) identifies the transportation projects that the state will fund during its next four-year program. The STIP is updated every two years. These projects will be integrated into the Woodburn TSP planning process. The 2002-2005 STIP includes $1.8 million for environmental assessment, design, ROW activities, construction of interchange improvement for Oregon 214 between I-5 and Evergreen Avenue, $2.8 million for pavement overlay of Oregon 214 between Willow Avenue and Mount Angel, and $2.4 million for environmental assessment, design, row activities of the interchange improvement at Oregon 214/I-5.

2.3.5 995 Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan provides guidance to regional and local jurisdictions for the development of safe, connected bicycle and pedestrian systems. The plan is a modal element of the Oregon Transportation Plan. The plan includes two major sections: (1)policies and implementation strategies, and (2) design, maintenance and safety information. The plan also outlines the elements of the bicycle and pedestrian plan required for TSPs. The goal of the plan is "To provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking."

2.3.6 2001 Oregon Rail Plan

The 2001 Oregon Rail Plan includes two major elements: freight and passenger. The 2001 Rail Plan identifies federal and state policies applicable to passenger and freight rail planning, but does not identify any additional policies specific to the plan. The freight element describes existing conditions in the different regions of the state and improvements that are needed. The Willamette Valley Railway track, which connects with the Union Pacific Railway track in Woodburn, requires renewal of its rails, cross ties, and turnouts.

The 2001 Oregon Rail Plan also identifies issues that should be considered in rail planning during local land use planning like preparation of a TSP and comprehensive plan policies to support the TSP. The passenger element identifies the need or feasibility of certain passenger and commuter rail improvements in Region 2; none of these proposed lines would have stops in Woodburn.

2.3.7 Freight Moves the Oregon Economy (1999)

This plan's stated purpose is to demonstrate the importance of freight to the Oregon economy and identify concerns and needs regarding the maintenance and enhancement of current and future mobility within the state of Oregon. The plan discusses the relationship among freight, the economy, and transportation planning, as well as road, rail, waterway, and pipeline facilities, and intermodal facilities. Although the report does not identify any general freight policies to be addressed by transportation system plans or facility plans, it does identify improvements needed in the State freight system. Congestion relief on I-5 through Woodburn is mapped as one of the needed improvements. No other improvements are recommended for facilities serving Woodburn.

2.3.8 Western Transportation Trade Network (1999)

The Western Transportation Trade Network (WTTN) Phase II Final Report was prepared for the 17 states that belong to the Western Association of State Highway and Transportation Officials (WASHTO). As such, the report does not identify specific plans or policies of the State of Oregon; however, it does identify deficiencies and potential performance improvements to the trade corridors passing through and serving Oregon. I-5 is one of the major trade corridors identified in the report. The highway improvements recommended by the WTTN include the following:

- Improve pavement conditions (resurface, enhance maintenance, increase strength)
- Improve roadway geometrics (curves, turning radii)
- Increase lane widths to 12 feet

- Increase shoulder widths to be in accordance with AASHTO standards
- Reconstruct existing roadway, including additional lanes
- Modify existing roadway to control/reduce access
- Widen roadway; construct with additional lanes

2.3.9 1997 Oregon Public Transportation Plan

The Oregon Public Transportation Plan (OPTP) forms the transit modal plan of the OTP. The vision guiding the public transportation plan is as follows:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable, and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural, and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.

The plan contains goals, policies, and strategies relating to the whole of the state's public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The OPTP also identifies minimum levels of service, by size of jurisdiction, for fulfilling its goals and policies. The minimum levels of service applicable to Woodburn are as follows:

- Provide daily peak hour commuter service to the core areas of the central city, in this case Salem
- Provide a guaranteed ride home program to all users of the public transportation system and publicize it well
- Provide park-and-ride facilities along transit route corridors to meet reasonable peak and off-peak demand for such facilities
- Maintain vehicles and corresponding facilities in a cost-effective manner and replace vehicles when they reach the manufacturers' suggested retirement age
- Establish ridematching and demand management programs in communities of 5,000 where there are employers with 500 or more workers who are not already covered by a regional ridematching/demand management program
- Establish ridematching and demand management programs in communities of 10,000

The Public Transportation Plan also has minimum level of service standards for intercity public transportation, intercity bus, and intercity rail in 2015. The minimum levels of service applicable to Woodburn are as follows:

- Intercity public transportation services would:
  - Provide east/west and north/south connections to places outside the state based on travel density within Oregon's interstate corridors
  - Provide intercity passenger terminals subject to public control to assure open access to all intercity carriers throughout the state
  - Provide direct connections, where possible, between intercity services and local public transportation services
  - Provide services in compliance with the ADA requirements for all modes and transfer facilities
  - Maintain vehicles and corresponding facilities in a cost-effective manner and replace vehicles when they reach the manufacturers' suggested retirement age
- Intercity bus services would:
  - Provide hourly service to major communities within the Willamette Valley in conjunction with passenger rail service
  - Provide service on a daily basis for round trip purposes, for an incorporated city or group of cities within 5 miles of one another having a combined population of 2,500 and located 20 miles or more from the nearest city with a larger population and economy
  - Provide a coordinated, centralized scheduling system in each county and at the state level for rural and frontier areas
  - Coordinate intercity bus services with intercity senior and disabled services, local senior and disabled services and local public transportation services
- Intercity rail services would:
  - Provide regional rail service offering frequent schedules, through trains, extensive feeder bus networks with convent connections, and an aggressive marketing and passenger amenities program to stimulate changes in transportation preferences and a per-capita reduction in highway travel
  - Coordinate with intercity bus and local public transportation services to ensure timely and convenient connecitons

2.3.10 1995 Oregon Transportation Safety Action Plan

The Oregon Transportation Safety Action Plan forms the safety element of the Oregon Transportation Plan (OTP). The intent of the plan is to improve safety on Oregon's highways for all users. The policy for safety in the OTP (Policy 1G) is as follows: "It is the policy of the State of Oregon to improve continually the safety of all facets of statewide transportation for system users including operators, passengers, pedestrian, recipients of goods and services, and property owners." Many of the actions identified in the plan are programmatic in nature and may not be addressed best through transportation system or

facility plans. The following lists the actions that TSPs and corridor plans could address best:

- Action 19—Safety Considerations in Transportation Planning Documents
- Consider the roadway, human, and vehicle elements of safety in modal, corridor, and local system plan development and implementation. These plans should include the following:
  - Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups
  - Safety objectives
  - Resolution of goal conflicts between safety and other issues
  - Application of access management standards to corridor and system planning
- Action 20—Access Management
  - In planning, consider access management techniques which show significant improvements in safety for the roadway user. Access management techniques, which can stand alone or be combined, may include:
  - Appropriate access and public street spacing and design
  - Proper spacing and coordination of traffic signals
  - Installation of non-traversible medians
  - Proper spacing and design of median openings
  - Provision of lanes for turning traffic
  - Interparcel circulation
  - Use of city and county road infrastructure as an alternative to increase access
  - Protection of the functional area of an intersection
  - Proper spacing of interchanges
- Action 27—Airports and Surrounding Land Uses
- Continue to consider land use when siting airports to reduce the potential for a crash involving aircraft hitting persons on the ground. Ensure that corridor and local system plans identify existing and proposed public use airport facilities and services and provisions for compatibility with surrounding land use activities.
- Action 64—Rail Crossing Safety
- Reduce the potential of crossing crashes by eliminating redundant highway-rail intersections. Upgrade warning devices or construct grade separations at the most heavily traveled intersections.

2.3.11 Transportation Planning Rule (OAR 660-012)

The Transportation Planning Rule (TPR), OAR 660 Division 12, implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on the automobile. The TPR requires the preparation of regional transportation systems plans by metropolitan planning organizations (MPOs) or counties and local TSPs by counties and cities. TSP requirements vary by type (regional vs. local) and community size. Through TSPs, the TPR provides a means for regional and local jurisdictions to identify long-range (20-year) strategies for the development of local transportation facilities and services for all modes, to integrate transportation and land use, to provide a basis for land use and transportation decision-making, and to identify projects for the State Transportation Improvement Program. TSPs need to be consistent with the STIP and its modal and multimodal elements.

2.3.12 Access Management Rules (OAR 734-051)

OAR 734-051 states that the purpose of the rules is to govern the issuance of permits for approaches onto state highways. The policy promotes the protection of emerging development areas rather than the retrofit of existing built-up roadways. The rules also provide access management spacing standards for approaches for various types of state roadways and for interchanges. OAR 734-051-0190 specifies that theses standards are to be used in planning processes involving state highways, including corridor studies, refinement plans, state and local TSPs, and local comprehensive plans. The access management rules also include provisions for UBAs and STAs, as discussed in the OHP. The access management rules also describe the development of access facility management plans and interchange area management plans.

2.4 Regional and Local Plans and Policies

2.4.1 Willamette Valley Transportation Strategy (1995)

The Willamette Valley Transportation Strategy (WVTS) is a multimodal element of the OTP. The WTVS identifies strategies for addressing eleven key issues influencing transportation development in the Valley. These strategies address the following issues:

- Highways/Roadways
  - Select highway projects that maximize the net benefits to the Valley's transportation system as a whole
  - Coordinate highway projects with land use policies and other transportation improvements
  - Make strategic capacity enhancements to controlled access highways
  - Make strategic capacity enhancements to nonaccess-controlled intercity highways in the state network and to key local facilities such as urban arterials
  - Maintain regional highway linkages upon which rural communities depend to build viable communities

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- Improve north-south and east-west links to the existing state highway system.

- Local/Regional Transit
  - Expand existing urban transit district services and systems to serve all parts of the more developed portions of their regions especially when service can help relieve congestion and reduce the need for costly street improvements
  - Provide transit service from metropolitan centers to neighboring cities with populations of 2,500 or more
  - Develop urban transit systems in all cities of 25,000 or more

- Freight
  - Improve local and state highway networks that provide direct connections to industrial areas and intermodal facilities such as rail/truck reload centers and air and marine ports
  - Connect networks of collectors and arterials to intermodal freight facilities within MPOs

- Aviation
  - Consider consolidation of some general aviation facilities where necessary to reduce operational costs and improve efficiency (e.g., Linn County)
  - Through public-private partnerships, improve freight and passenger access to commercial airports by highway, transit and rail
  - Manage land uses adjacent to airports to minimize conflicts with airport operations and public safety

- Bicycles and Pedestrians
  - Include provisions for bicycle and pedestrian use in all new facilities and major construction.
  - Build a stronger network of bicycle and pedestrian facilities, including routes off highway rights-of-way.
  - Connect networks of bicycle/pedestrian routes to intermodal passenger terminals within MPOs.

- Interchange Development
  - Encourage local governments to adopt land use policies and implement transportation strategies that help achieve planned interchange utilization.

- Transportation Demand Management Programs (TDM)
  - In cooperation with the state, local jurisdictions develop transportation demand management programs which educate and inform the public about motor vehicle use.

  - Institute or expand programs such as ridesharing, park-and-ride, transit promotion and parking management, especially in metropolitan areas.
  - In partnerships between public and private sectors, expand programs such as trip reduction (commute options), flex time, telecommuting and parking "cashout" programs, especially in metropolitan areas for both public and private employees.
  - Coordinate employer-based programs with community transportation plan objectives.
  - Expand prepaid group transit pass programs in local communities.
- User Fees
  - Increase parking prices in urban areas of the Valley through a variety of means.
  - Introduce peak period pricing techniques on key transportation facilities.

The strategies emphasize connections between places and modes, reduction of reliance on the automobile, development of facilities with maximum benefit for the Valley, and compact development.

2.4.2 Marion County Rural Transportation System Plan (1998)

Marion County is in the process of updating its 1998 Rural Transportation System Plan (RTSP), and has provided three draft chapters for public review: Background and Existing Conditions, Goals and Objectives, and Facility Inventory and Conditions. The following discussion focuses on the 1998 RTSP; however, it does identify completed improvements. The introduction to the 1998 Marion County RTSP indicates that the scope of the plan includes all rural County transportation facilities outside urban growth boundaries. Therefore, the 1998 RTSP does not specifically address facilities in Woodburn but it does identify important linkages to the County system. The following lists the 1998 RTSP's 20-year recommended improvements and policies that should be taken into consideration in the development of Woodburn TSP.

- Roadways
  - Corridor Study: Howell Prairie Road from Highway 214 to Highway 99E
  - Special Study: I-5/Highway 214 Interchange (Woodburn Interchange) (completed)
- Bicycle and Pedestrian Improvements
  - Boones Ferry Road from Woodburn Urban Growth Boundary (UGB) to Crosby Road: Construct 5-foot paved shoulders on both sides of road. (This project has also been identify as a safety widening project, benefitting motorists as well as bicyclists and pedestrians.)
  - Urban bicycle and pedestrian improvements on County roads in cities and communities as identified in local TSPs.
- Public Transportation

- Commuter Shuttle Service: I-5/Highway 99E from Woodburn to Salem (To support both inter-city and para-transit services, the RTSP recommends a shuttle service along major, commuting corridors in the county.).

  The Chemetka Area Regional Transportation System (CARTS) now provides weekday fixed route service between Woodburn and Salem (two routes during both the AM and PM peak period).

- Organize and coordinate para-transit service providers on a sub-regional basis to enhance existing services and develop future services: North County Area (including Silverton, Mt. Angel, and Woodburn)

  1. For example, CARTS through Wheels Community Transportation now provides dial-a-ride services in Marion and Polk Counties.

In addition to identifying specific improvements, the Marion County RTSP also identifies a series of transportation policies. Policies with bearing on the Woodburn TSP include the following:

- Transportation System Planning Policies
  - Policy 1: The general priorities for Marion County, with regard to the County Road System , are in order of importance: (1) preservation and maintenance of the existing road system; (2) safety improvements and enhancements; and (3) capacity enhancements and growth-related projects.
  - Policy 4: It is the County's desire to work with each community to develop and maintain the transportation system with the goals and visions of the communities in mind. Deviation from a community's direction is possible when dealing with issues involving such things as safety, significant added expense, modernization projects, liability, and providing services that are in the best interest of the public.
  - Policy 6: The County shall pursue and encourage implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies whenever possible as alternative to building new transportation facilities.
  - Policy 8: The County recognizes the role of State highways and County arterials as the backbone of the transportation network. These roads are critical for everyday transportation and serve as critical lifelines in emergency situations. The County will support efforts to enhance and maintain the capabilities of these roads
- Bicycle, Pedestrian, and Public Transportation Policies
  - Policy 3: The County shall encourage and facilitate the Salem Area Transit District and other transit providers to obtain the ability to provide services to areas outside of designated urban growth boundaries.

2.4.3 Marion County Comprehensive Plan (1981)

The transportation goals and policies included in the Marion County Comprehensive Plan are not all current in terms of relationship to more recent state and county law and policies. Those that continue to be current and applicable to Woodburn are as follows:

- Policy 11: Encourage the establishment of a cost-effective rail passenger service connecting the heavily populated urban centers of the Willamette Valley.
- Policy 12: Encourage the use of underground pipelines that minimize the need for surface shipping and that are compatible with established land uses.
- Policy 14: Marion County will coordinate with other jurisdictions in the area to promote the development of integrated and improved transportation services for the transportation disadvantaged.

2.4.4 City of Woodburn Comprehensive Plan (1978 and subsequent amendments)

The City of Woodburn Comprehensive Plan was originally adopted in 1978. The land use element was last amended in March 1996, the Transportation Goals and Policies were amended in 1997, and the Annexation and Growth Goals and Policies were amended in October 1999.

Land Use Goals

- A-4: Streets in residential areas should be used by residents for access to collectors and arterials. Residential streets should be designed to minimize their use for through traffic; however, whenever possible dead-end streets and cul-de-sacs should be avoided.
- Goal A-8: High-traffic generating non-residential uses should not be located in such a manner as to increase traffic flows on residential streets or residential collectors.
- Goal A-11: Traffic from high-density residential areas should have access to collector or arterial streets without going through other residential areas.
- Goal B-2: Lands for high-traffic generating uses (shopping centers, malls, restaurants, etc.) should be located on well improved arterials. The uses should provide the necessary traffic control devices needed to ameliorate their impact on the arterial streets.
- Goal B-3: . . . . Whenever possible, the City should encourage or require commercial developments which are designed to allow pedestrians to shop without relying on the private automobile to go from shop to shop. . . .
- Goal C-2: Industrial land should be located so as to ensure that road transportation and, secondarily, rail transportation is available to industrial areas.

Transportation Goals and Policies

- Goal K-1: Establish a framework for the development of facilities to move persons and goods in as safe, effective, and efficient manner as possible under projected year 2015 traffic conditions.
- Policy K-1-1: Develop a transportation system that interconnects residential areas with employment centers, commercial areas, schools, parks, churches, and regional transportation networks.
- Policy K-1-2: Develop a street system wherein arterial streets are of sufficient width to accommodate traffic flows without interruption. Collector streets should function to

conduct traffic between arterial streets, which serve to accommodate movement within neighborhoods.

- Policy K-1-3: To ensure that state and federal highways with routes through the City are improved in accordance with projected traffic volumes and the elements contained within this plan.
- Policy K-1-4: Develop a public transit system which will provide service and facilities to improve the mobility and accessibility of the transportation disadvantaged.
- Policy K-1-5: The City shall encourage pedestrian safety and foster pedestrian activity, sidewalks shall be provided on all arterial, service collector, and access streets. Where possible, sidewalks should be detached from the curb, separated by a minimum 4-foot-wide parkway strip.
- Policy K-1-6: The City shall encourage large businesses in Woodburn to set up carpool and vanpool matching programs based on employees' residential location and work shift.
- Policy K-1-7: Access to a development site shall be consistent with an adopted access management plan for specific streets.
- Policy K-1-8: Highway 214 (between the west City limits and Settlemier Avenue/Boones Ferry Road) and Highway 99E between Lincoln Street and the south city limits. The 1991 Oregon Highway Plan classifies the following as Category 5 Highways:
  - Public roads shall be spaced a minimum of one-quarter mile apart
  - Private driveways shall be full access spaced at least 300 feet apart (which equates to 18 driveways per mile on each side of the roadway)
  - Traffic signals shall be spaced at least one-quarter mile apart
- Policy K-1-9: Where possible, driveway access along Highway 214 and Highway 99E shall be consolidated to meet the driveway density guidelines outlined in the Access Management Plan. Where possible, driveway access along the following sections of Highway 214 shall be consolidated:
  - I-5/Evergreen Road
  - Evergreen Road/Oregon Way
  - Oregon Way/Broughton Way
  - Broughton Way/Settlemier Avenue
- Where possible, driveway access along the following sections of Highway 99E shall be consolidated:
  - Lincoln Street/Aztec Drive
  - Aztec Drive/Laurel Avenue
  - Laurel Avenue/Highway 214
  - Highway 214/End of Curb

- Policy K-1-10: In order to bring Highway 214 and Highway 99E into compliance with the Access Management Policy guidelines, the City of Woodburn shall coordinate with ODOT to:
  - Develop parallel road system to provide local access to businesses adjacent to Highways 214 and 99E, and reduce the traffic volumes on Highway 99E
  - Install two-way left turn lanes along the sections of Highways 214 and 99E
- Goal K-2: Develop a transportation system that avoids or reduces a reliance upon any one form of transportation.
- Policy K-2-1: Encourage the development of transit services by route expansion, increasing levels of service and appropriate street design to facilitate movement of transit vehicles.
- Policy K-2-2: Develop a bikeway and pedestrian system which will provide routes connecting residential areas to schools, parks, places of employment, and commercial areas.
- Policy K-2-3: Promote optimum efficiency within the transportation system by the use of traffic management techniques including access controls on major arterials and the utilization of available transit system capacity prior to the construction of major new transportation facilities.
- Policy K-2-4: Encourage the design and development of transportation facilities that can be readily modified to accommodate future demands.
- Policy K-2-5: The City shall encourage a reduction in parking for single-occupancy-vehicle travel. Where carpool/vanpool, or shared parking is provided, minimum parking requirements may be reduced by 10 percent.
- Goal K-3: To provide adequate levels of mobility with a minimum of energy consumption and environmental, social, aesthetic, and economic impacts.
- Policy K-3-1: Encourage the use and development of transportation modes which are the least energy consuming for the movement of people and goods.
- Policy K-3-2: Provide a level of transportation services to the urban area that are compatible with the environmental, economic, and social objectives of the community.
- Goal K-4: To develop an area-wide bicycle and pedestrian plan.
- Policy K-4-1: To make implementation of the area-wide bicycle and pedestrian plan a cooperative effort between the City of Woodburn and all other governmental jurisdictions within the area.
- Policy K-4-2: To develop a comprehensive bicycle and pedestrian system including both on-street and off-street routes, which make pedestrian activity and bicycle riding feasible, safe, and enjoyable as alternative modes of transportation in the area.

- Policy K-4-3: To provide bicycle and pedestrian routes that connect residential areas with the major commercial, employment, recreational and institutional network of the area.
- Policy K-4-4: To provide connections between local bicycle and pedestrian routes and other bicycle and pedestrian routes of a regional, state, and national nature.
- Policy K-4-5: To finance the bicycle and pedestrian system as much as possible with non-local funds. Where local funds are required, expenditures will be carefully programmed through the respective capital improvement programs of the various governmental jurisdictions associated with the plan.
- Policy K-4-6: To ensure that all new commercial, industrial, institutional, residential, and recreational developments consider the elements contained within the bicycle and pedestrian plan.
- Policy K-4-7: To establish the administrative capability necessary to implement the area-wide pedestrian plan.
- Goal K-5: Increase safety and improve security for pedestrians, bicyclists and bicycle equipment.
- Policy K-5-1: Provide bicycle and pedestrian routes along arterial and collector streets as these streets are improved, or as programmed into jurisdictional capital improvement plans.
- Policy K-5-2: Establish design standards for all new bicycle and pedestrian facilities that are consistent with state and federal design standards.
- Policy K-5-3: Establish well-signed bicycle and pedestrian routes throughout the area by installing bike route signs, curb ramps, and in some cases safety striping on streets and roads designated by bicycle and pedestrian use in the plan.
- Policy K-5-4: Establish a bicycle and pedestrian safety plan by implementing an area-wide educational and recreational program oriented toward teaching bicycle and pedestrian safety.
- Policy K-5-5: Amend subdivision and zoning codes to require provision of bicycle and pedestrian facilities.
- Goal K-6: Increase the acceptability for bicycle and pedestrian use.
- Policy K-6-1: Provide bicycle and pedestrian routes within all state, regional, and local parks and recreation areas by applying for grant assistance to support the development of bicycle and pedestrian systems in parks and open space areas.
- Policy K-6-2: Plan off-street routes along creeks and establish routes which lead to local and regional open space areas. Establish local loop routes which take advantage of local amenities and historical areas.
- Policy K-6-3: Construct pedestrian facilities, rest stops, exercise loops and bicycle courses in selected areas.

- Policy K-6-4: Encourage existing developments to install and construct bicycle and pedestrian facilities whenever improvements are planned.

2.4.5 City of Woodburn Development Ordinance (2002)

The Woodburn Development Ordinance (WDO) combines zoning, specified use standards, development guidelines and standards (including street standards), partition and use standards, administration and procedures, and application requirements in one ordinance. Table 2-1 at the end of this section summarizes Transportation Planning Rule (TPR) requirements from OAR Section 660-012-0045, and indicates where the WDO does or does not comply with the TPR and the steps that can be taken to comply. Section 9 presents wording changes to the WDO recommended to make it consistent with the TPR and the results of the TSP analysis.

The following sections of the WDO are pertinent to the TSP:

"3.10.1 Street Standards

3.101.1 Scope. *The provision of streets shall be guided by the goals and policies of the Woodburn Comprehensive Plan, the Woodburn Transportation System Plan, detailed City adopted planning and design guidelines, and the WDO. The right-of-way standards apply to public streets. The improvement and construction specification standards apply to both public and private facilities, including streets, sidewalks, and bikeways under the jurisdiction of the City of Woodburn .*

3.101.02 General Provisions

A. The access or driveway for each lot shall be connected to the existing public street system in compliance with Section 3.104.

B. No access permit shall be issued unless the internal street(s), boundary streets(s) and abutting street(s) are constructed pursuant to Section 3.101.02.C, UNLESS or until the applicant has obtained an exception as provided in this section.

C. Design and Construction Standards

1. All public streets under the jurisdiction of the City of Woodburn shall comply with the applicable cross section design standards noted in Section 3.101.03 and construction specifications of the Public Works Department.

2. All private streets in manufactured dwelling parks shall comply with applicable City design standards and specifications and state design standards and specifications where state standards and specifications preempt City standards and specifications.

D. Street Right-of-Way and Improvement Standards for Development

Any development subject to an access permit, Section 3.104, shall be responsible for adequate street rights-of-way and improvements. The standards of Section 3.101.02.D may only be modified subject to the approval of an exception, Section 5.103.12. In no instance may standards be reduced below specified minimum non-variable standards.

1. Connecting Street Standards (Figure 6.12)

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a. Right-of-Way Standard. The full right-of-way for the subject street classification, Section 3.101.03, shall be required for connecting street segment without an approved exception or variance.

The minimum connecting street right-of-way shall be sufficient to accommodate the connecting street improvement standard in Section 3.102.D.1.b below.

b. Street Improvement Standard. The full street improvement for the subject street classification, Section 3.101.03, shall be provided for a connecting street segment without an approved exception or variance.

The minimum connecting street improvement standard shall be equivalent to:

1) One, 12-foot-wide travel lane in each direction, including curbs, where the classification specifies maximum standard of two travel lanes.

2) Required drainage facilities

3) The pedestrian and bikeway facilities located on one side of the street that comply with the standards for the subject street classification. In locations where the street classification specifies a maximum standard of two travel lanes, the connecting segment on the side with the pedestrian/bikeway facilities shall be completed to standards, including the landscaped parkway strip.

2. Boundary Street Standard (Figure 6.12)

a. Right-of-Way Standard. The full right-of-way for the subject street classification, Section 3.101.03, shall be required for a boundary street without an approved exception or variance.

The minimum standard for a boundary street right-of-way shall be no less than the width necessary to accommodate the boundary street improvement standard.

b. Street Improvement Standard. The full street improvement for the subject street classification, Section 3.101.03, shall be provided for a boundary street without an approved exception or variance.

The minimum boundary street improvement standard shall be equivalent to:

1) One, 12-foot-wide travel lane in each direction, including curbs in each direction where the classification specifies a maximum standard of two travel lanes

2) Required drainage facilities

3) In addition to the improvements cited in 1) above, the full improvement of the street from the center line to the boundary of the subject property plus any center turn land as described for the street classification.

3. Internal Street Standard. (Figure 6.12)

   a. All public streets within a development shall comply with the full right-of-way, and improvement standards of Section 3.101.03 without an approved variance.

   b. All private park streets permitted in manufactured dwelling parks shall comply with the full requirements of Section 2.203.15, as set by statute.

E. Private Streets.

Private streets are prohibited in conjunction with a development approval, EXCEPT where required as private park streets in manufactured dwelling parks, pursuant to ORS Chapter 446 and OAR 918-600.

F. Termination of Streets, Bikeways, and/or Pedestrian Ways.

1. Cul de sac Streets

   a. The maximum length of a cul de sac street shall be 250 feet

   b. The minimum radius of a cul de sac street right-f-way shall be 55 feet.

   c. The minimum improved street radius of a cul de sac shall be 45 feet plus curb, planting strip and property line sidewalk.

2. Temporary Dead End Streets. Streets extensions that result in temporary dead end street, or stub streets, due to incremental construction shall:

   a. Be transmitted to the Woodburn Fire District for review and comment.

   b. Have an all weather sign at the temporary street terminus, installed by the applicant, that states: "This Street is Planned for Future Extension."

   c. Provide either a 1-foot reserve strip deeded to the City, or an alternative method for limiting access approved by the City Engineer, at the temporary end of the right-of-way.

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/terminating with a connection to a public street or to a designated activity center.

   b. Provide stubbed facilities that may extend beyond the limits of an approved development, when such a public facility has been specifically endorsed by the City Council.

G. Block Standards

Block length shall not be less than 200 feet and not more than 600 feet, EXCEPT where the dimensions and alignment of existing blocks and streets adjacent to or in the vicinity of a proposed subdivision, topography, adequate lot size, or need for

traffic flow warrant other dimensions. The maximum block length shall not exceed 1,200 feet.

3.101.03 Right-of-Way and Improvement Standards (Figure 6.9)

A. The street right-of-way and improvement cross-sectional standards required for development are depicted in the Woodburn Transportation System Plan Figure 30, EXCLUDING: Local Residential w/ Parking Both Sides - "Skinny" Street; Local Residential w/ Parking One Side - "Skinny" Street; and Local Residential Street w/ No Parking. (See Figure 6.6.)

B. The following additional standards for Local Residential Streets:

1. Local Residential Street with Parking One Side:

   a. Right-of-way: 50 feet

   b. Public Utility Easement: 5 feet, each side

   c. Curb to curb improvement: 29 feet

   d. Sidewalks: 5 feet wide, each side

   e. Required common, onsite parking over and above the parking requirements under other provisions of the WDO: One (1) space per dwelling unit, located no further than 250 feet from the subject lot.

2. Local Residential without Parking:

   a. Right-of-way: 50 feet

   b. Public Utility Easement: 5 feet, each side

   c. Curb to curb improvement: 24 feet

   d. Sidewalks: 5 feet wide, each side

   e. Required common, onsite parking over and above the parking requirements under other provisions of the WDO: Two (2) spaces per dwelling unit lot, located no further than 250 feet from the subject lot.

3.104 Access

3.104.01 Applicability

A. Street Access Required

1. Every lot shall have direct access to an abutting public street or to a public street by an irrevocable access easement.

2. Every joint driveway or cross connection between separate lots shall be established by an irrevocable access easement.

B. Access to City Streets, Permit Required

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1. A City permit shall be required for any new or modified vehicular access to a street that is under City jurisdiction. The following types of access shall be subject to such a permit:

   a. Site access to and/or from a City street

   b. An extension of an existing City street

   c. A new public or private street connecting to a City street

2. A Traffic Impact Analysis (TIA) may be required by the Public Works Director prior to the approval of a City access or street construction 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 10 years of a development application. A TIA shall evaluate the traffic impacts projected of a development proposal and the estimated effectiveness of potential traffic impact mitigation measures. The methodology for a TIA shall be consistent with Public Works Department guidelines.

3. Administration of City access permit standards and guidelines.

   a. Type I Applications. Development subject to one of the following Type I applications:

      1) Design review for Single Family and Duplex Residential Dwellings, Section 5.101.01

      2) Property Line Adjustments, Section 5.101.07

      3) Access to a City Street, EXCLUDING Major and Minor Arterial Streets, Section 5.101.12

   shall be subject to the access standards of this Section EXCEPT when the subject property is bound by the requirements of a precedent land use decision that has not been modified by a subsequent land use decision.

4. A City access permit shall be subject to the requirements of the WDO and Public Works Department standards.

C. Access to State Streets, Highways, and Interchanges

Access to transportation facility under the jurisdiction of the Oregon Department of Transportation (ODOT) shall be subject to the requirements of OAR 734-051.

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TABLE 2-1
TPR Requirements and Woodburn Development Ordinance (WDO)

TPR Requirement (OAR 660-012-0045)	WDO Compliance/Recommendations
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) Certain transportation facilities, services and improvements need not be subject to land use regulations (except as necessary to implement the TSP) and, under ordinary circumstances do not have a significant impact on land use.	**Few of Woodburn's land use districts allow transportation facilities and improvements outright, other than streets.** **Recommend that the WDO be amended to enable the development of transportation facilities, services and improvements that are not be subject to land use regulations (except as necessary to implement the TSP) and, under ordinary circumstances do not have a significant impact on land.**
(b) A transportation facility, service, or improvement may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	**The WDO does not expressly address the land use review of a transportation facility, service, or improvement.** **Recommend that the WDO be amended to do so.**
(c) Local governments shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	**The WDO does not expressly address OAR 660-012-0050.** **Recommend that the WDO be amended to specify a review process for transportation projects. .**
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	
(a) Access control standards	Section 3.104 of WDO addresses access control standards.
(b) Standards to protect the future operations of roadways and transit corridors	Section 3.104 of WDO provides standards to protect the future operations of roadways and transit corridors.
(c) Control of land use around airports	Not applicable. There are no airports within the land use control of the City of Woodburn.
(d) Coordinated review of future land use decisions affecting transportation facilities	Sections 5.103 and 5.104 of the WDO regarding Type III and Type IV application requirements provided for a coordinated review process of land use decisions affecting transportation facilities.
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	WDO Section 4.101.15 provides the authority to all City decision-making bodies to impose conditions of approval reasonably related to impacts caused by the development or designed to ensure that all applicable approval standards are, or can be, met on Type I, III, and IV decisions.
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications,	WDO Section 4.101.09.13.A.3 provides that the City shall send notice of actions of Type V decisions to affected governmental entities, special districts, providers of urban services, and ODOT. Type V

TABLE 2-1
TPR Requirements and Woodburn Development Ordinance (WDO)

TPR Requirement (OAR 660-012-0045)	WDO Compliance/Recommendations
applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	decisions are legislative decisions, which are defined as actions where the City Council enacts or amends the City's land use regulations, comprehensive plan, zoning maps or some other component of any of these documents where changes are such a size, diversity of ownership or interest as to be legislative in nature under state law. The WDO does not appear to provide requirements for issuing notices to the same entities for subdivision and partition applications and applications which affect private access to roads as required by 660-015-0045. Recommend the zoning ordinance be amended to include issuing notices to ODOT and transportation service providers for subdivision, partition, and small annexation applications.
(g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	WDO Sections 5.103.01 (Conditional Use), 5.103.03 (Historically or Architecturally Significant Site, Special Conditional Use), 5.103.08 (Special Use as a Conditional Use), 5.104.02 (Comprehensive Plan Map Change, Owner Initiated), and 5.104.04 (Zoning Map Change, Owner Initiated) indicate that a Transportation Impact Analysis (TIA) may be required as part of the permit application process. The preparation of a TIA provides a means for assuring that property-owner initiated amendments are consistent with the function, capacities, and levles of service of facilities designated in the TSP. WDO does not identify a specific process for City-initiated changes. Recommend that the WDO be amended to identify expressly a process to evaluate consistency between amendments to regulations and the operation of transportation facilities.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bike parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	WDO Section 3.105.02 indicates that all uses required to provide 10 more off-street parking spaces are to provide a bicycle rack within 50 feet of the main entrance. This does not include multi-family developments with 4 units, which are only required to provide 8 parking spaces. Recommend the City revise its development ordinance to require multi-family dwelling units to provide a bicycle rack when 8 or more parking spaces are required.
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to	WDO Section 3.107.06(C) includes provisions for pedestrian and bicycle circulation and access. Figure 6.9 shows street sections that include bicycle

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TABLE 2-1
TPR Requirements and Woodburn Development Ordinance (WDO)

TPR Requirement (OAR 660-012-0045)	WDO Compliance/Recommendations
neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	lanes and sidewalks for arterials, collectors, and most local streets. WDO Section 3.101.02.F.3 addresses the continuity of public bikeway and pedestrian facilities located off-street.
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	WDO Section 3.101.02.D.1.b addresses pedestrian and bikeway facilities. Figure 6.9 shows street sections that include bicycle lanes and sidewalks for arterials, collectors, and most local streets.
(e) Provide internal pedestrian circulation within new office parks and commercial developments	WDO Section 3.107.06(C) includes provisions for pedestrian and bicycle circulation and access.
(6) As part of the pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility.	

"

2.4.6 I-5/Woodburn Interchange Refinement Plan

In April 2000, ODOT prepared the I-5/Woodburn Interchange Refinement Plan. The purpose of the plan is to present the results of the refine planning process conducted for the I-5/Woodburn interchange located at Highway 214 and I-5. This refinement planning process was a technical exercise to evaluate and screen alternatives, which included stakeholder input, prior to a detailed project development.

The goals of the interchange refinement plan are to develop alternatives that:

- Meet the travel demand associated with the local Comprehensive Plans and background traffic growth rates on I-5 and Highway 214.
- Meet Oregon Highway Plan (OHP) Major Investment Policy.
- Meet the OHP Mobility Policy.
- Meet OHP Interchange Access Management Policy to the maximum extent possible (including access control and use of medians).
- Meet safety geometric standards or have a high likelihood of receiving concurrence on design exceptions.
- Minimize impacts to adjacent businesses and provide for off-highway traffic circulation in accordance with OHP policy.
- Reduce or minimize impacts where possible through use of guardrails, steeper slopes, and retaining walls.

- Minimize overall costs including engineering, right-of-way acquisition, and construction.

The refinement plan recommended that two alternatives move forward to the environmental study phase: the Standard Diamond Interchange and the Partial Cloverleaf A Interchange. Additional consideration needs to be given to access, local street circulation, and widening to the north, south, or combination for each alternative. The principal characteristics of the two alternatives are provided in Table 2-2.

TABLE 2-2
Alternatives Summary

Alternatives	Standard Diamond*	Partial Cloverleaf A
Transportation	Good volume to capacity; fair progression; fair operations and modal integration	Good volume to capacity; fair progression; good operations and modal integration
Impacts	Affects significant number of parcels adjacent to Highway 214.	Affects northwest and southeast quadrants adjacent to I-5.
Construction and Right-of-Way Costs	$19.2 million	$15.0 million

Special Notes:

* Widen on both sides of Highway 214 to avoid significant additional costs not currently reflected in estimate.

2.4.7 1996 Woodburn Transportation System Plan

The following lists the recommended transportation improvements identified in Section 9, "Transportation System Plan," of the *1996 Woodburn Transportation System Plan.* Not included in the following discussion are policy or programmatic actions identified in Section 9, such as the functional classification of roadways, street standards, access management strategies, and transportation demand management options .

Required Street Upgrades

- I-5/Highway 214 Short-Term Improvements
  - Southbound I-5 Ramp/Highway 214 Intersection: Add a second left-turn lane and right-turn lane on the southbound I-5 off-ramp; restripe the eastbound intersection approach to include a through lane and a right-turn lane; and add a second left-turn lane to the westbound approach.
  - Northbound I-5 Ramp/Highway 214 Intersection: Signalize; add a second right-turn lane on the northbound I-5 off-ramp; add a second left-turn lane to the eastbound approach; and add a second through lane to the westbound approach.
- I-5/Highway 214 Long-Term Improvements
  - Reconfigure interchange. The specific improvements are to be identified in a refinement plan/interchange management plan (see Section 2.4.6). The plan will also identify the specific alignment for the western portion of the South Arterial (see Minor Arterials below). The South Arterial will have a grade separation from I-5.

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- Highway 214
  - Widen to a five-lane facility from Woodland Avenue past Highway 99E to the eastern city limits. Improve signal coordination.
  - At Settlemier Avenue optimize signal timing, add a second left-turn lane on the northbound approach; restripe southbound approach to include one left-turn lane, one right-turn, and one through lane.
  - At Highway 99E add a second left-turn lane to the eastbound intersection approach; restripe the westbound intersection approach to include one left-turn, one right-turn lane, and one through lane; and add a second left-turn lane to the northbound intersection approach.
- Highway 99E
  - South of Lincoln Street develop access management and sidewalk improvements as part of a final access management plan prepared in conjunction with future development studies.
  - Improve signal coordination.
  - At the Young Street intersection reconfigure east approach, in particular realign Cannery and George Streets away from the intersection. Also required is a westbound right-turn lane.
- Highway 211
  - This highway is envisioned as either a three- or five-lane road east of Highway 99E, pending future development and increased traffic volumes.
- Minor Arterials
  - Construct a South Arterial between Highway 219 on the west and Highway 99E on the east. This roadway could tie into a modified I-5 interchange. The road would be five lanes between Highway 219 and Evergreen Road, and three lanes east of Evergreen Road.
  - Widen Front Street to a two- to three-lane road from Boones Ferry Road to Cleveland Street, from Hardcastle Avenue to Highway 214, and north of Woodburn High School.
  - Widen Boones Ferry Road north of Highway 214 to a three-lane facility.
- Service Collectors
  - Extend Evergreen Road south to the proposed South Arterial (see Minor Arterials above).
  - To develop bike lanes and sidewalks, widen West Hayes Street, Parr Road, and Arney Road to service collector standards.
  - Extend Cooley Road south to Lincoln Avenue to create a new north-south road east of Highway 99E.

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- Access Streets
  - Widen Woodland Avenue north of an extended Arney Road to accommodate bike lanes.
  - Widen Brown Street south of Bradley Street to accommodate bike lanes.

Intracity Transit Service

- Fixed Route Bus System
  - Initially, expand the existing single bus route to two-way operation, with service every 60 minutes, 7 days per week. One bus will need to be added.
  - As ridership develops, increase frequency to every 30 minutes, at least during peak periods. Three buses will need to be added.
  - Consider minor deviations from the existing fixed bus route to the residential area along Boones Ferry Road and the commercial area along Arney Road as these areas develop.
  - Extend bus service to the Woodburn Industrial Park via Progress Way and Industrial Avenue.
  - In the long-term, consider expanding the fixed route bus system to two routes: east and west of the railroad tracks. Orient routes to a downtown transit center, where intercity bus, and possibly rail service, would connect with the local system. The downtown transit center would be located along Front Street, with an auto passenger dropoff/pickup area and a limited park-n-ride facility.
- Non-fixed Route Systems
  - Continue paratransit service.
  - Continue Woodburn Taxi operations.

Intercity Transit Service

- Initiate shuttle bus service between Woodburn and Portland and Salem. Service to each destination would have two roundtrips during both weekday AM and PM peak periods, and one mid-day round trip.
  - Priority 1 is service to downtown Portland with a stop at the Tualatin park-n-ride facility. This service could start with one 45-passenger bus and add a second bus if demand justifies it.
  - Priority 2 is service to downtown Salem and east to state offices. This service would require one 45-passenger bus. Extension of Salem Transit bus service to Woodburn could replace or supplement the need for intercity shuttle bus service between Woodburn and Salem.

    Fixed route, intercity service is now available through CARTS, which stops at the Woodburn Transit Center.

  - Develop a maximum 300-space park-n-ride facility near the I-5/Highway 214 interchange for the intercity transit service, with easy access from both sides of the interchange. To reduce park-n-ride-oriented traffic through the interchange, this facility might best be located off the proposed south arterial. The intercity bus park-n-ride facility could be connected with the proposed downtown transit center.

- Conduct a more detailed study of transit system improvements by pursuing a separate "Transit Development Program" study.

Pedestrian Facilities (TSP Figure 33)

- Construct and maintain sidewalks through the City to develop a comprehensive sidewalk system, particularly as new development and road improvements take place.
- Develop an off-street pathway system along existing creek corridors to facilitate non-automotive travel to schools and recreational, commercial, and employment areas.

Bicycle Facilities (TSP Figure 34)

- Construct bicycle lanes on most roadways classified as service collector roads or higher. System will interconnect with the recommended off-street pathway system.
- Bike lanes should be incorporated into any arterial or collector reconstruction project.

Golf Cart Facilities (TSP Figure 35)

- Allow golf carts to access downtown Woodburn, the retail area west of Senior Estates, and the recommended off-street pathway system.

Rail Facilities

- If the opportunity arises, strive toward the development of a passenger rail stop in downtown Woodburn.
- When appropriate, rail grade crossings will be modified to ensure safe crossings for motorized and non-motorized modes of transportation.

Air, Water, and Pipeline Facilities

- There are no significant air, water, or pipeline transportation facilities in Woodburn.

SECTION 3

Existing Conditions and Deficiences

Introduction

This section provides an inventory and a deficiencies assessment of the existing transportation facilities within the Woodburn Urban Growth Boundary. This system includes pedestrian and bicycle facilities, transit facilities, rail facilities, air transport facilities, pipeline transport facilities, water transport facilities, and roadway facilities. The findings of this analysis serve as a baseline to which the future no-build 20-year conditions can be compared.

Background

The city of Woodburn started out as land purchased for a tree nursery. With the building of the railroad tracks in 1870, the area quickly developed into a town, that was an important stop on the Oregon & California (O & C) Railroad.[1] As additional tracks were added in 1880 and again in 1910, the city grew substantially. City development was boosted again in 1954 when I-5 was constructed west of the central city. Today, the city supports a population of 20,100 according to the 2000 census. The diverse city consists of a high population of senior citizens and residents of Russian and Mexican descent.

Study Area and Land Use

The study area for the TSP consists of the area within the Woodburn Urban Growth Boundary (UGB) and the immediate vicinity, which is being studied for possible UGB expansion as part of the concurrent periodic review and TSP planning process. Figure 3-1 presents an aerial photo of Woodburn and its immediate vicinity, with the urban growth boundary and city limits superimposed. The Woodburn UGB encompasses approximately 4,042 acres, of which 3,222 of these acres are included within Woodburn city limits.

The area within the urban growth boundary consists of approximately 46 percent residential housing, 27 percent commercial and industrial uses, and 9 percent open spaces. Major attractors within the city include the Woodburn Company Stores west of Interstate 5, the OGA Members Golf Course at Tukwila north of Hazelnut Drive, Wal-Mart, and the retail and employment areas along both Oregon 214 and Oregon 99E.

Figure 3-2 presents a street map of the study area. Some of the streets shown may be private or unimproved. As required in Oregon's Transportation Planning Rule, only the more important streets within the study area – those designated as collectors and arterials – and intersections of these streets will be addressed as part of the TSP. Where appropriate, local street issues, such as connectivity, will be discussed.

[1] The O & C Railroad became the Southern Pacific Railroad in 1887.

Transportation Modes and Facilities

The City of Woodburn's transportation system provides facilities serving many different transportation modes. Each of these modes, supporting infrastructure, and current deficiencies is identified in the following sections.

Pedestrian Facilities

Pedestrian facilities serve a variety of needs. These include:

Relatively short trips (under a mile) to major pedestrian attractors, such as schools, parks and open spaces, retail centers, churches, and public facilities, such as libraries, recreation centers, and community centers.

- Recreation trips – for example, jogging or hiking.
- Access to transit (generally trips under ¼ mile to bus stops).
- Commute trips, where mixed-use development is provided, and people choose to live near where they work.

Continuous sidewalks should connect neighborhoods and employment centers to pedestrian attractors, be integrated with transit stops, and separate pedestrians from vehicular traffic. In addition, pedestrians need opportunities to cross the street. Supporting access and connectivity, the Transportation Planning Rule (TPR), Oregon Administrative Rules (OAR) 660-012-0045, requires that sidewalks be provided on all new public roadways. These include arterials, collectors, and most local streets in urban areas, but exclude controlled access roadways.

Figure 3-3 illustrates the available pedestrian facilities and their relationship to major activity centers within Woodburn. The majority of the sidewalks in Woodburn are provided on local streets. Sidewalks are provided in downtown Woodburn and in most of the residential areas, with the exception of Senior Estates. Sidewalks are also provided on portions of the arterials and collectors, although these are intermittent and often on only one side of the road. As shown in the figure, some of the gaps in the existing pedestrian system include the following:

- *Oregon 214:* Pedestrian facilities are not provided from 5th Street to Park Avenue in front of Woodburn High School on either side of the road. Sidewalks are also absent west of I-5 and east of Oregon 99E around the commercial areas.
- *Boones Ferry Road*: Pedestrian facilities are not provided on either side of the road north of Oregon 214, which abuts French Prairie Middle School and Lincoln Elementary School.
- *Settlemier Road*: Sidewalks are not provided on the west side of the road north of Hayes Street nor on the east side of the road south of Cleveland Street. These connections would provide a continuous link between the residential areas to the south of Oregon 214 to French Prairie Middle School and Lincoln Elementary School.

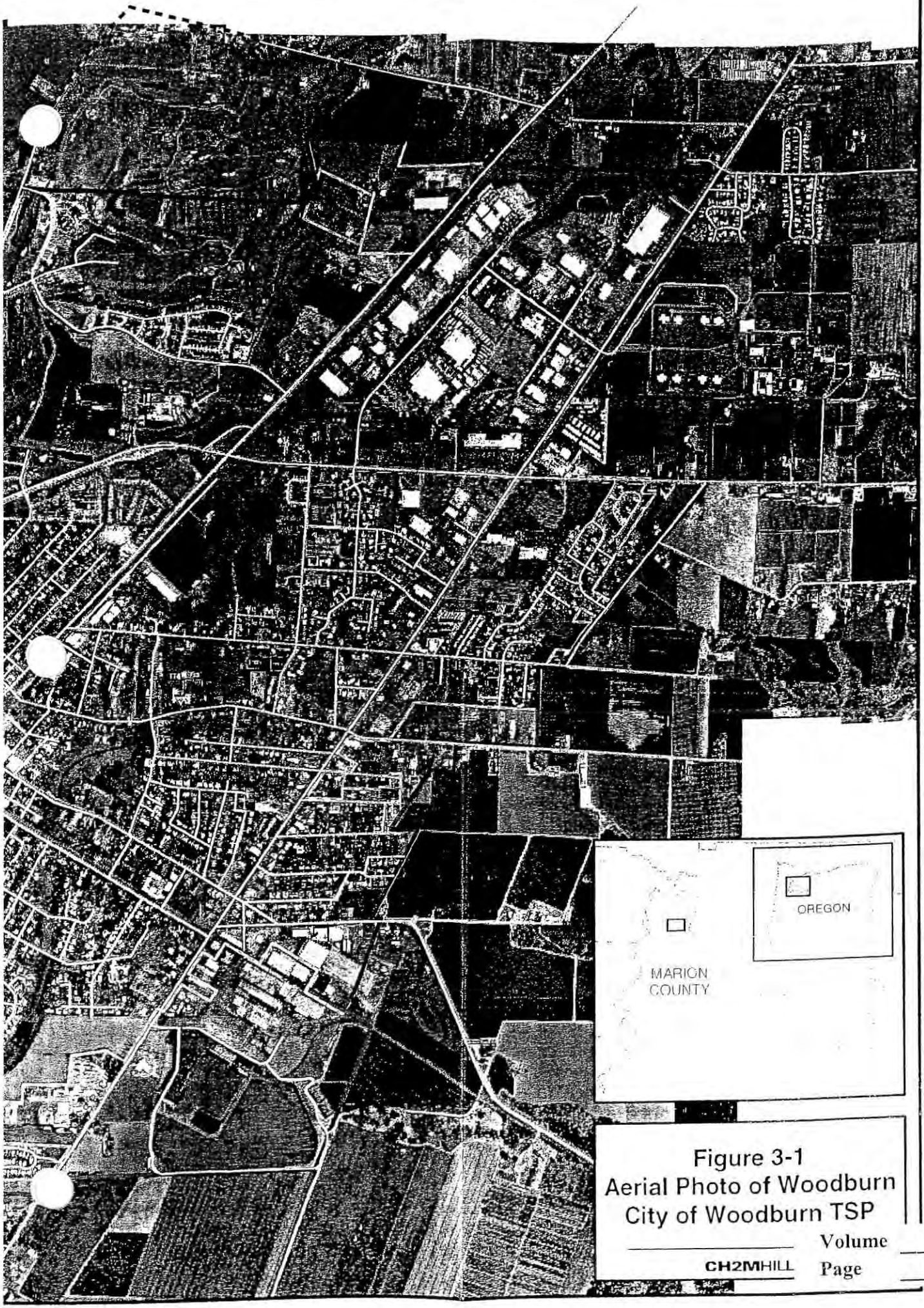
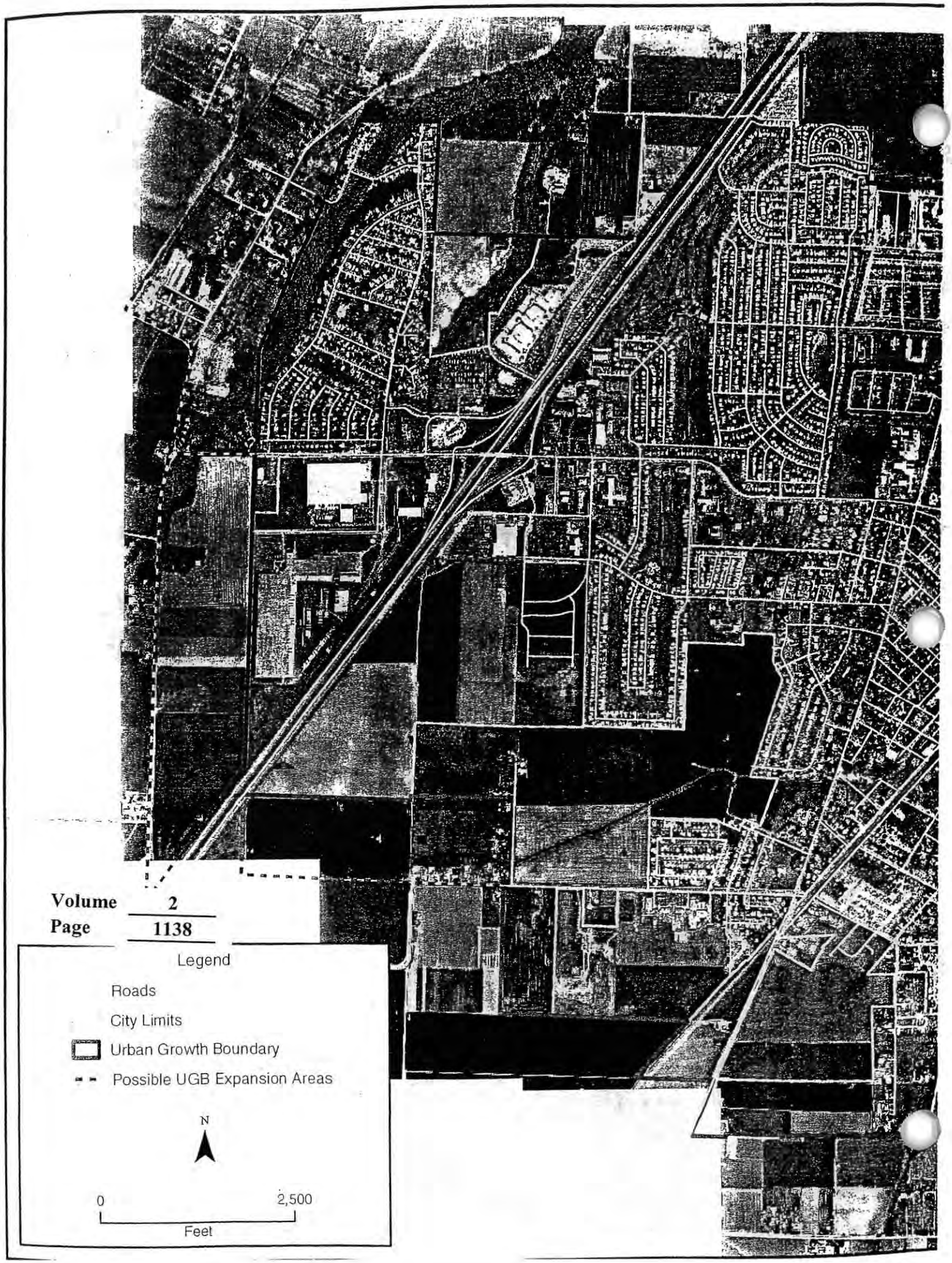


Figure 3-1
Aerial Photo of Woodburn
City of Woodburn TSP


Volume 2
Page 1138
Legend
Roads
City Limits
Urban Growth Boundary
Possible UGB Expansion Areas
N
0
2,500
Feet

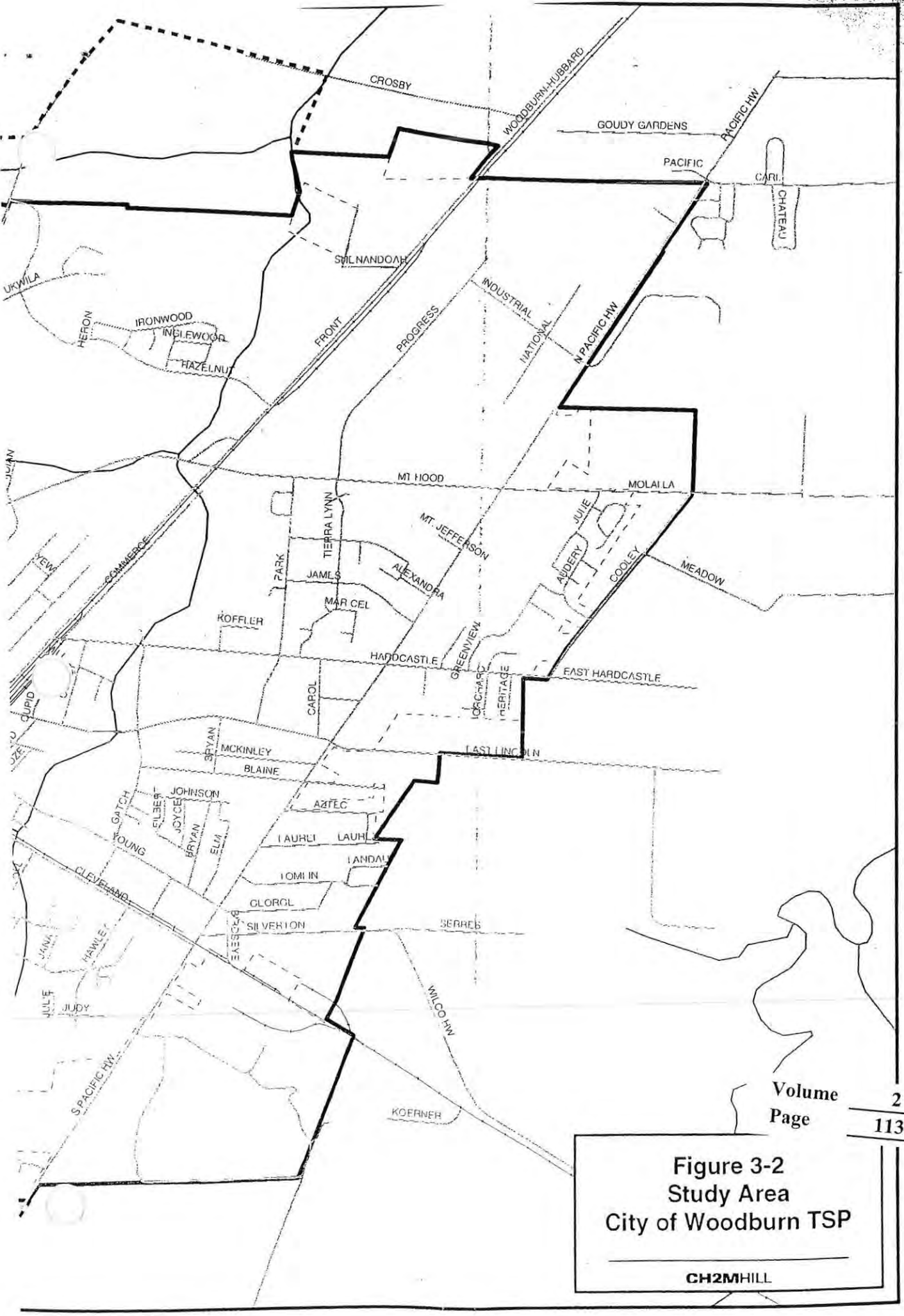


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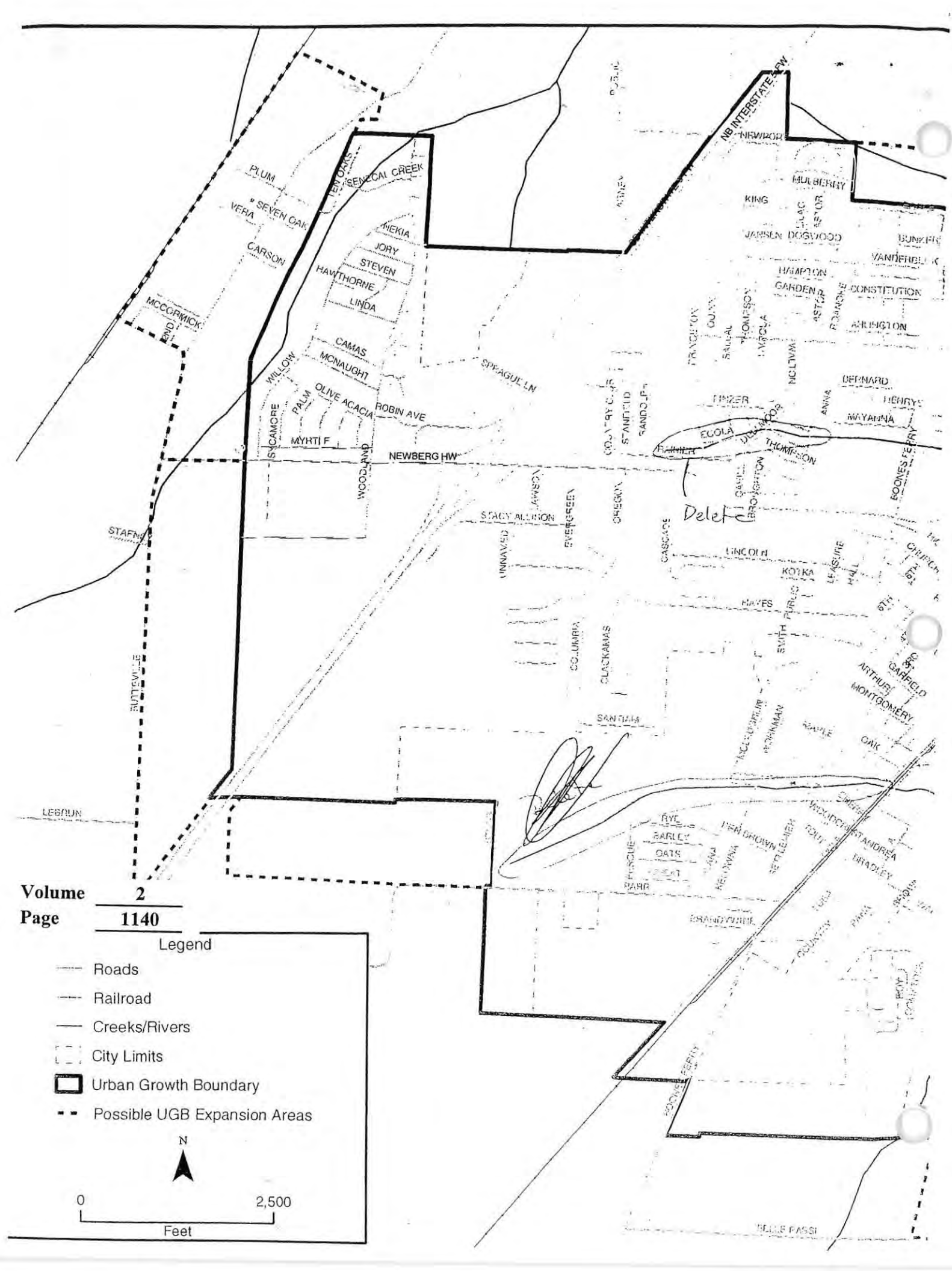
Figure 3-2
Study Area
City of Woodburn TSP

CH2MHILL


NB INTERSTATE HW
NEWBERG
PLUM
SENECAL CREEK
TEN OAKS
SEVEN OAK
VERA
CARSON
MCCORMICK
HEKIA
JORY
STEVEN
HAWTHORNE
LINDA
CAMAS
MCNAUGHT
WILLOW
SYCAMORE
PALM
OLIVE ACACIA
ROBIN AVE
MYRTLE
NEWBERG HW
WOODLAND
SPRAGUE LN
STACY ALLISON
STAFFORD
BUTTEVILLE
LEGRUN
UNNAMED
EVERGREEN
OREGON
CASCADE
LINCOLN
KOTKA
HAYES
COLUMBIA
CLACKAMAS
SANTIAM
ARTHUR
MONTGOMERY
GARFIELD
MAPLE
OAK
RYE
BARLEY
OATS
WHEAT
PARR
BRADLEY
BRANDYWINE
MULBERRY
KING
JANSEN
DOGWOOD
HAMPTON
GARDEN
CONSTITUTION
ARLINGTON
BERNARD
ELIZER
HENRYS
MAYANNA
ECOLA
BARKER
THOMPSON
BOONES FERRY
Delete
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Legend
Roads
Railroad
Creeks/Rivers
City Limits
Urban Growth Boundary
Possible UGB Expansion Areas
N
0
2,500
Feet

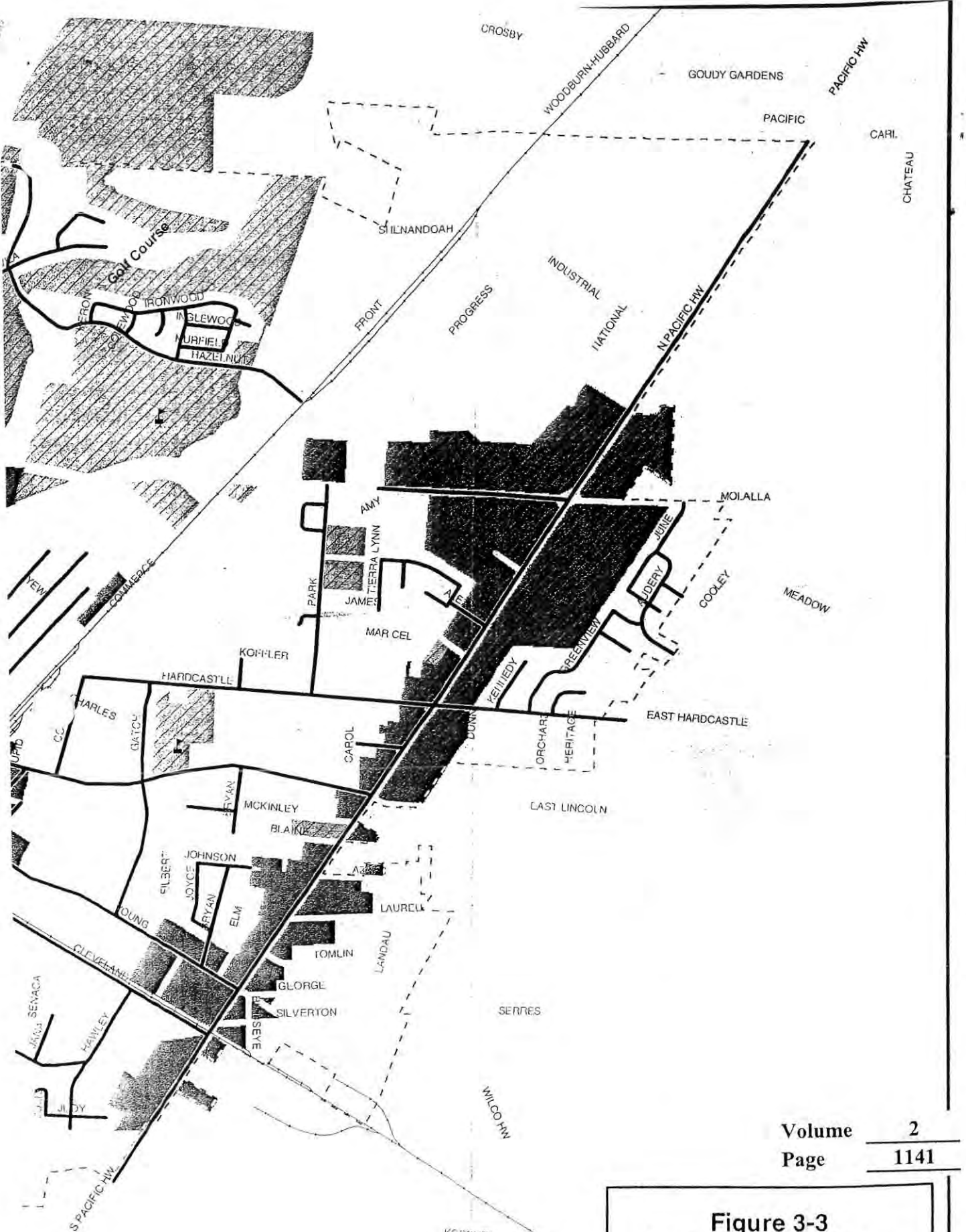

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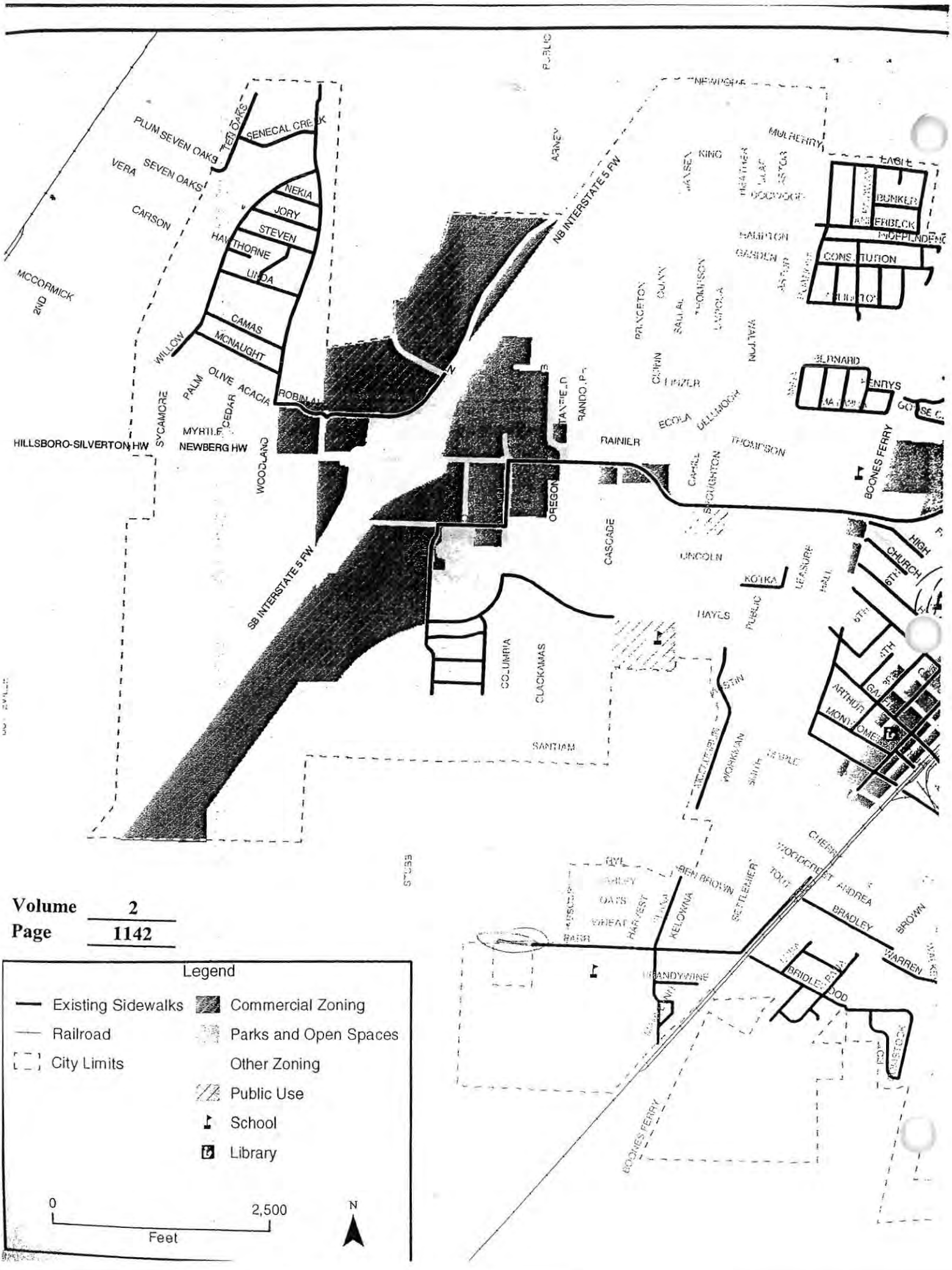
Figure 3-3
Pedestrian Facilities
City of Woodburn TSP

CH2MHILL



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Legend

- Existing Sidewalks
- Railroad
- City Limits
- Commercial Zoning
- Parks and Open Spaces
- Other Zoning
- Public Use
- School
- Library

0 — 2,500 Feet

N

- *Hayes Street:* Pedestrian facilities are not provided on the north side of the road across the street from Nellie Muir Elementary School.
- *Cascade Drive*: Sidewalks are not provided on either side of the road between Hayes Street and Oregon 214. This connection would provide a link between the residential area around Hayes Street and the commercial developments on Oregon 214.
- *Lincoln Street*: Pedestrian facilities are not provided on the south side of Lincoln Street between Washington Elementary School and the commercial developments on Oregon 99E.

Bicycle Facilities

Bicycle facilities also serve a variety of trips. These include:

Trips to major attractions, such as schools, parks and open spaces, retail centers, churches, and public facilities, such as libraries, recreation centers, and community centers.

- Commute trips.
- Recreational trips.

Bicycle facilities should be provided on major streets where the vehicular travel speeds are much greater that the bicycle speeds. The TPR (OAR 660-012-0045) requires that on-street bicycle facilities be provided on all new arterials and major collectors. Bicycle facilities should connect residential areas to schools, retail, and employment centers. Permitting bicycles to mix with vehicles on the roadway is acceptable where the average daily traffic is less than 3,000 vehicles per day. Most local roads in Woodburn support bicycle use without the need for designated bike lanes based on the low volumes on those roadways.

Figure 3-4 shows the existing bicycle routes within the City of Woodburn. As shown in the figure, there are five designated bicycle routes within the City, including:

- *Oregon 214*: Bicycle lanes are provided intermittently between Boones Ferry Road and Oregon 99E.
- *Oregon 99E*: Bicycle lanes are provided on both sides of the road from the northern city limits to Lincoln Road.
- *Hayes Street*: A bicycle lane is provided on the south side of the road between Nellie Muir School and Settlemier Road.
- *Arney Road*: Bicycle lanes are provided from Robin Avenue to the north city limits. Bicycle lanes are also provided on Robin Avenue and Sprague Lane west of Arney Road.
- *Parr Road*: A ten foot separated bike lane is provided from Settlemier Avenue to the Heritage Elementary and Valor Middle Schools.

As indicated in the figure, bicycle facilities in Woodburn have little connectivity between residential areas, schools, and commercial centers. Major connections are missing in the following locations:

- *Boones Ferry Road/Settlemier Road*: No bike facilities are provided on Boones Ferry Road and Settlemier Road. This connection would provide a link from residential communities north and south of Oregon 214 to the commercial areas on Oregon 214, French Prairie Middle School, and Lincoln Elementary School.
- *Oregon 214*: No bicycle lanes are provided west of Boones Ferry Road to provide a connection to the commercial developments near I-5.
- *Front Street*: Bicycle facilities are not provided on Front Street to connect residential areas to the downtown commercial area.
- *Oregon 99E*: Bicycle lanes are not provided south of Lincoln Street to connect with the commercial and industrial uses to the south.

Public Transportation

The Woodburn Transit System provides service Monday through Friday from 9:00 a.m. to 5:00 p.m. The transit route, shown in Figure 3-5, links residential neighborhoods to commercial areas around I-5 and Oregon 99E and serves nearly 32,000 people per year. Approximately fifty scheduled stops are provided at various locations on the route. These locations are indicated in Figure 3-5.

The City of Woodburn also provides the Woodburn Paratransit System for those who are disabled or are unable to use the fixed route system. The paratransit van charges $2 for a roundtrip and operates Monday through Friday from 9:00 a.m. to 5:00 p.m. Reservations must be made 24 hours in advance. Approximately 6,000 to 7,000 people are served each year by the paratransit system.

In addition to the Woodburn Transit System, the four following service providers offer public transportation in Woodburn:

- *Oregon Housing and Associated Services (OHAS)*: The OHAS operates the WHEELS Community Transportation Program in Marion and Polk County. This provider offers service to elderly and disabled passengers Monday through Friday from 7 a.m. to 5:30 p.m. They offer service to customers needing transportation to medical appointments, for employment and education purposes, and for nutritional shopping. Although WHEELS does not charge a fee for their service, they accept donations.
- WHEELS also provides, for the Chemeketa Regional Transportation System (CARTS), two circular intercity routes that connect Salem, Brooks, Woodburn, Hubbard, Mount Angel, and Silverton. The routes operate concurrently in opposite directions and make four stops each in Woodburn daily. The service operates Monday through Friday from 5:45 a.m. to 7:30 p.m. The service has suggested donations for a fare system. CARTS is an intergovernmental agency composed of Marion, Polk, and Yamhill Counties along with the Salem Transit District.

Woodburn Family Clinic: This service provider runs the Woodburn Medical Express. They offer free service to transport patients to and from appointments with physicians from the Woodburn Medical Clinic and Silverton Hospital clinics. Patients requiring transportation schedule their pick-up times with the Woodburn Medical Express.

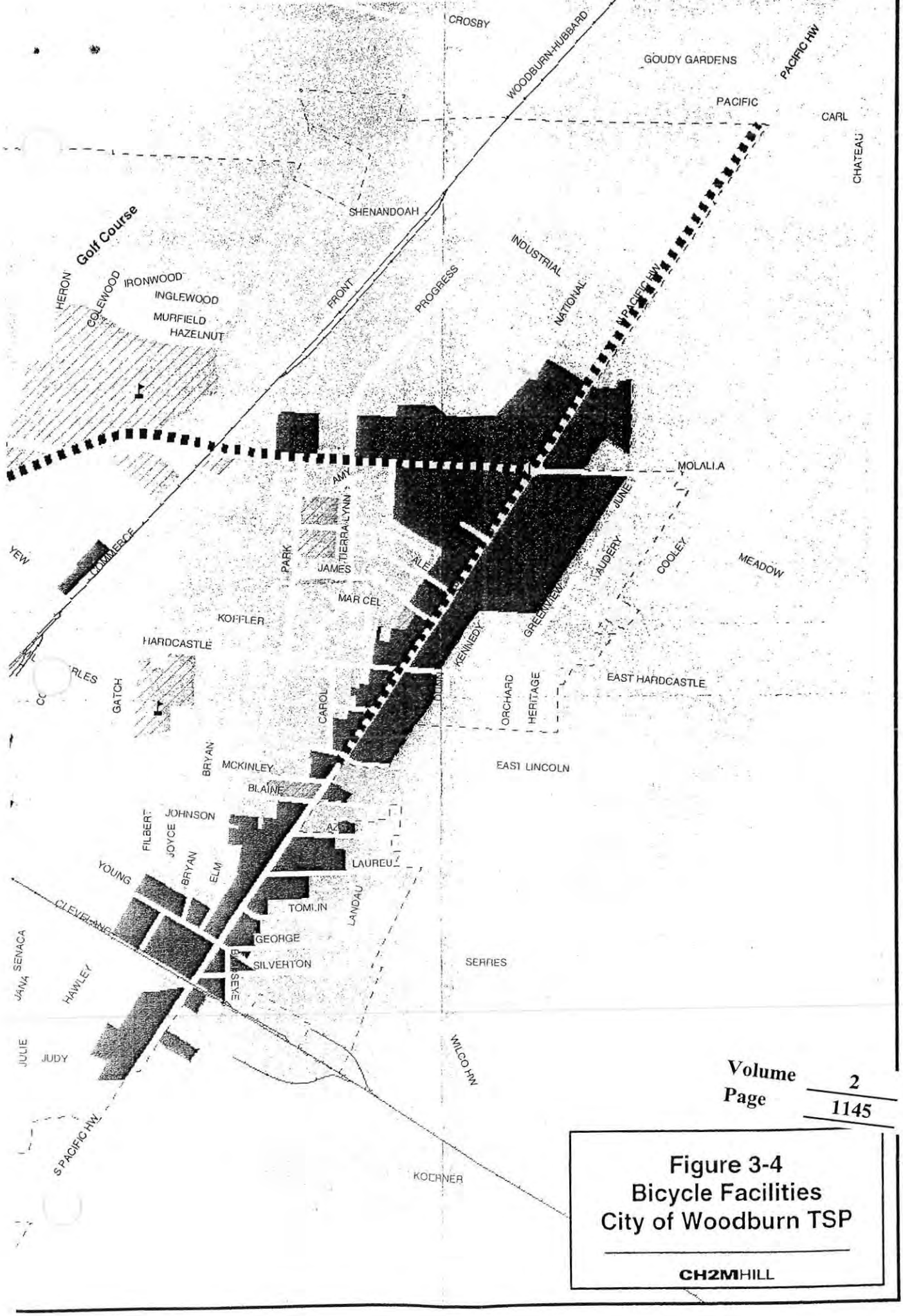

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Figure 3-4
Bicycle Facilities
City of Woodburn TSP

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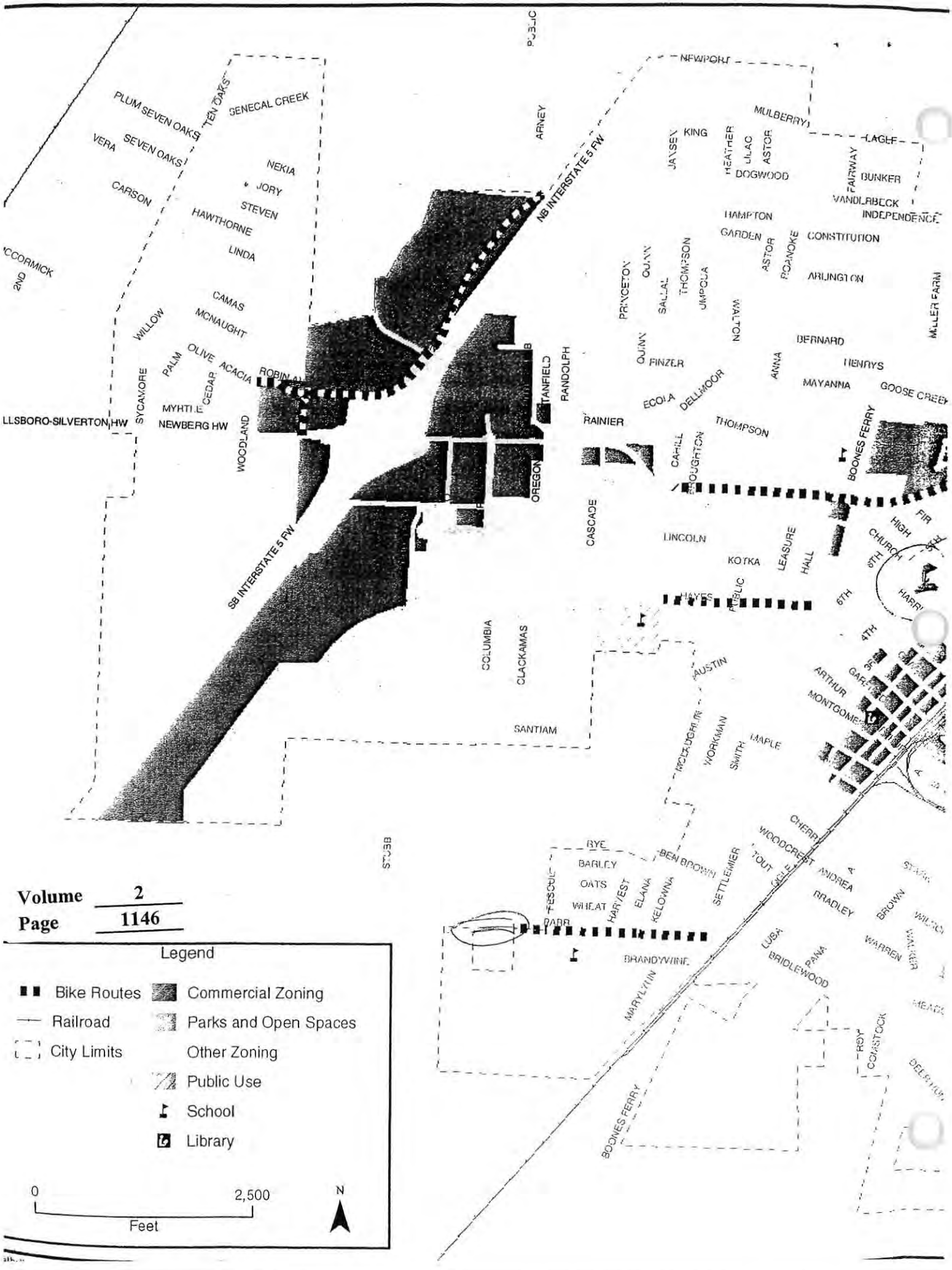

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Legend

- Bike Routes
- Railroad
- City Limits
- Commercial Zoning
- Parks and Open Spaces
- Other Zoning
- Public Use
- School
- Library

0 2,500 Feet

N

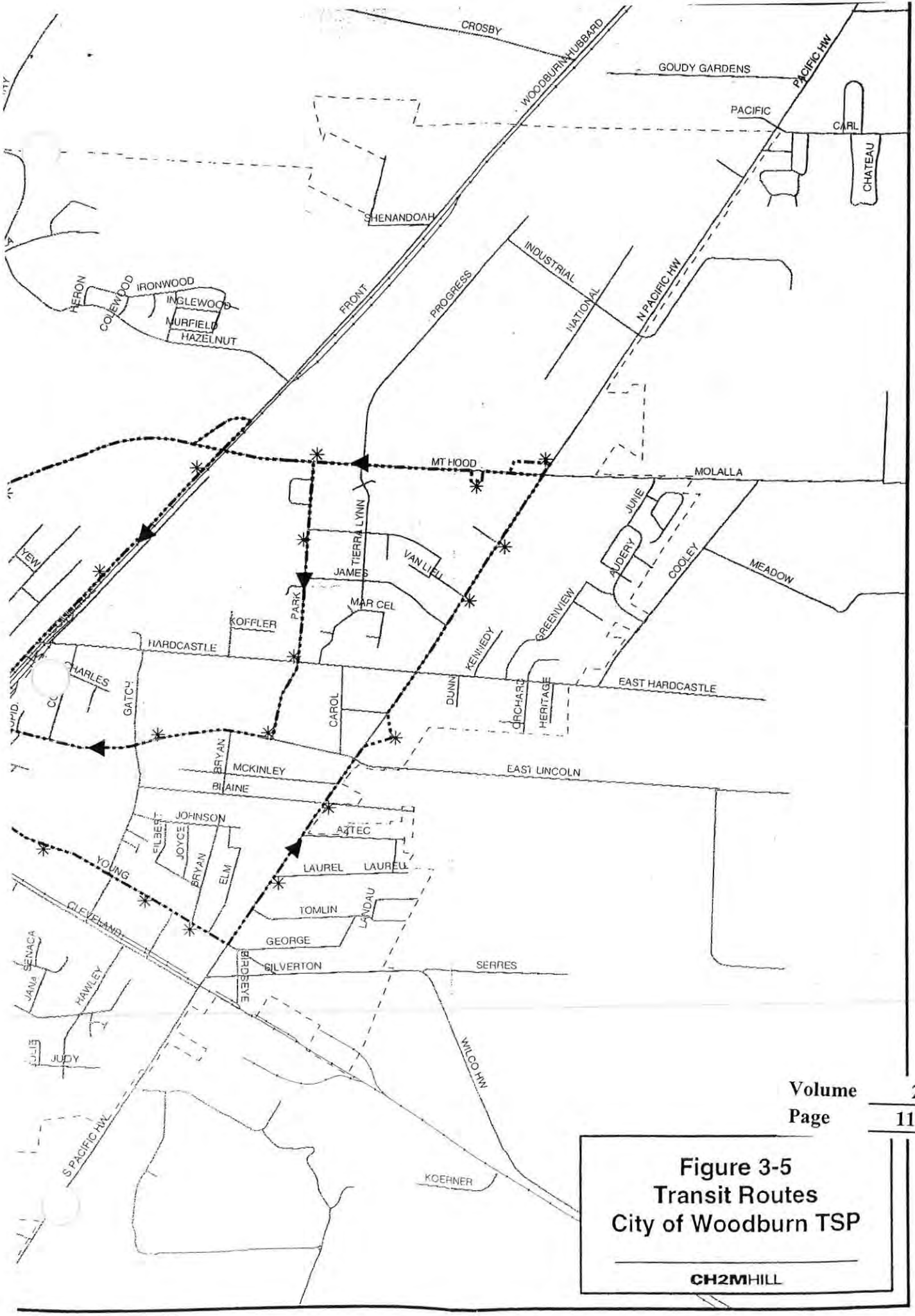

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Figure 3-5
Transit Routes
City of Woodburn TSP

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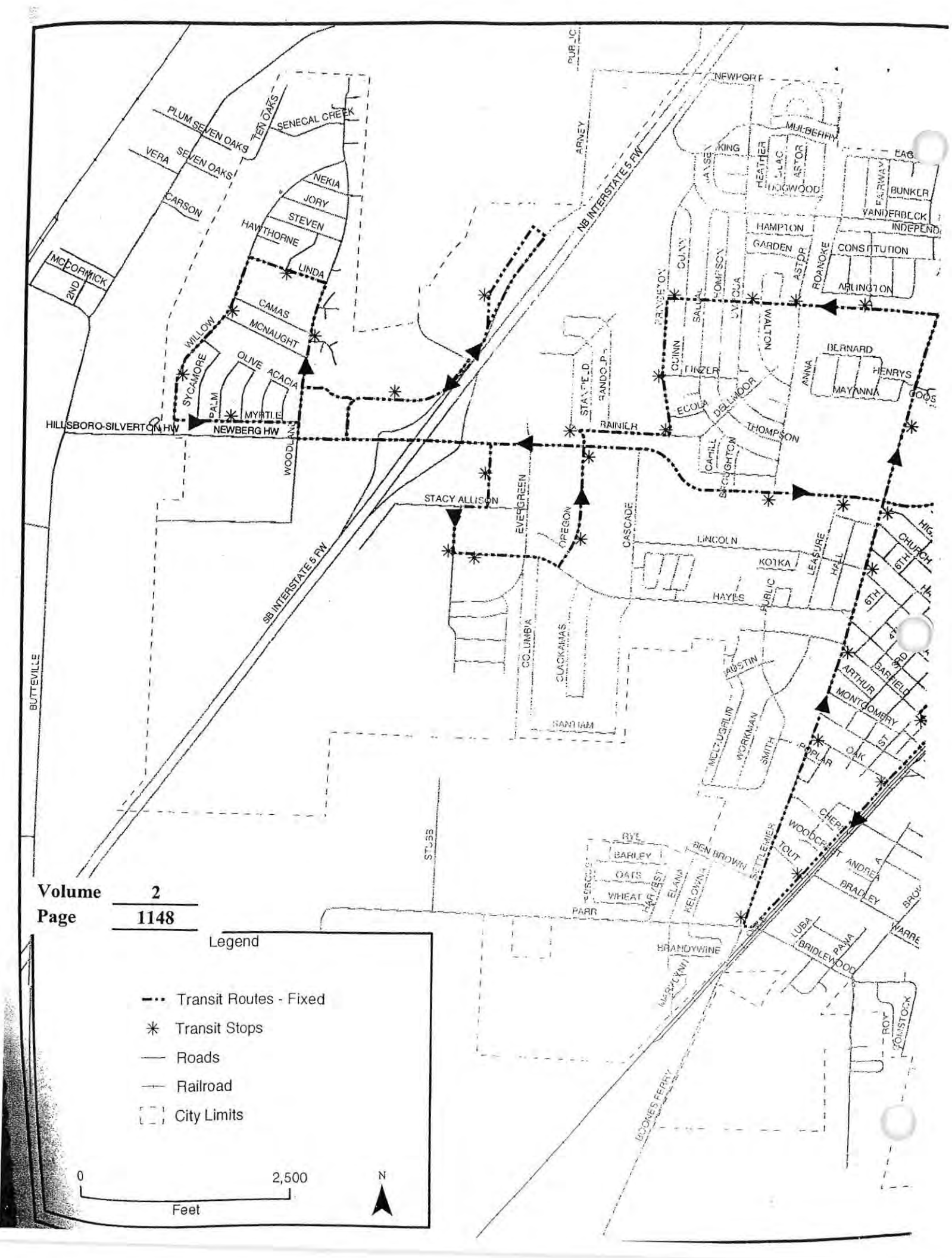
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Legend
Transit Routes - Fixed
Transit Stops
Roads
Railroad
City Limits
0
2,500
Feet
N
HILLSBORO-SILVERTON HW
NEWBERG HW
NB INTERSTATE 5 FW
SB INTERSTATE 5 FW
RAINIER
LINCOLN
HAYES
STACY ALLISON
NEWPORT
HAMPTON
GARDEN
ARLINGTON
BERNARD
HENRYS
MAYNNA
GOOSE
THOMPSON
KOIKA
CHURCH
6TH
GARFIELD
MONTGOMERY
OAK
POPLAR
WOODCREST
ANDREA
BRADLEY
BRIDLEWOOD
BRANDYWINE
PARR
BUTTEVILLE
WOODLAND
EVERGREEN
OREGON
CASCADE
COLUMBIA
CLACKAMAS
SANTIAM
WILLOW
SYCAMORE
OLIVE
ACACIA
PALM
MYRTLE
CAMAS
MCNAUGHT
LINDA
HAWTHORNE
STEVEN
JORY
NEKIA
CARSON
VERA
SEVEN OAKS
PLUM SEVEN OAKS
TEN OAKS
SENECAL CREEK
MCCORMICK
2ND
ARNEY
MULBERRY
HEATHER
LILAC
ASTOR
DOGWOOD
FAIRWAY
BUNKER
VANDERBECK
INDEPEND
CONSTITUTION
ROANOKE
QUINN
SALEM
COMPSON
VIVIAN
WALTON
PRINCETON
STAYTON
SANDO
ECOLA
DELLWOOD
CAMILL
CRIGHTON
LEASURE
HALL
PUBLIC
AUSTIN
MCDOUGALL
WORKMAN
SMITH
RYE
BARLEY
OATS
WHEAT
HARVEST
ELAINE
KELOWNA
BEN BROWN
TOUT
LUBA
PANA
ROY ROGERS

- *Greyhound*: The Greyhound bus service provides intercity transportation to and from Woodburn. Buses depart three times a day between Portland and Woodburn. The terminal station on Front Street is open from 9 a.m. to 8 p.m. seven days a week.
- *HUT Transportation*: HUT Transportation is an airport shuttle service that provides service to Portland 7 days a week, 365 days a year. Service is provided at 1½ hourly intervals from 4 a.m. to 10 p.m. from Woodburn to Portland. The shuttle cost each way is $20.

Rail Facilities

Figure 3-6 depicts the location of rail crossings and the existing tracks. Nine at-grade crossings and one grade separated crossing are located along Front Street and Cleveland Street within city limits. Three private rail crossings are not indicated on the map. These crossings are for driveways leading to residential dwellings. Of the ten crossings indicated on the map, seven of these are gated.

The Union Pacific Railroad provides through train service and freight service north of Hardcastle Avenue. The Willamette Valley Railroad, a short line operator, provides freight service along Front Street and Cleveland Street to serve local businesses. Willamette Valley also provides freight service to communities to the east of Woodburn on track leased from Union Pacific Railroad. No passenger train stops are provided in Woodburn. The nearest passenger service is available in Salem. The Amtrak station in Salem operates seven days a week from 6:30 a.m. to 4:30 p.m.

A local group is currently exploring the possibility of using Willamette Valley Railroad equipment to develop excursion train service east to Silverton.

Air Transport Facilities

No commercial or private aviation facilities are located within the Woodburn UGB. Regional freight and passenger service is provided via the Portland International Airport, approximately 33 miles from Woodburn via I-5 and I-205. Although commercial service is not available, passenger service is accessible at the Salem Municipal Airport approximately 20 miles from Woodburn, and at the Aurora State Airport approximately 10 miles from Woodburn.

Pipeline Transport Facilities

There are no major pipeline transport facilities within the Woodburn Urban Growth Boundary.

Water Transportation Facilities

There are no water transport facilities within the Woodburn Urban Growth Boundary.

Roadway Facilities

Ownership

- Public roads within the City of Woodburn are owned and maintained by three different jurisdictions: the Oregon Department of Transportation (ODOT), Marion County, and

the City of Woodburn. Figure 3-7 indicates the road ownership of the city's collector and arterial system. As owners of a roadway, each jurisdiction is responsible for the following:

- Establishing the functional classificationMaintenance
- Approving construction and access permits

ODOT owns the following facilities within the Woodburn Urban Growth Boundary.

- Interstate 5: Provides service from the northern Oregon border to the southern Oregon border. I-5 is classified as an Interstate Highway by ODOT and has a posted speed of 65 mph in the vicinity of the city. The Oregon 214/I-5 interchange is the only interchange that provides a direct connection to the City of Woodburn.
- Oregon 214: Oregon 214 within Woodburn is part of the Hillsboro Silverton Highway, which connects Hillsboro through Newberg, St. Paul, Woodburn, and Mt. Angel to Silverton. Oregon 214 continues south of Silverton to Highway 22, just south of Salem. Oregon 214 is classified as a District Highway by ODOT. The posted speed varies between 30 and 35 mph within the city limits.
- Oregon 99E: Connects from Portland to Salem and is classified as a Regional Highway by ODOT. The posted speed varies between 35 and 45 mph within the city limits.

Marion County has jurisdiction over the following facilities within the Woodburn Urban Growth Boundary.

- Boones Ferry Road south of Ogle Street;
- Parr Road west of Centennial Park west boundary;
- Stubb Road;
- Boones Ferry Road north of Vanderbeck Avenue;
- Lincoln Street from 400 feet east of Oregon 99E; and
- Blaine Street from 200 feet east of Oregon 99E.

The remaining public facilities are owned by the City of Woodburn.

Functional Classification

The functional classification defines a street's role and context in the overall transportation system. In addition, it defines the desirable roadway width, right of way needs, access spacing, pedestrian and bicycle facilities, as well as other specifications. The City of Woodburn has established a functional classification system for the roadways within the city limits. Figure 3-8 illustrates the existing classifications.

Arterials

Arterials are the highest class of street and serve larger through volumes at greater speeds. Arterials serve as the major truck routes and emphasize regional mobility over access.

The City of Woodburn identifies two types of arterials: major arterials and minor arterials. Major arterials provide service to traffic entering and leaving the area and traffic to major activity centers in Woodburn. Minor Arterials feed the major arterial system and support

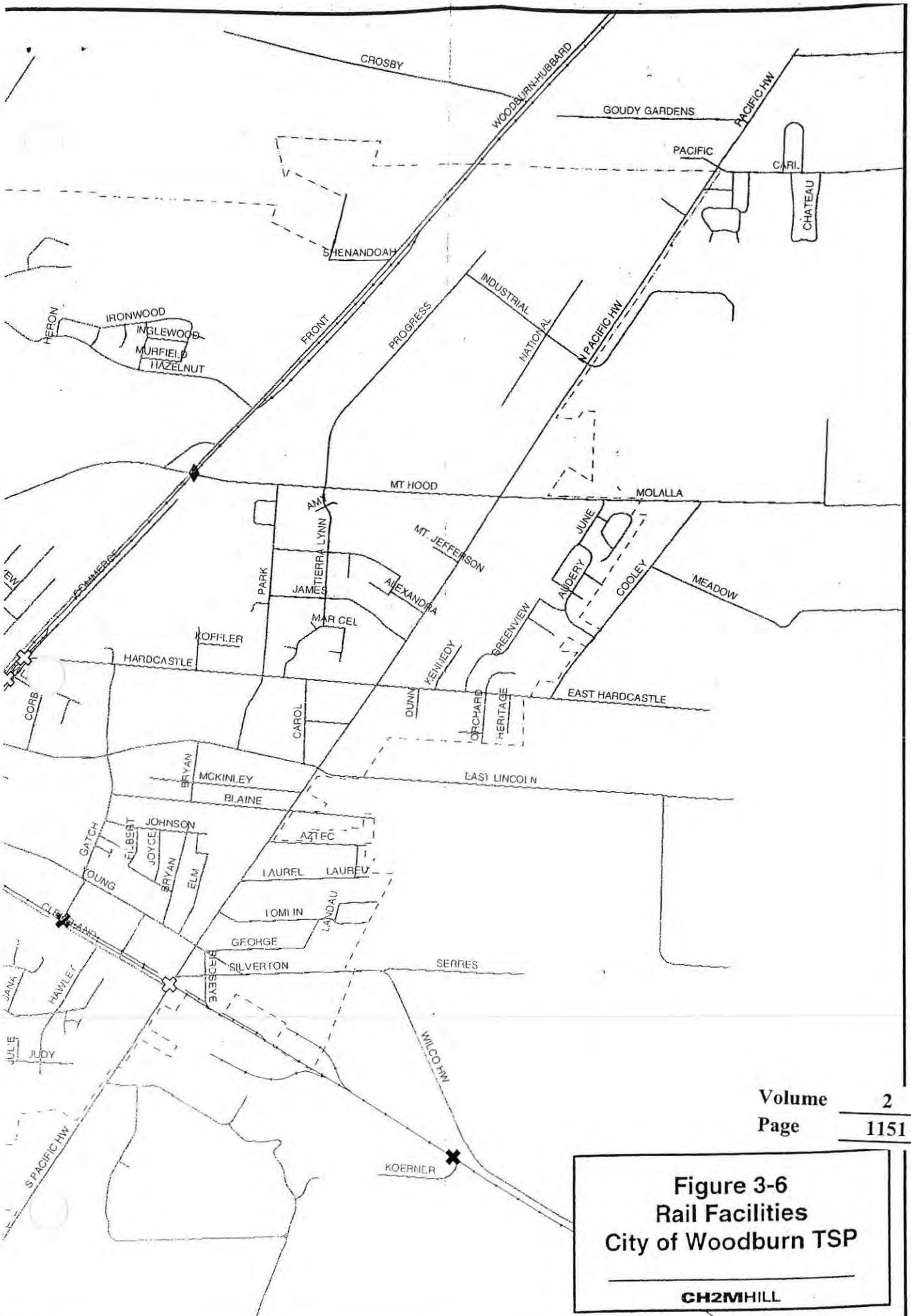

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Figure 3-6
Rail Facilities
City of Woodburn TSP

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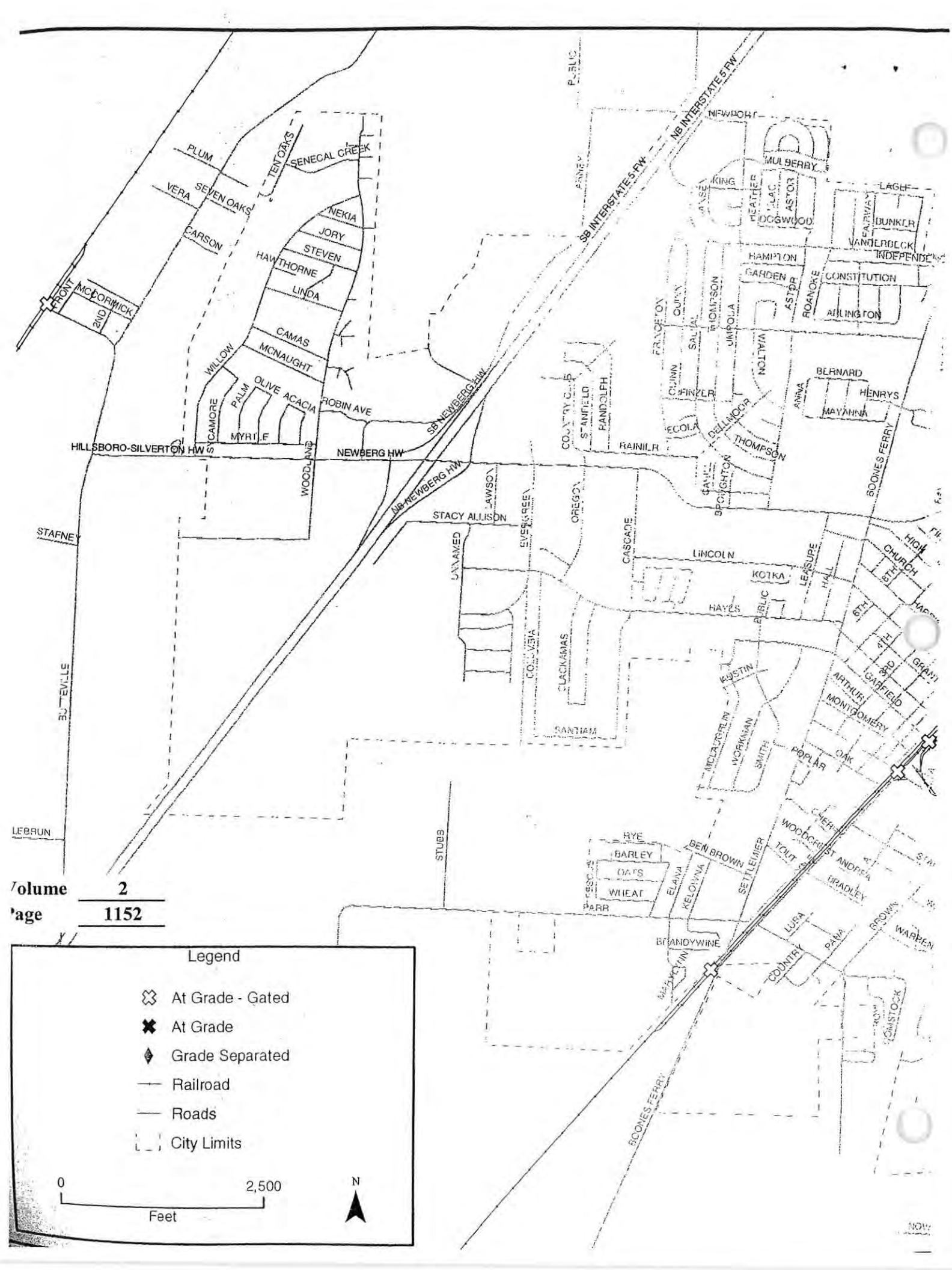

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Legend

- At Grade - Gated
- At Grade
- Grade Separated
- Railroad
- Roads
- City Limits

0 2,500 Feet

N

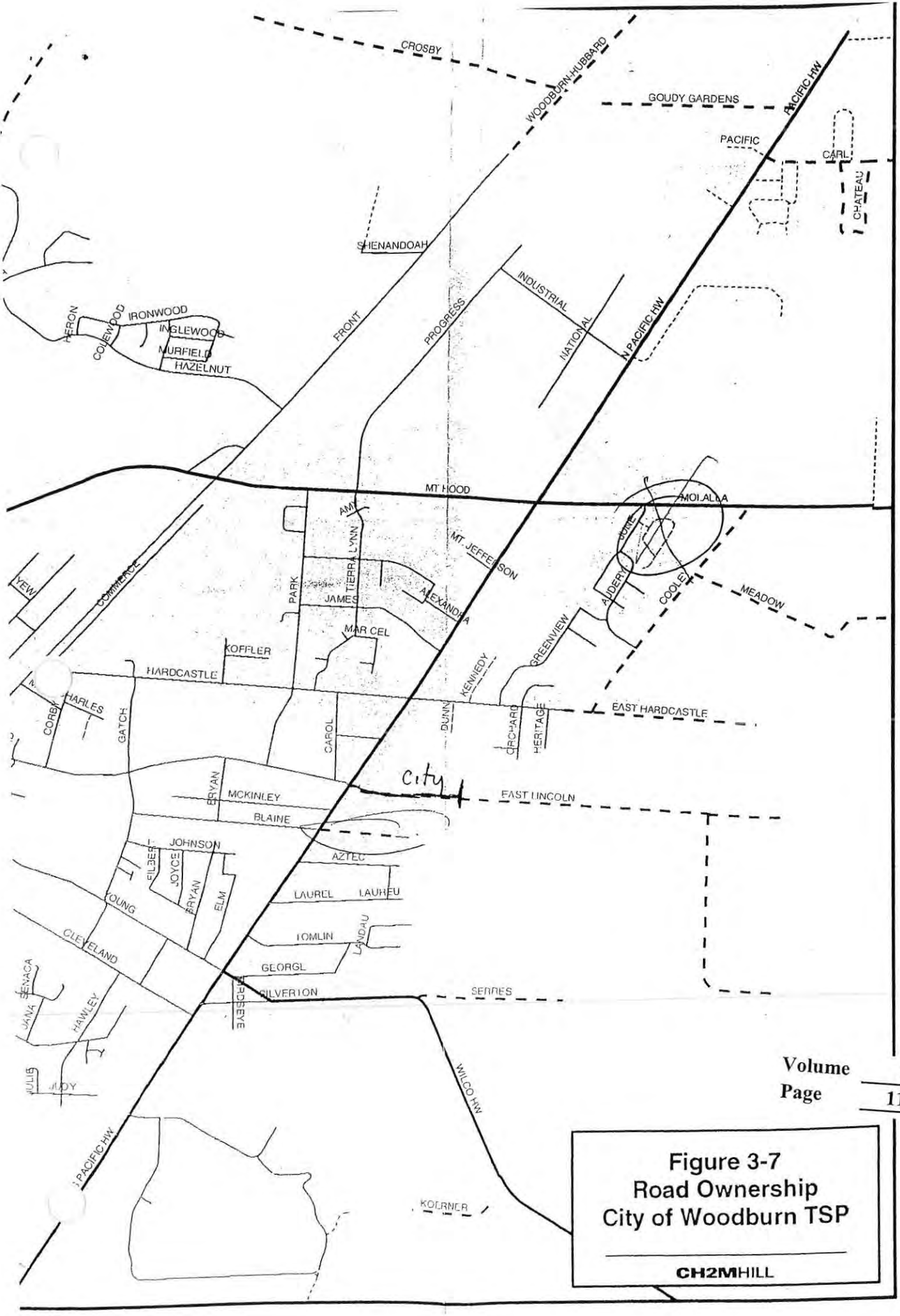

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Figure 3-7
Road Ownership
City of Woodburn TSP

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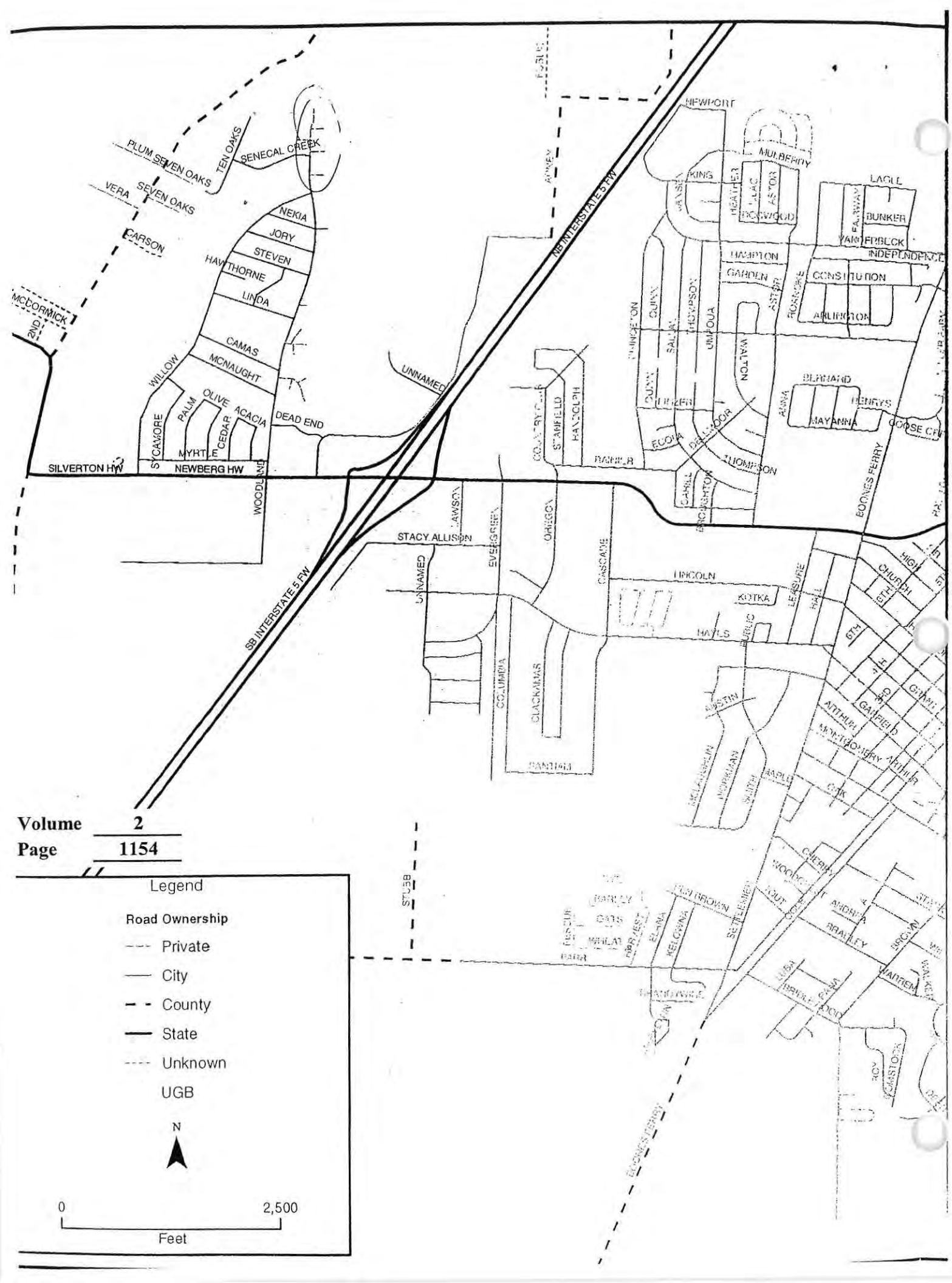

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Legend

Road Ownership

- Private
- City
- County
- State
- Unknown
- UGB

N

0 2,500

Feet

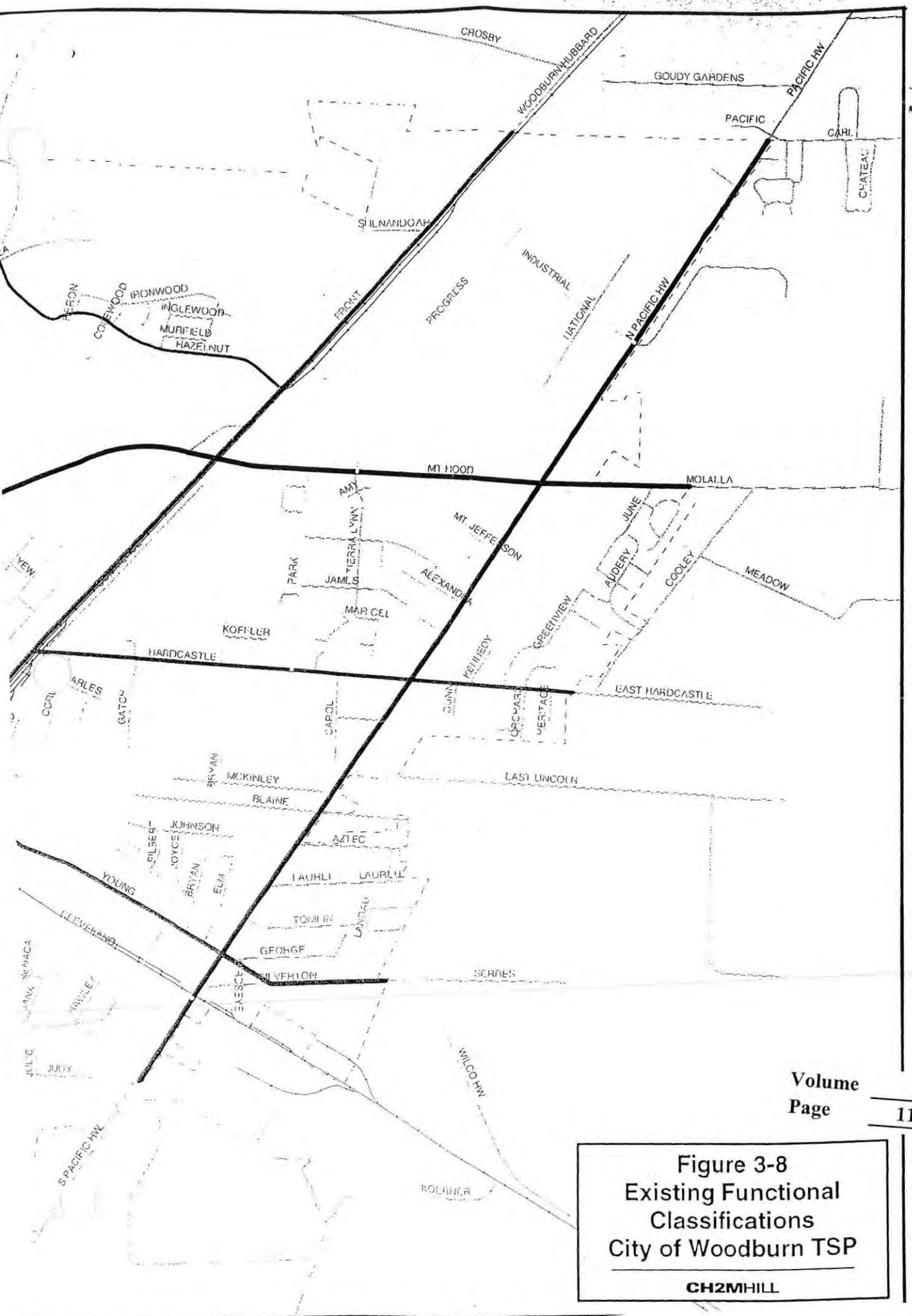

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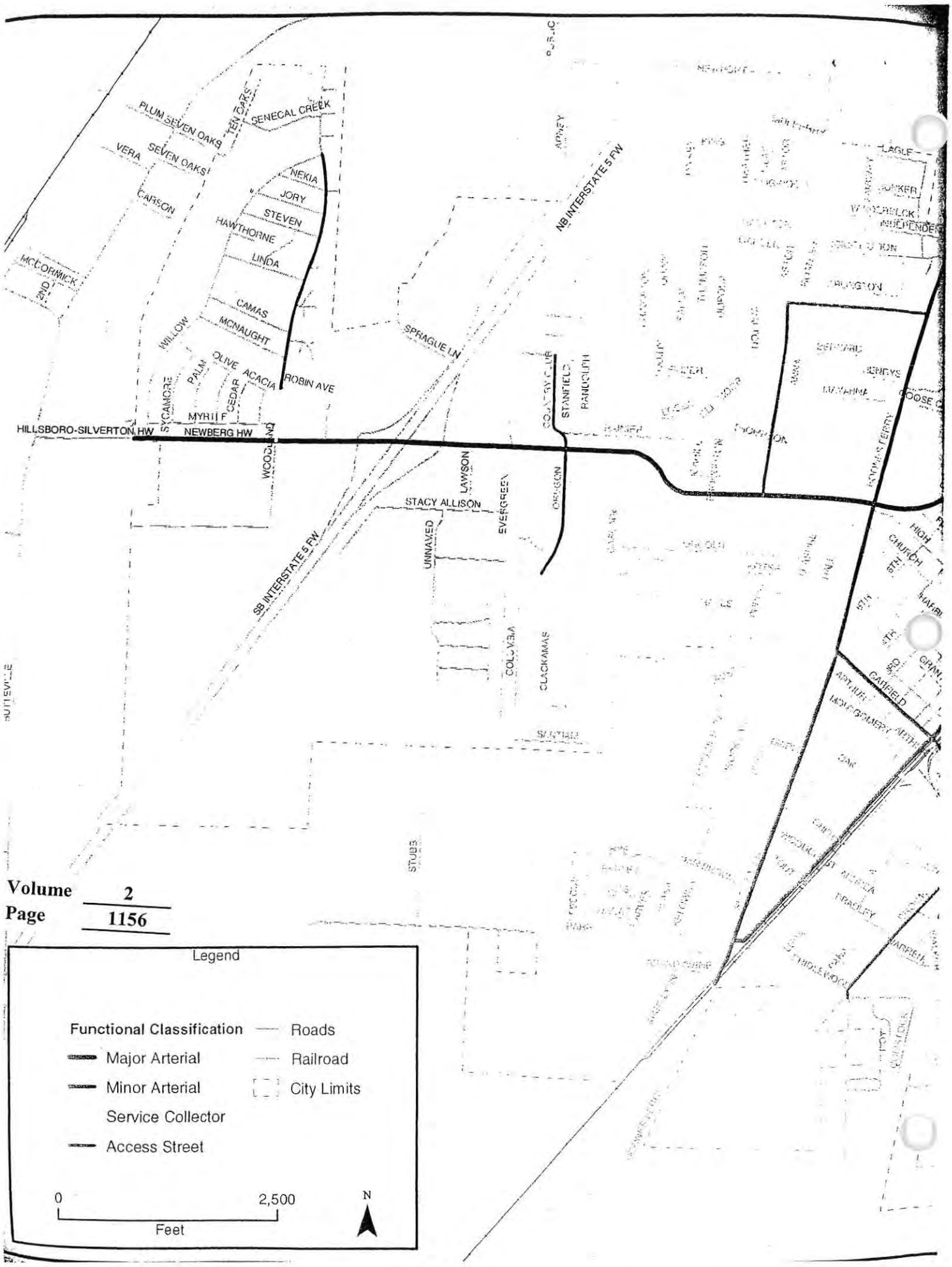
Figure 3-8
Existing Functional Classifications
City of Woodburn TSP

CH2MHILL


PLUM SEVEN OAKS
SENECAL CREEK
VERA
SEVEN OAKS
CARSON
NEKIA
JORY
STEVEN
HAWTHORNE
LINDA
CAMAS
MCNAUGHT
WILLOW
PALM
OLIVE
ACACIA
ROBIN AVE
SYCAMORE
CEDAR
MYRTLE
MCCORMICK
2ND
SPRAGUE LN
NB INTERSTATE 5 FW
HILLSBORO-SILVERTON HW
NEWBERG HW
WOODLAND
STACY ALLISON
LAWSON
EVERGREEN
OREGON
STANFIELD
RANDOLPH
SB INTERSTATE 5 FW
UNNAMED
COLUMBIA
CLACKAMAS
STUBB
NEWPORT
EAGLE
WOODBURN
INDEPENDENCE
DONALD
GEORGE
BROADACRES
GARDEN HOME
RIVERGROVE
GOOSE
HIGH
CHURCH
6TH
GARFIELD
ARTHUR
MONTGOMERY
OAK
BRADLEY
MURRAY
WARREN
PARK
Volume 2
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Legend
Functional Classification
Major Arterial
Minor Arterial
Service Collector
Access Street
Roads
Railroad
City Limits
0
2,500
Feet
N

moderate length trips and service to activity centers. Examples of major arterials in Woodburn include Oregon 214, Oregon 99E, and Highway 211. Examples of minor arterials in Woodburn include Boones Ferry Road, Front Street, and Hardcastle Street.

As shown in Figure 3-8, the arterial system is fairly limited and constrained by the railroad tracks, I-5, and the manner in which land has developed in the city over time.

The 1996 Woodburn TSP identifies a five lane cross section for major arterials with 100 feet of required right of way. A typical minor arterial cross section would be a three-lane roadway with a total right of way of 74 feet, which includes bicycle lanes, sidewalks, and parkway strips. None of the arterials are built to city standards.

Collectors

Collectors are the intermediate class of street. They provide a link between local roadways and the arterial system. Access and mobility functions are also important.

The City of Woodburn identifies two classifications of collectors: service collectors and access streets. The purpose of service collectors is to provide significant linkage with arterials and accommodate a higher volume of traffic, while access streets are meant to provide single-family residential local street access and accommodate lower volumes of traffic. Examples of service collectors in Woodburn include Parr Road, Arney Road, and Evergreen Road. Examples of Access Streets include Hazelnut Drive, Woodland Drive between Arney Road and Willow Avenue, and Astor Way between Country Club Road and Oregon 214.

The collector street system in Woodburn is also fairly limited by the manner in which the city has developed over time.

The City of Woodburn requires 74 feet of right of way for Service Collectors. The cross section includes two travel lanes, a left-turn lane, bike lanes, sidewalks, and parkway strips. Access Streets require 60 feet of right of way with two travel lanes, bike lanes, sidewalks, and parkway strips. The 1996 Woodburn TSP also provides a design for Access Streets that provides two lanes for golf carts or parking resulting in 70 feet of right of way. Most of the collectors are not built to city standards.

Local Streets

Local streets provide direct access to homes and neighborhoods and feed into collectors. Access is the most important role of local streets.

As shown in Figure 3-8, the local street grid system is well developed between Boones Ferry Road and Front Street south of Oregon 214, and north of Oregon 214 between Boones Ferry Road and I-5. The local street grid system is still developing in the remaining area.

The 1996 Woodburn TSP provides several cross-sections for Local Streets with and without on-street parking. The required right of way ranges from 50 feet to 60 feet. All designs include sidewalks and parkway strips, with variations on parking and lane widths. Only a limited number of local roadways are built to city standards.

Traffic Operations

Manual turning movement counts were collected for intersections of arterials and collectors within the Woodburn Urban Growth Boundary on typical weekdays in November 2002 and January 2003. All counts were collected during the p.m. peak period (4-6 p.m.), which is when traffic volumes are highest on area roadways. These counts were to evaluate the existing roadways and intersection operations within the City of Woodburn. *Appendix "A" includes the traffic count data for the study intersections.*

Roadways

Figure 3-9 presents the existing p.m. peak hour traffic volumes on all collector and arterial roadways. These volumes are two-way volumes derived from the intersection traffic counts. As shown in the figure, Oregon 99E and Oregon 214 carry the most traffic during the weekday p.m. peak hour with approximately 1,700 and 1,500 vehicles, respectively.

Intersections

Traffic operations at intersections are described by a level of service (LOS), which corresponds to a range of delays a driver experiences at an intersection. The level of service ranges from "A" to "F." A level of service "A" corresponds to little delay and good operations, while a level of service "F" corresponds to high delays and poor operation.

Signalized intersections and unsignalized intersections have different measures of level of service. For signalized and four-way stop intersections, level of service is based on the average delay experienced by all vehicles entering the intersection. For two-way stop intersections, level of service is based on the delay experienced by the worse movement, which is usually the left-turn movement on the stopped approach. The City of Woodburn does not have an operations standard for signalized and unsignalized intersections within City limits.

ODOT has specific mobility standards for the state facilities within the City of Woodburn based on the facility's classification and volume-to-capacity ratio. The volume-to-capacity ratio is the degree of saturation of an intersection. The ODOT requirements for intersections on state highways are as follows:

- On Oregon 214, ODOT requires a maximum volume-to-capacity ratio of 0.85 based on its classification as a district highway.
- On Oregon 99E, ODOT requires a maximum volume-to-capacity ratio of 0.80 based on its classification as a regional highway.

Levels of service analyses were performed at thirty-three study intersections using the procedures described in the 2000 Highway Capacity Manual. These included eleven signalized intersections:

- Oregon 214/Woodland Avenue: This intersection is located east of I-5 and provides access to residential neighborhoods to the north and the Woodburn Factory Stores.
- Oregon 214/I-5 Southbound Ramp: This intersection provides access to I-5 heading southbound to Salem and southern Oregon.

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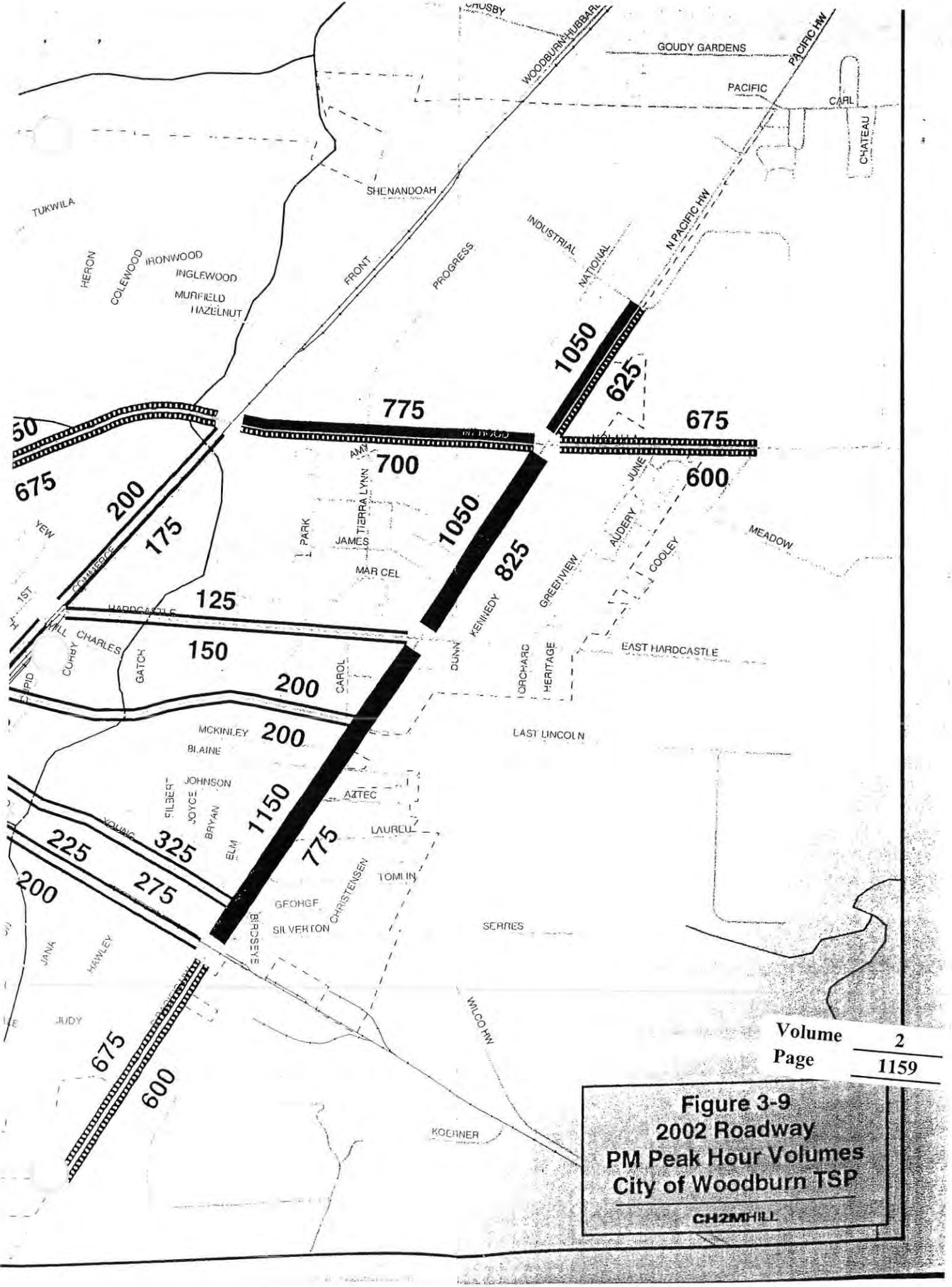

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Figure 3-9
2002 Roadway
PM Peak Hour Volumes
City of Woodburn TSP

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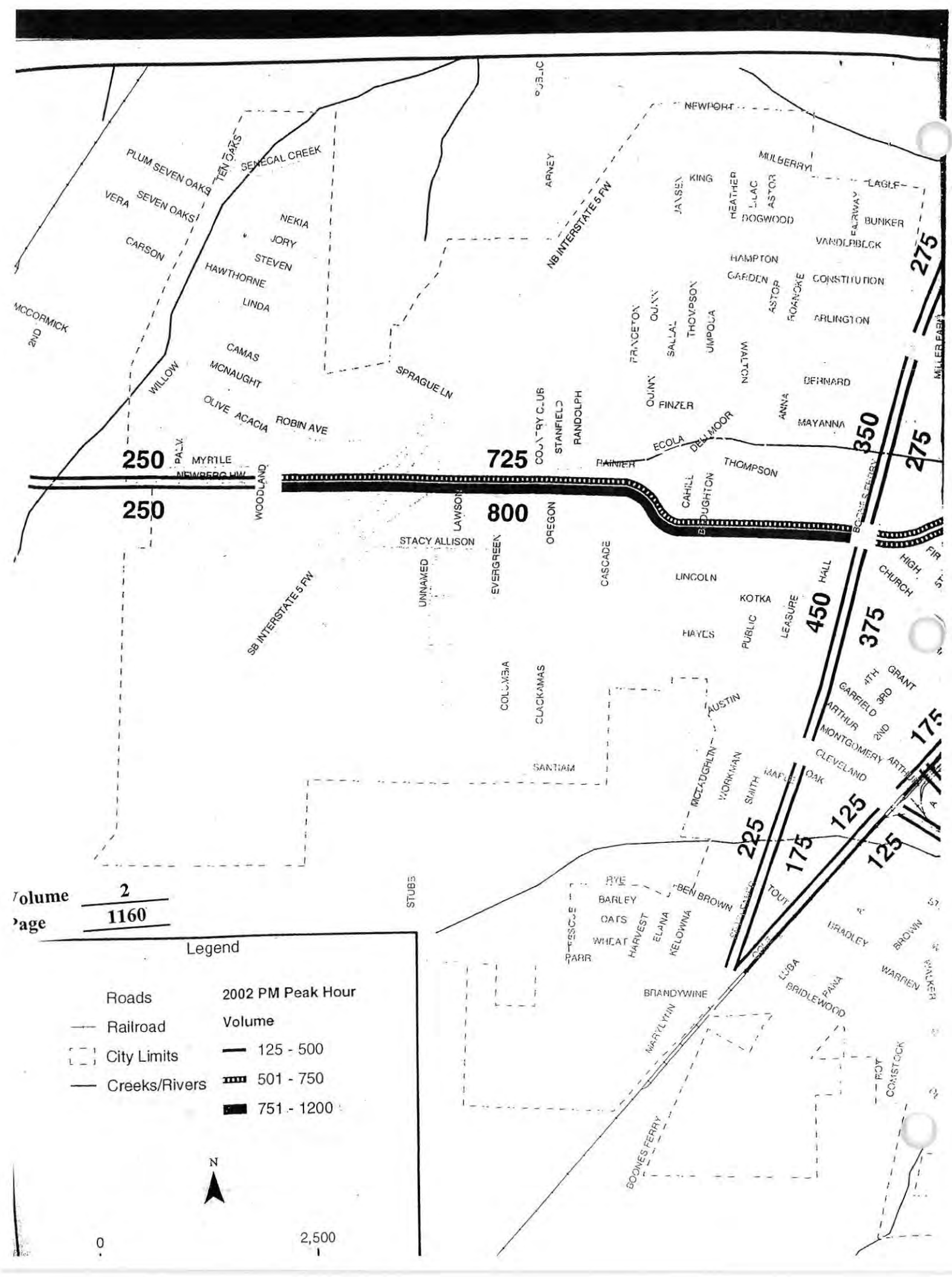
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Page 1160
Legend
Roads
Railroad
City Limits
Creeks/Rivers
2002 PM Peak Hour Volume
125 - 500
501 - 750
751 - 1200
N
0
2,500
NEWPORT
PLUM SEVEN OAKS
TEN OAKS
SENECAL CREEK
VERA
SEVEN OAKS
CARSON
NEKIA
JORY
STEVEN
HAWTHORNE
LINDA
CAMAS
MCNAUGHT
OLIVE
ACACIA
ROBIN AVE
WILLOW
SPRAGUE LN
ARNEY
NB INTERSTATE 5 FW
SB INTERSTATE 5 FW
MULBERRY
KING
HEATHER
LILAC
ASTOR
DOGWOOD
EAGLE
FAIRWAY
BUNKER
VANDERBECK
HAMPTON
GARDEN
CONSTITUTION
ROANOKE
ARLINGTON
PRINCETON
QUINN
SALAL
THOMPSON
UMPQUA
NORTON
BERNARD
FINZER
ANNA
MAYANNA
DELLMOOR
ECOLA
RAINIER
COUNTRY CLUB
STANFIELD
RANDOLPH
MYRTLE
NEWBERG HWY
WOODLAND
LAWSON
STACY ALLISON
UNNAMED
EVERGREEN
OREGON
CASCADE
CAHILL
BROUGHTON
THOMPSON
BOONES FERRY
LINCOLN
KOTKA
HAYES
PUBLIC
LEASURE
HALL
CHURCH
HIGH
FIR
GRANT
4TH
3RD
GARFIELD
ARTHUR
2ND
MONTGOMERY
CLEVELAND
OAK
MAPLE
SMITH
WORKMAN
MCLAUGHLIN
AUSTIN
COLUMBIA
CLACKAMAS
SANTIAM
STUBB
RYE
BARLEY
OATS
WHEAT
HARVEST
ELANA
KELOWNA
BEN BROWN
TESCHE
PARR
BRADLEY
BROWN
WARREN
BRANDYWINE
LUBA
BRIDLEWOOD
PAMA
MARYLYNN
ROY
COMSTOCK
BOONES FERRY
275
350
450
375
225
175
125
800
725
250

- Oregon 214/I-5 Northbound Ramp: This intersection provides access to I-5 heading northbound to Portland and Seattle.
- Oregon 214/Eyergreen Road: This intersection provides access to the commercial developments on Oregon 214.
- Oregon 214/Oregon Way/Country Club Road: This intersection provides access to the residential dwellings to the north and south of Oregon 214.
- Oregon 214/Boones Ferry Road: This intersection provides access to residential dwellings to the north and south of Oregon 214. In addition, French Prairie Middle School and Lincoln Elementary School are located in the northwest quadrant of this intersection.
- Oregon 214/Meridian Drive/5th Street: This intersection provides access to the business developments to the north and the residential dwellings to the south of Oregon 214. In addition, 5th Street provides a connection to the commercial developments along Front Street.
- Oregon 214/Highway 211/Oregon 99E: This intersection was improved in August 2002 to include additional turn lanes on the northbound approach.
- Oregon 99E/Hardcastle Street: This intersection provides access to the residential developments to the east and west of Oregon 99E.
- Oregon 99E/Lincoln Street: This intersection provides access to the residential developments and Washington Elementary School to the east Oregon 99E.
- Oregon 99E/Young Street: This intersection provides access to the industrial and commercial uses to the east and west of Oregon 99E.

The remaining study intersections are stop-controlled intersections. Figure 3-10 summarizes both the intersection control and the results of the intersection operations analysis for all study intersections. The intersection operations are reported as being under, near, or over capacity. The capacity was based on level of service for signalized intersections, and the volume-to-capacity ratio of the critical movement for unsignalized intersections. As shown in the figure, all study intersections currently meet ODOT mobility standards. The Oregon 214/Boones Ferry Road and Oregon 214/Oregon 99E intersections are near capacity with a level of service "D." *Appendix "B" contains the year 2002 level of service worksheets.*

Access Management

Division 51 (OAR 734-051-0010 through 734-051-0560) specifies access management spacing standards for ODOT facilities. Oregon 214 (between the west City limits and Boones Ferry Road) requires an approach spacing of 400 feet based on its classification as a District Highway. Oregon 99E (between Lincoln Street and south City limits) has a minimum standard of 600 feet between approaches based on its classification as a Regional Highway.

The Woodburn Access Management Ordinance (February 1997) identifies minimum spacing standards for Minor Arterials, Service Collectors, and Access Streets. Minor Arterials require a minimum driveway spacing of 245 feet, while Service Collectors require 50 feet. Access Streets require a minimum driveway spacing of 10 feet. The Woodburn Access Management

Ordinance specifies spacing for Major Arterials, but refers to the Oregon Highway Plan to control spacing standards on these facilities.

The existing spacing on Oregon 214 and Oregon 99E does not meet minimum Division 51 spacing standards. The built-out commercial nature of the area occurred prior to Division 51 legislation.

Traffic Safety

To identify any potential safety deficiencies or conflict points at the major area intersections, crash data was analyzed for all study intersections. Historical crash data was collected from ODOT for the five-year period between January 1, 1997 and December 31, 2001. Figure 3-11 summarizes the intersection crash rates. *Appendix "C" includes the detailed crash rate data.*

Crash rates for intersections are reported in crashes per million entering vehicles (MEV). A crash rate greater than one may indicate the need for further analysis, as does a pattern amongst the crashes, such as rear-end or side-swipe collisions. Of the evaluated intersections, one intersection had a crash rate over one and several intersections experienced a relatively high number of crashes. No fatalities were reported at the study intersections during the study period. The detailed analysis of each of these intersections is discussed below.

Oregon 214/I-5 Southbound Ramp

Twenty-three crashes were recorded during the five-year study period. This intersection was improved in 2000. Of the 15 crashes recorded in 2000 and 2001, eight involved turning collisions on the westbound approach. The left-turns on the east and west approaches are controlled by permitted phasing.

Oregon 214/I-5 Northbound Ramp

During the five-year study period, twenty-four crashes were reported at this intersection. This intersection was also improved in 2000. Of the eight reported crashes in 2000 and 2001, the majority (7) were rear-end collisions. No pattern was established among the crashes.

Oregon 214/Oregon Way/Country Club Road

Of the twenty-one reported crashes at this intersection, the majority (12) were rear-end collisions on the east and west approaches, which is fairly common at a signalized intersection. The remaining crashes involved turning movement collisions and angle crashes. No pattern was apparent from the crash data history.

Oregon 214/Highway 211/Oregon 99E

Sixty-four crashes were recorded during the five-year study period. The majority (35) of these collisions were rear-end crashes, while 22 involved turning movement collisions. This intersection was improved in August 2002 to provide an additional northbound left-turn and right-turn lane. The crash data available for the study period was recorded before the intersection improvements. The city and state should monitor crash experiences at this intersection

Oregon 214/Boones Ferry Road

Twenty-three crashes were reported at the Oregon 214/Boones Ferry Road intersection over the five-year study period. Of the recorded crashes, the majority (13) were turning

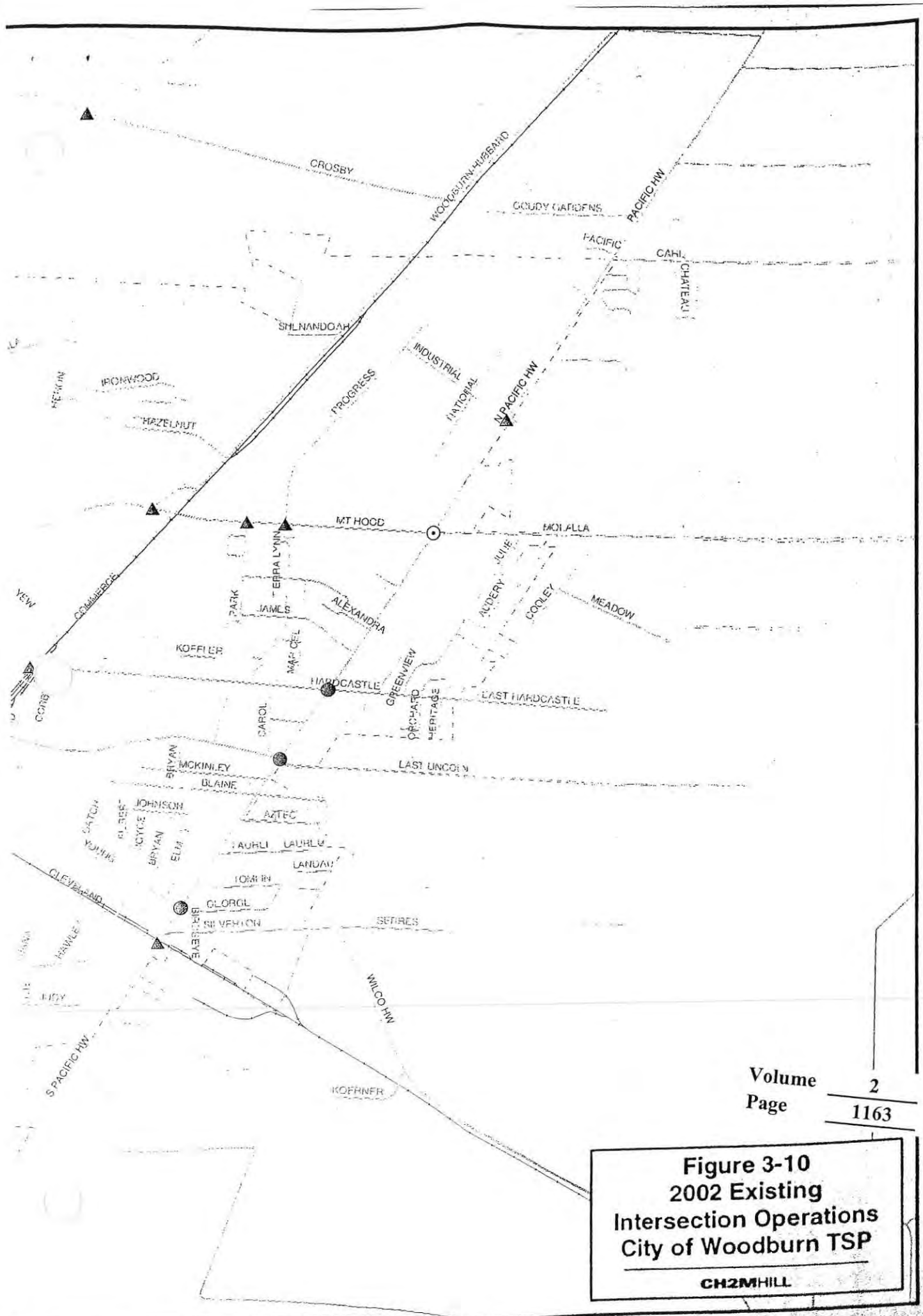

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Figure 3-10
2002 Existing
Intersection Operations
City of Woodburn TSP

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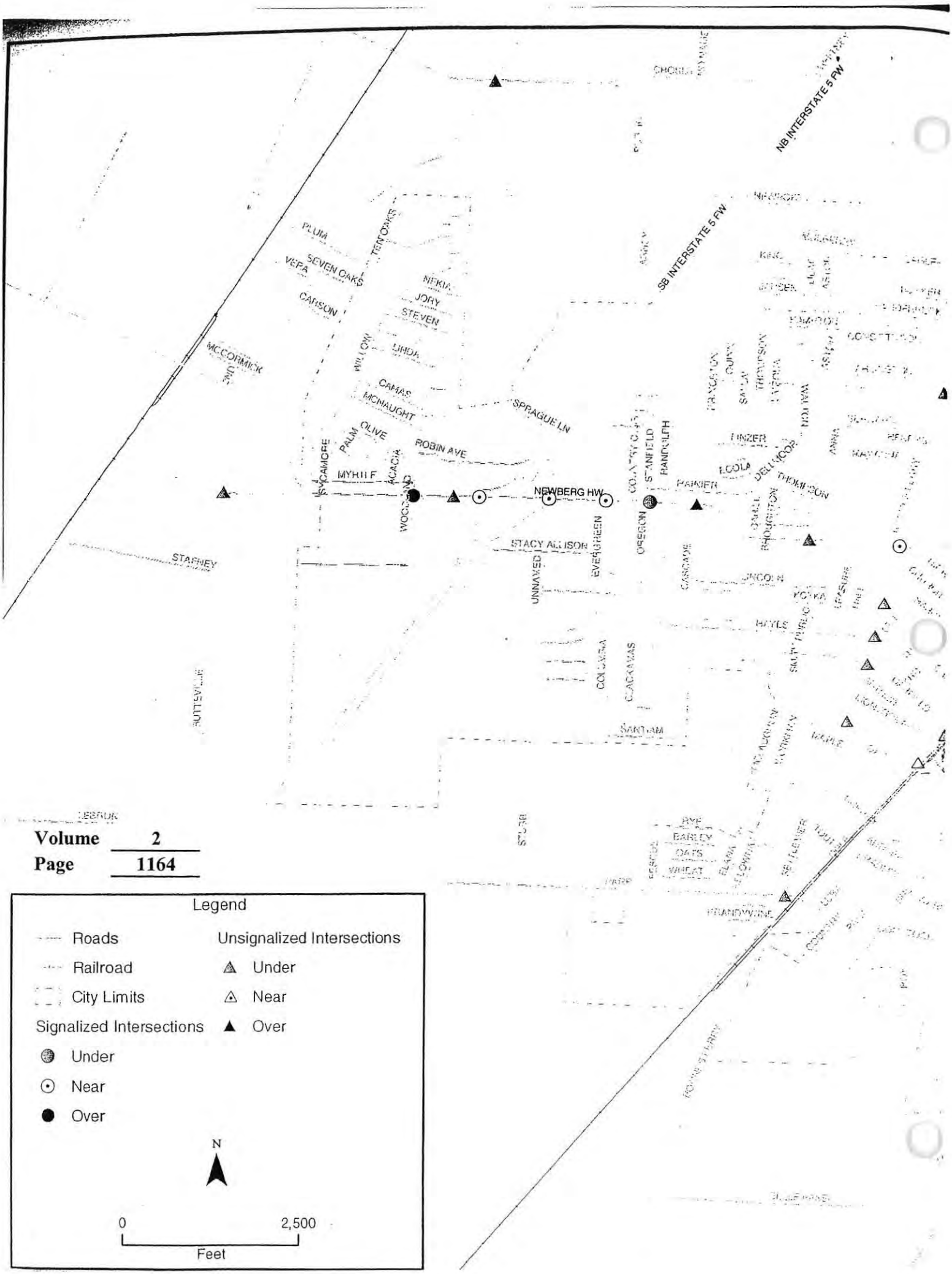

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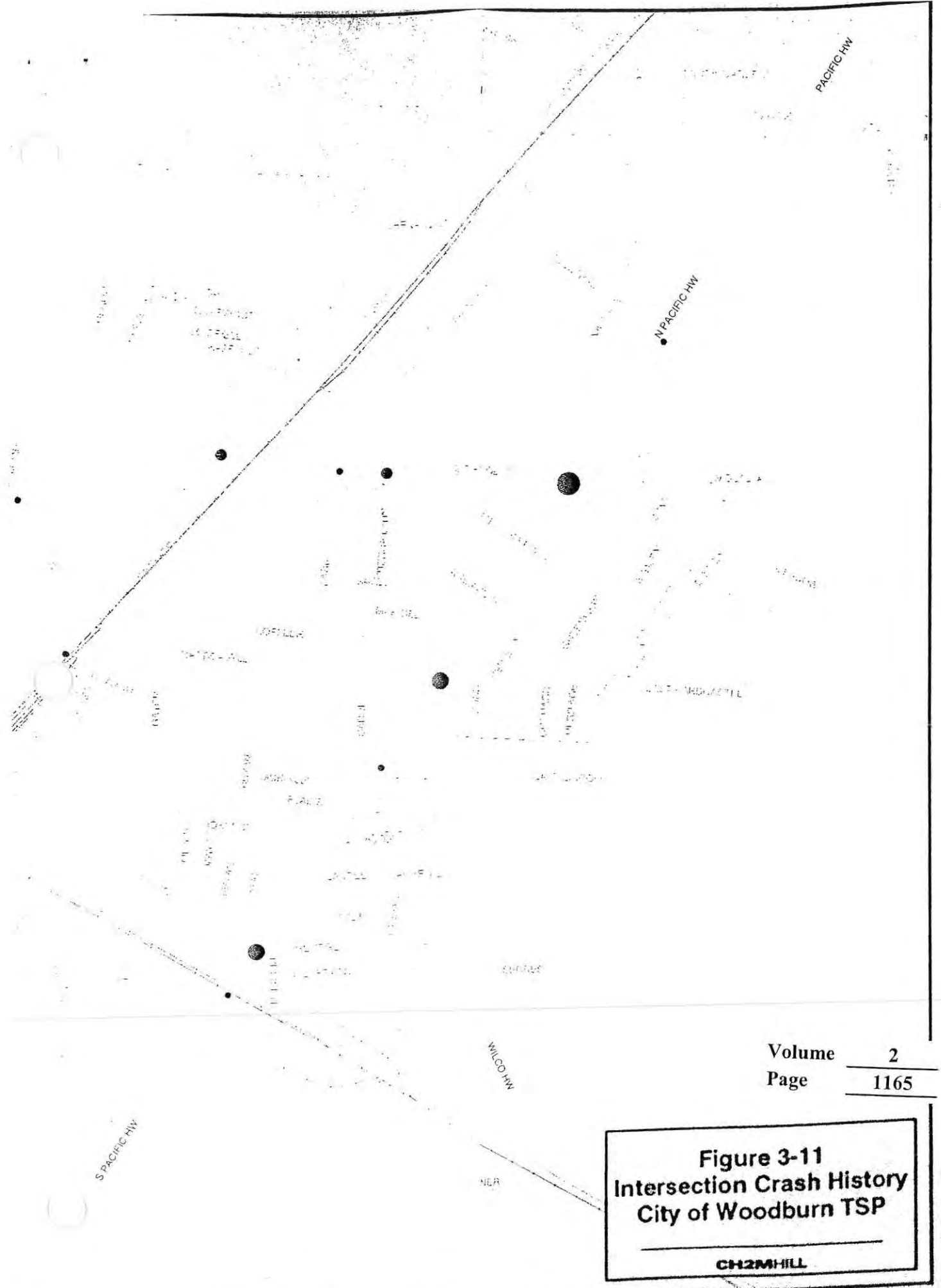

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Figure 3-11
Intersection Crash History
City of Woodburn TSP

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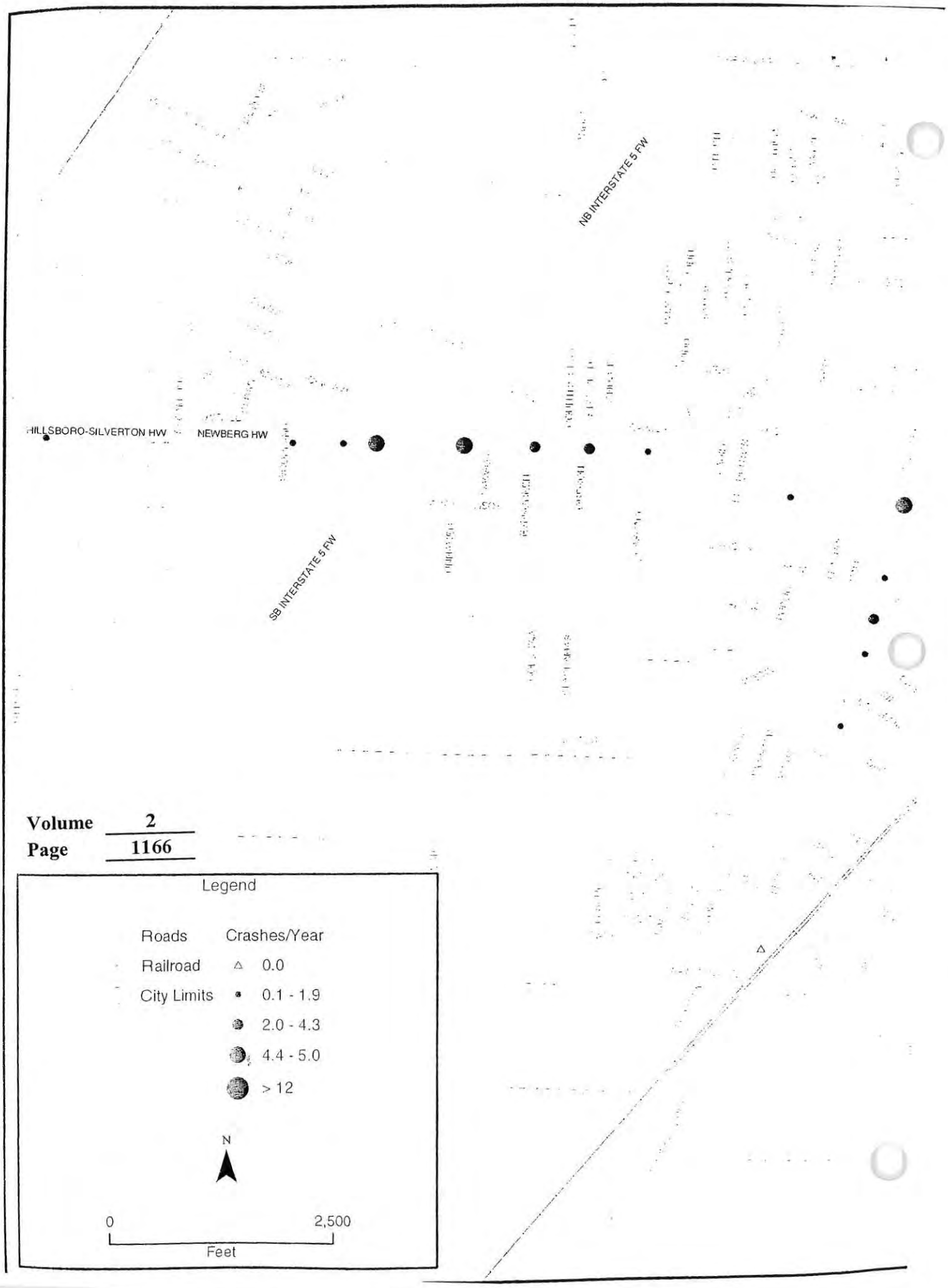

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collisions. Ten of the turning collisions involved a westbound left-turning vehicle and an eastbound through vehicle. The left-turn movements on the eastbound and westbound approaches are controlled by protected/permitted phasing.

Oregon 99E/Hardcastle Avenue

At the Oregon 99E/Hardcastle Avenue intersection, twenty-three crashes were recorded over the five-year study period. Of these crashes, nine of these were angle collisions, seven were turning collisions, and six were rear-end crashes. No pattern was identified among the reported crashes.

Oregon 99E/Young Street

Of the twenty-five reported crashes at the Oregon 99E/Young Street intersection, the majority (14) were turning movement collisions. Nine of the turning collisions occurred on the north and south approaches in which there is protected/permitted phasing. Of the total recorded crashes, 13 involved property damage only, and 12 involved injuries.

The Traffic Management Section at ODOT maintains a Safety Priority Index System (SPIS), which identifies locations in which operational or maintenance improvements may address safety problems. The SPIS reviews the crash data for the past three years and rates highway segments based on crash frequency, crash rate, and crash severity. Each year, the top 10 percent of the SPIS list is reviewed by the Region Traffic Engineers. The top 10 percent SPIS sites are evaluated and investigated for safety problems, and then a benefit/cost is conducted and appropriate projects are initiated. A review of their current SPIS list showed that several highway segments within the Woodburn UGB on Oregon 214 and Oregon 99E fall within the top 10 percent SPIS group. These highway segments are summarized in Table 3-1.

TABLE 3-1
ODOT 2001, Top 10 percent SP15 Groups

Route	Beginning Milepost	Ending Milepost	Length	99 ADT	Crash	SPIS
OR-99E	31.59	31.79	0.20	22,200	67	88.63
OR-99E	32.10	32.28	0.18	23,200	23	55.92
OR-99E	32.78	32.96	0.18	23,200	25	64.29
OR-214	36.63	36.79	0.16	10,800	25	55.06
OR-214	36.81	36.91	0.10	19,200	23	46.55
OR-214	36.84	36.95	0.11	19,200	24	48.69
OR-214	37.03	37.12	0.09	19,200	27	52.03
OR-214	39.20	39.34	0.14	17,500	26	49.94

Of the highway segments identified in the top 10 percent SPIS group, three of the study intersections are located within these corridors. These intersections include Oregon 99E/Hardcastle Avenue, Oregon 214/Oregon 99E, and Oregon 214/Country Club Road.

Truck Freight Transportation

As shown in Figure 3-12, the City of Woodburn designates truck routes and truck ways through the city. Although the City of Woodburn does not sign for truck freight routes and ways, the city does sign where trucks are not allowed.

Truck routes through Woodburn include Oregon 214 and Oregon 99E. By designating these roads as truck routes, the city allows through traffic of motor trucks, truck trailers, and truck tractors on these roadways.

Truck ways are designated as acceptable roads for commercial operation of motor trucks, truck trailers, and truck tractors, but does not allow a through-City route necessary for specialized traffic directional control signs. Truck ways include Front Street within city limits, Young Street between Front Street and Oregon 99E, Boones Ferry Road north of Oregon 214, Parr Road, Progress Road, Industrial Road, and National Road.

Other Transportation Facilities/Needs

Golf carts are used extensively around the Senior Estates Golf Club in Woodburn. A golf cart plan was prepared in the 1996 Woodburn TSP, which provided for golf carts in the residential areas around Senior Estates and on Hayes Street. As of 2002, the golf cart plan was not implemented.

Summary Of Existing Conditions

The following is a summary of the current condition of the transportation modes serving the City of Woodburn:

Pedestrian: Although sidewalks are provided in the downtown area between Front Street and Settlemier Avenue, there are key connections missing between residential areas, schools, and commercial uses. Specific roadways with gaps in the system include Oregon 214, Boones Ferry Road, Settlemier Avenue, and Hayes Street.

Bicycle: Bicycle lanes are provided on portions of Oregon 99E, Oregon 214, and Hayes Street. Bicycle attractors such as schools, parks, and retail centers are not well connected to residential areas by the bicycle routes.

- **Transit:** Transit is provided in Woodburn by the Woodburn Transit System and Woodburn Paratransit System during the week. The Woodburn Transit System provides service on the major facilities within Woodburn, which include Oregon 99E, Oregon 214, Front Street, Boones Ferry Road, and Young Street. Intercity transit is also provided by OHAS, the Woodburn Family Clinic, Greyhound, and HUT Transportation.

Rail: The Southern Pacific Rail Line provides freight service in Woodburn along Front Street and Cleveland Street. No passenger train stops are provided in Woodburn.

Air: Although there are no aviation facilities in Woodburn, passenger service is available at the Salem Municipal Airport and Aurora State Airport. Regional freight and passenger service is provided via the Portland International Airport.

Pipeline: There are no major pipelines within the Woodburn UGB.

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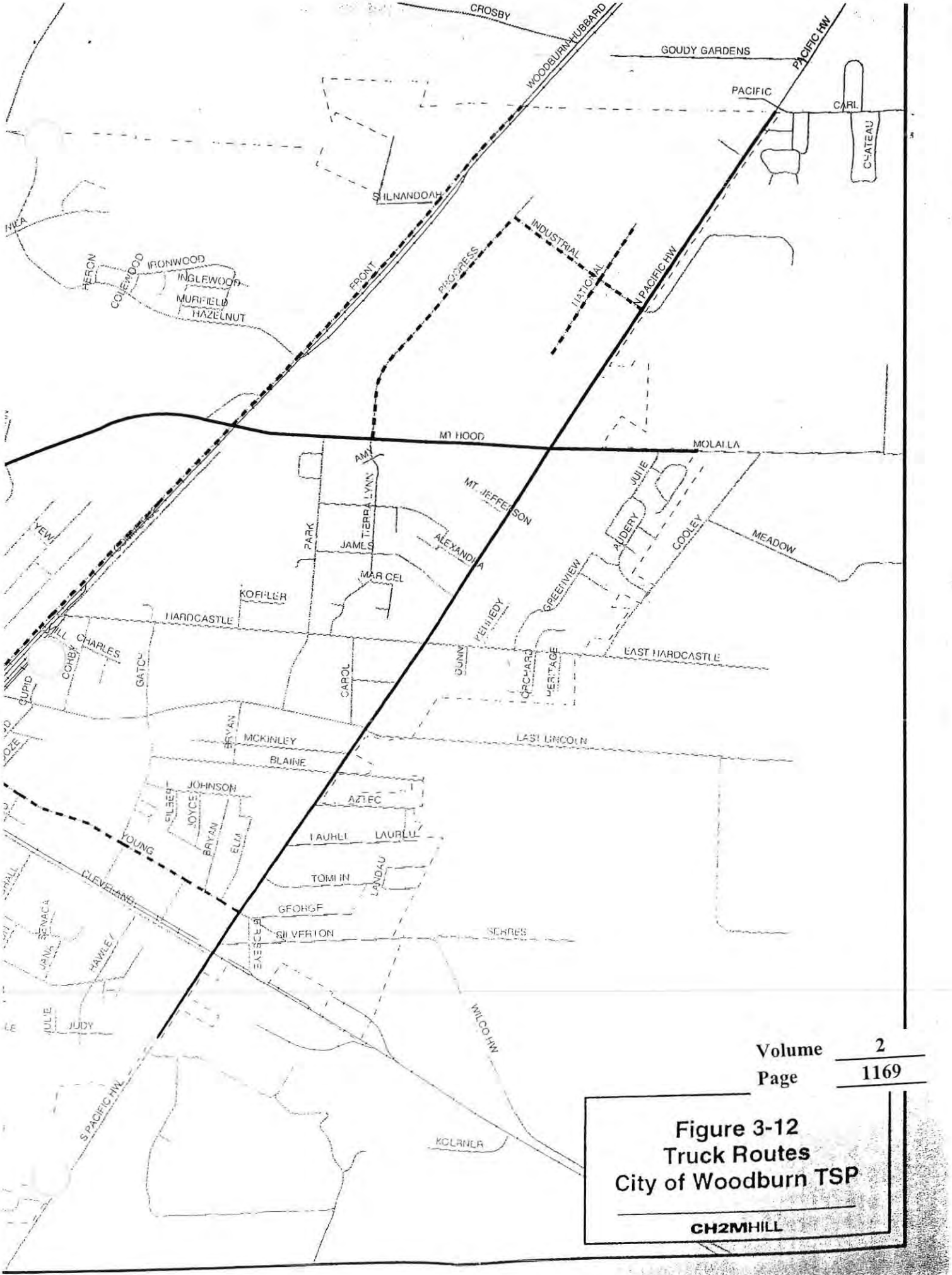

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Figure 3-12
Truck Routes
City of Woodburn TSP

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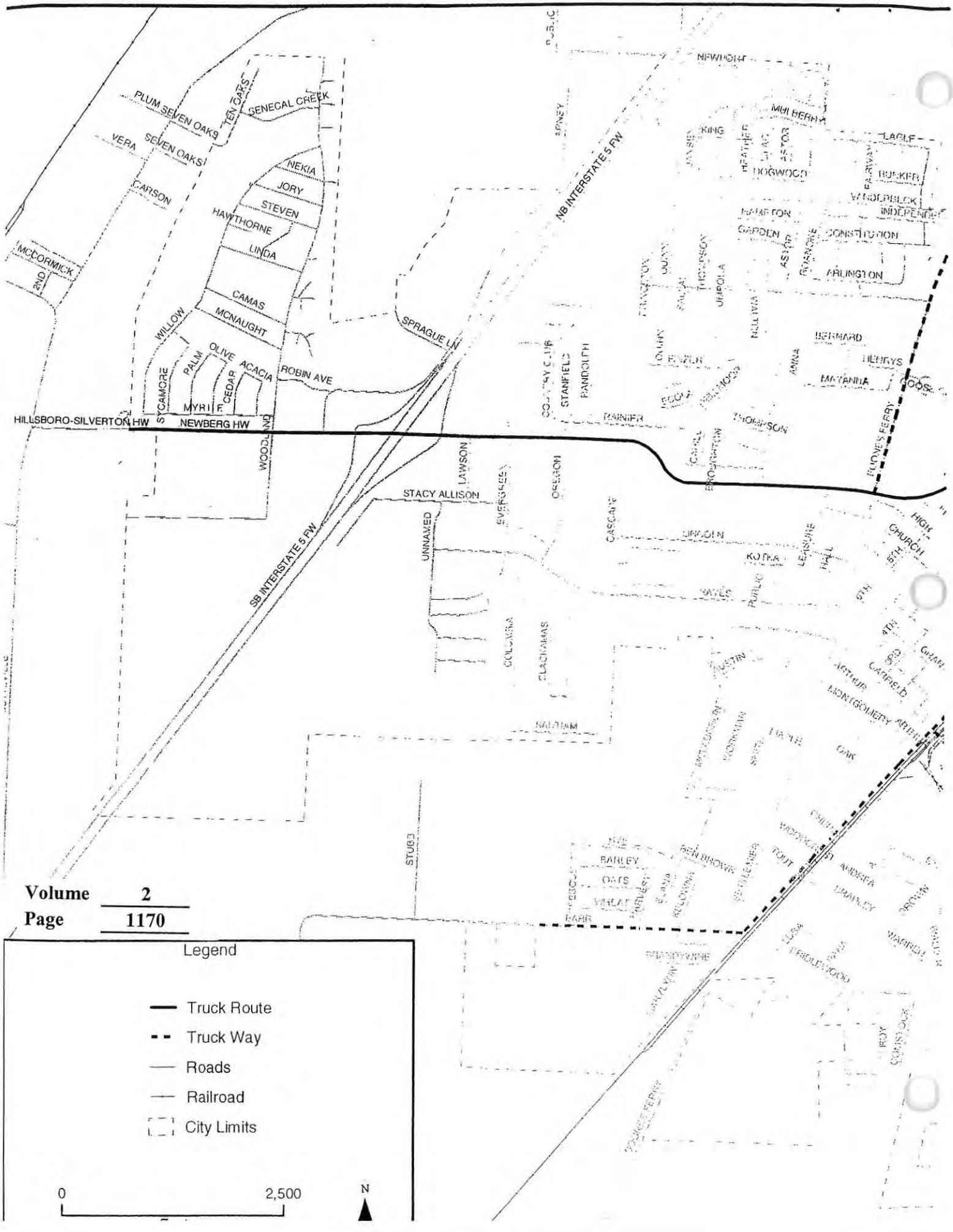
PLUM SEVEN OAKS
SEVEN OAKS
VERA
TEN OAKS
SENECAL CREEK
CARSON
MCCORMICK
2ND
NEKIA
JORY
STEVEN
HAWTHORNE
LINDA
CAMAS
MCNAUGHT
WILLOW
SYCAMORE
PALM
OLIVE
ACACIA
CEDAR
MYRTLE
ROBIN AVE
SPRAGUE LN
HILLSBORO-SILVERTON HW
NEWBERG HW
WOODLAND
NB INTERSTATE 5 FW
SB INTERSTATE 5 FW
PUBLIC
ARNEY
NEWPORT
MULBERRY
KING
HEATHER
LILAC
ASTOR
DOGWOOD
EAGLE
FAIRWAY
BUNKER
VANDERBECK
INDEPENDENCE
HAMPTON
GARDEN
CONSTITUTION
ROSNOKE
ARLINGTON
THOMPSON
UMPQUA
BERNARD
HENRYS
MAYANDA
ANNA
COUNTRY CLUB
STANFIELD
RANDOLPH
RAINIER
BROUGHTON
BOONES FERRY
LAWSON
EVERGREEN
OREGON
STACY ALLISON
UNNAMED
CASCADE
LINCOLN
KOTKA
LEASURE
HALL
HAYES
PUBLIC
HIGH
CHURCH
5TH
6TH
4TH
3RD
GRANT
ARTHUR
GARFIELD
MONTGOMERY
AUSTIN
COLUMBIA
CLACKAMAS
BALTHAM
MAPLE
OAK
STUBB
RYE
BARLEY
OATS
WHEAT
HARVEST
BARR
BEN BROWN
TOUT
ANDREA
BRADLEY
BROWN
WARREN
BRANDYWINE
ELISA
FRIDLEWOOD
ROY
COMSTOCK
BOONES FERRY
Legend
Truck Route
Truck Way
Roads
Railroad
City Limits
0
2,500
N

Marine: There are no marine facilities within the Woodburn UGB.

Roadways: All study intersections currently operate under capacity. The Oregon 214/Boones Ferry Road and Oregon 214/Oregon 99E intersections currently operate near capacity with a level of service "D."

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SECTION 4

Future Transportation Conditions, Deficiencies and Needs

This section summarizes the anticipated future transportation system deficiencies and multi-modal system needs within the Woodburn Urban Growth Boundary (UGB) under forecasted year 2020 no build conditions.

Future Growth Forecasts

Future transportation demand within the City of Woodburn UGB was estimated based on forecasts prepared by ODOT's Transportation Planning and Analysis Unit (TPAU) using the EMME/2 model. These forecasts were prepared under the "No Build" condition, which assumes that minimal and currently committed transportation improvements are made to the existing system. The results of the No Build analysis will be used as a basis of comparison for the identification and evaluation of future transportation alternatives.

For modeling purposes, the City was divided into 104 Transportation Analysis Zones (TAZs). Figure 4-1 depicts the TAZ system for the City . Household and employment forecasts were allocated for each of the TAZs for the existing year as well as year 2020 for three land use scenarios. These land use scenarios are outlined below and were discussed in greater detail in the April 16, 2003 memorandum titled 'No Build Model Analysis' prepared for the Technical Advisory Committee.

Land Use Scenarios

Each of the land use scenarios is based on the medium range 2020 population forecast of 34,919. A brief description of each scenario is provided in Table 4-1.

TABLE 4-1
2020 Land Use Scenarios

	Residential	Commercial	Industrial
Scenario #1 Medium Employment	Intensification	Redevelopment and Infill	Based on Employment Needs
Scenario #2 Medium Employment	Current Trends	Redevelopment and Infill	Employment Needs plus one Alternative Site
Scenario #3 High Employment	Current Trends	Redevelopment and Infill plus Two New Neighborhood Nodes	Employment Needs plus two Alternative Sites

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Each scenario's land use allocation varies based on individual underlying assumptions. In terms of household allocation, Scenario 1 assumes an increase in density over existing levels whereas Scenarios 2 and 3 assume a continuation of current household density trends.

Scenarios 1 and 2 assume the same medium employment growth forecast with significant redevelopment and infill accommodating commercial (retail and service) demand. Scenario 3 assumes development of two new mixed-use centers (nodes) serving commercial development needs. Considerable growth in industrial employment is anticipated in all scenarios although Scenario 3 is the most aggressive. A summary of the number of households and employment included in each of the scenarios is provided in Table 4-2.

TABLE 4-2
Comparison of Land Uses

Scenario	House-holds	Employees							
		Agric.	Indus	Retail	Service	Educ	Gover	Other	Total
Year 2000	**7,387**	**268**	**987**	**2,779**	**1,240**	**577**	**589**	**1,211**	**7,634**
				Year 2020					
Scenario 1	13,077	268	4,565	4,561	2,136	1,201	841	1,211	14,783
Scenario 2	13,053	268	4,565	4,561	2,136	1,201	841	1,211	14,784
Scenario 3	13,098	268	5,203	4,895	2,306	1,201	841	1,211	15,921

Note: Agric = Agriculture; Indus = Industrial; Educ = Education; Gover = Government

As shown in Table 4-2, during the next twenty years, the number of households within the Woodburn UGB is anticipated by more than 5,700 units, which equates to an approximately 77 percent increase.

The number of employees in Woodburn is anticipated to increase by more than 7,000, depending on the scenario; this equates to a 94 – 108 percent increase in employees within the UGB. Amongst the 2020 scenarios, there is an eight percent difference in the number of employees anticipated within the UGB; this difference primarily occurs in the industrial sector and to a lesser extent in the retail and service sectors. From a locational perspective, Scenario 3 includes higher employment in the Parr Road and Crosby Road corridors.

Given the relatively small differences in PM. peak hour traffic volumes between the scenarios, Scenario 3 was used to quantify future roadway deficiencies and recommend solutions. This scenario provides for slightly higher traffic volumes in the vicinity of the I-5 interchange (which is one of the most critical intersections in the system) than the other scenarios. In addition, the minor differences in the volumes forecast on other facilities in the city will not affect the future capacity needs identified as part of the TSP.

Based on Scenario 3 land use assumptions for No-Build deficiency analysis, the highest growth in households and employees between year 2000 and year 2020 is anticipated to occur in the TAZs identified in Table 4-3. Each of the TAZs listed in the table is anticipated to experience an increase of at least 300 households and/or employees. Appendix "A" contains a comparison of the employment and households for each TAZ within the UGB.

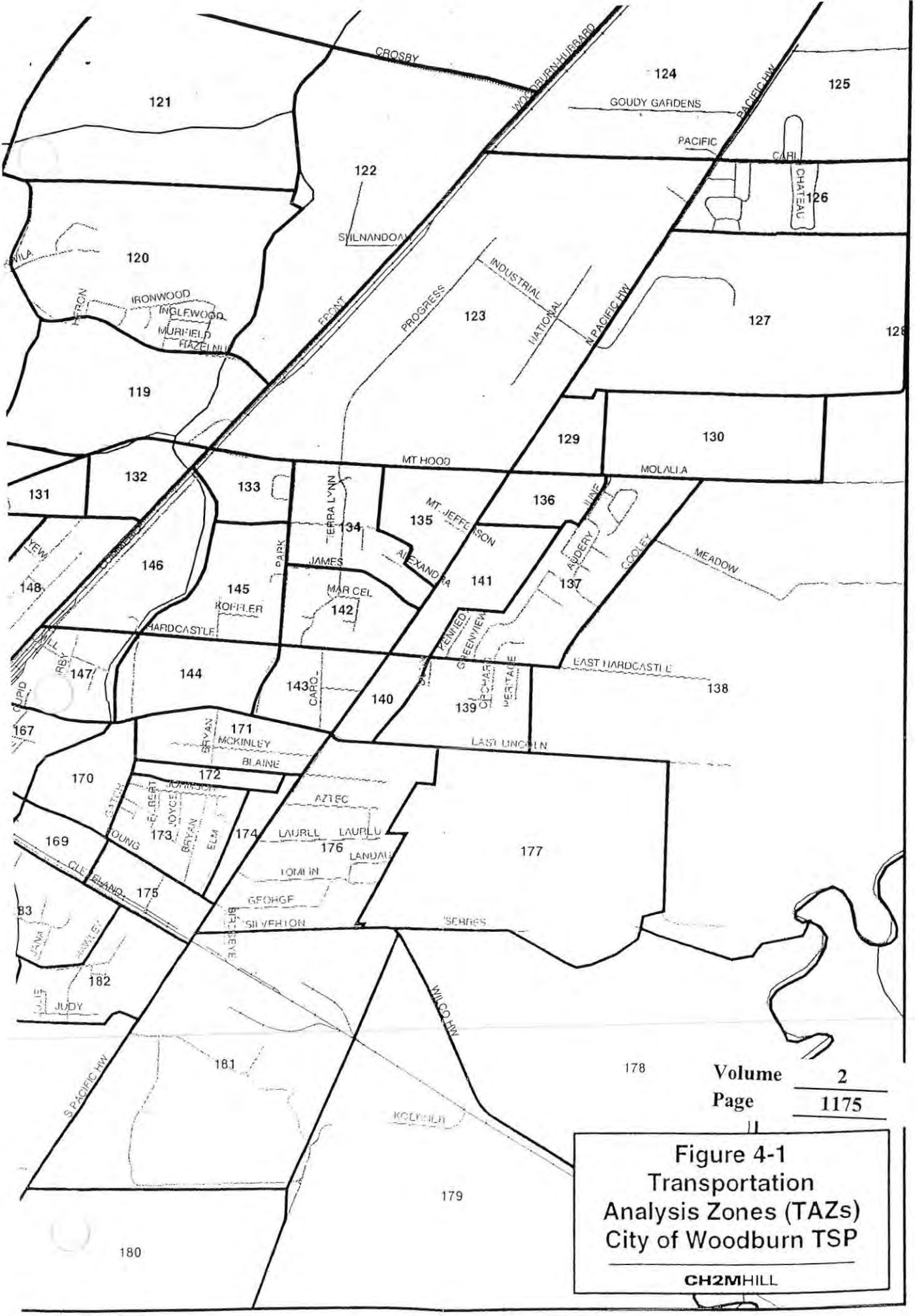

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Figure 4-1
Transportation
Analysis Zones (TAZs)
City of Woodburn TSP

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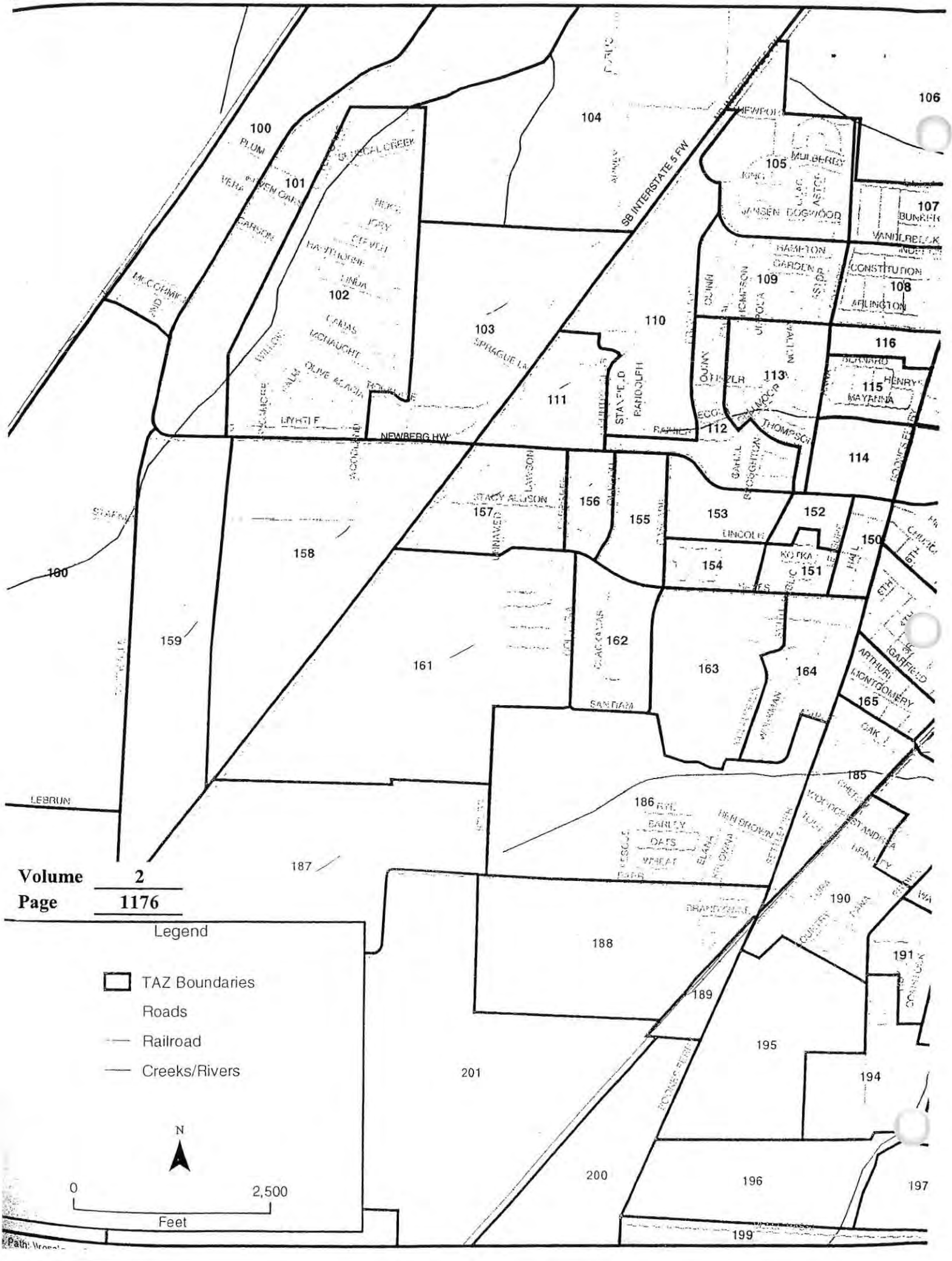
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200
201
SB INTERSTATE 5 FW
NEWBERG HW
LEBRUN
PLUM
CARSON
McCOMMIC
OLIVE ACADIA
LINDA
MULBERRY
DOGWOOD
HAMPTON
CONSTITUTION
ARLINGTON
HENRY
MAYANNA
THOMPSON
LINCOLN
GARFIELD
MONTGOMERY
OAK
BARLEY
OATS
WHEAT
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Legend
TAZ Boundaries
Roads
Railroad
Creeks/Rivers
N
0
2,500
Feet

TABLE 4-3
High Growth TAZs (Year 2020 Scenario 3 – Existing Conditions)

TAZ	Approximate Location	Households			Employment		
		2000	2020	Growth	2000	2020	Growth
106	South of Crosby Rd, just east of I-5	4	455	451	0	200	200
121	Southeast of Boones Ferry Rd/Crosby Rd	11	255	244	0	150	150
122	Southwest of Crosby Rd/Front	19	0	-19	102	514	412
123	North of Ore 214 between Ore 99E and Front	2	2	0	1,394	2,078	684
130	North of Ore 211 near the Cooley intersection	11	11	0	0	344	344
158	Southwest quadrant of the Ore 214/I-5 interchange	0	0	0	735	1,050	315
159	Southeast of Ore 214/Butteville Rd	0	0	0	1	1,216	1,215
160	South and west of Ore 214/Butteville Rd	16	16	0	0	475	475
161	South of Hayes between I-5 and Evergreen	0	1,004	1,004	0	1,164	1,164
181	Southeast of Ore 99E/Ore 214	6	6	0	132	517	385
186	Northwest of Parr Rd/Settlemier	225	1,050	825	4	28	24
187	North of Parr Rd east of I-5	16	636	620	4	1,123	1,119
195	East of Boones Ferry south of Front Ave	12	450	438	0	0	0
201	West of Boones Ferry south of Parr Rd	2	230	228	0	200	200

Travel Forecasts

As discussed above, ODOT's TPAU generated No Build forecasts using the EMME/2 model for each of the land use scenarios; the forecasts for Scenario 3 were used in the identification of future transportation capacity needs within the Woodburn UGB. To perform this capacity analysis, year 2020 traffic volume forecasts for intersection turning movements and street segments were derived using the procedures outlined in National Cooperative Highway

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Research Program (NCHRP) Report 2-55. This procedures accounts for a combination of existing turning movement counts, and base and future year model forecasts, as outlined below.

Measured turning movement volumes and patterns are used as a starting point. For example, a particular movement at an intersection might have a volume of 50 vehicles per hour.

The percentage change in the model's base and future year traffic volume for each movement is calculated. For example, if the model's base year volume is 25 vehicles per hour and the future year volume is 75 vehicles per hour, the movement's volume triples during that time. Tripling the measured volume would result in a 2020 volume of 150 vehicles per hour.

The numerical change (delta) in the model's traffic volumes is also calculated. In the example above, the model's volume for the movement increased by 50 vehicles per hour, from 25 to 75. Increasing the measured volume by 50 vehicles per hour results in a 2020 volume of 100 vehicles per hour.

The results obtained from the percentage and numerical change calculations are averaged to obtain the 2020 analysis traffic volume. In this example, 150 and 100 would be averaged to obtain a year 2020 volume of 125 vehicles per hour for analysis purposes.

This process was applied to all of the study intersections in Woodburn that exist in the base year model. The reasonableness of the averaging method was reviewed at each location, especially in instances in which the numerical and percentage change yielded very different results (which can often occur on very low volume movements in the base model that increase significantly in 2020) or when the existing model differed significantly from the existing turning movement counts. In these occasions, the available data and travel forecasts were reviewed to determine the appropriate year 2020 analysis volumes. In addition, where intersections are closely spaced, with little or no opportunity for access between the intersections, traffic volumes were balanced between the two intersections. Appendix "B" contains the balanced, adjusted volumes.

Year 2020 Capacity Deficiencies

Based on the methodology described above, year 2020 intersection traffic operations were analyzed for the thirty-three study intersections identified in the Existing Conditions Chapter of the TSP. Figure 4-2 depicts the results of this analysis; these results are also provided in tabular form in Appendix "C." As shown in the figure, the following capacity deficiencies were identified if no improvements are made to the existing system:

- Butteville Road/Oregon 214
- I-5/Oregon 214 northbound ramps
- I-5/Oregon 214 southbound ramps
- Evergreen Road/Oregon 214
- Boones Ferry Road/Oregon 214

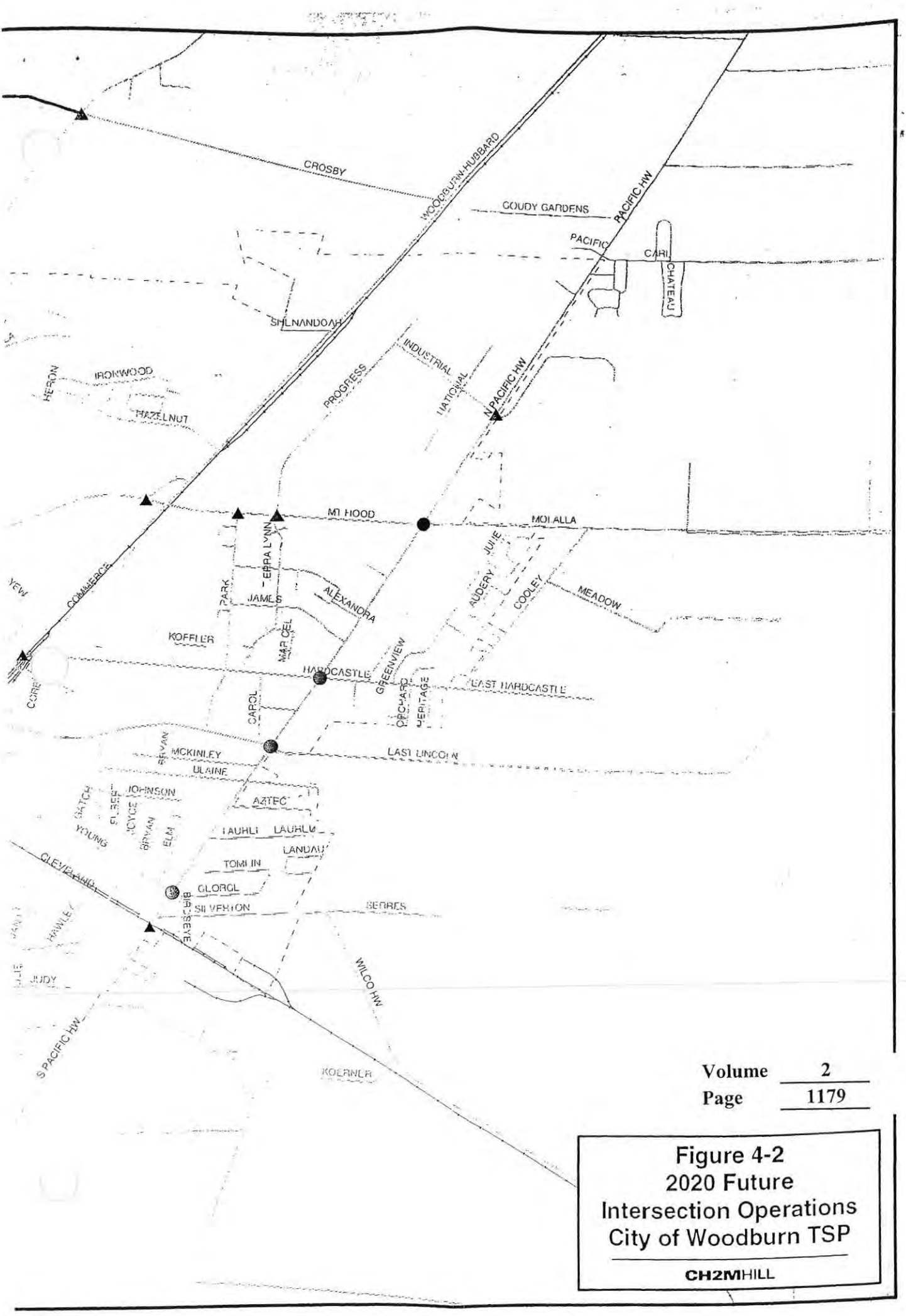

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Figure 4-2
2020 Future
Intersection Operations
City of Woodburn TSP

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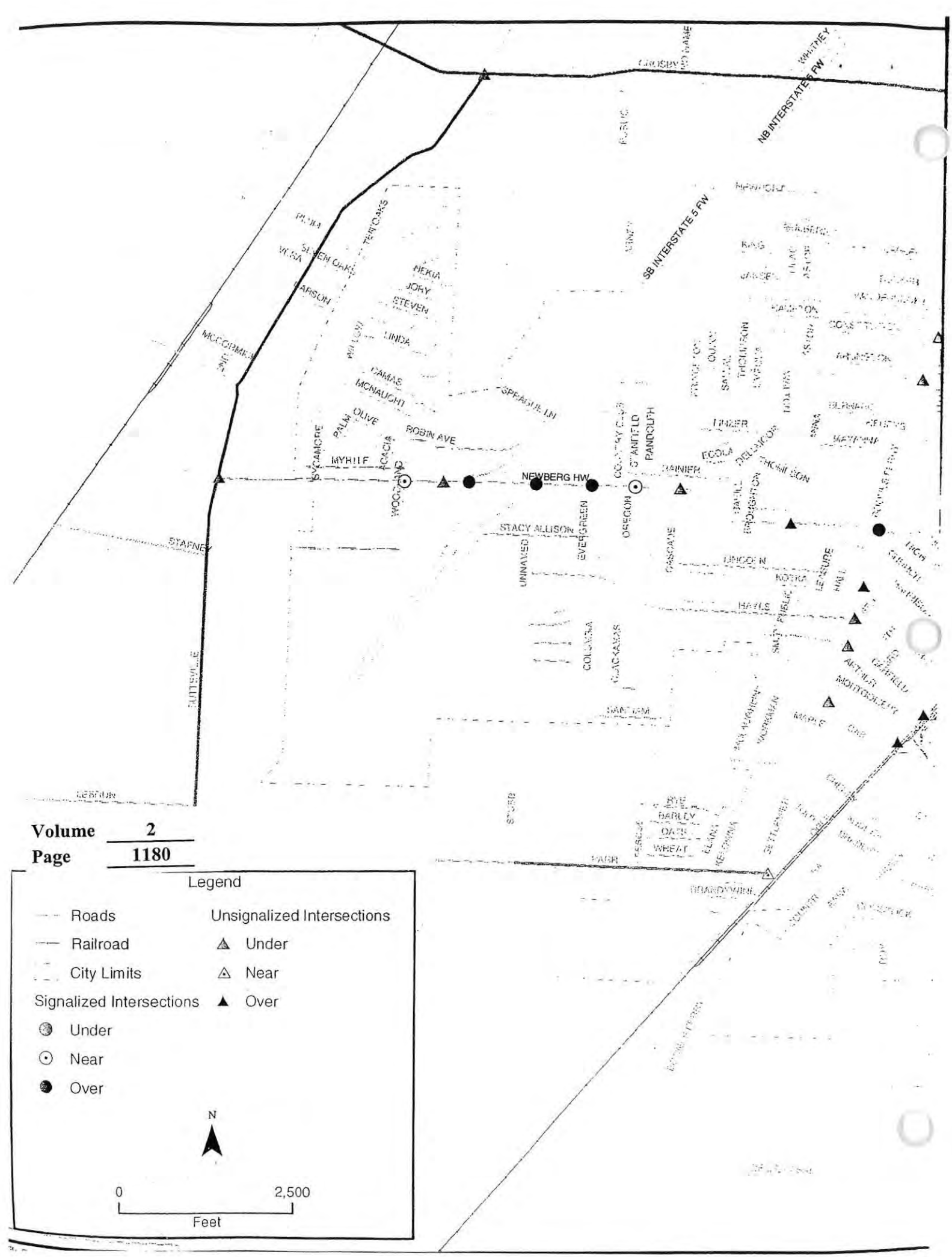

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- Front Street/Oregon 214
- Park Avenue/Oregon 214
- Oregon 214/Oregon 99E
- Cleveland Street/Oregon 99E
- Hardcastle Street/Front Street
- Lincoln Street/Front Street
- Garfield/Young Street/Front Street
- Cleveland Street/Front Street
- Boones Ferry Road/Lincoln Street
- Based on the anticipated intersection deficiencies, the following roadway segments are anticipated to exceed capacity in year 2020:
- Oregon 214 between Butteville Road and Oregon 99E
- Front Street between Hardcastle Street and Cleveland Street

In addition to the identified capacity deficiencies, an analysis was performed to identify areas of high volume growth within the UGB. Although not identified to operate over capacity in year 2020, the Parr Road, Butteville Road and Crosby Road corridors are anticipated to experience a high increase in traffic volumes, as compared to today's conditions. Due to the anticipated capacity deficiencies along Oregon 214 between the interchange and Boones Ferry Road/Settlemier Road as well as the high employment and household growth anticipated in each of the three corridors, it is quicker for travelers to use these three corridors to access the I-5 interchange from the west than to travel along Oregon 214 to access the interchange from the east .

Figure 4-3 illustrates the projected year 2020 link volumes.

Pedestrian Needs

As discussed in the Existing Conditions Chapter, several pedestrian system improvements are needed to serve the following trip types: relatively short trips to major pedestrian attractors, recreational trips, access to transit, and commute trips. These improvements include the establishment of continuous sidewalks connecting neighborhoods with employment centers, pedestrian attractors and transit stops as well as designated pedestrian crossing locations.

The major gaps in the existing pedestrian system are highlighted below.

- *Oregon 214*: Pedestrian facilities are needed between 5th Street and Progress; this section provides access to Woodburn High School and to the fixed route transit system. There are also no sidewalks west of Evergreen or east of Oregon 99E near the commercial areas.

- *Boones Ferry Road*: Pedestrian facilities are not provided on either side of the road north of Oregon 214; this area abuts French Prairie Middle School and Lincoln Elementary

School; there are also no sidewalks to connect the adjacent neighborhoods to the transit stop along Boones Ferry Road.

- *Settlemier Road*: Sidewalks are not provided on the west side of the road north of Hayes Street nor on the east side of the road south of Cleveland Street. These connections would provide a continuous link between the residential areas to the south of Oregon 214 to French Prairie Middle School and Lincoln Elementary School.
- *Hayes Street*: Pedestrian facilities are not provided on the north side of the road across the street from Nellie Muir Elementary School.
- *Cascade Drive*: Sidewalks are not provided on either side of the road between Hayes Street and Oregon 214. This connection would provide a link between the residential area near Hayes Street and the commercial developments on Oregon 214.
- *Lincoln Street*: Pedestrian facilities are not provided on the south side of Lincoln Street between Washington Elementary School and the commercial developments on Oregon 99E.
- *Senior Estates/Neighborhoods to the northwest of Boones Ferry Road/Oregon 214*: There are no continuous sidewalks provided in the neighborhoods between Boones Ferry Road and I-5 north of Oregon 214. Sidewalks are needed to serve trips within the neighborhood as well as provide access to the transit system, which has stops along Princeton and Country Club Road.
- *Front Avenue*: Sidewalks are needed along Front Avenue between Woodcrest and the north City limits. These between the neighborhoods and the commercial/employment centers as well as to the fixed route transit system.

More than two-thirds of the household growth and 80 percent of the employment growth is forecast outside of the existing City limits. With the exception of Settlemier between Oregon 214 and Parr Road and Oregon 99E between the north and south City limits, there are very limited pedestrian facilities today that would connect these areas of new growth to the existing City system. In addition, there are extremely limited pedestrian system connections within the areas of new growth anticipated. Per the Transportation Planning Rule (OAR 660-012-0045), any new roadways will need to be constructed with sidewalks. It will also be important to connect these high growth areas with existing neighborhoods and major pedestrian attractors in the vicinity via the existing roadway system.

Figure 4-4 identifies needed pedestrian improvements.

As part of the alternatives identification process, pedestrian system improvements that mitigate the existing and anticipated future deficiencies will need to be analyzed.

Bicycle Needs

As discussed in the Existing Conditions Chapter, the bicycle system should connect residential areas with schools, commercial areas, and employment centers. Designated bicycle lanes should be generally be provided on all arterials and on streets carrying in

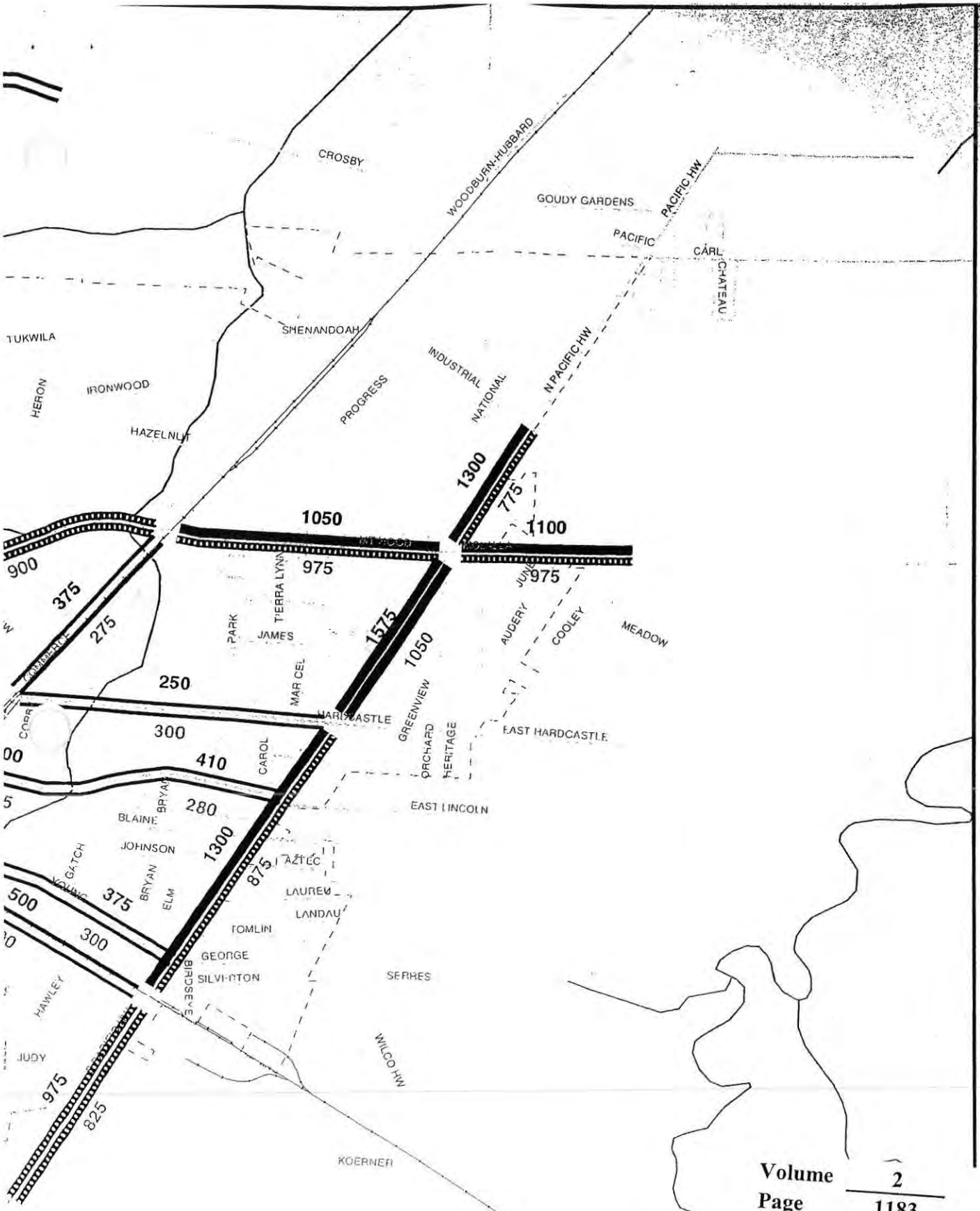

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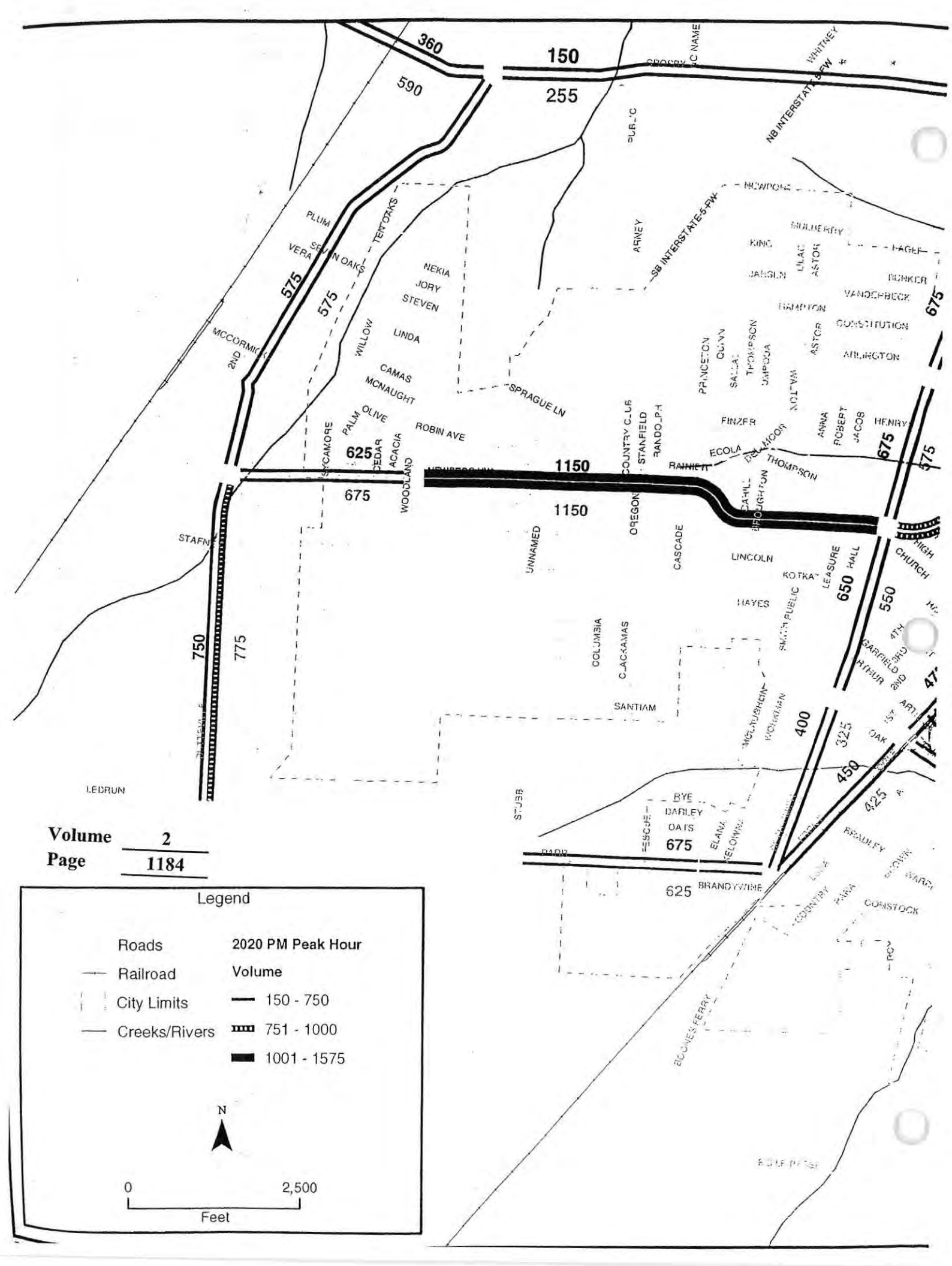
Figure 4-3
2020 Future Roadway
PM Peak Hour Volumes
City of Woodburn TSP

CH2MHILL


Volume 2
Page 1184
Legend
Roads
Railroad
City Limits
Creeks/Rivers
2020 PM Peak Hour Volume
150 - 750
751 - 1000
1001 - 1575
N
0
2,500
Feet
360
590
150
255
575
675
625
1150
775
750
650
550
400
450
425
325
NB INTERSTATE-5 FW
SB INTERSTATE-5 FW
SPRAGUE LN
ROBIN AVE
OLIVE
PALM
SYCAMORE
CEDAR
ACACIA
WOODLAND
MCCORMICK
WILLOW
LINDA
CAMAS
MCNAUGHT
STEVEN
JORY
NEKIA
PLUM
VERA
SOUTH OAKS
TERRACE
ARNEY
NEWPORT
BURNSIDE
KING
JACKSON
LILAC
ASTOR
BUNKER
VANDERBECK
HAMPTON
CONSTITUTION
ARLINGTON
PRINCETON
QUINN
SALEM
THOMPSON
JAMESON
NOLTA
ASTOR
FINZER
ANNA
ROBERT
JACOB
HENRY
ECOLA
RAINIER
BELLFOUNTAIN
THOMPSON
COUNTRY CLUB
STANFIELD
RANDOLPH
OREGON
CASCADE
UNNAMED
LINCOLN
KOTKA
LEASURE
HALL
HIGH
CHURCH
HAYES
SIMON PUBLIC
COLUMBIA
CLACKAMAS
SANTIAM
GARFIELD
ARTHUR
2ND
4TH
OAK
MCLOUGHLIN
WORTHMAN
STUBB
BYE
BARLEY
OATS
FESCUE
ELAINE
KELOWNA
BRANDYWINE
BRADLEY
BROWN
WARD
COMSTOCK
COUNTRY
RIVER
BOONES FERRY
STAFFORD
LEBRUN

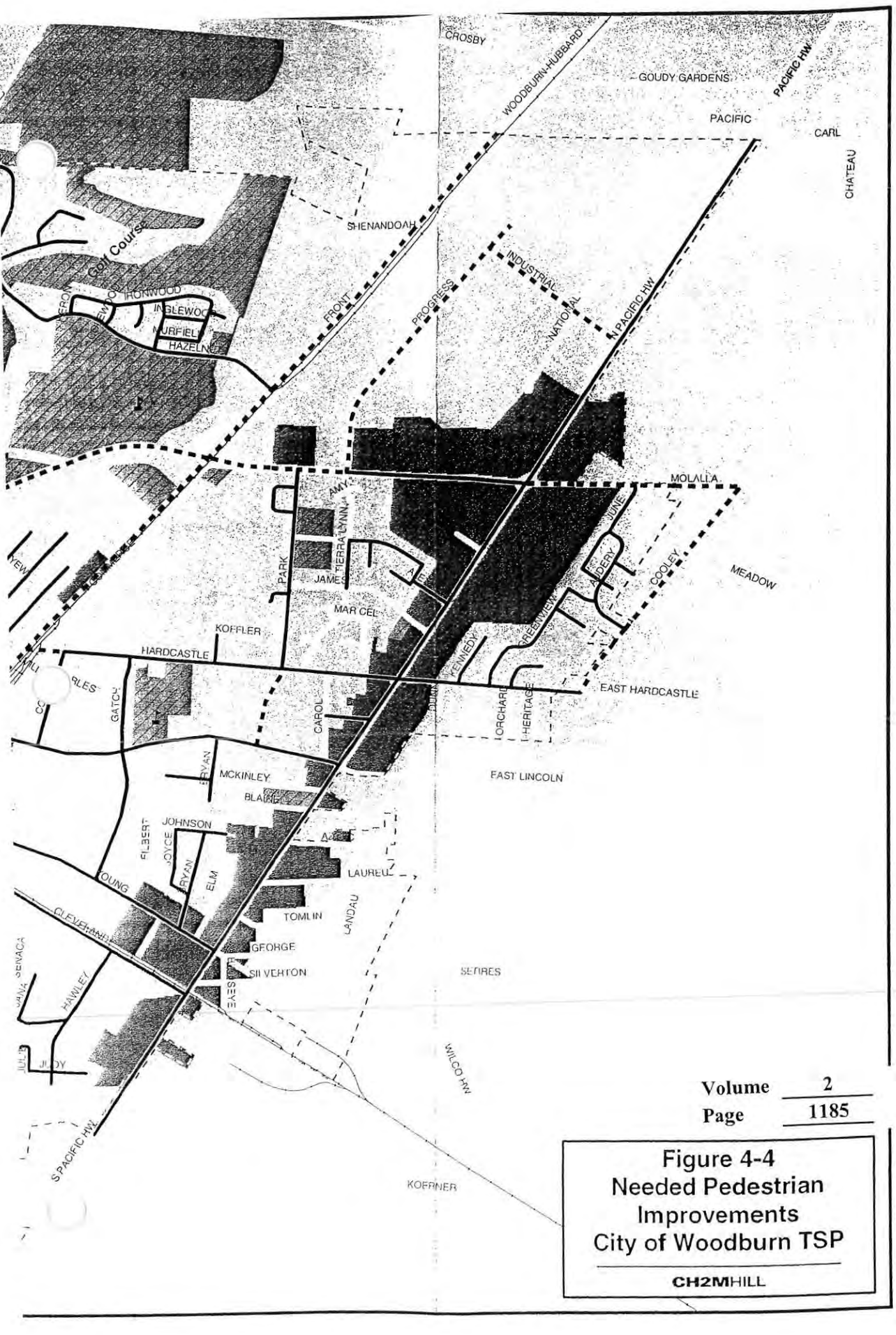


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Figure 4-4
Needed Pedestrian Improvements
City of Woodburn TSP

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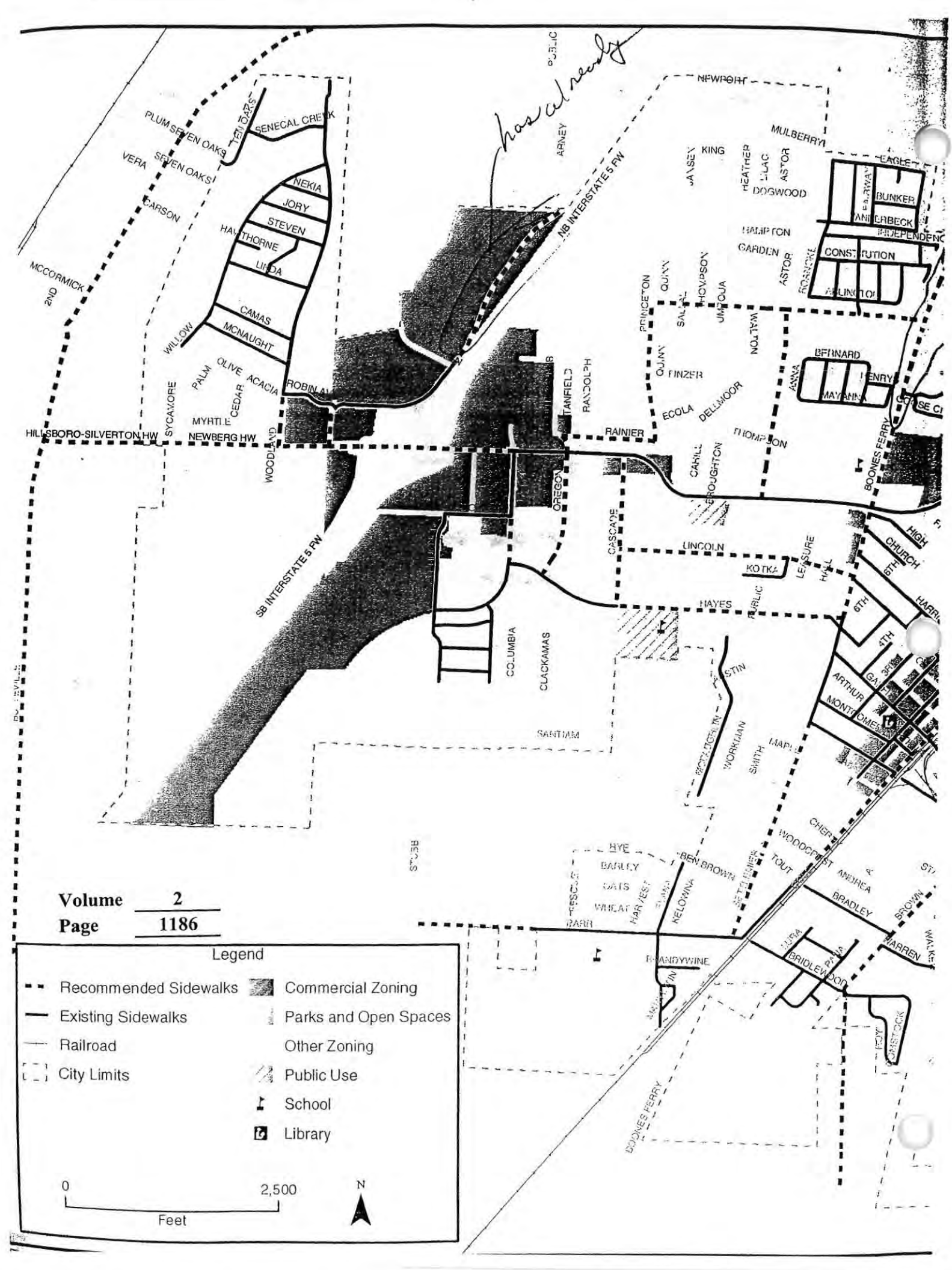
has already
NEWPORT
MULBERRY
EAGLE
BUNKER
CABECK
INDEPENDENCE
CONSTITUTION
ARLINGTON
HAMPTON GARDEN
DOGWOOD
HEATHER
LILAC
ASTOR
KING
JAYSEN
NB INTERSTATE 5 FW
ARNEY
PLUM
SEVEN OAKS
TEN OAKS
SENECAL CREEK
VERA
CARSON
NEKIA
JORY
STEVEN
HAWTHORNE
LINDA
CAMAS
MCNAUGHT
WILLOW
MCCORMICK
2ND
PALM
OLIVE
ACACIA
CEDAR
SYCAMORE
MYRTLE
ROBIN
WOODLAND
HILLSBORO-SILVERTON HW
NEWBERG HW
SB INTERSTATE 5 FW
TANFIELD
RANDOLPH
PRINCETON
QUINN
SALEM
THOMPSON
UMATILLA
WALTON
FINZER
ECOLA
DELLMOOR
RAINIER
CARLL
BROUGHTON
THOMPSON
BERNARD
HENRY
ANNA
MAYANNA
BOONES FERRY
OREGON
CASCADE
LINCOLN
KOTKA
LEISURE
HALL
HIGH
CHURCH
6TH
HAYES
PUBLIC
COLUMBIA
CLACKAMAS
SANTIAM
4TH
3RD
GAGE
ARTHUR
MONTGOMERY
AUSTIN
WORKMAN
SMITH
MAPLE
WOODCREST
CHERRY
HYE
BARLEY
OATS
WHEAT
HARVEST
PARR
KELOWNA
BEN BROWN
TOUT
ANDREA
BRADLEY
BROWN
WARREN
WALKER
BRANDYWINE
BRIDLEWOOD
LAURA
ROY
CONESTOGA
BOONES FERRY
Volume 2
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Legend
Recommended Sidewalks
Existing Sidewalks
Railroad
City Limits
Commercial Zoning
Parks and Open Spaces
Other Zoning
Public Use
School
Library
0
2,500
Feet
N

- *Oregon 214*: Bicycle lanes are provided only intermittently between Boones Ferry and Oregon 99E today; continuous bicycle lanes are needed between Butteville Road and Oregon 99E.
- *Oregon 99E*: Bicycle lanes are provided today north of Lincoln Road. Bicycle lanes are needed south of Lincoln Road to provide connections to existing commercial and industrial areas.
- *Boones Ferry Road and Settlemier Road*: Bicycle facilities are needed on both facilities to link neighborhoods along the corridors with the commercial areas along Oregon 214, French Prairie Middle School, Lincoln Elementary School, and downtown Woodburn.
- *Front Street*: Bicycle facilities are needed along the entire roadway to connect residential areas to the downtown commercial area.
- *Garfield/Young:* Bicycle facilities are needed on both facilities to connect residential areas with the downtown and the industrial/employment areas in southeast Woodburn
- *Hardcastle:* Bicycle facilities are needed to connect existing neighborhoods with the arterial system.

As discussed above in the pedestrian needs section, more than two-thirds of the household growth and 80 percent of the employment growth is forecast outside of the existing City limits. With the exception of intermittent bicycle lanes along Oregon 214, bicycle lanes on Oregon 99E north of Lincoln Road, and a separated bicycle path along Parr Road between Settlemier and Heritage Elementary and Valor Middle Schools, there are very limited bicycle facilities today that would connect these areas of new growth to the existing City system. To serve future bicycle system needs, the gaps in the existing system will need to be addressed. Any new arterial or high volume collector roadway will need to be constructed with designated bicycle lanes, and connections between the high growth areas and the existing arterial system, neighborhoods and major bicycle attractors in the vicinity will need to be provided.

Figure 4-5 identifies needed bicycle improvements.

Public Transportation Needs

As discussed in the Existing Conditions Chapter, the Woodburn Transit System provides fixed route service on weekdays between 9:00 a.m. and 5:00 p.m. Service is generally provided to the residential, employment, and commercial areas adjacent to Oregon 214, Oregon 99E, Settlemier, Boones Ferry Road, Front, and Young. In the future, the fixed route transit system will need to be expanded to serve areas anticipated to experience high employment and household growth, such as the Parr Road and Crosby Road corridors.

Rail Needs

The Union Pacific Railroad provides through train service and freight service north of Hardcastle Avenue . The Willamette Valley Railroad, a short line operator, provides freight service along Front Street and Cleveland Street to serve local businesses . Willamette Valley

also provides freight service to communities to the east of Woodburn on track leased from Union Pacific Railroad . No passenger train stops are provided in Woodburn.

A potential future issue associated with rail service is the opportunity to remove private grade crossing within the City, by providing alternatives access to parcels. In addition, a local group is currently exploring the possibility of using Willamette Valley Railroad equipment to develop excursion train service east to Silverton.

Air Transport Needs

No commercial or private aviation facilities are currently located within the Woodburn UGB nor are they anticipated to be needed in the future.

Pipeline Needs

There are no major pipeline transport facilities within the UGB nor are they anticipated in the future.

Water Transportation Needs

There are no water transport facilities within the Woodburn Urban Growth Boundary. Further, no facilities are anticipated in the future.

Future Transportation Needs Summary

Much of the growth within Woodburn is anticipated to occur outside of the existing city limits. As such, careful consideration will be needed to ensure adequate roadway, bicycle, pedestrian, and transit system improvements are provided to link the new growth areas with the existing City system. Additionally, the following deficiencies are anticipated in the future:

Oregon 214 is anticipated to operate over capacity between Butteville Road and Oregon 99E. Needed improvements are anticipated at several of the intersections along the corridor as well as at the I-5/Oregon 214 interchange.

Continuous pedestrian facilities are needed to along many of the arterials and collectors facilities within the existing UGB to provide essential linkages between neighborhoods, schools, employment centers, and major pedestrian attractors.

Continuous bicycle facilities are needed on nearly all of the arterials within the UGB.

The opportunity to remove private at-grade rail crossings within the UGB should be investigated.

No improvements are anticipated for the air, water, or pipeline modes.

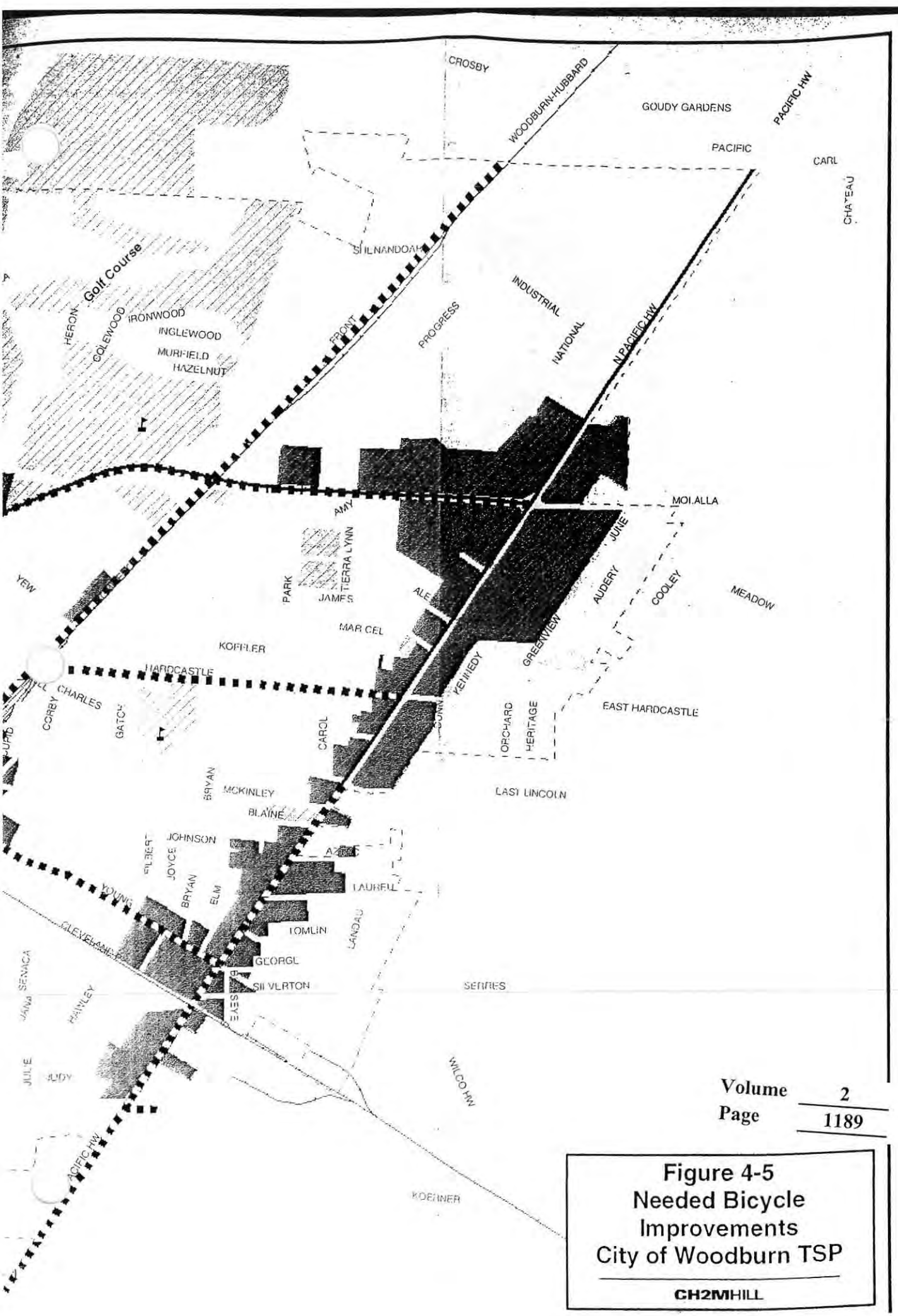

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Figure 4-5
Needed Bicycle Improvements
City of Woodburn TSP

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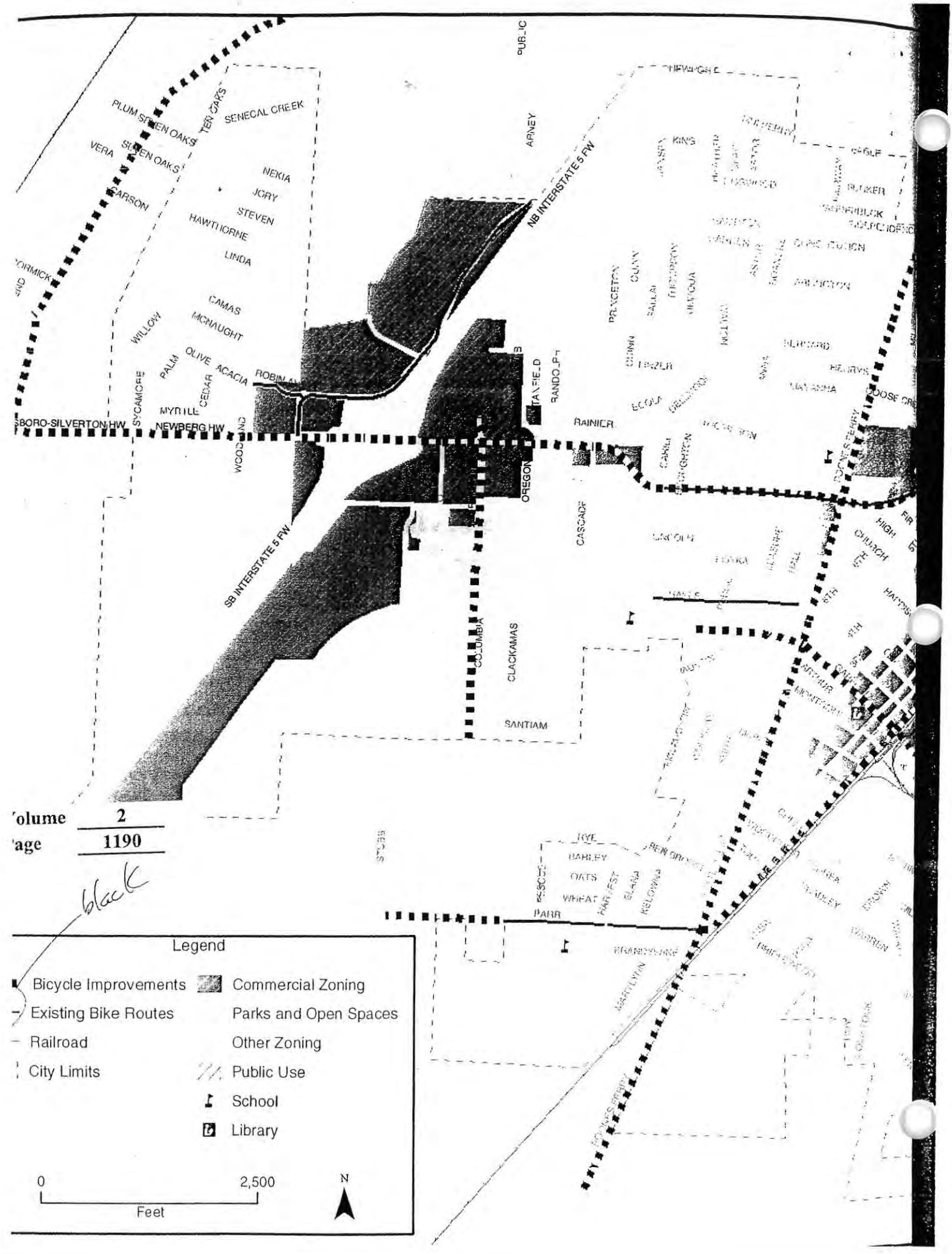

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Legend

- Bicycle Improvements
- Existing Bike Routes
- Railroad
- City Limits
- Commercial Zoning
- Parks and Open Spaces
- Other Zoning
- Public Use
- School
- Library

0 2,500 Feet

N

SECTION 5

Transportation System Plan Alternatives

The Technical Advisory Committee (TAC) identified three alternatives to address deficiencies identified as part of the Existing Conditions and Future No Build Analyses. This section summarizes the results of the multi-modal alternatives analyses conducted to address deficiencies identified as part of the existing conditions and future no build analysis.

Alternative 1: Minimum Capacity Improvements

This alternative primarily includes those improvements contemplated as part of the Woodburn Interchange Environmental Assessment as well as those improvements that are anticipated as part of ongoing land use applications. As such, this alternative includes the following capacity and connectivity improvements:

- Widening Oregon 214 to include four through travel lanes (two per direction) between Woodland Avenue and Oregon Way;
- Providing turn lanes at intersections along Oregon 214 between Woodland Avenue and Oregon Way;
- Widening the I-5 on-ramps and off-ramps;
- Extending Evergreen Road to Parr Road;
- Extending Stacy Allison Drive to Parr Road; and,
- Constructing a new collector or service facility between the Evergreen Road and Stacy Allison Drive extensions.

This alternative is conceptually represented in Figure 5-1 and does not represent the preferred alignments or locations.

Alternative 2: Full widening of Oregon 214 and Construction of the South Arterial

In addition to the improvements included in Alternative No. 1, Alternative No. 2 includes the widening of Oregon 214 to a full five-lane section between Butteville Road and Oregon 99E, and the construction of a "South Arterial" between Parr Road and Oregon 99E.

This alternative is conceptually represented in Figure 5-2 and does not represent the preferred alignments or locations.

Alternative 3: Full Capacity and Connectivity Improvements

In addition to those improvements identified in the first two alternatives, Alternative No. 3 includes the following:

- Extending the South Arterial from Oregon 99E to Oregon 214; this would provide a direct alternative route to the Oregon 214/I-5 interchange for trips originating outside of the Woodburn UGB;
- Extending/upgrading of Brown Street to the South Arterial;
- Upgrading the Crosby Road Corridor commensurate with minor arterial standards;
- Extending Crosby Road to the Goudy Gardens/Oregon 99E intersection; and,
- Constructing a new loop ramp connection Oregon 214 with Front Street in the southwest quadrant of the existing intersection.

This alternative is conceptually represented in Figure 5-3 and does not represent the preferred alignments or locations.

Alternatives Evaluation Methodology

The alternatives were evaluated and compared to the No Build using the following criteria:

- *Performance of the roadway system*: this evaluated the volume-to-capacity (v/c) ratio on key roadway segments and at key intersections within the UGB;
- *Cost*: planning-level cost estimates for the roadway improvements included in each alternative.

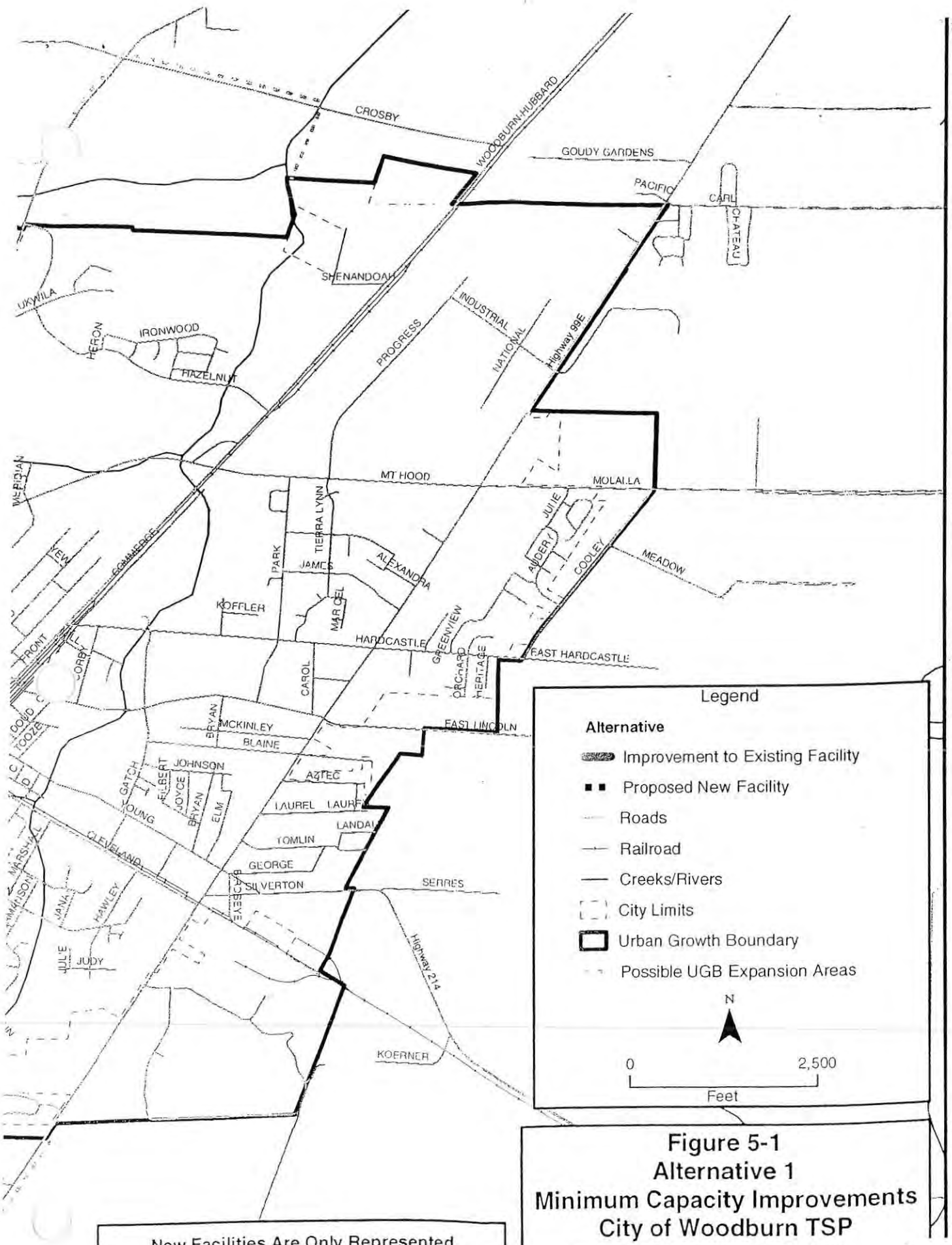
Alternatives Evaluation

The evaluation of each of the alternatives is summarized below.

Roadway System Performance

Based on direction provided by the TAC, the performance of the roadway system was assessed for each alternative using traffic volume forecasts prepared by ODOT's Transportation Planning and Analysis Unit (TPAU) for Land Use Scenario 3. The Future

Transportation Needs Chapter documented the methodology used to calculate roadway and intersection volumes based on information prepared by TPAU.



New Facilities Are Only Represented Conceptually, Actual Alignment Likely to Vary

Figure 5-1
Alternative 1
Minimum Capacity Improvements
City of Woodburn TSP

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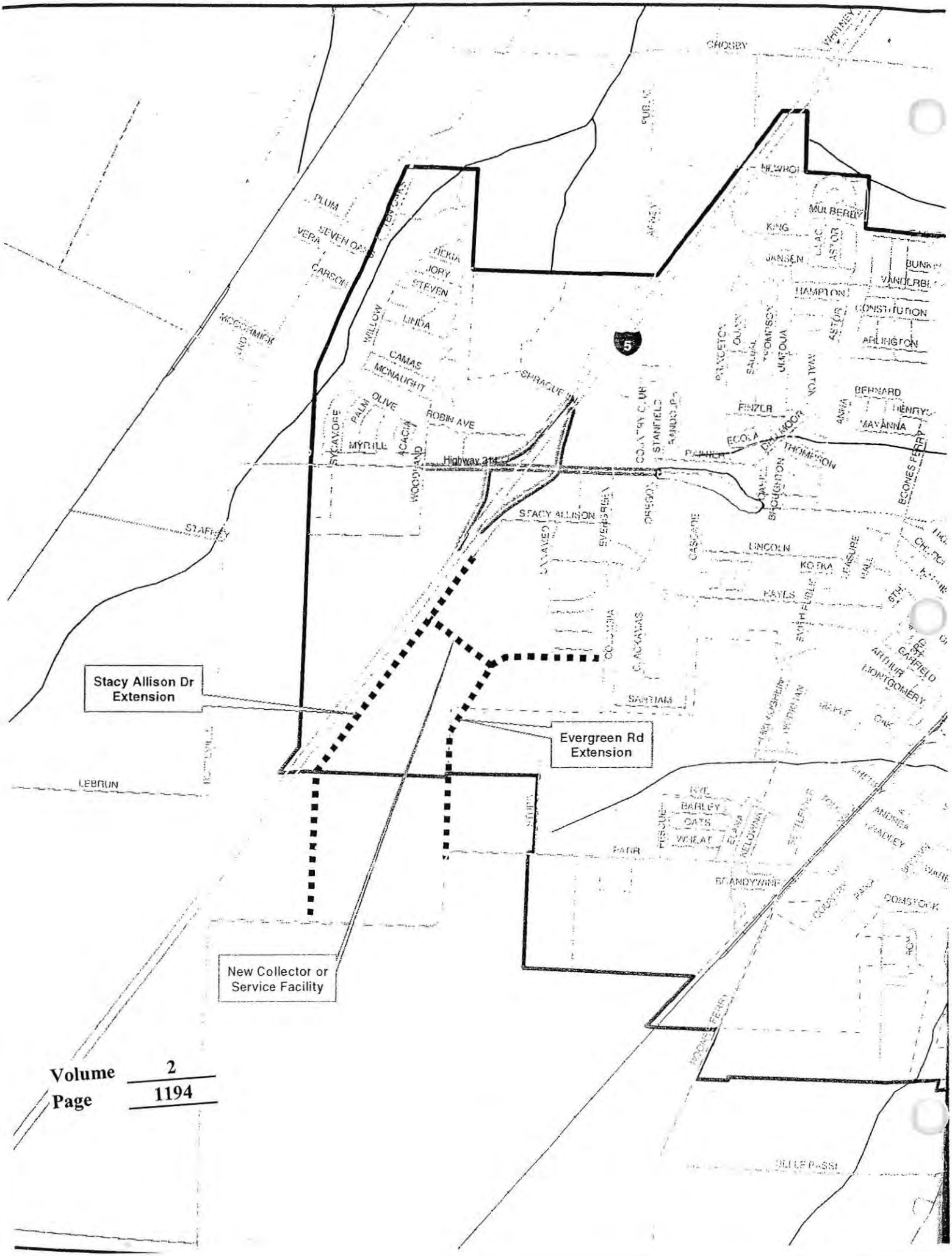

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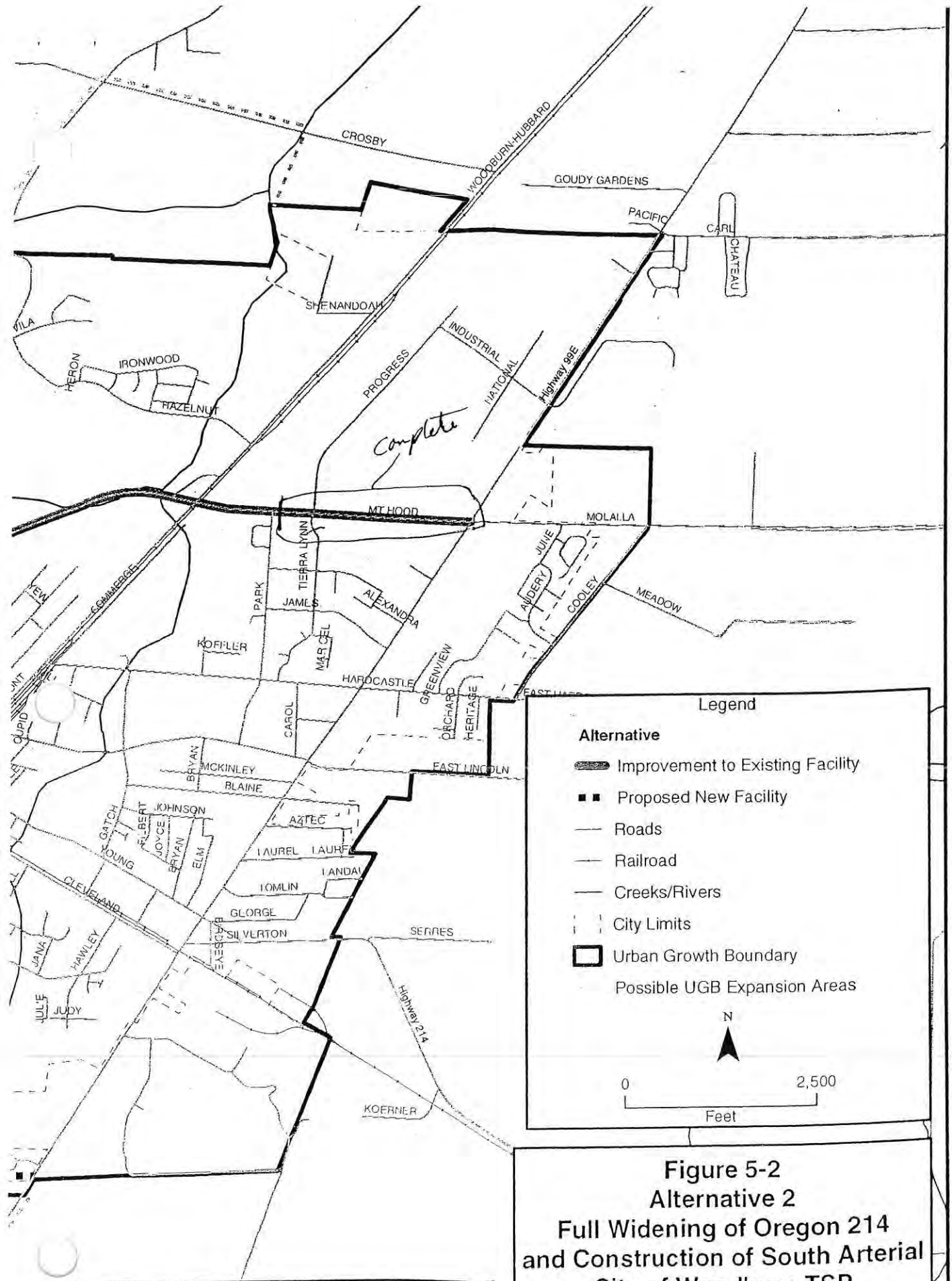

New Facilities Are Only Represented Conceptually, Actual Alignment Likely to Vary

Figure 5-2
Alternative 2
Full Widening of Oregon 214 and Construction of South Arterial
City of Woodburn TSP

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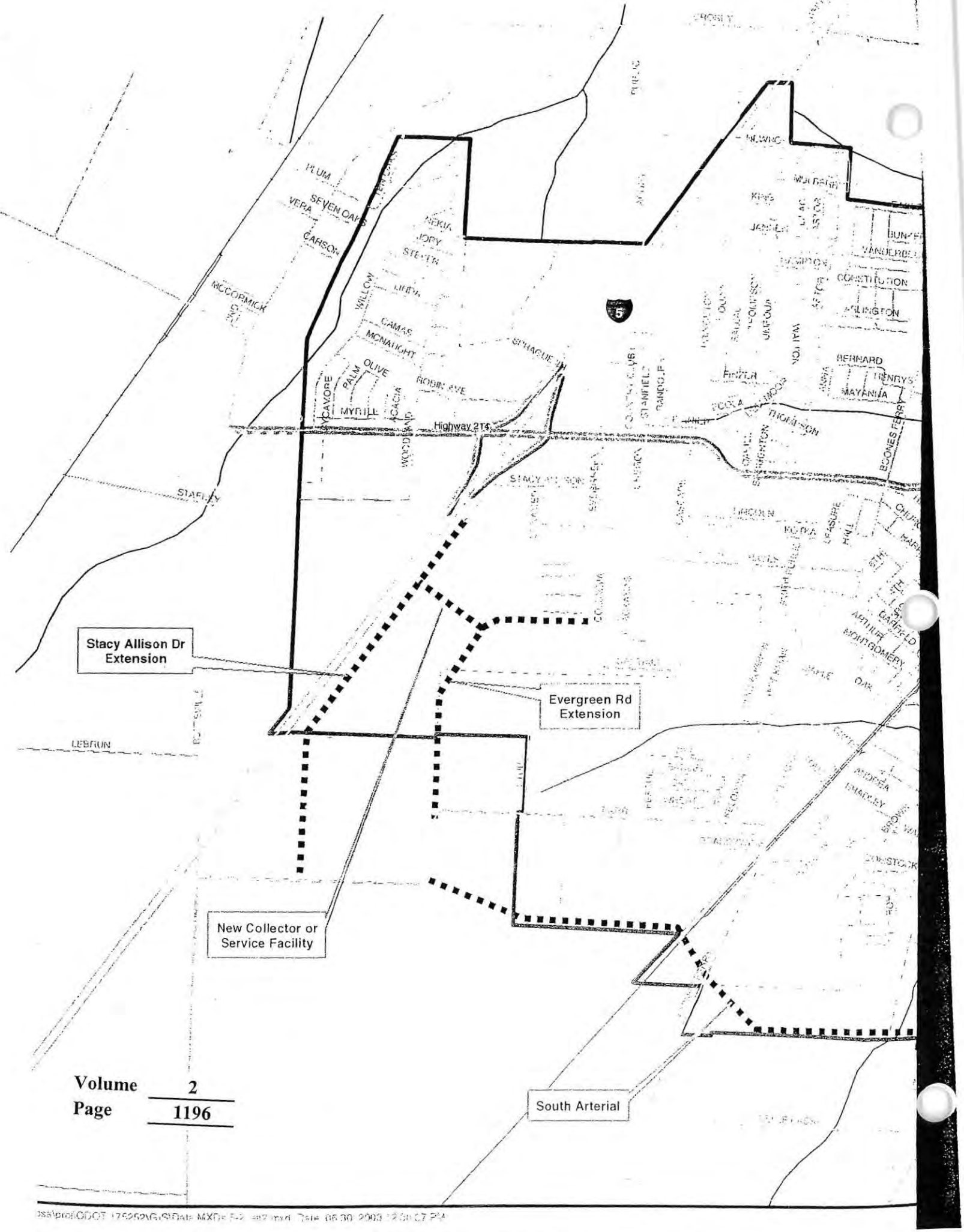

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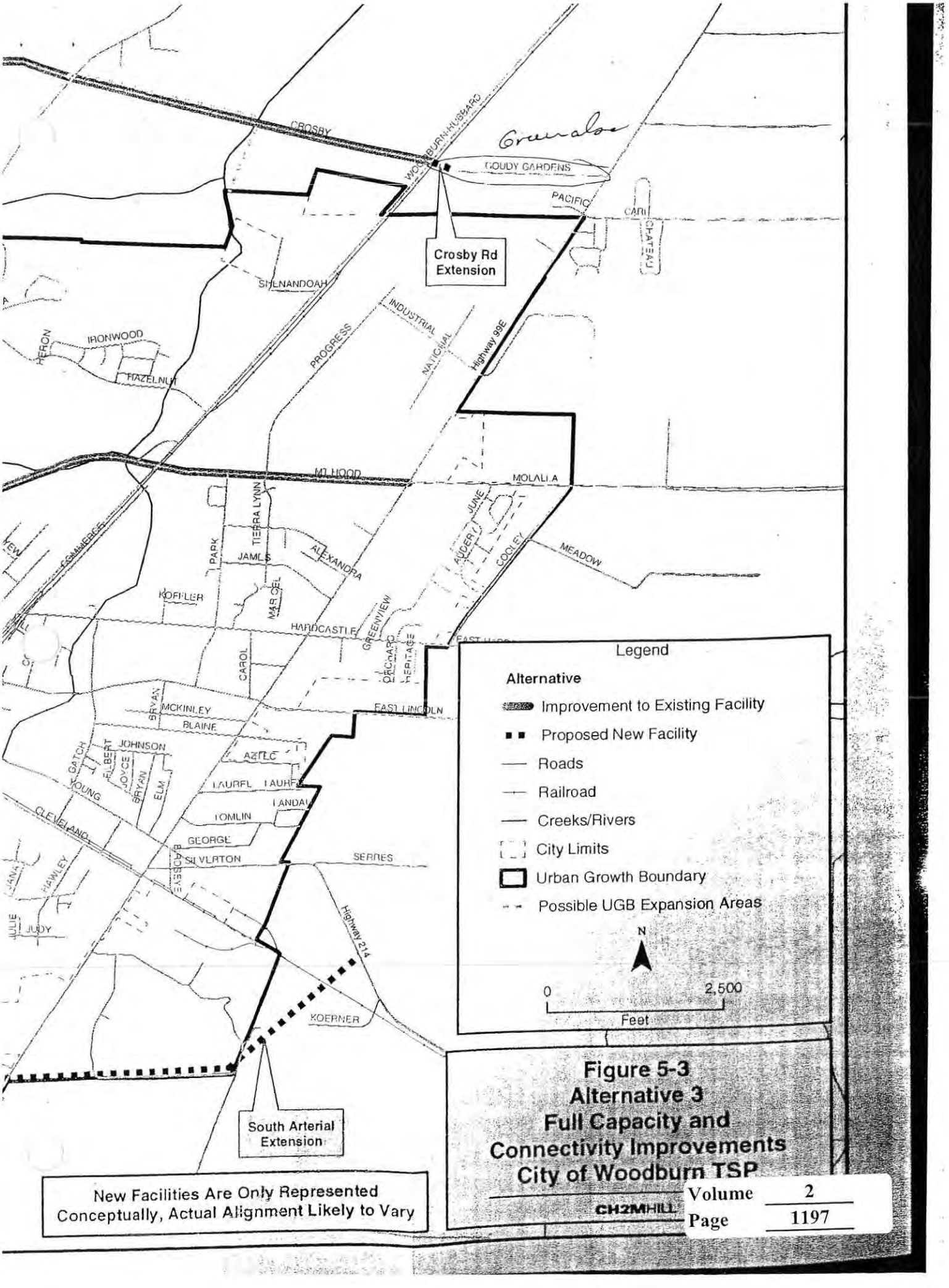

Figure 5-3
Alternative 3
Full Capacity and Connectivity Improvements
City of Woodburn TSP

New Facilities Are Only Represented Conceptually, Actual Alignment Likely to Vary

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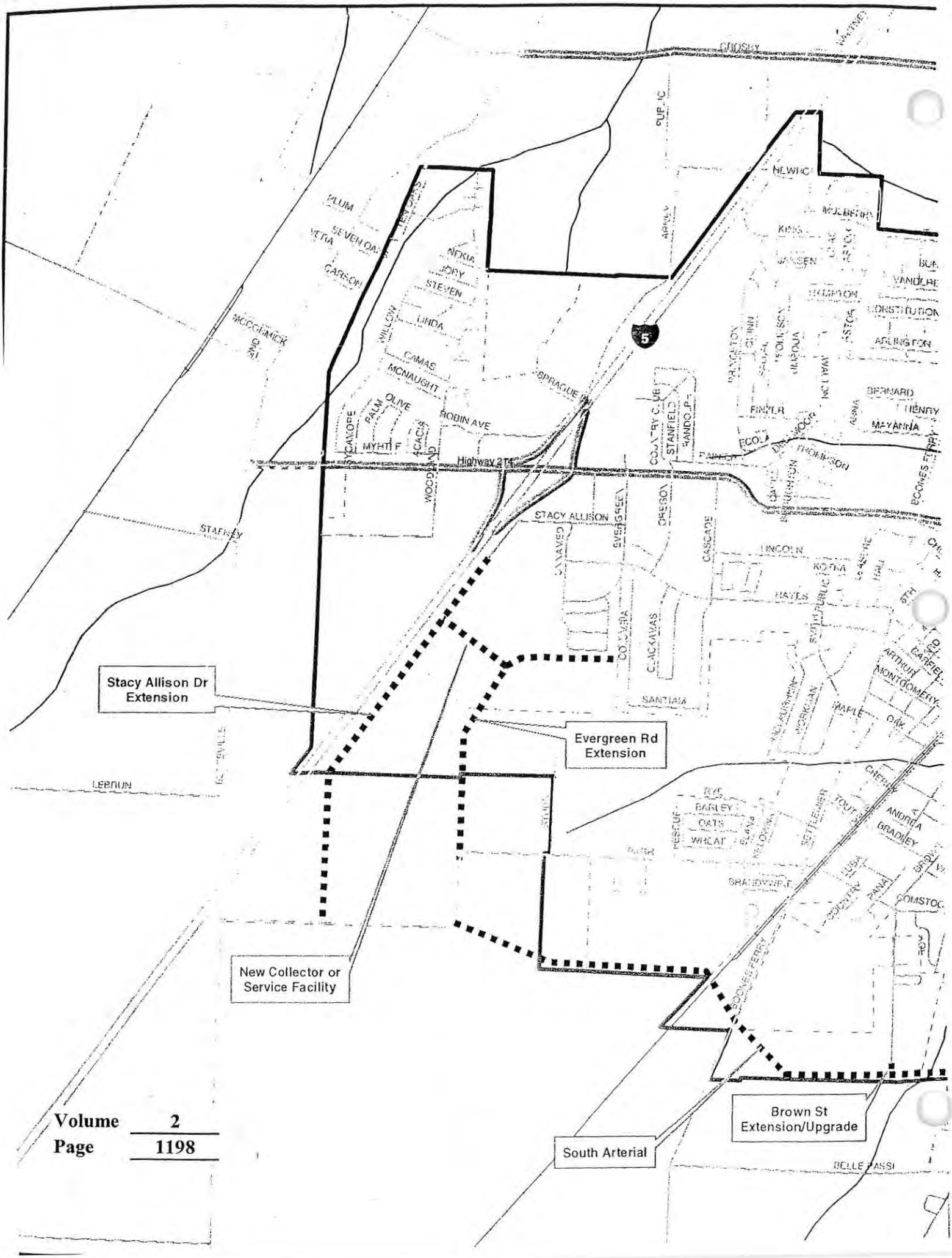

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Year 2020 weekday p.m. peak hour roadway segment volumes for Alternatives 1 through 3 are provided in Figures 5-4 – 5-6, respectively. Table 5-1 provides a comparison of traffic volumes anticipated on key roadway segments (e.g., those that were identified to operate near or over capacity in the No Build Condition and/or other facilities anticipated to experience significant increases in traffic volumes, as compared to existing conditions).

TABLE 5-1
2020 Weekday P.M. Peak Hour Roadway Volumes

Roadway Segment	No Build	Alternative 1	Alternative 2	Alternative 3
Oregon 214 west of I-5	1,300	1,650	2,100	1,850
Oregon 214 east of Oregon Way	2,100	2,430	3,100	2,400
Oregon 214 west of Oregon 99E	2,075	1,780	2,800	2,200
Oregon 99E south of Oregon 214	2,625	2,575	2,575	2,525
Front St north of Hardcastle	650	600	350	450
Parr Rd west of Settlemier	1,300		*	
Evergreen Rd south of Oregon 214	600	750	800	825
Settlemier Ave south of Oregon 214	1,200	1,500	1,525	1,400
Crosby Rd west of Boones Ferry Rd	950	600	250	475
Butteville Rd south of Oregon 214	1,525	1,350	1,525	1,375

* Forecast information was not provided in model runs

Alternative 1

Table 5-1 shows that under Alternative 1 during the weekday p.m. peak hour a majority of the roadway segments would experience an increase in vehicular volumes. The volumes shown under the No Build condition reflect traffic diverting onto facilities other than Oregon 214. As the capacity increases as a result of the wideningon Oregon 214 between Woodland Avenue and Oregon Way, traffic volumes would divert back to Oregon 214 Traffic volumes would decrease on Crosby Road, Butteville Road and Front Street because of new connections provided by extending Stacy Allison Drive and Evergreen Road.

Alternative 2

Under Alternative 2 during the weekday p.m. peak hour a significant number of the roadway segments would experience an increase in vehicular volumes. The widening of Oregon 214 between Butteville Road and Oregon 99E is the major contributing factor. The widening of Oregon 214 would increase the capacity of the roadway attracting vehicles from minor roadways. As with Alternative 1 decreases in the vehicle volumes on Crosby Road and Front Street result from the Evergreen Road and Stacy Allison Drive extensions.

Alternative 3

Table 5-1 indicates that the major roadway segments would experience an increase in vehicular volumes during the weekday p.m. peak hour under Alternative 3. The traffic volume increases on Oregon 214, would be a result of widening the roadway to a five-lane cross-section. Crosby Road would experience slight increases in volumes resulting from its upgrade to a minor arterial standard. Settlemier Avenue would experience increases in vehicle volumes from the construction of the South Arterial. Projected decreases in the traffic volumes on Front Street and Butteville Road are attributable to the increased connection provided by the Stacy Allison Drive and Evergreen Road extensions.

Roadway Performance

Projected 2020 traffic volume-to-capacity ratios for arterial and collector roadway segments within the UGB are graphically represented as roadways operating "Under, At, or Over Capacity" in Figures 5-7 – 5-9. In addition, Table 5-2 projects the number of lane miles that would operate under, near and over capacity in the year 2020 for each alternative.

TABLE 5-2
2020 Roadway Segment Performance [Miles (percent of total)]

Lane Miles	No Build	Alternative 1	Alternative 2	Alternative 3
Under Capacity	85.15 (68 percent)	94.21 (71 percent)	105.81 (76 percent)	110.67 (77 percent)
Near Capacity	29.02 (23 percent)	28.48 (22 percent)	29.43 (21 percent)	28.31 (20 percent)
Over Capacity	11.83 (9 percent)	9.83 (7 percent)	4.55 (3 percent)	4.51 (3 percent)

Table 5-2 indicates more than 90 percent of the lane miles on the system are projected to operate under or near capacity in the year 2020 in all scenarios. However, the proposed Southern Arterial and the widening of Oregon 214 between Butteville and Oregon 99E (as included in Alternatives 2 and 3) would significantly reduce the number of lane miles forecast to operate over capacity.

The Future Transportation Needs Chapter documented that many intersections are anticipated to operate near or over capacity under year 2020 No Build conditions. Table 5-3 depicts the projected volume-to-capacity ratios projected at key intersections for each alternative scenario.

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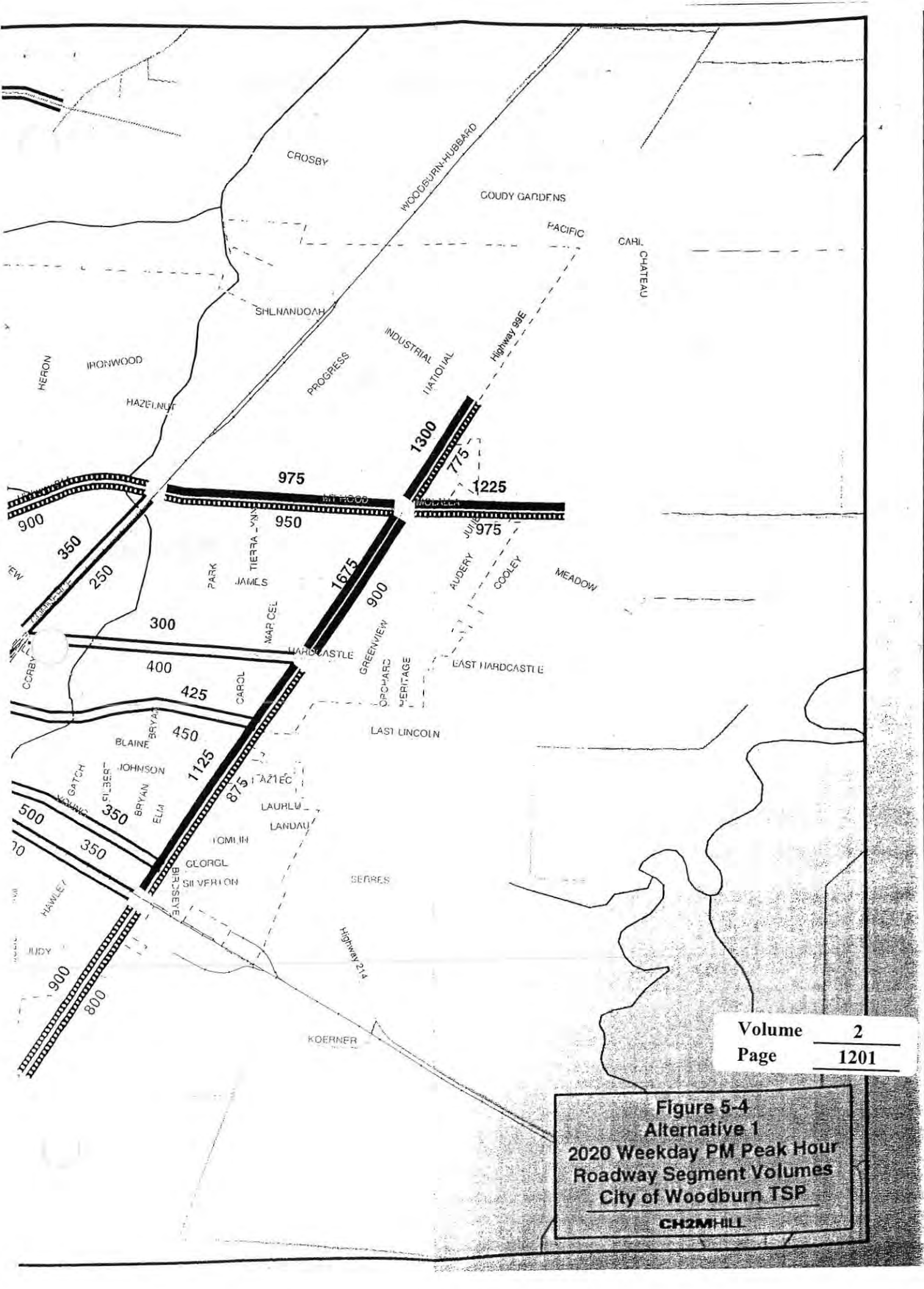

Figure 5-4
Alternative 1
2020 Weekday PM Peak Hour
Roadway Segment Volumes
City of Woodburn TSP

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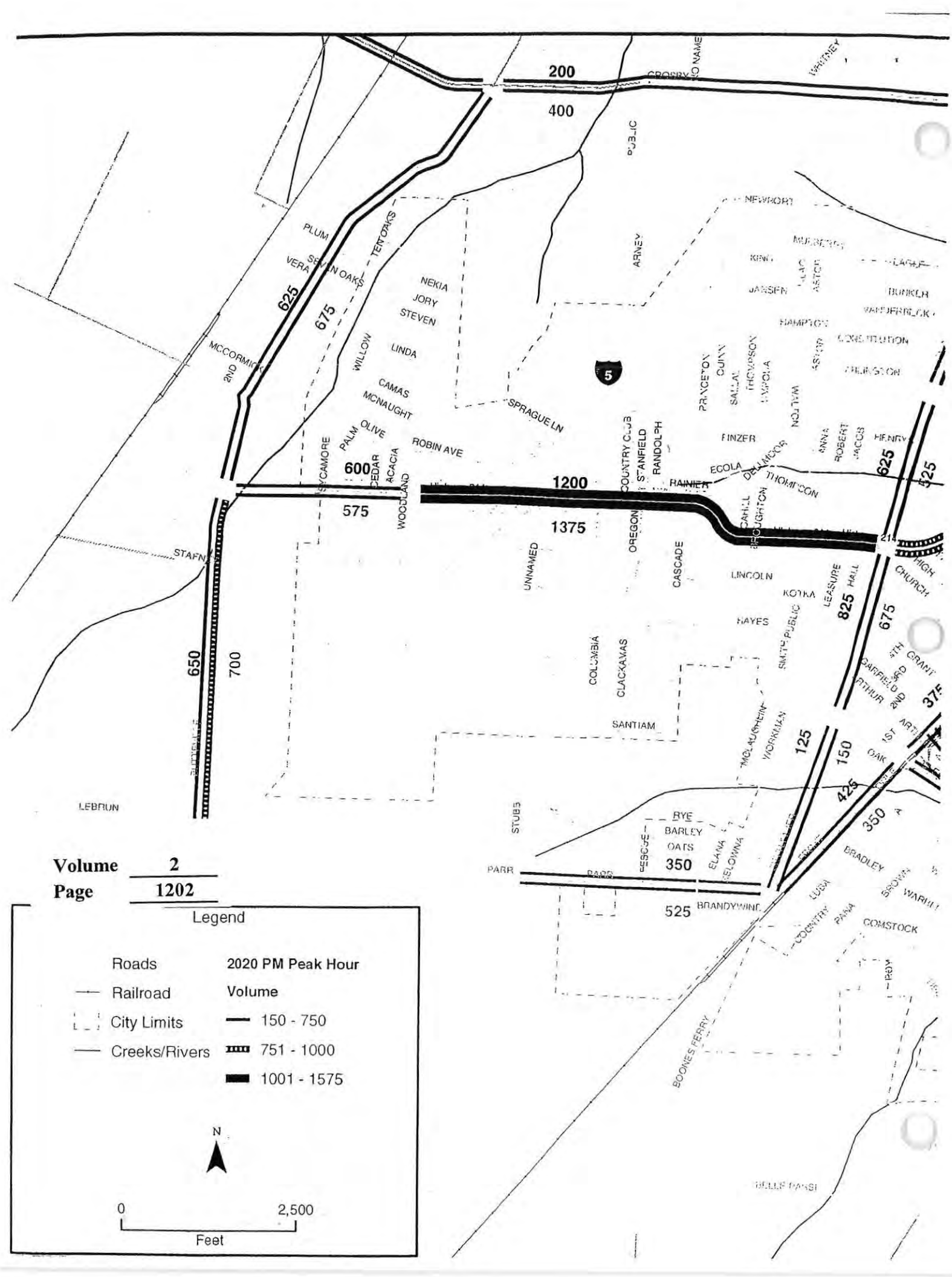

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Legend

Roads	2020 PM Peak Hour
Railroad	Volume
City Limits	150 - 750
Creeks/Rivers	751 - 1000
	1001 - 1575

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Feet

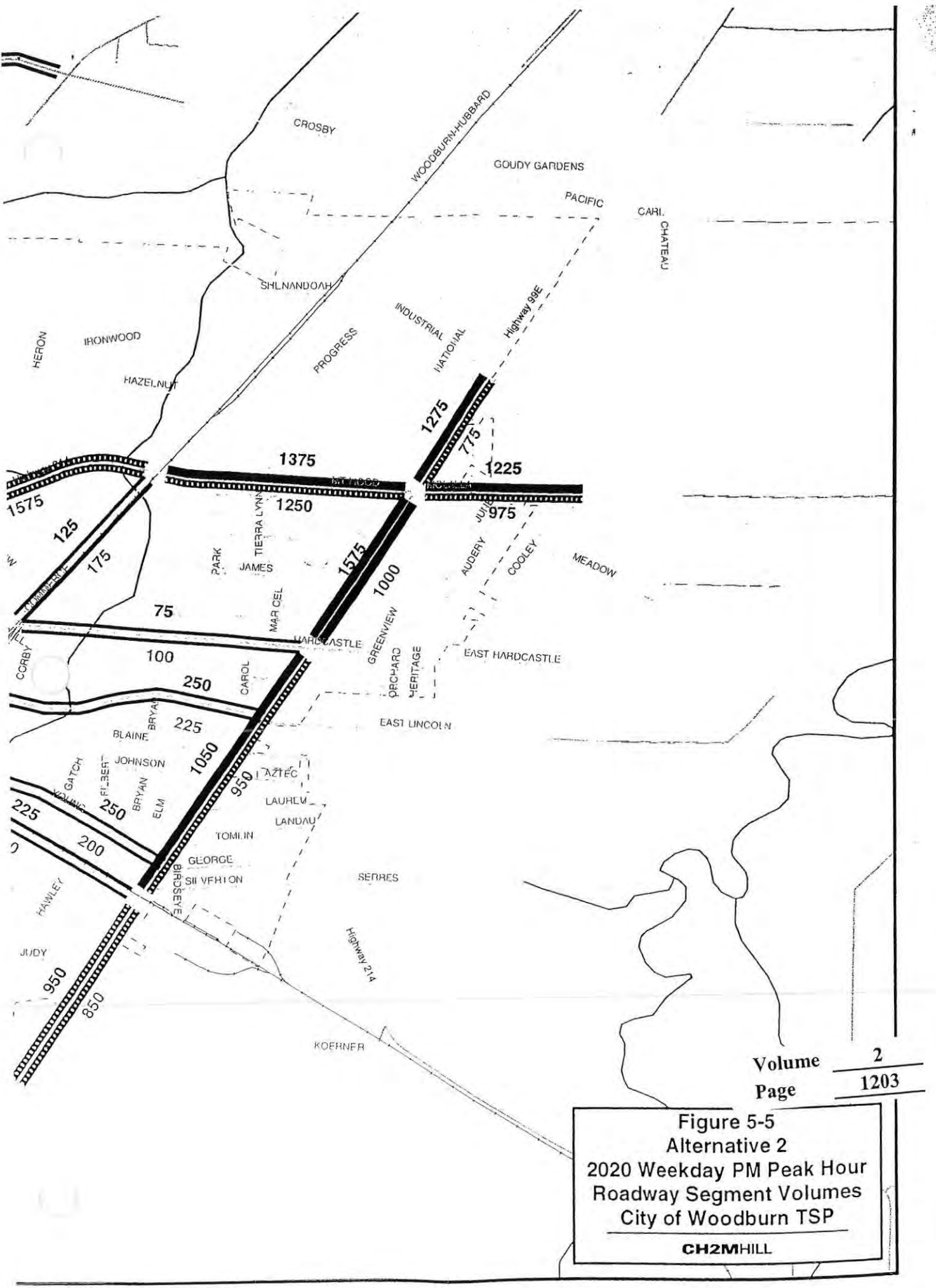

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Figure 5-5
Alternative 2
2020 Weekday PM Peak Hour
Roadway Segment Volumes
City of Woodburn TSP

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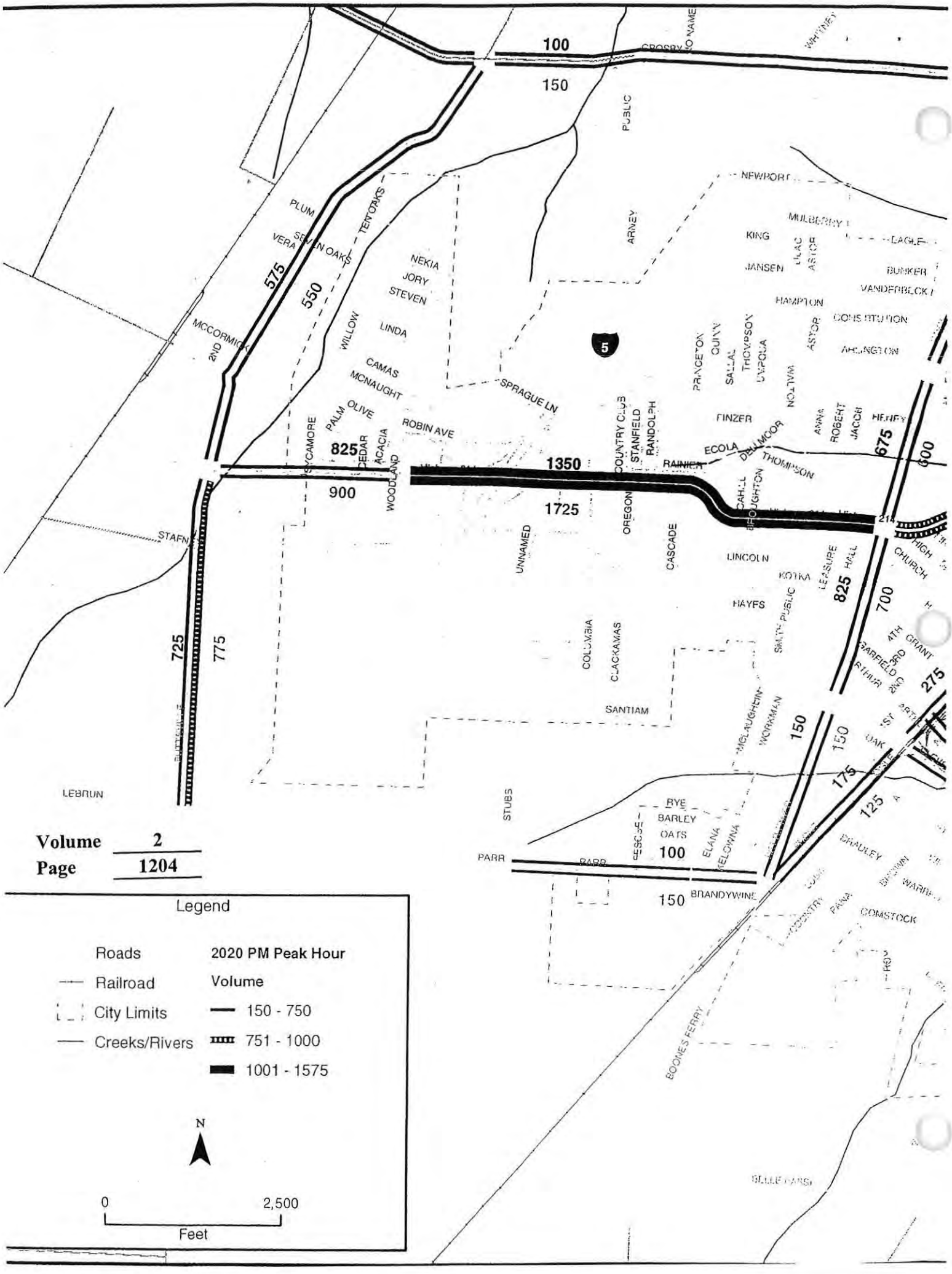

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Roads	2020 PM Peak Hour Volume
Railroad	150 - 750
City Limits	751 - 1000
Creeks/Rivers	1001 - 1575

N

0 2,500
Feet

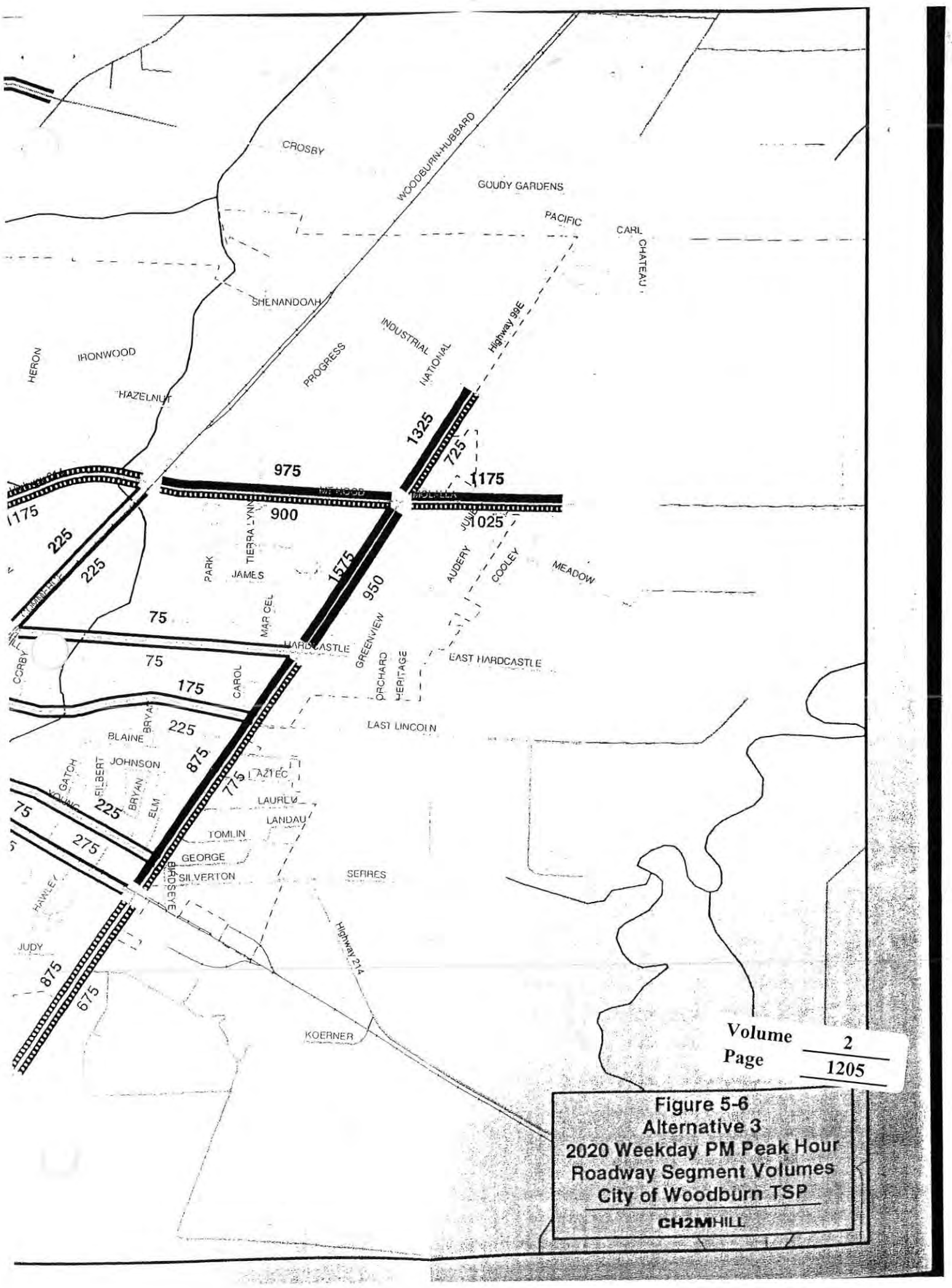

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Figure 5-6
Alternative 3
2020 Weekday PM Peak Hour
Roadway Segment Volumes
City of Woodburn TSP

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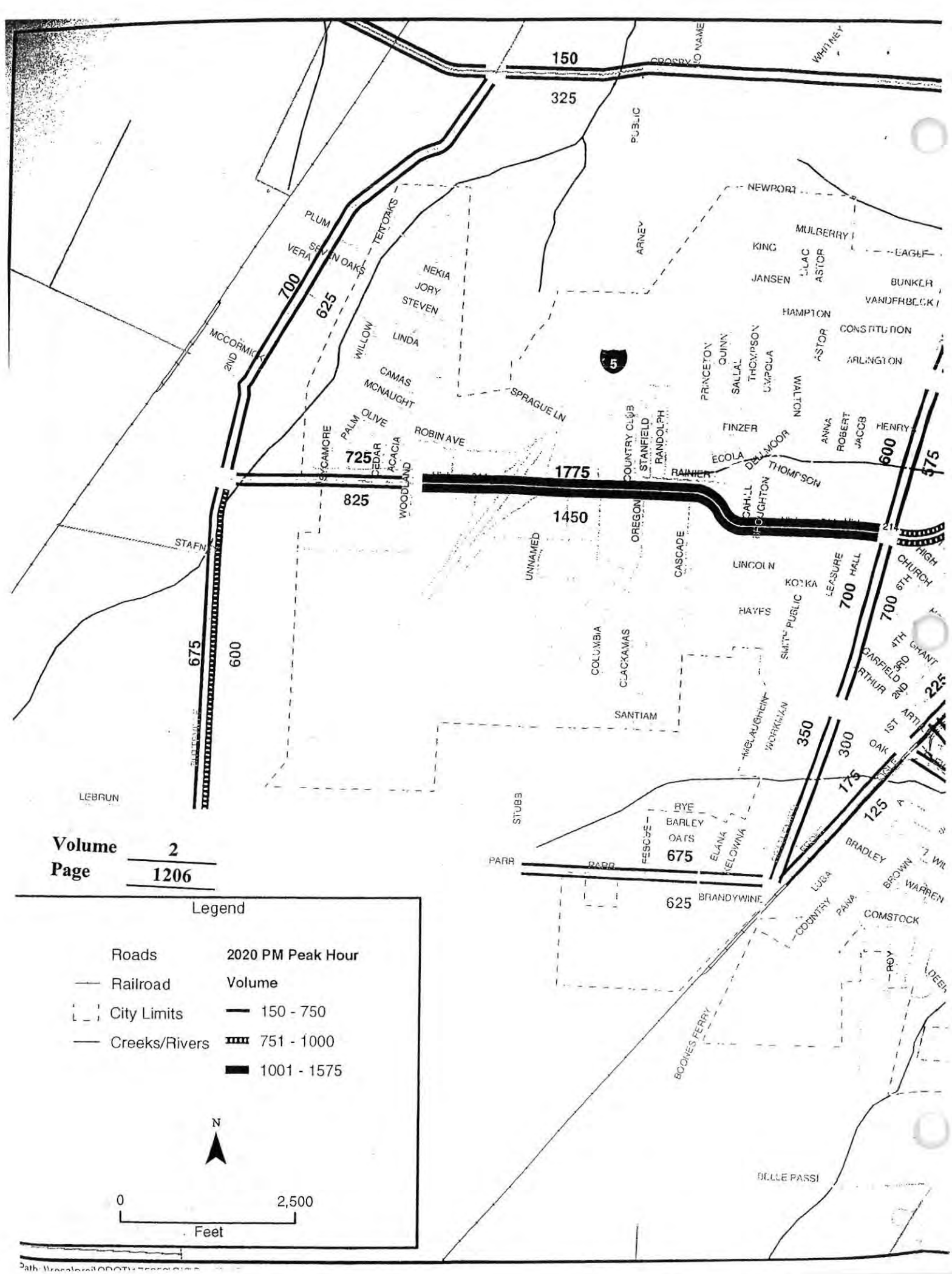

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Legend

Roads	2020 PM Peak Hour Volume
Railroad	150 - 750
City Limits	751 - 1000
Creeks/Rivers	1001 - 1575

N

0 2,500
Feet

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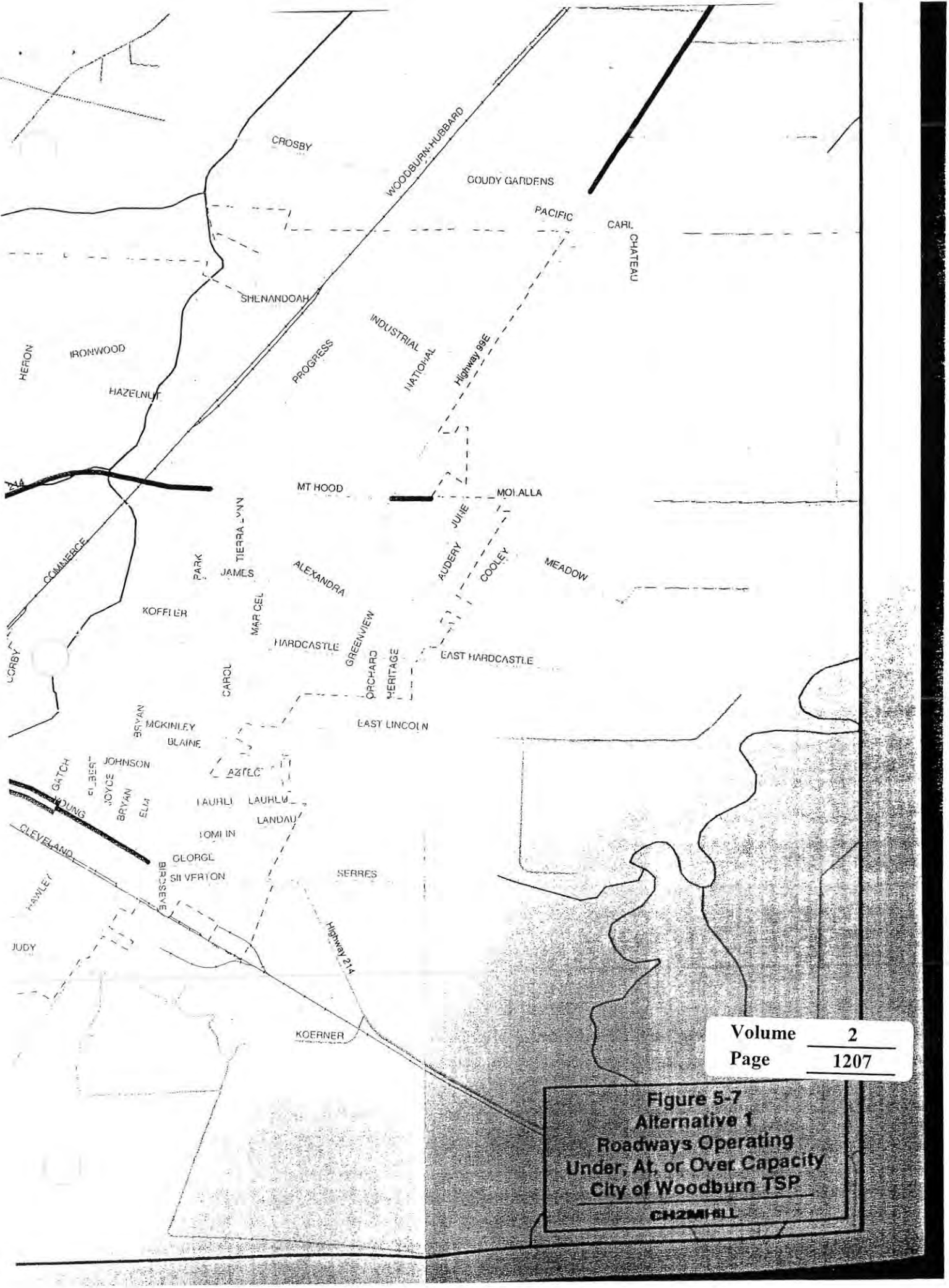

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Figure 5-7
Alternative 1
Roadways Operating Under, At, or Over Capacity
City of Woodburn TSP

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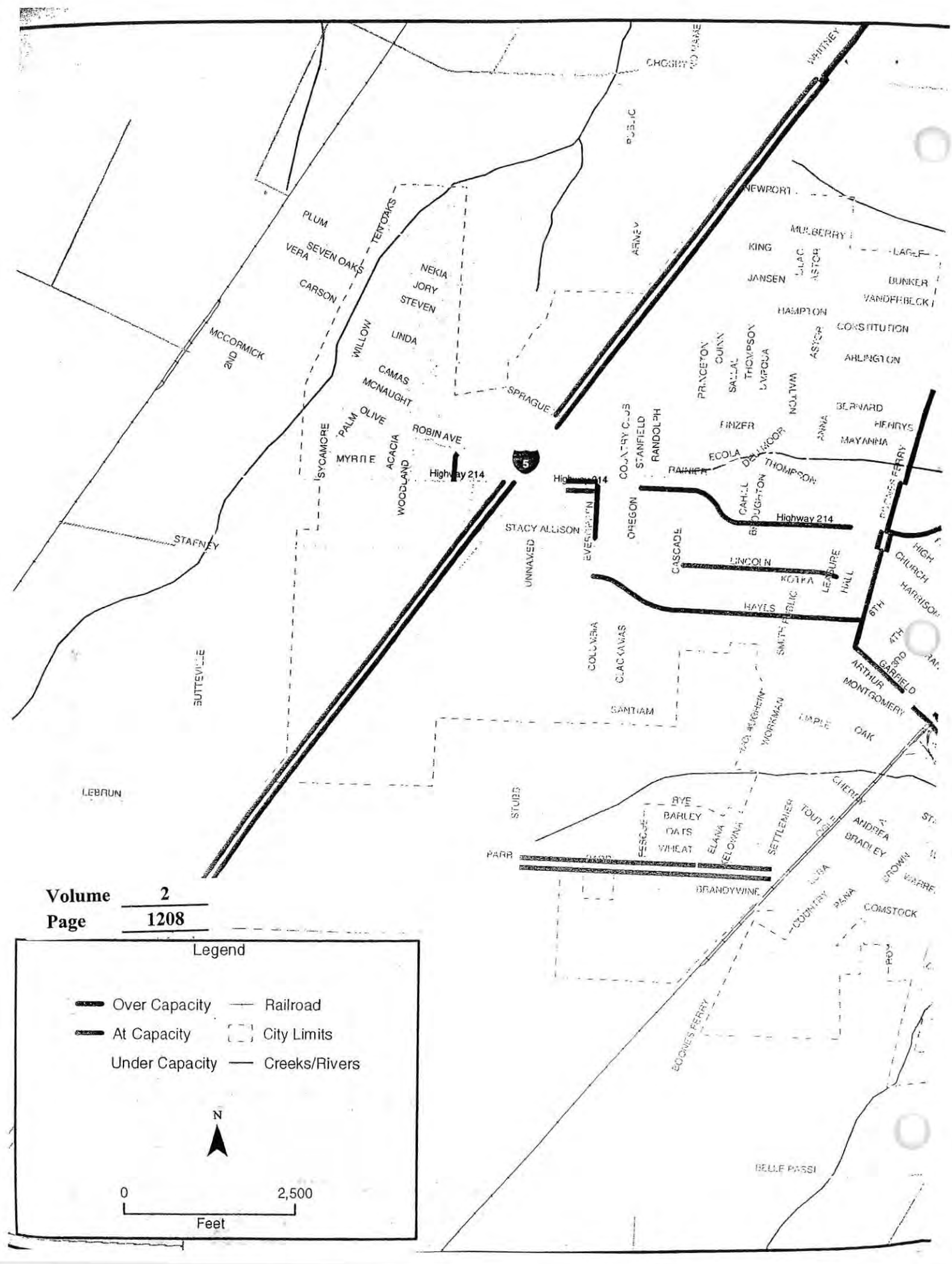
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Legend
Over Capacity
At Capacity
Under Capacity
Railroad
City Limits
Creeks/Rivers
N
0
2,500
Feet
Highway 214
Highway 214
Highway 214
NEWPORT
PLUM
SEVEN OAKS
VERA
TEN OAKS
CARSON
NEKIA
JORY
STEVEN
LINDA
WILLOW
MCCORMICK
2ND
CAMAS
MCNAUGHT
SPRAGUE
PALM
OLIVE
ROBIN AVE
SYCAMORE
MYRTLE
ACACIA
WOODLAND
STAFNEY
BUTTEVILLE
LEBRUN
STACY ALLISON
UNNAMED
EVERGREEN
OREGON
COUNTRY CLUB
STANFIELD
RANDOLPH
CASCADE
LINCOLN
KOSTA
LEBURE
HALL
HAYES
SMITH PUBLIC
COLUMBIA
CLACKAMAS
SANTIAM
MULBERRY
KING
JANSEN
LILAC
ASTOR
LAGLE
BUNKER
VANDERBECK
HAMPTON
CONSTITUTION
ARLINGTON
PRINCETON
QUINN
SALEM
THOMPSON
LARPOOA
NOLTNA
ASPER
BERNARD
HENRYS
FINZER
ANNA
MAYANNA
ECOLA
DELAHOOR
RAINIER
THOMPSON
CAHILL
BROUGHTON
HIGH
CHURCH
HARRISON
6TH
4TH
3RD
GARFIELD
ARTHUR
MONTGOMERY
MAPLE
OAK
CHERRY
ANDREA
BRADLEY
BROWN
WARREN
COMSTOCK
RANA
COURTNEY
BOONES FERRY
BELLE PASSI
STUBB
PARR
FERRY
BRANDYWINE
RYE
BARLEY
OATS
WHEAT
ELANA
ELDORADO
SETTLEMIER
TOUCHET
WORKMAN
TED WORTHEIM

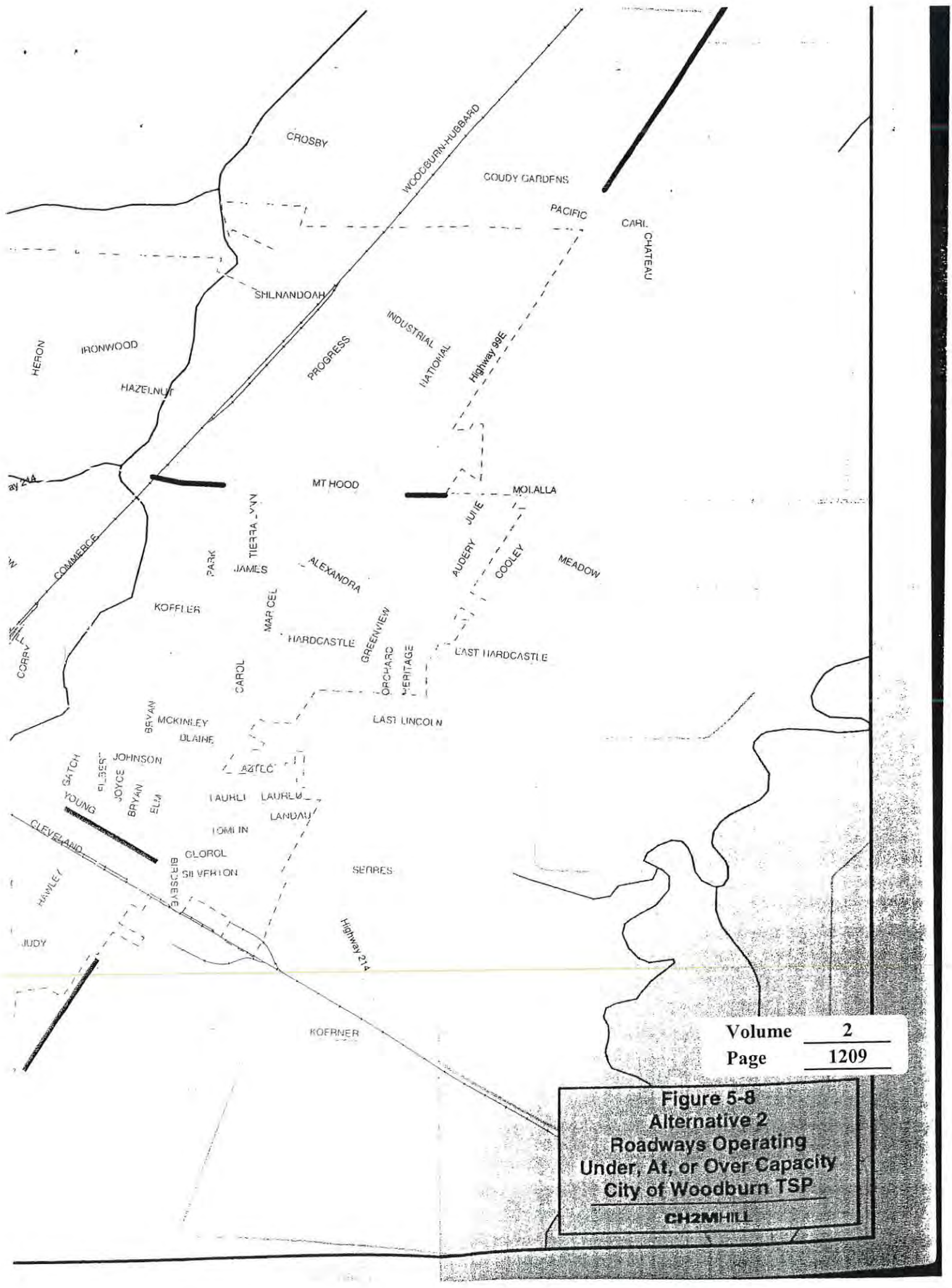

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Figure 5-8
Alternative 2
Roadways Operating Under, At, or Over Capacity
City of Woodburn TSP

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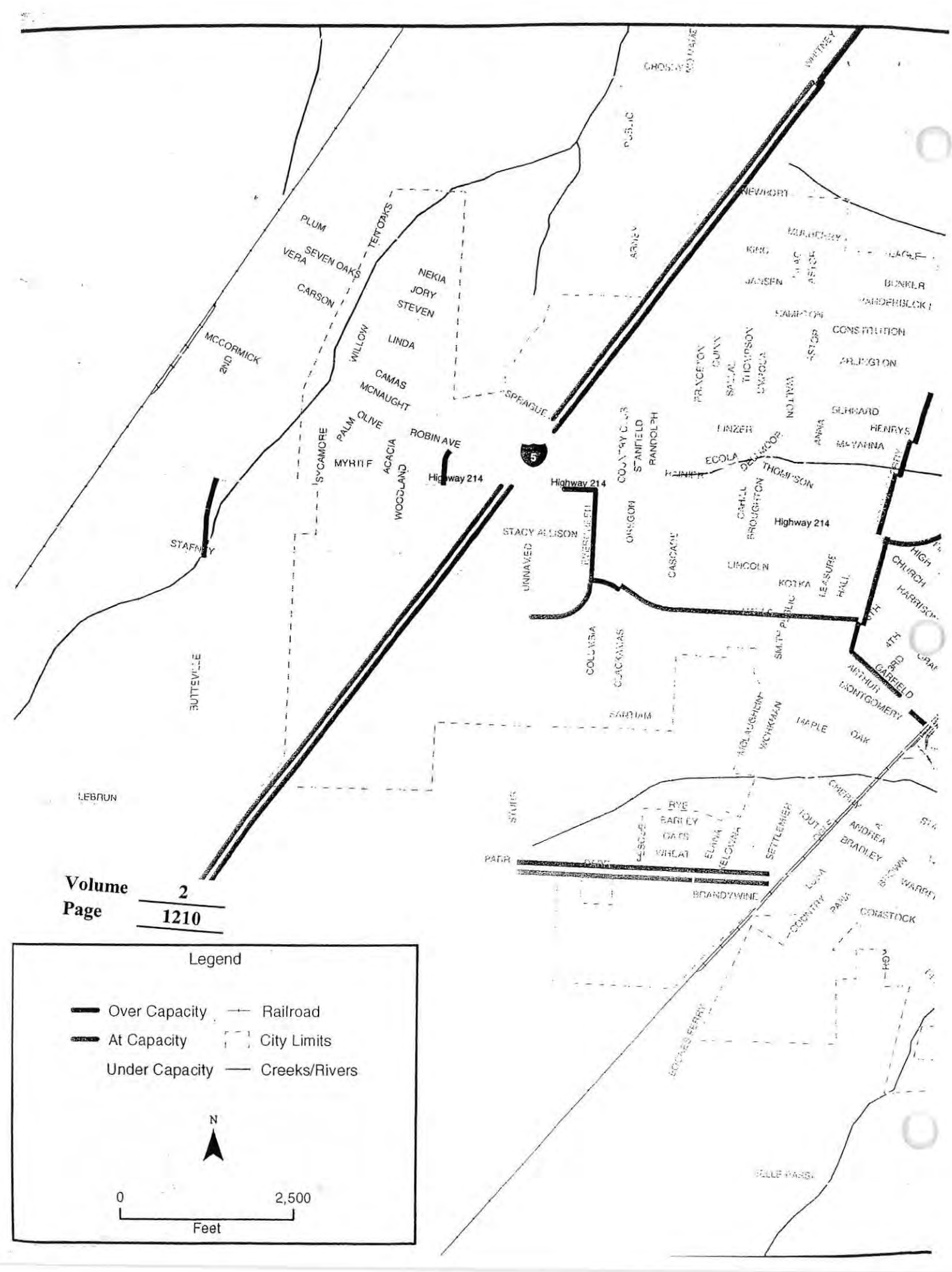

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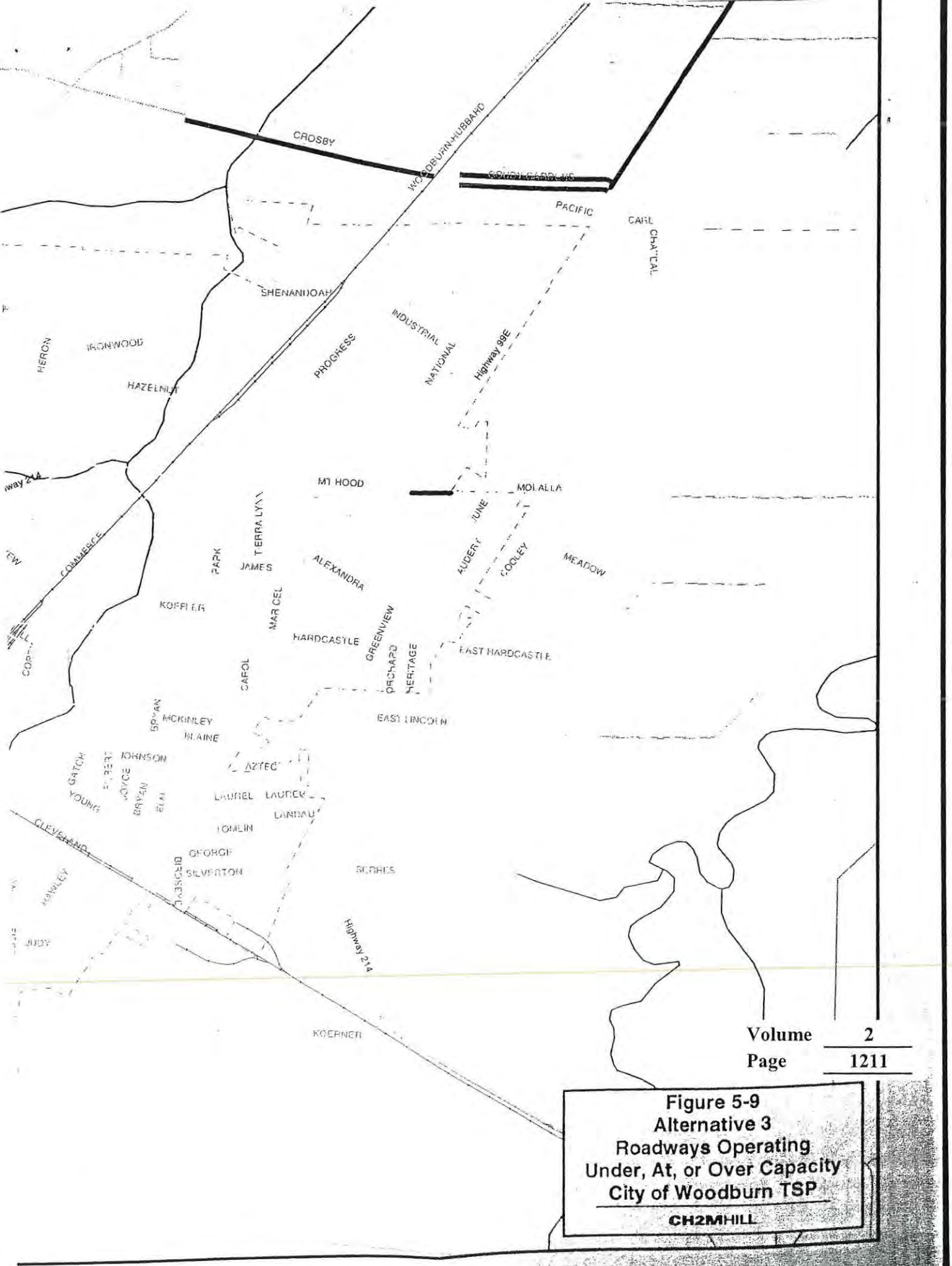

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Figure 5-9
Alternative 3
Roadways Operating Under, At, or Over Capacity
City of Woodburn TSP

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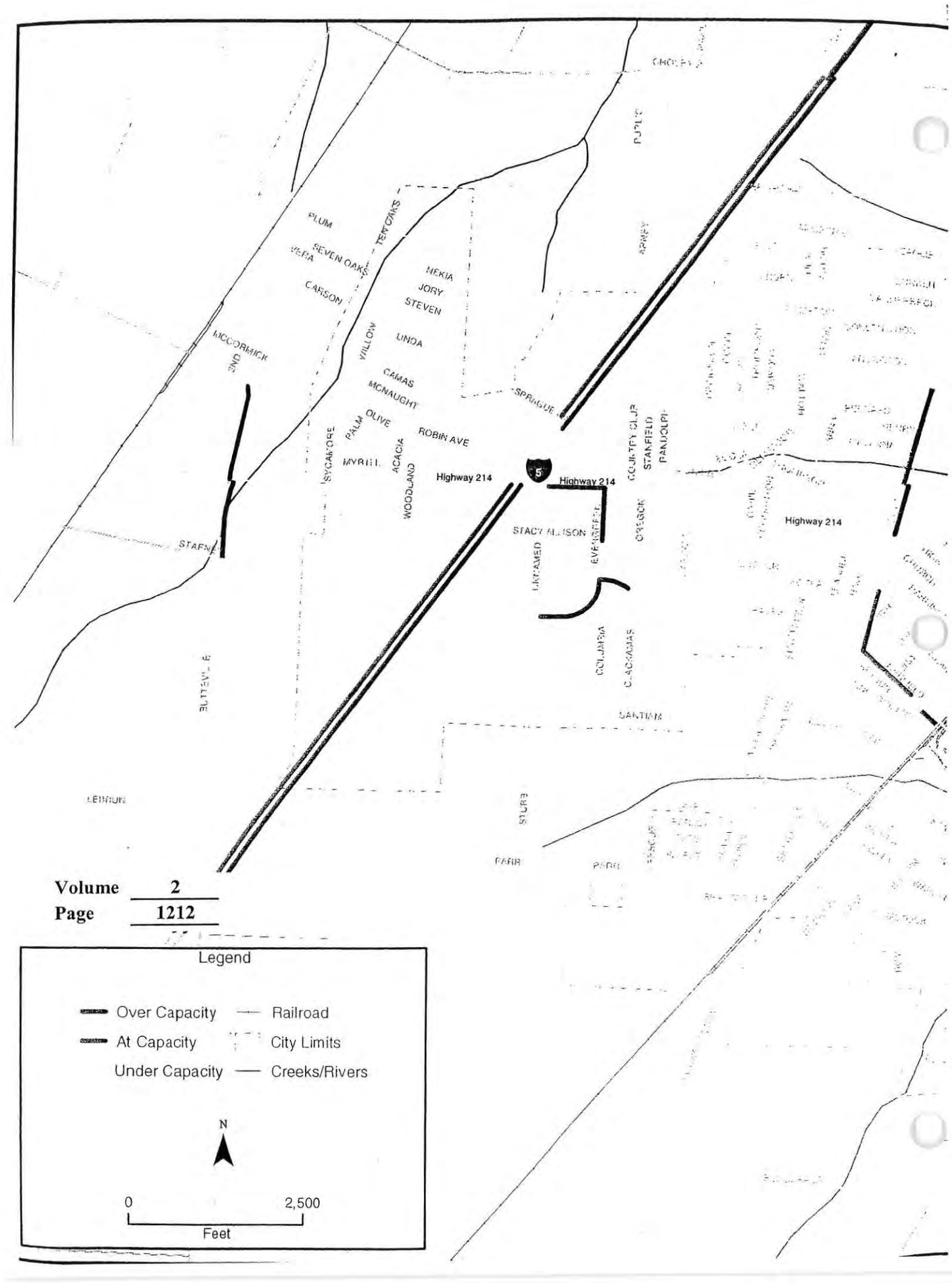

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TABLE 5-3
Comparison of Key Intersection Operations (volume-to-capacity [v/c])

Roadway Segment	No Build	Alternative 1	Alternative 2	Alternative 3
Butteville Road/Oregon 214	> 1	0.83	0.73	0.74
Woodland/Oregon 214	0.76	0.56	0.73	0.63
I-5/Oregon 214 northbound ramps	0.86	0.54	0.61	0.53
I-5/Oregon 214 southbound ramps	0.91	0.63	0.62	0.59
Evergreen Road/Oregon 214	> 1	0.66	0.77	0.71
Oregon Way/Oregon 214	0.77	0.55	0.73	0.69
Cascade Drive/Oregon 214	0.27	0.85	0.85	0.85
Boones Ferry Road/Oregon 214	> 1	0.70	0.90	0.85
Meridian/5th/Oregon 214	> 1	0.64	0.60	0.46
Front Street/Oregon 214	> 1	0.70	0.76	0.26
Park Avenue/Oregon 214	> 1	0.58	0.55	0.77
Oregon 99E/Oregon 214	> 1	0.85	0.77	0.76
Cleveland Street/Oregon 99E	> 1	0.67	0.47	0.41
Hardcastle Street/Front Street	> 1	0.59	0.25	0.32
Lincoln Street/Front Street	> 1	0.79	0.38	0.32
Garfield/Young Street/Front Street	> 1	0.78	0.40	0.40
Cleveland Street/Front Street	> 1	0.83	0.27	0.26
Boones Ferry Road/Crosby	0.69	0.58	0.31	0.52
Parr Road/Settlemier Road	0.95	0.78	0.22	0.79

Alternative 1

In addition to the roadway segment improvements under Alternative 1, mitigation measures would be required to meet ODOT's operations standards. These additional improvements include:

- Installing a signal and a northbound right-turn lane at Butteville Road/Oregon 214 intersection;
- Installing a signal at the intersection of Meridian Drive/5th Street/Oregon 214;
- Installing a signal at the Front Street/Oregon 214 intersection;
- Signalizing and adding a southbound left-turn lane at the Park Avenue/Oregon 214 intersection;

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- Adding a southbound right-turn lane, a westbound right-turn lane, and a westbound left-turn lane to the Oregon 99E/Oregon 214 intersection;
- Signalizing the Cleveland Street/Oregon 214 intersection;
- Adding a southbound left-turn lane to the Hardcastle Street/Front Street intersection;
- Adding a westbound left-turn lane to the Lincoln Street/Front Street intersection; and,
- Adding a southbound left-turn lane to the Cleveland Street/Front Street intersection.

With these improvements, all intersections would operate at an acceptable level for the weekday p.m. peak hour. The Cascade Drive/Oregon 214 and Oregon 99E /Oregon 214 intersections would operate at a volume-to-capacity ratio of 0.85, which is approaching capacity.

Alternative 2

In addition to the roadway segment improvements of Alternative 2, additional mitigation would be required to provide acceptable operations. The required improvements include:

- Installing a signal and a northbound right-turn lane at Butteville Road/Oregon 214 intersection
- Adding a northbound right-turn land and a eastbound right-turn lane to the Boones Ferry Road/Oregon 214 intersection
- Signalizing the intersection of Meridian Drive/5th Street/Oregon 214
- Installing a signal at the Front Street/Oregon 214 intersection
- Signalizing the Park Avenue/Oregon 214 intersection
- Adding a southbound right-turn lane and a westbound left-turn lane to Oregon 99E/Oregon 214 intersection
- Installing a signal at the Cleveland Street/Oregon 99E intersection

These mitigations would provide acceptable operations for the weekday p.m. peak hour except at the Boones Ferry Road/Oregon 214 intersection. This intersection would operate with a volume-to-capacity ratio of 0.90, which exceeds current state requirements. To meet the volume-to-capacity ratio of 0.85 , an additional westbound lane would be requred.

Alternative 3

Additional mitigations would also be required under Alternative 3 to meet ODOT's operations standards. The required improvements would include:

- Installing a signal and a northbound right-turn lane at Butteville Road/Oregon 214 intersection
- Installing a signal at the intersection of Meridian Drive/5th Street/Oregon 214
- Adding a westbound left-turn lane to the Oregon 99E/Oregon 214 intersection
- Signalizing the Cleveland Street/Oregon 214 intersection; and

- Adding an eastbound right-turn lane to the Parr Road/Settlemier Road intersection

With these improvements all intersections would operate at acceptable levels for the weekday p.m. peak hour. The Cascade Drive/Oregon 214 and Boones Ferry Road/Oregon 214 intersections would be approaching capacity with a volume-to-capacity ratio of 0.85.

Based on the operational analysis, Alternative 3 is the preferred alternative. Constructing a south arterial would divert traffic from otherwise congested intersections. While this alternative would provide the most operational and mobility improvements, it would provide the most flexibility for continued growth in Woodburn through increased connectivity and route choices.

Transit System Improvements

Today, the Woodburn fixed route bus service has an annual ridership of approximately 32,000 passengers. The paratransit system has an estimated annual ridership of 6,000 – 7,000 passengers. Compared to the ridership reported in the 1995 TSP, ridership on the fixed route system has increased by approximately 10 percent during the last eight years whereas the paratransit ridership has nearly doubled.

The population in Woodburn is projected to increase from 20,210 (source: year 2000 census) to approximately 35,000 people in year 2020. This represents a population increase of approximately 73 percent. Assuming transit ridership grows in proportion with the population increase and that increased transit service were provided to serve the added population, a combined annual ridership of about 66,000 passengers would use the city's fixed route and paratransit systems.

The existing fixed route system operates from 9:00 a.m. to 5:00 p.m. Monday through Friday. Approximately fifty scheduled stops are provided at various locations on the route. As documented in the Existing Conditions and Future Transportation Needs Chapters the majority of major transit activity centers in the City location of current employment, civic, retail and neighborhood centers are being served by the fixed route system. Some notable exceptions to this are the employment center southwest of the I-5/Oregon 214 interchange and the Woodburn Industrial Park located in the Progress and Industrial corridors.

Another notable deficiency in the existing fixed route service is the times of operation. The 9:00 a.m. – 5:00 p.m. service is not conducive to serving a broad range of employment-related travel as it does not correspond to typical daytime office/service work hours or typical shift hours at manufacturing/industrial employment centers.

Another issue associated with the existing one-way loop operations is that the bus service does not efficiently serve travel oriented in the opposite direction of the bus operation, particularly for short trips.

As identified in the Future Transportation Needs Chapter, there is significant employment and residential growth anticipated in the Crosby Road, Parr Road, and Butteville Road corridors. Future expansion of the transit system should account for these growth areas.

With the increasing number of people moving to Woodburn and commuting to either the Portland metro area or Salem, there is potential demand for shuttle bus service between

Woodburn and these two areas. There currently is no intercity shuttle service serving the general population. The only intercity services offered are through Greyhound, HUT Transportation (service to the Portland International Airport), WHEELS (service to elderly and disabled passengers) and Woodburn Family Clinic.

Transit system alternatives that can address existing and Future No Build deficiencies are discussed below.

Intracity Fixed-Route Bus Alternatives

The existing one-way loop route service could be modified to address the existing and future deficiencies in a variety of different ways. Potential alternatives are discussed below and Alternatives 3 and 4 are conceptually represented in Figure 5-10.

- *Alternative 1: Increase Service Frequency on Existing Route:* With this alternative, the existing one-way loop route would be maintained, with service extended to a 12-hour period from 7:00 a.m. to 7:00 p.m., with buses operating every 30 minutes. Expanding operating hours route service would encapsulate morning and evening peak commuting times and increase the likelihood that transit could be used for employment-related travel. To achieve the increased bus service, an additional bus would likely need to be added to the fleet.
- *Alternative 2: Convert Single Route to Two Way Operations:* Passenger accessibility along the bus route could be improved by changing the existing one-way loop route to two-way operations. Under this alternative, the existing 60-minute service frequency would be provided in each direction of travel. Further, service would be expanded to 7:00 a.m. to 7:00 p.m. on weekdays to incorporate the morning and evening commute periods. This service concept would require an additional bus.
- *Alternatives 3/4: Create Two Routes (East/West) with One-Way or Two-Way Operations:* This alternative would establish an east route and a west route with a common connection in the downtown; potentially a new transit center. The east-west boundary between the two routes could either be split at Front Street or at Settlemier Avenue. It would be preferable to increase the service frequency to 30 minutes, operating from 7:00 a.m. to 7:00 p.m. time to encapsulate the morning and evening commute hours. These routes could be operated with either one-way or two-way operations. One-way service would likely require three buses; two-way service would likely require up to six buses.
- The primary disadvantage of this alternative is that cross-city transit commuting would require a transfer in downtown. The primary advantages include: improving service frequency and providing a shorter bus route; and, developing a downtown transit center could stimulate downtown redevelopment, particularly if tied into an intercity bus and/or rail station.

Any of these alternatives could be implemented in combination with expanding the service to Saturday and/or expanding the routes to include the Parr Road and Crosby Road

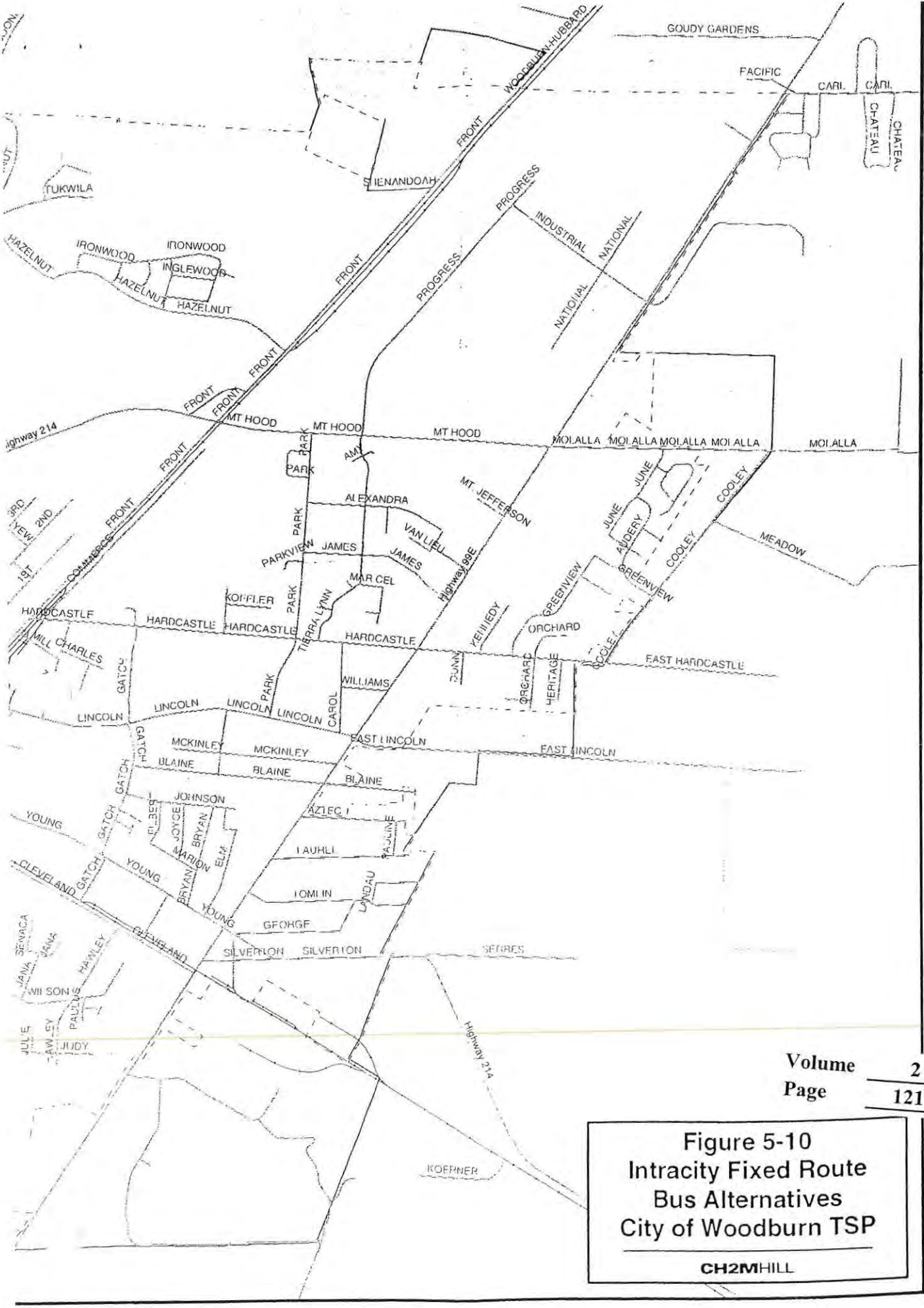

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Figure 5-10
Intracity Fixed Route
Bus Alternatives
City of Woodburn TSP

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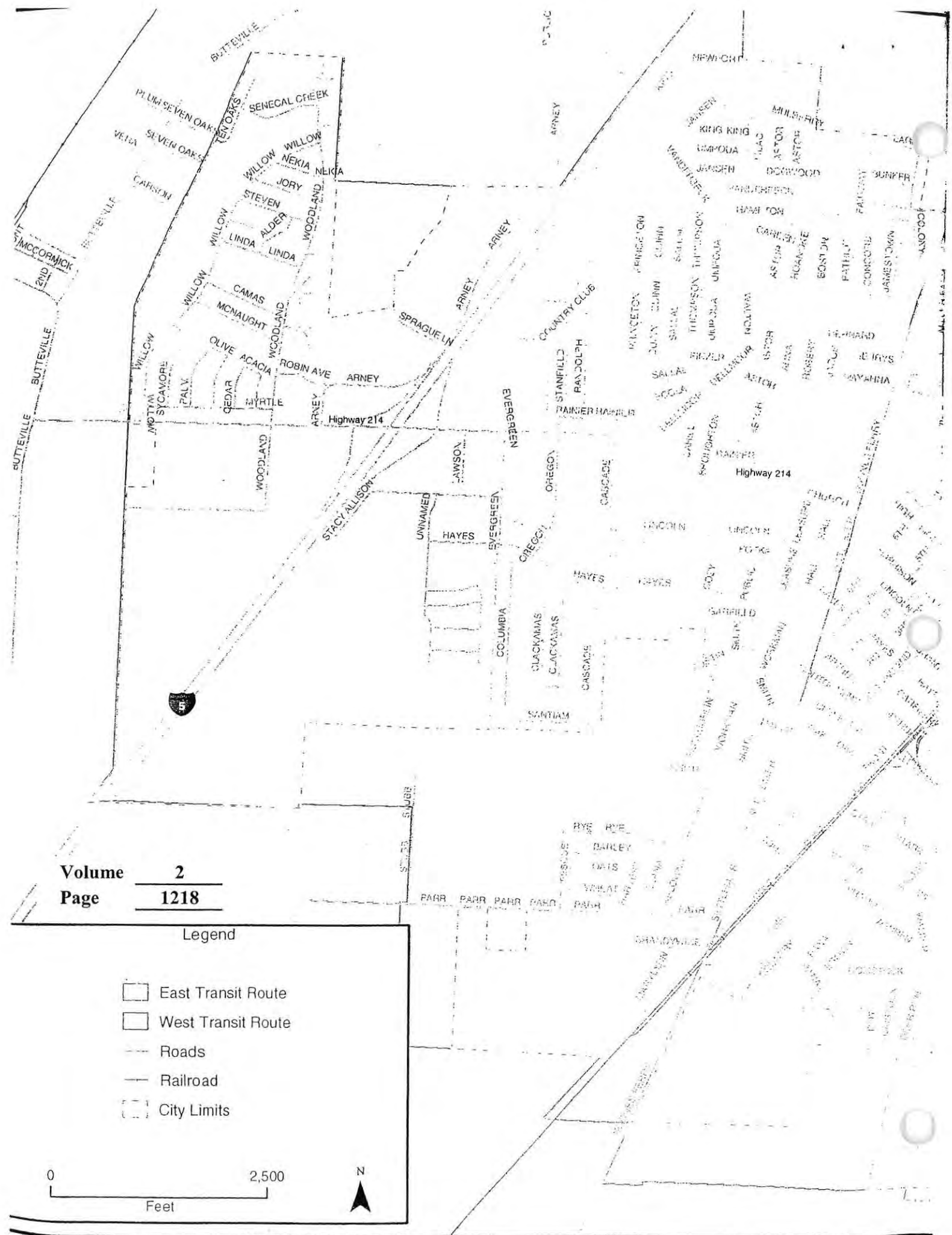

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Legend

- East Transit Route
- West Transit Route
- Roads
- Railroad
- City Limits

0 2,500 Feet

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corridors and potentially the South Arterial. The connection to Parr Road could occur via the extension of Evergreen Road.

A summary of the alternatives is provided in Table 5-4.

TABLE 5-4
Comparison of Intracity Fixed-Route Bus Alternatives (To be Edited by City)[1]

Alternative	Frequency of Service	Route Length (one-way)	# of Buses Required	Vehicle Miles per Year	Added Vehicle Capital Cost	Vehicle Operating Cost per Year2	Estimated Annual Ridership
Existing Conditions	60-minute headways; 9 am – 5 pm	14.1 miles	1	31,200		124,200	32,000
1 – Increased Frequency	30-minute headways; 7 am – 7 pm	14.1	2	88,000	180,000	352,000	56,000
2 – Single Route with Two-Way Operations	30-minute headways; 7 am – 7 pm	14.1	2	88,000	180,000	352,000	56,000
3 – Two Routes with One-Way Operations	30-minute headways; 7 am – 7 pm	E – 8.2 W – 6.0	3	88,000	360,000	352,000	59,000
4 – Two Routes with Two-Way Operations	30-minute headways; 7 am – 7 pm	E – 8.2 W – 6.0	6	176,000	700,000	704,000	77,000

[1]Assumes bus operation only on weekdays for 51 weeks per year (accounts for no service on holidays)
[2]Based on Transit System Operating Cost of $4.00 per vehicle mile.

Intracity Paratransit Service

Although improvements in the fixed route system could allow the City to reduce the paratransit service, the existing paratransit system provides an essential service for many elderly and handicapped persons in the community. If City resources are concentrated on expanding the fixed route system, the City may investigate transferring the paratransit system to a local social service agency.

Intercity Transit Service

Currently, there is no shuttle service provided to either the Portland metro area or Salem. The City and ODOT have been investigating the potential to provide service to the SMART bus service in Wilsonville. The existing Shell station in the northeast quadrant of the I-5/Oregon 214 interchange would be removed as part of the interchange reconstruction project. The City and ODOT have discussed the potential use of this property as a park-and-ride for the SMART service. Other potential long-term options to connect to Portland include providing service to Tri-Met via the Tualatin Park-and-Ride; provision of service directly into downtown Portland; or providing service to the commuter rail planned for the westside of the Metro area.

Access to Salem could be provided through direct service to downtown Salem and the state office building area.

Under any of these options, it is likely that service would be provided during the morning and evening commute hours with a potential mid-day connection. In addition, Woodburn's intracity fixed route system should incorporate a stop at the potential park-and-ride.

If a park-and-ride were developed, additional spaces beyond the anticipated transit demand would attract and serve carpooling to Portland and/or Salem.

Pedestrian System Alternatives

The Existing Conditions and Future Transportation Needs Chapters identified several pedestrian system improvements to serve a variety of trip types within the City. These are borne from the need to provide a continuous system of sidewalks and/or trails connecting neighborhoods with employment centers, pedestrian attractors and transit stops. There are two potential ways to address the deficiency in the pedestrian system, as discussed below.

Alternative 1: Providing Additional Sidewalks to Meet Pedestrian Demands

This alternative would include providing sidewalks on both sides of all existing arterial, collector, and access streets within the City of Woodburn. Priority would be given to those facilities that connect neighborhoods with schools and transit routes and those along arterial and higher-order collector streets.

All new streets, including local streets, would include sidewalks on both sides of the street per the requirements of the Transportation Planning Rule. Under this alternative there would be no or very minimal off-street pathway development.

The primary disadvantage of this alternative is that the retrofitting of all existing arterial, collector, and access streets to include sidewalks on both sides of the roadway would be extremely costly and may not be the most cost-effective way to improve pedestrian access between neighborhoods and major pedestrian generators.

Alternative 2: Balanced Program of Sidewalks on Major Streets and Off-Street Trails

This alternative would balance the retrofitting of existing streets with of an off-street pathway system. A 7-mile pedestrian and bicycle trail system could be developed along the Mill Creek and Goose Creek corridors. This trail system would include connections to adjacent neighborhoods.

Sidewalks on one-side of all arterial and collector streets would be provided. In addition, the sidewalk system should incorporate wayfinding signage to direct pedestrians to the off-street trail system.

The two creek corridors provide an opportunity to integrate pedestrian facilities into open space areas, which enhances public access to the open space and provides more direct connections to several of the major pedestrian generators within the city. For example, these corridors are adjacent to or in close proximity to all of the schools.

Bicycle System Alternatives

The Existing Conditions and Future Transportation Needs Chapter noted the limited bicycle facilities connecting residential areas with schools, commercial areas, and employment centers within the City. Like the pedestrian system, two alternatives can be evaluated for Woodburn: providing exclusive on-street bike lanes or combining on-street bike lanes and off-street trails that accommodate both pedestrians and cyclists.

The first alternative would include providing designated bicycle lanes on all arterials and those streets carrying in excess of 3,000 vehicles per day. Conversely, under the second alternative on-street bicycle lanes could be provided on all arterial streets and a limited number of higher volume collector streets; this on-street system would be supplemented by an off-street trail system. As described above, this off-street trail system would be developed along the Mill Creek and Goose Creek corridors.

Transportation Demand Management

Transportation Demand Management (TDM) strategies and programs could be implemented to reduce single occupancy vehicle (SOV) travel within the City, especially for work-related trips. These strategies are central to achieving local and statewide planning goals, including the Transportation Planning Rule.

Today, there is limited application of TDM strategies by existing employers and businesses within the City. There are a number of strategies that the City can work with major employers and businesses to implement in the coming years. Examples of these strategies are outlined below.

Transit Fare Subsidies

There are opportunities for existing and future employers to encourage their employees to take transit to/from work by providing some subsidy to the cost of bus passes. This would be especially effective if the city expands the hours of service for the fixed route transit system in the future to better incorporate the commute periods. Many jurisdictions and transit agencies have instituted partial subsidy programs that allow employees to either receive discounted transit passes or be reimbursed by employers for actual bus fares. The City should investigate the feasibility of implementing a similar program.

Carpool Matching Programs

Employers and/or the City could sponsor carpool matching programs to pair employees who could potential share rides together to and from work. In some cases, ridesharing occurs in personal vehicles; in other cases employers purchase a vehicles for vanpool use. While these types of programs can be administered by individual employers, there is a significant advantage of having a more centralized database maintained by the City or another organization to match employees of different employment locations. Within the Portland Metro area, Carpool Match Northwest has been established to accomplish this objective. A similar program could be established in Woodburn.

Carpool Parking Programs

As an incentive to carpooling, employers could provide preferential parking for carpools and vanpools. The City could enhance the use of this program by reducing the number of parking spaces requirements for new developments if a specific number of spaces were reserved for carpools and/or vanpools. This concept is typically a part of an overall employee ridesharing program that includes carpool matching and transit subsidies.

Flexible Work Hours

Employer providing flexible work hours could reduce the number of employees commuting to/from work during the a.m. and p.m. peak hours. These peak hours typically represent the highest vehicular demands experienced on the system. Allowing employees to commute to work outside of the traditional commute periods spreads the demands typically experienced during the peak periods to other hours of the day.

Telecommuting

In addition to establishing more flexible work schedules, employers could allow employees to telecommute from home or other off-site locations one or more days per week. This also reduces the travel demand during typical commute periods.

Pedestrian and Transit-Oriented Developments

Providing pedestrian or transit-oriented developments could result in a decreased reliance on the automobile. These developments could be provided in a variety of forms. For example, providing neighborhood retail and service needs at several key locations throughout the city could allow trips to be made by walking, cycling, or short driving distances from neighborhoods. Transit-oriented developments can include a mixture of employment, housing, and retail uses with direct sidewalk connections, bus stop provisions and proper building orientation that also provides opportunities for trips to be made via walking or cycling or short driving distances.

The current land use scenarios being investigated by the City include providing two neighborhood commercial sites as well as a mixed use node with residential and commercial uses.

TDM Strategy Summary

A summary of potential TDM strategies is provided in Table 5-5.

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TABLE 5-8
TDM Strategies

Strategy	Development Applicability	Site Design Consideration	Employer Policy	Developer/ Employer Parking Reduction Incentives	Cost	Potential Impact on Trip Reduction
Transit Fare Subsidies	C, S, O, I	No	Yes	Yes	Could be substantial pending employer interest and level of subsidy	Limited until hours of bus operations are expanded
Carpool Matching Programs	C, S, O, I	No	Yes; can also be managed by city	Yes	Minimal	Can be high, effectiveness increases when is managed at a central location in city
Carpool Parking Program	C, S, O, I	Yes	No	Yes	Minimal	Moderate
Flexible Work Hours	C, S, O, I	No	Yes	Yes	Minimal	Can reduce peak hour congestion
Tele-commuting	S, O	No	Yes	Potentially	Minimal	Moderate
Transit-Oriented Developments	C, S, O, I	Yes	No	Yes	Can be minimal with proper site planning	Can be high if tied to other TDM measures

C – Commercial, S – Services, O – Office, I – Industrial

Alternatives Analysis Summary

The following is a summary of the alternative analysis for the transportation modes serving the City of Woodburn.

Roadway

The preferred roadway option is Alternative 3 which includes widening of Oregon 214 from Butteville Road to Oregon 99E, forming extensions to the South Arterial, upgrading and extending the Crosby Road corridor, and modifying specific intersections. This alternative would provide a system of alternative routes to the north and south of Oregon 214. In addition this alternative would ensure major intersections within Woodburn would be operating at acceptable levels in the year 2020.

Transit

To attract more ridership to the transit service in Woodburn the following improvement alternatives have been identified:

- Increasing service frequency on the existing fixed bus routes;
- Converting the single bus route into two way operations;
- Creating two routes in the East/West direction with either one or two way operations;
- Considering converting the paratransit system to a local social service;
- Providing a fixed shuttle service between Woodburn and Portland or Salem;

Any of the improvements identified about would increase the effectiveness of the transit service in Woodburn.

Pedestrian

Several pedestrian system improvements are needed to serve a variety of trip types within the City of Woodburn. The two alternatives to address the current deficiencies are:

Alternative 1: This alternative includes adding sidewalks to existing arterial, collector and access streets within the City of Woodburn and ensuring that all new streets are constructed with sidewalks on both sides of the street;

Alternative 2: This alternative includes retrofitting sidewalks on existing streets, developing an off-street pathway system along the Mill Creek and Goose Creek corridors, and incorporating a way finding signage system to direct pedestrians.

Both of the alternatives will address the current deficiencies within the sidewalk system, however, Alternative 1 may not be the most cost-effective way to improve pedestrian access.

Bicycle System

- Currently there are very limited bicycle facilities in Woodburn. One alternative would include providing designated bicycle lanes on all arterials and those streets carrying more than 3,000 vehicles per day. Another alternative would be to provide on-street bicycle lanes on all arterial streets and a limited number of higher volume collector streets; this on-street system would be supplemented by an off-street trail system. In addition to the alternatives an off-street trail system would be developed along the Mill Creek and Goose Creek corridors.

Transportation Demand Management

To reduce single occupancy vehicle travel within Woodburn the following improvement alternatives have been identified:

- Provide transit fare subsides.
- Establish carpool matching programs for ride-sharing.
- Provide reserved spaces near building entrances for carpools.
- Schedule shift changes to occur outside of peak travel periods.

- Allow employees to work at home one day a week.
- Establish neighborhood commercial and mixed-use nodes within the city. As part of these developments, direct sidewalk connections, bus stop provisions, and proper building orientation provide opportunities for trips to be made by way of walking, cycling, or driving very short distances.

Any of the improvements identified about would lead to reductions in single occupancy vehicle travel within Woodburn.

SECTION 6

Access Management

This section on access management addresses The Oregon Highway Plan and Oregon Administrative Rule 734-051-000 ("Division 51") requirements as they relate to state highways in Woodburn.

ODOT Policies

The Oregon Highway Plan (OHP), adopted in 1999, provides guidance regarding development, management, and financing of state highways within Oregon over the next twenty years. The Transportation Planning Rule (OAR 660-012-000) requires that local TSPs be consistent with the OHP. Policies contained within the OHP that relate to implementing the Woodburn TSP include the adopted highway mobility standards and the access management standards for Oregon 214, Oregon 211, and Oregon 99E.

Within the OHP, all state facilities are classified into one of five categories indicating level-of-importance within the system. These categories guide "planning, management, and investment decisions" regarding the facilities. The categories, in order of importance, include: Interstate Highways, Statewide Highways, Regional Highways, District Highways, and Local Interest Road.

Oregon 214 within the Woodburn Urban Growth Boundary (UGB) is classified as a District Highway and maintains a posted speed of 30 – 35 miles per hour. Oregon 211 is also a District Highway and has a posted speed of 35 – 45 miles per hour. Oregon 99E is classified as a Region Highway and maintains a posted speed of 35 – 45 miles per hour.

In accordance with the OHP, the objective of a regional highway is to link regional centers, statewide or interstate highways, and economic or activity centers of regional significance. Within urban areas, the primary management objective is to provide moderate to high-speed operations and the secondary objective is to provide access to adjacent land uses. District Highways link small urban areas, rural centers, and urban hubs, often function as county/city arterials and collectors, and serve local access and traffic. Within urban areas, the primary management objective is to provide moderate to low speed operations with an emphasis on traffic flow, pedestrian and bicycle movements.

The OHP outlines Highway Mobility Standards for each highway classification. These standards are used to "maintain acceptable and reliable levels of mobility on the state highway system." The mobility standard is defined as the maximum volume-to-capacity ratio for peak operating conditions. In accordance with Action 1F.1 of the OHP, the mobility standard for Oregon 99E is 0.80 whereas the mobility standard for Oregon 214 and Oregon 211 is 0.85.

The OHP also outlines access management policies and standards. These policies are implemented through the OAR 734-051-000 ("Division 51"). These spacing standards do not retroactively apply to legal roadways and accesses that were in-place prior to the adoption

of the policies; rather they apply to situations of redevelopment or change in use, roadway improvement projects, and new access points. The access spacing standards for each of the state facilities in Woodburn are discussed below.

- On Oregon 99E, the access spacing standard for both public and private approaches is 600 feet along segments that have a posted speed of 35 miles per hour and 750 feet along those segments that have a posted speed of 45 miles per hour (i.e., south of Cleveland and approximately 1,200 feet north of the Oregon 214 intersection to the UGB).
- The access spacing standard for public and private approaches on Oregon 211 is 400 feet in the section of roadway with a posted speed of 35 miles per hour and 500 feet in the section that has a posted speed of 45 miles per hour (i.e., approximately 1,000 feet east of Oregon 99E to the UGB) .
- On Oregon 214, the access spacing standard for both public and private approaches is 400 feet. Access spacing standards along Oregon 214 from the Interstate 5 (I-5) ramps is 1,320 feet for full access intersections and 750 feet for right-in-right-out intersections.

An analysis of the existing access configurations along Oregon 214 and Oregon 99E is discussed below .

Oregon 214 Access Analysis

An access management plan for Oregon 214 between Woodland Avenue and Cascade Drive is being developed as part of the Woodburn Interchange Environmental Assessment. This plan will be included as part of the final updated TSP.

Cascade Drive to Boones Ferry Road/Settlemier Avenue

Between Cascade Drive and Boones Ferry Road/Settlemier, Oregon 214 maintains a three-lane curbed cross-section with a travel lane in each direction and a center turn lane. Under existing conditions, average daily traffic (ADT) on this segment of roadway is approximately 20,000 vehicles per day. This is anticipated to increase to 22,000 vehicles per day under the 2020 No Build Condition and 26,500 vehicles per day between Cascade Drive and Boones Ferry Road/Settlemier Avenue if Oregon 214 is widened to five lanes and the interchange is rebuilt . The existing conditions crash analysis did not reveal any apparent existing safety deficiencies in this corridor.

Figure 6-1 depicts the existing street and driveway accesses to Oregon 214 between Cascade Drive and Boones Ferry Road/Settlemier Avenue . Public street accesses are provided at Broughton Way, Astor Way, and Leasure Street. Each of these locations is unsignalized. The intersection of Oregon 214/Boones Ferry Road/Settlemier is signalized. A discussion of the existing private access points and potential access alternatives is outlined below. These projects are opportunity-driven based on property conversion or future roadway projects.

- Access to vacant commercial land is provided approximately 280 feet east of Cascade Drive on the north side of Oregon 214 . Although this driveway does not meet the 400 feet spacing requirement set forth by the OHP, alternative access to this property is constrained by the existing residential development to the north. When this property develops in the future, adequate sight distance should be provided at the access point along with appropriate internal circulation opportunities.

Figure 6-1, page 1 – Oregon 214 Existing Access: Cascade Drive to Settlemier Avenue/Boones Ferry Road

[redacted], page 2 – Oregon 214 Existing Access: Cascade Drive to Settlemier Avenue/Boones Ferry Road

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- Access to vacant commercial land is provided on the south side of Oregon 214 approximately 350 feet east of Broughton Way. Alternative access to this property is somewhat constrained by existing development to the west, although there may be potential for alternative access to the south via Lincoln as properties in the vicinity build out.
- Three accesses are provided for the Fire Station on the south side of Oregon 214 in a less than 200-foot segment in the vicinity of Broughton Way; one of these accesses is an actuated emergency traffic signal for fire trucks.
- Between Broughton Way and Astor Way access is provided to an apartment complex on the south side of Oregon 214. This access is located approximately mid-way between the two public roadways (approximately 225 – 250 feet from each). Alternative access is constrained by the manner in which the apartment complex was constructed.
- Two accesses are provided on the south side of Oregon 214 in the vicinity of Astor Way intersection. The eastern access serves an existing commercial development and the western access serves a day care center. As these properties redevelop in the future, Oregon 214 operations may be enhanced by consolidating these two access points and potentially the access to the apartment complex to the west. Ideally, this consolidated access would be located directly across from the Astor Way intersection.
- A residential property is provided access to the north side of Oregon 214 just east of the Astor Way intersection. As this property redevelops in the future, access should be provided to Astor Way rather than the highway.
- Between Astor Way and Settlemier Avenue, five access points serve existing single-family residences on the south side of Oregon 214. As properties redevelop in this vicinity, the driveways should be consolidated and provided access via Leasure Street instead.
- Near the Oregon 214/Settlemier Avenue intersection, access is provided into an office building on the south side of Oregon 214. The local street to the south provides alternative access to this property.
- An access serving existing commercial development is provided on the north side of Oregon 214 approximately 110 feet east of Leasure Street. With the exception of the residential driveway adjacent to Astor Way and the driveway providing access to vacant land near Cascade Drive, this is the only access point on the north side of Oregon 214 between Astor and Settlemier. Private access in this section is primarily constrained by the existing golf course development.

Settlemier Avenue to Oregon 99E

Between Settlemier Avenue and Oregon 99E, Oregon 214 maintains a three-lane curbed cross-section with a travel lane in each direction and a center turn lane. Under existing conditions, average daily traffic (ADT) on this segment of roadway is approximately 15,000 – 17,000 vehicles per day. This is anticipated to increase to 17,000 – 21,000 under the No Build Condition and 23,000 vehicles per day if Oregon 214 is widened to five lanes and the interchange is rebuilt.

The existing conditions crash analysis did not reveal any apparent existing safety deficiencies in this corridor, with the exception of the vicinity of the Oregon 99E/Oregon 214 intersection. The segment of Oregon 214 in the vicinity of Oregon 99E is listed in the Top 10 percent sites within the ODOT Safety Priority Index System (SPIS). This intersection was improved in August 2002. ODOT should monitor the crash pattern at this intersection to determine if the geometric improvements reduce the crash experience at this location. In addition, auto/pedestrian conflicts have been reported and the City of Woodburn and ODOT are working on possible solutions.

Figures 6-2 through 6-4 depict the accesses along Oregon 214 between Settlemier and Oregon 99E . For the most part, accesses along this segment of roadway are limited to public streets between Settlemier Avenue and Progress Road. Each of these public streets is unsignalized at its intersection with Oregon 214. Some private access points serving existing commercial development between Front Road and Oregon 99E. As properties redevelop in this vicinity, access consolidation may be possible.

Oregon 99E Access Analysis

Access to Oregon 99E was evaluated between Lincoln Street and the south city limits . In the 1990's, ODOT improved the section of Oregon 99E north of Lincoln Street; this improvement project included an access evaluation.

The section of Oregon 99E between Lincoln Street and the south city limits is approximately 4,000 feet long . In this section, the highway is a five-lane roadway with some intermittent curbs and sidewalks and a number of private access points. All of the intersections along this corridor are unsignalized except Lincoln Street and Young Street (Oregon 214). The land uses along this corridor will likely redevelop in the future. As this redevelopment occurs, the driveways should be better delineated, and in some cases, consolidated or closed.

Lincoln Street to Oregon 214/Young Street

Between Lincoln Street and Young Street/Oregon 214, Oregon 99E carries approximately 20,000 vehicles per day. This is anticipated to increase to 22,000 vehicles per day in the year 2020. The Lincoln Street/Oregon 99E and Young Street/Oregon 214/Oregon 99E intersections are both within segments of roadway included in ODOT's Top 10 percent SPIS list. A detailed analysis of the crashes at both locations did not reveal any apparent patterns indicative of existing geometric or operational deficiencies.

Figure 6-2, page 1 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part I

Figure 6-7, page 2 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part I

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Figure 6-3, page 1 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part II

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Figure 6-3, page 2 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part II

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Figure 6-4, page 1 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part III

Figure 6-4, page 1 – Oregon 214 Existing Access: Settlemier Avenue/Boones Ferry Road to Oregon 99E Part III

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Figure 6-5 depicts the existing accesses on Oregon 99E between Lincoln Street and Oregon 214/Young Street . Public street accesses are provided at McKinley Street, Blaine Street, Aztec Drive, Laurel Street, Tomlin Avenue, and George Street. Each of these locations is unsignalized. The Lincoln Street and Young Street/Oregon 214 intersections are signalized.

None of the driveways in this section meet the OHP spacing requirements; in fact, the public streets are spaced at a distance less than the 600 feet specified in the OHP. For this reason, whenever possible, access to properties abutting the highway with access to the city streets should be directed away from Oregon 99E. A discussion of the existing private access points and potential access alternatives is outlined below. These projects are opportunity-driven based on property conversion or future roadway projects.

Between Lincoln Street and McKinley Street, three private accesses serve a small retail development on the west side of Oregon 99E. These accesses could be readily consolidated in the future. There may be opportunities to provide the commercial development with alternative access to either Lincoln Street and/or McKinley Street.

Between Lincoln Street and E. Blaine Street, six private access points serve existing commercial uses on the east side of Oregon 99E. With two exceptions, the current site layouts of the properties do not lend themselves to access consolidation. However, as properties redevelop in the future, alternative site lay-outs, cross-over access easements, and providing alternative access via Lincoln Street and/or Blaine Street could reduce the number of access points in this segment of Oregon 99E.

Between E. Blaine Street and Aztec Drive, three private accesses serve an existing development on the west side of Oregon 99E. This development also has access to E. Blaine Street. As these properties redevelop in the future, at least two Oregon 99E accesses might be closed.

Between Aztec Drive and Laurel Street, three accesses serve an office building and small retail development on the east side of Oregon 99E. The site lay-outs for these properties are such that the access points could be readily consolidated in the future; in addition, access is provided to one of the properties via Laurel Street.

Between Aztec Drive and Laurel Street, four private accesses serve two developments on the west side of Oregon 99E. These may be readily consolidated into two access driveways in the future. There are no alternative accesses to public streets available for these properties unless a frontage or backage road system was developed to either Blaine Street or Young Street.

Between Laurel Street and Oregon 214, fourteen private accesses on the west side of the Oregon 99E . At a minimum, five of these accesses could readily be closed through the use of shared access agreements or consolidating multiple accesses for the same property. Building setbacks on many of the properties in this segment might allow for internal circulation between many of the parcels.

On the eastside of Oregon 99E, there are eleven private accesses between Oregon 214 and Laurel Street. Some of the parcels in this segment also have access to Tomlin Avenue. At a minimum, five of these accesses could be readily closed or consolidated in the future without significant impacts to businesses in this corridor. In addition, alternative access to

both Tomlin Avenue and Laurel Street should be investigated as properties in this corridor redevelop. A future north-south roadway between George Street and Laurel Street to the east of Oregon 99E could provide alternative access to these properties as well.

Oregon 214 to the South City Limits

Between Oregon 214 and the south city limits, Oregon 99E currently carries approximately 13,000 vehicles per day. This is anticipated to increase to 18,000 vehicles per day in the year 2020. As discussed in the existing conditions chapter, there were no existing safety deficiencies identified in this segment of Oregon 99E.

Public streets are provided at Silverton Avenue and Cleveland Street; both of these intersections with Oregon 99E are unsignalized . These streets are spaced approximately 150 feet apart. In addition, the railroad tracks cross Oregon 99E just to the north of Cleveland Street.

Figure 6-6 depicts the existing accesses on Oregon 99E between Oregon 214 and the City limits to the south . None of the driveways in this section meet the OHP spacing requirements. For this reason, whenever possible, access to properties that abut the highway with access to the city streets should be directed away from Oregon 99E. A discussion of the existing private access points and potential access alternatives is outlined below. These projects are opportunity-driven based on property conversion or future roadway projects.

On the west side of Oregon 99E between Young Street and Cleveland Street, two driveways serve a gas station, one driveway serves an apartment complex, and two driveways access vacant developable land. As properties develop/redevelop in this corridor, access should be provided to Young Street and access points should be consolidated. Establishing any alternative access to Cleveland Street is constrained by the railroad tracks.

Between Young Street and Cleveland Street, there are four accesses on the east side of Oregon 99E. Two of these accesses could be readily closed in the future without impact existing operations. Consideration should be given to establishing a standard commercial driveway width on the access. In addition, there may be opportunities for establishing alternative access for these properties to Cannery Road and/or Silverton Avenue.

On the west side of Oregon 99E between Cleveland Street and the south city limits, eight private accesses serve existing uses. The current building setbacks on these properties constrain the ability to consolidate accesses in this segment until properties redevelop in the future.

On the east side of Oregon 99E in this same segment, eight private accesses serve multiple properties. Two of these accesses could readily be closed in the future without impacting existing business operations. As properties redevelop in this corridor, cross-over easements may help to consolidate the number of accesses.

Figure 6-5, page 1 – Oregon 99E Existing Access: Lincoln Street to Oregon 214/Young Street

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[redacted], page 2 – Oregon 99E Existing Access: Lincoln Street to Oregon 214/Young Stre

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Figure 6-6, page 1 – Oregon 99E Existing Access: Oregon 214/Young Street to South City Limits

Figure 6-1, page 2 – Oregon 99E Existing Access: Oregon 214/Young Street to South City Limits

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SECTION 7

Transportation System Plan Alternatives

This section summarizes the preferred transportation system for the Woodburn Urban Growth Boundary (UGB) to be implemented in the next 20 years. The transportation improvements in this section were included based on the analysis of relevant plans and policies, existing and future forecasted no-build conditions and the alternatives analysis. This section contains the following subsections:

- A street system plan
- Intercity and intracity transit plans
- Pedestrian facilities plan
- Bicycle facilities plan
- Transportation demand management plan
- Golf cart facilities plan
- Rail facilities plan; and
- Air, water, and pipeline plans

Street System Plan

The Woodburn street plan reflects the anticipated operational and circulation needs through the year 2020. It provides guidance on how to facilitate travel within the UGB over the next twenty years. The street system plan includes functional classification designations, street standards, recommended capacity and connectivity improvements, and access management strategies.

Functional Classification Plan

The purpose of classifying streets within the UGB is to create a balanced system that facilitates mobility for vehicles, transit, pedestrians and cyclists. Street functional classification identifies the intended purpose, the amount and character of traffic, the degree to which non-auto traffic is emphasized, and the design standards. It is essential that the street functional classification consider the adjacent land uses.

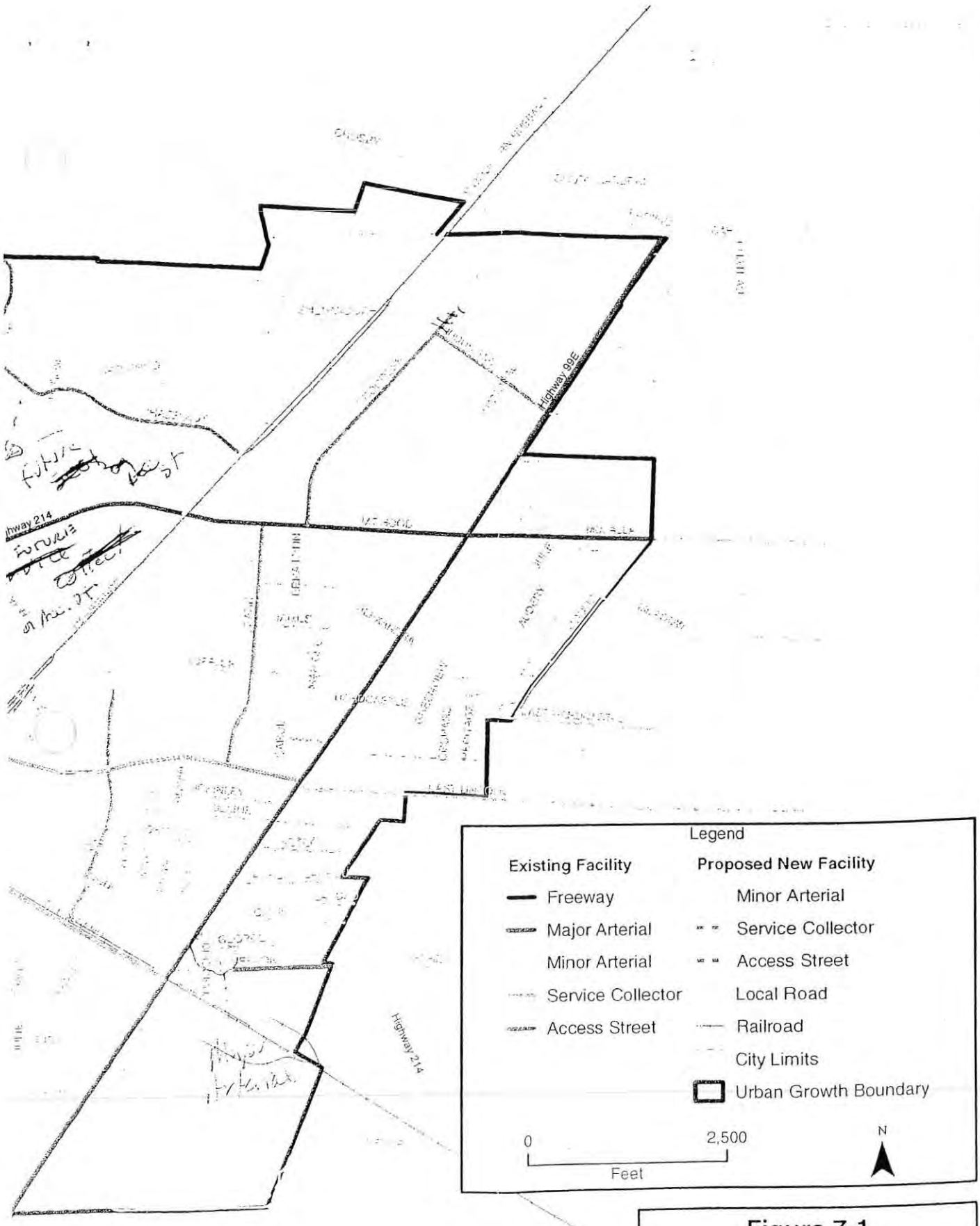
The functional classification designations specified in the 1996 Transportation System Plan are recommended as part of the Updated TSP. The primary classification designations are discussed below.

- *Freeway*: Per the Oregon Highway Plan, the primary function of the interstate is mobility; as such freeways connect major cities, regions within Oregon, and other states. The freeway is a major freight route. The freeway should provide "safe and efficient high-speed continuous-flow". The freeway has full access control with access limited to the interchange. Only motorized vehicle traffic is served.

- *Major Arterial*: Primary functions are to serve local and through traffic as it enters and leaves the urban area, connect Woodburn with other urban centers and regions, and provide connections to major activity centers within the UGB. Per the OHP, emphasis should be on traffic flow, pedestrian and bicycle movements. On-street bike lanes and sidewalks should be provided.
- *Minor Arterial*: Primary functions are to connect major activity centers and neighborhoods within the UGB and to support the major arterial system. Minor arterials should have a higher degree of access, shorter trip lengths, lesser traffic volumes, and lower travel speeds than major arterials. Like major arterials, emphasis should be on traffic flow, pedestrian, and bicycle movements . On-street bike lanes and sidewalks should be provided.
- *Service Collector*: Primary function is to provide connections between neighborhoods/major activity centers and the arterial street system. Some degree of access is provided to adjacent properties, while maintaining circulation and mobility for all users. Service collectors carry lower traffic volumes at slower speeds than major and minor arterials. On-street bike lanes and sidewalks should be provided.
- *Access Street*: Primary function is to connect residential neighborhoods with service collectors or arterials. On-street parking and access to adjacent properties is prevalent. Slower speeds should be provided to ensure community livability and safety for pedestrians and cyclists. In many cases, cyclists can "share the road" with motor vehicles due to low traffic volumes and speeds. Sidewalks or pathways should be provided for pedestrians.
- *Local Streets*: Primary function is to provide direct access to adjacent land uses. Short roadway distances, slow speeds, and low traffic volumes characterize local streets. Cyclists can share the road with motor vehicles. Sidewalks or pathways should be provided for pedestrians.

Figure 7-1 shows the functional classification designations for all existing and future streets within the Woodburn UGB. The alignment of future streets should be considered conceptual: the end points of the streets are often fixed but the alignment between the end points may vary depending on the design requirements and right-of-way constraints at the time in which the street is constructed. The designation for all streets is also listed below.

- *Freeway*: Interstate 5
- *Major Arterial*: Oregon 214, Oregon 99E, and Oregon 211
- *Minor Arterial*: Southern Arterial, Boones Ferry Road, Settlemier Avenue, Evergreen Road, Front Street, Hardcastle Avenue, Young Street (between Oregon 99E and Front Street), and Butteville Road
- *Service Collector*: Parr Road, Crosby Road, Lincoln Street (Front Street to Oregon 99E), West Hayes Street (Settlemier Avenue to Evergreen Road), Arney Road, Progress Way/Industrial Avenue, Park Avenue, Gatch Street (Lincoln Street to Cleveland Street), Cleveland Street (Front Street to Oregon 99E), Woodland Drive (Arney Road to Oregon 214)



New Facilities Are Only Represented Conceptually, Actual Alignment Likely to Vary

Figure 7-1
Functional Classification Designations
City of Woodburn TSP

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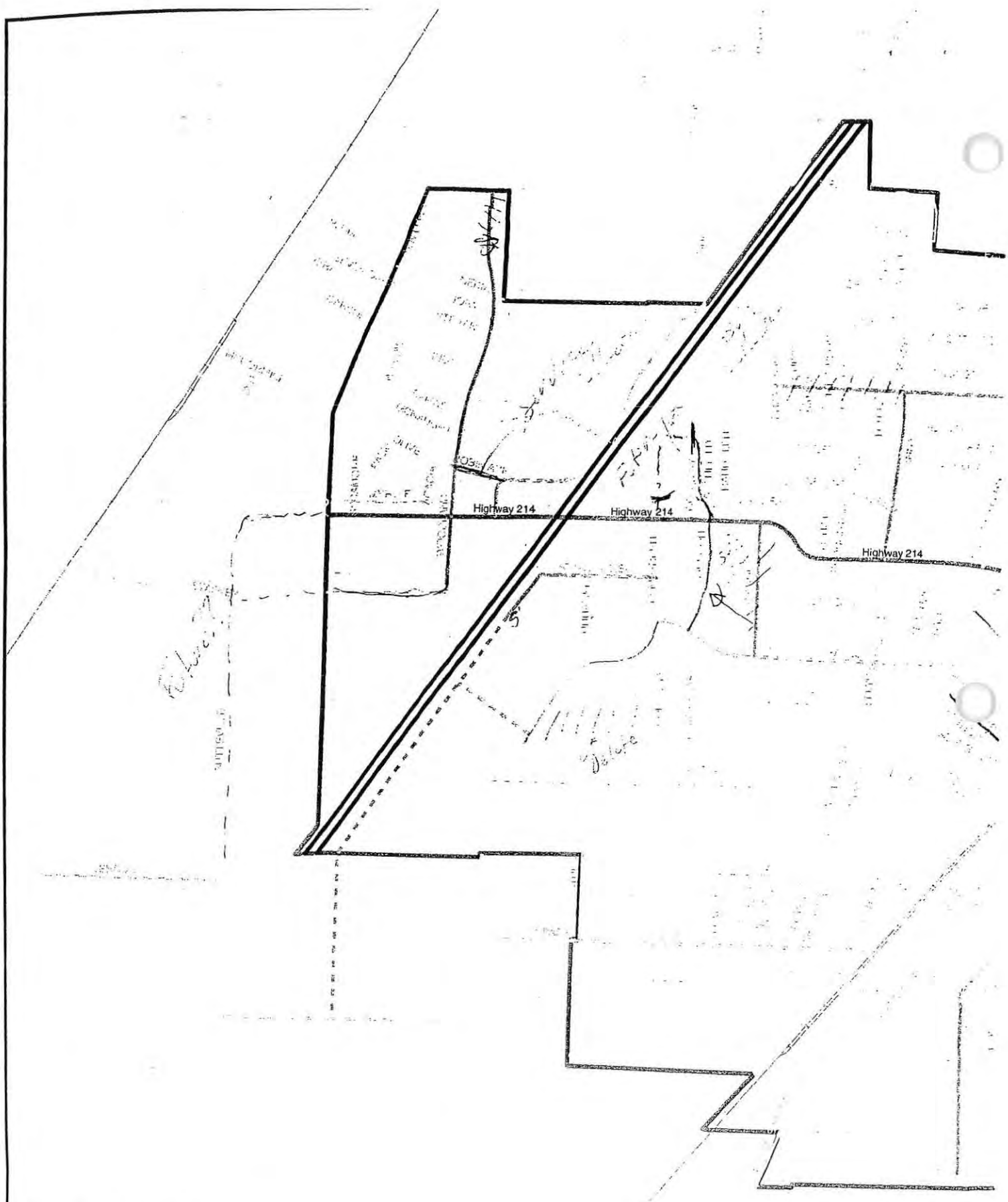

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- *Access Street*: Woodland Drive (north of Arney Road), Cascade Drive (north of West Hayes Street), Astor Way (Country Club Road to Oregon 214), Country Club Road (Astor Way to Boones Ferry Road), Hazelnut Drive, Brown Street (Cleveland Street to Southern Arterial), Stacy Allison, Country Club Road.

All of the remaining streets within the UGB are designated as local streets.

Street Design Standards

Street design standards are based on the desired functional and operational characteristics, such as vehicular volume, capacity, operating speed, safety, and level of pedestrian and bicycle use. The standards are necessary to ensure that the system of streets, as it continues to develop within Woodburn, can safely and efficiently serve motorists, cyclists, and pedestrians while also accommodating the orderly development of adjacent lands.

The street design standards are shown in Figure 7-2 for each of the functional classifications . The identified cross sections are intended for planning and design purposes for new road construction, and where it is physically and economically feasible to improve existing streets. The typical roadway cross-sections include right-of-way, number of travel lanes, on-street parking, bicycle and pedestrian facilities, and planting strips. On both access and local streets, the inclusion of planting strips is optional and subject to the direction of the City engineer. In instances where no planting strip is provided, the sidewalk should be curb-tight. In addition, on major and minor arterials, a raised median may be constructed in lieu of the center turn lane to achieve access management and safety objectives. The street cross-section standards are also summarized in Table 7-1.

TABLE 7-1
Typical Street Cross-Sections

Facility	ROW	Travel Lanes	Median Type	Bike Lanes?	Side-walks?	On-Street Parking?	Planting Strip?
Major Arterial	100 ft	4	CTL or Raised Median[a]	Yes	Yes	No	Yes
Minor Arterial	74 ft	2	CTL or Raised Median[a]	Yes	Yes	No	Yes
Service Collector	74 ft	2	CTL	Facilities with ADT > 3,000	Yes	No	Yes
Access Street	60 ft	2	None	Facilities with ADT > 3,000	Yes	Facilities with ADT < 3,000 (i.e., no bike lanes required)	Optional if Bike Lane is provided[b]
Local Street	50 feet	2	None	No	Yes	Optional	Optional[b]

CTL = center turn lane; ADT = Average Daily Traffic

[a] Raised median may be constructed in lieu of the center turn lane to achieve access management and safety objectives. [b] Option is subject to the direction of the City Engineer.

Needed Street Upgrades

Over time, many of the existing streets within the City will be upgraded, and will be improved in compliance with the cross-sections in Table 7-1. However, there are roads not on the project list that require improvement. Priority upgrades for the City are:

Reconstructing the Oregon 214/Interstate 5 interchange to a Partial Cloverleaf Design per the Environment Assessment that is currently being conducted. Oregon 214 would be widened to a major arterial standard between Woodland and Oregon Way.

Ultimately, Oregon 214 should be widened to a full five-lane cross-section with sidewalks and bike lanes per the major arterial standard between Butteville Road and Oregon 99E.

As redevelopment occurs in the corridor, Oregon 99E should be upgraded to be compliant with major arterial corridors. This would ensure continuous pedestrian and bicycle facilities along the route as well as the implementation of access management strategies.

As new development occurs in the corridors, Crosby Road, Parr Road, and Butteville Road should be upgraded to reflect the transition from the currently rural-character roadways to those more urban in nature.

Boones Ferry, Settlemier and Front should be upgraded over time to ensure that continuous pedestrian and bicycle facilities are provided along the corridors.

Other existing streets within Woodburn should be upgraded to the standards listed above as development/redevelopment occurs.

New Streets

The following new streets and streets extensions are planned over the next 20 years:

- Widening of Oregon 214 to include four through travel lanes (two per direction) between Butteville Road and Oregon 99E
- Providing turn lanes at intersections along Oregon 214 between Woodland Avenue and Oregon Way
- Widening of the I-5 on-ramps and off-ramps
- Extending Evergreen Road to Parr Road
- Extending Stacy Allison Drive to Parr Road
- Constructing a new collector or service facility between the Evergreen Road and Stacy Allison Drive extensions
- Constructing the South Arterial from Parr Road to Oregon 214
- Extending/upgrading of Brown to the South Arterial
- Extending Crosby Road to the Goudy Gardens/Oregon 99E intersection

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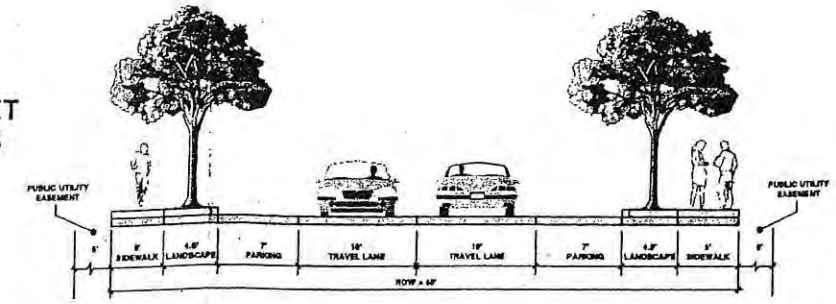
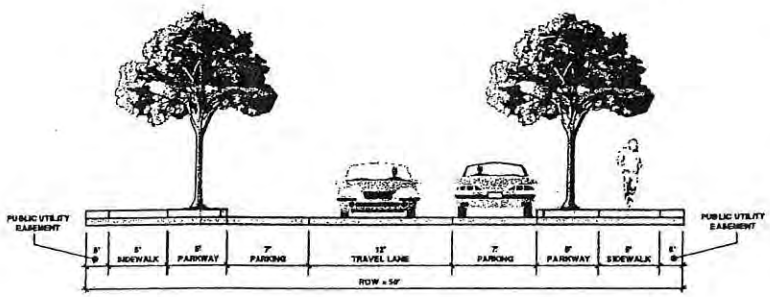
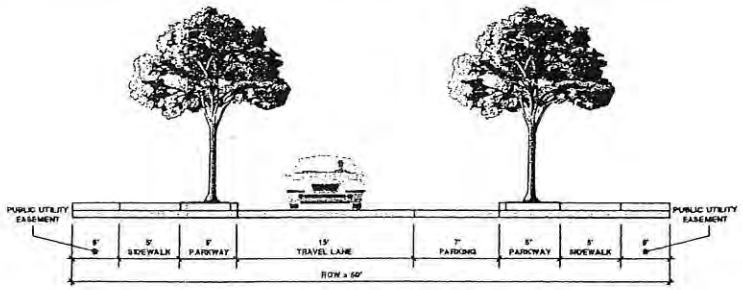
LOCAL RESIDENTIAL STREET
WITH PARKING BOTH SIDES



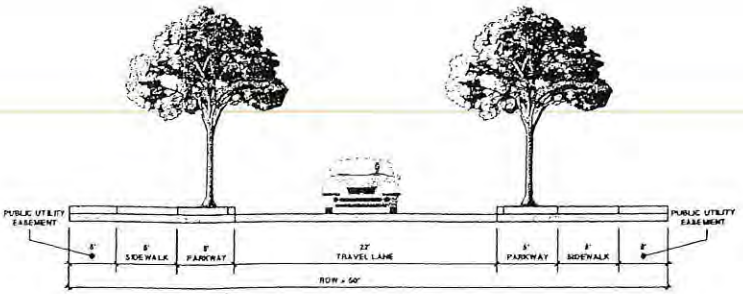
LOCAL RESIDENTIAL
WITH PARKING BOTH
SIDES: "SKINNY STREET"



LOCAL RESIDENTIAL
WITH PARKING BOTH
SIDES: "SKINNY STREET"



LOCAL RESIDENTIAL
WITH NO PARKING



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Street Typical Cross Section

FIGURE 7-2

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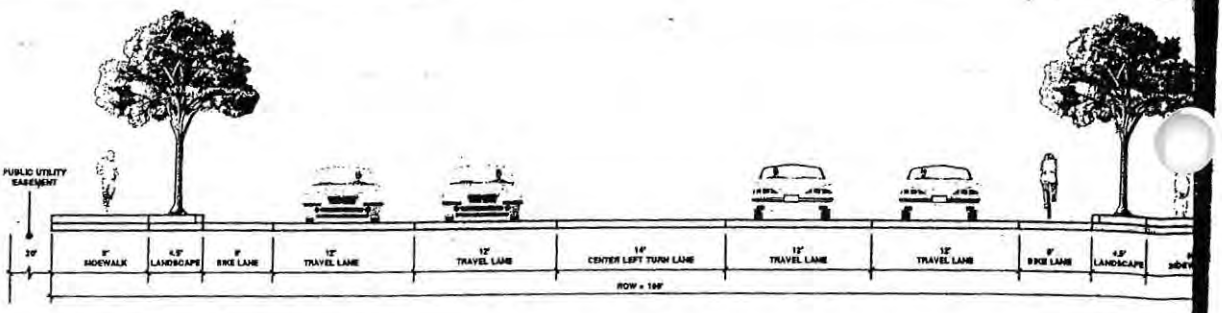
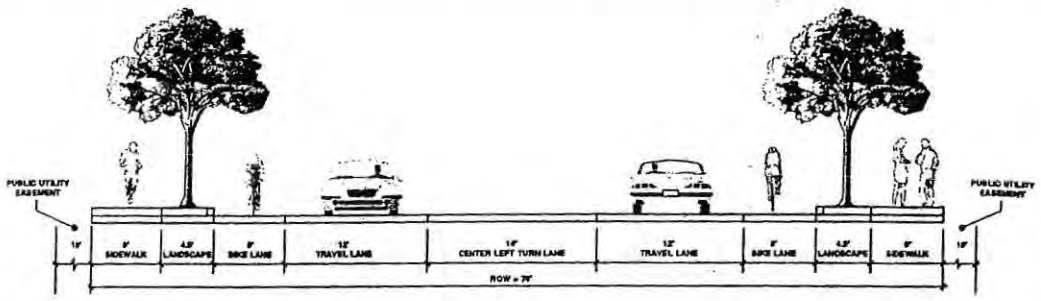
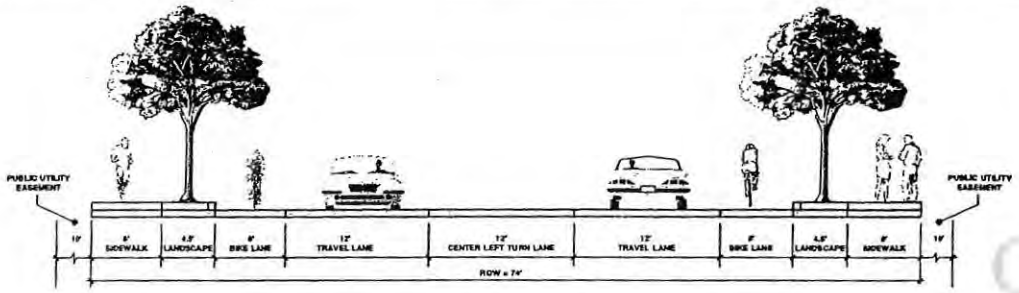
MAJOR ARTERIAL STREET



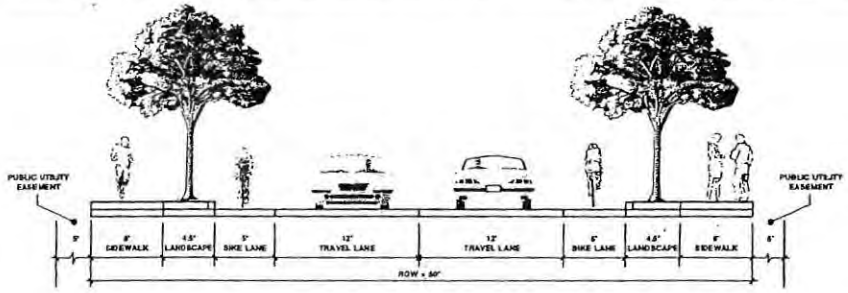
MINOR ARTERIAL STREET



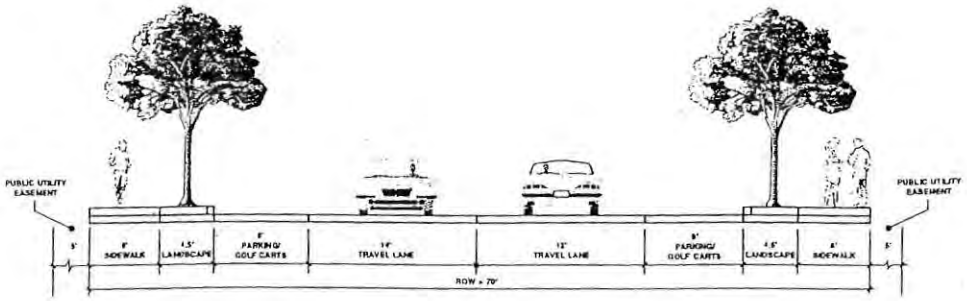
SERVICE COLLECTOR STREET



ACCESS STREET WITH BIKE LANES



ACCESS STREET WITH PARKING OR GOLF CARTS



- Constructing a new loop ramp connection Oregon 214 with Front Street in the southwest quadrant of the existing intersection.

Access Management

Managing access to the City's road system is necessary to preserve the capacity of the arterial street system . Access management minimizes the number of points where traffic flow may be disrupted by traffic entering and exiting the roadway . As the potential conflicts are reduced safety would be enhanced.

The Access Management Chapter of the TSP outlined target strategies for consolidating and managing access along the state facilities located within the City. From a policy perspective, the City of Woodburn and ODOT should consider the need for conditioning each land use action that is located within the vicinity of a state facility with one or more of the actions listed below. This would help to maintain and/or improve traffic operations and safety along the state facilities in Woodburn. These projects are opportunity-driven based on property conversion or future roadway projects.

Cross-over easements should be provided on all compatible parcels (topography, access, and land use) to facilitate future access between adjacent parcels.

Opportunities for alternative access to non-state facilities should be investigated and implemented when reasonable access can occur (consistent with the State's Division 51 access management standards).

Right-of-way dedications should be provided to facilitate the future planned roadway system in the vicinity of the proposed development.

Half-street improvements (sidewalks, curb and gutter, bike lanes/paths, and/or travel lanes) should be provided along all site frontages which do not have full buildout improvements in place at the time of development.

On all existing and new arterial, service collector, and access streets within its jurisdiction, the City of Woodburn should manage access to provide safe and efficient vehicular, pedestrian and bicycle operations. The Woodburn Development Ordinance includes access standards for public streets and private accesses and policies related to the establishment of cross-over easements where appropriate and feasible. These standards should be implemented as development and redevelopment occurs along the city facilities.

Traffic Operations Standards

Along state facilities, the Oregon Highway Plan (OHP) governs the applicable traffic operation standards. The following mobility standards are included in the 1999 OHP:

- Oregon 214: a maximum volume-to-capacity ratio of 0.85 should be maintained based on its classification as a district highway.
- Oregon 99E: a maximum volume-to-capacity ratio of 0.80 should be maintained based on its classification as a regional highway.

The City does not currently have traffic operations standards for its facilities. It is recommended that the City consider using LOS "E" as its minimum standard for signalized

intersections. A volume-to-capacity ratio greater than 1.00 should also be considered to be below the minimum standard, regardless of level of service. At unsignalized intersections, a volume-to-capacity ratio of less than 0.90 on the critical movement should be maintained, provided the queues on the critical approach can be appropriately accommodated. The evaluation of traffic operations should be conducted using the methodology outlined in the most recent edition of the Highway Capacity Manual.

The projects included in the TSP's Implementation Plan collectively achieve these LOS and mobility standards.

Transit Plan

The City's transit plan includes improvements to the existing intra-city fixed route transit system, developing an intercity transit system, and the continued use of paratransit for special needs services. The details of each of the components of the plan are outlined below.

Intra-City Fixed Route Transit

Improvements to the fixed route transit system should be implemented incrementally over time. The top priorities are outlined sequentially below:

- *Increasing Service Frequency on Existing Route:* Initially, the existing one-way loop route should be maintained, with service extended to a 12-hour period from 7:00 a.m. to 7:00 p.m. at 60 minute headways. An expansion of the hours of operation of the fixed route service would encapsulate morning and evening peak commuting times thereby increasing the likelihood that transit could be used for employment-related travel. As ridership increases, service frequency should be provided every 30 minutes during peak periods and every 60 minutes during non-peak periods on the weekdays. The feasibility of weekend service should also be investigated in the future.
- *Converting Single Route to Two Way Operations:* To improve passenger accessibility, the existing one-way loop route should be modified to two-way operations. This service concept would be operated under the increased frequency described above.
- *Creating Two Routes (East/West) with One-Way or Two-Way Operations:* An east route and a west route with a common connection in the downtown should ultimately be established. The common connection could be provided at a new transit center in the downtown that may be tied to an intercity bus and/or rail station. The east-west boundary between the two routes could either be split at Front or at Settlemier. It would be preferable to increase the service frequency to 30 minutes on both routes between 7:00 a.m. to 7:00 p.m. These routes could be operated with either one-way or two-way operations.

In addition to the incremental approach identified above, the route should be expanded as growth occurs to include the Parr Road and Crosby Road corridors and potentially the South Arterial. The connection to Parr Road could occur via the extension of Evergreen Road. The route should also be expanded to include the Woodburn Industrial Park located in the Progress and Industrial corridors.

The recommended fixed route transit system is shown in Figure 7-3.

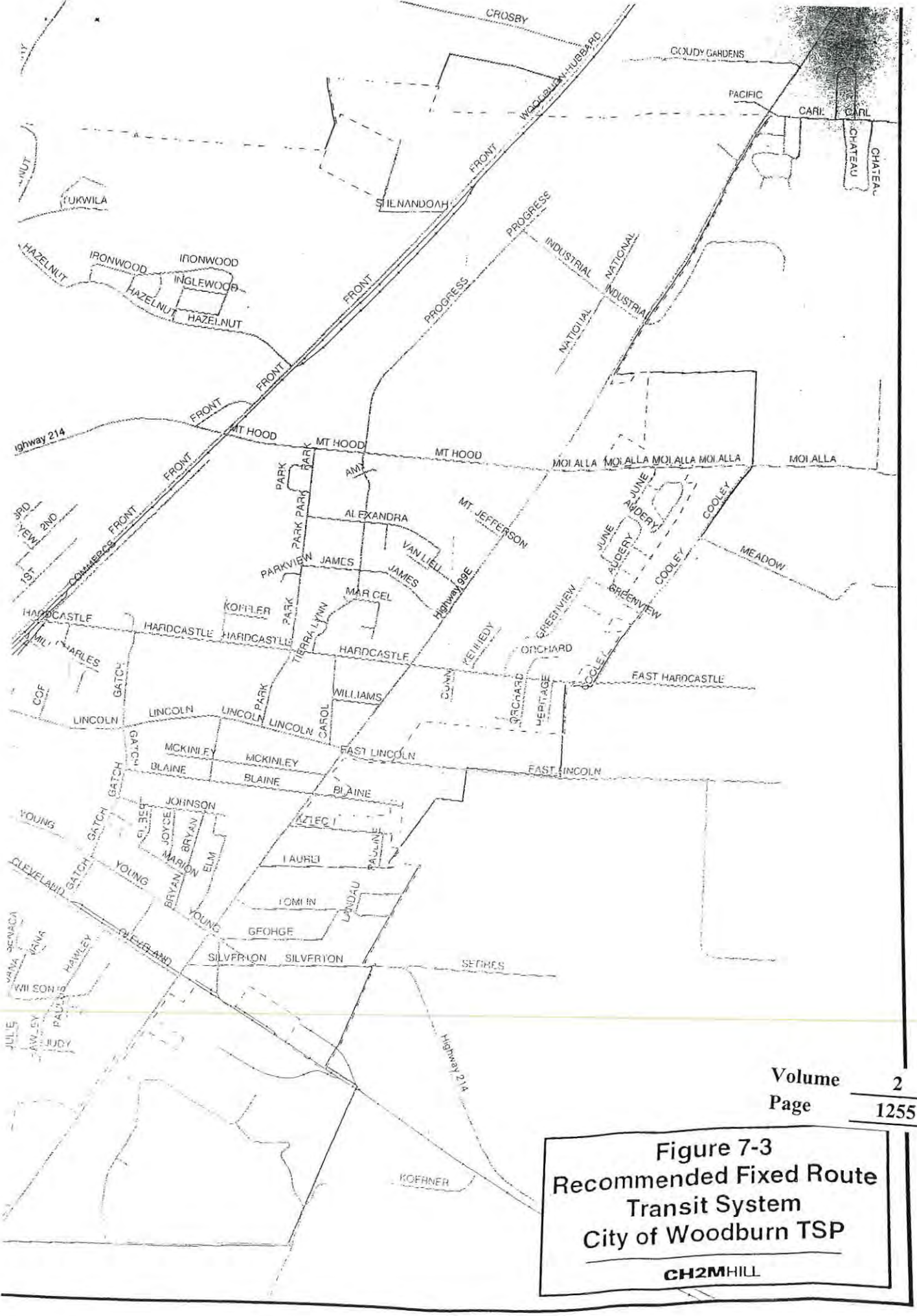


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Figure 7-3
Recommended Fixed Route Transit System
City of Woodburn TSP

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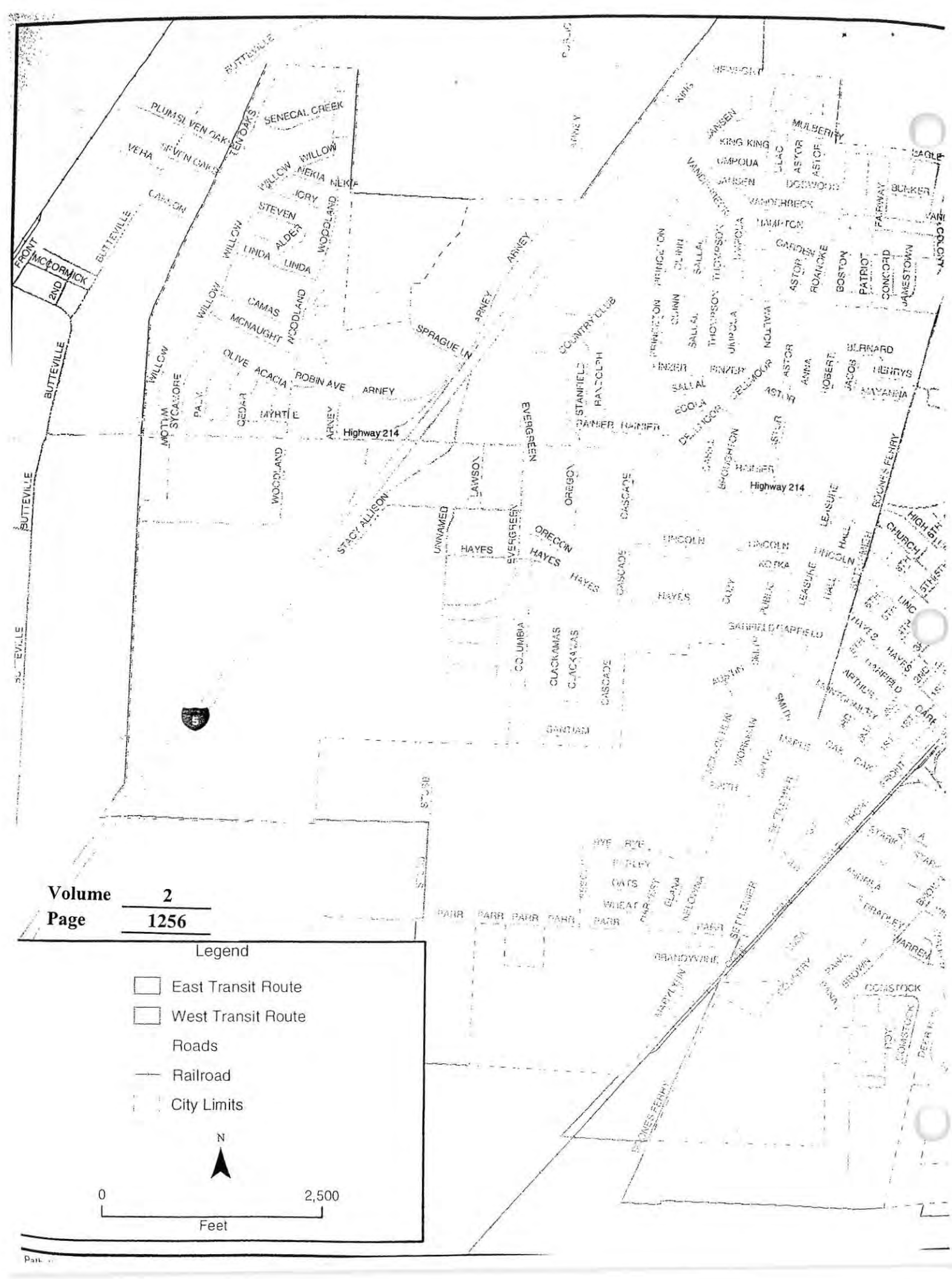
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Legend
East Transit Route
West Transit Route
Roads
Railroad
City Limits
N
0
2,500
Feet
Highway 214
Highway 214
BUTTEVILLE
ARNEY
SPRAGUE LN
OLIVE
ACACIA
ROBIN AVE
MYRTLE
WILLOW
WOODLAND
LINDA
ALDER
STEVEN
YELLOW
SENECAL CREEK
TEN OAKS
PLUMS
VEHA
CARLTON
FRONT
MCCORMICK
2ND
CAMAS
MCNAUGHT
SYCAMORE
CEDAR
STACY ALLISON
UNNAMED
HAYES
LAWSON
EVERGREEN
OREGON
CASCADE
COLUMBIA
CLACKAMAS
SANTIAM
COUNTRY CLUB
STANFIELD
RANIER
LINCOLN
GARFIELD
MULBERRY
KING
CAMPOUA
VANDERBREEK
HAMPTON
ASTOR
BOSTON
PATRIOT
CONCORD
JAMESTOWN
BUNKER
FAIRWAY
PRINCETON
QUINN
SALLAL
THOMPSON
NORTON
BERNARD
HENRYS
ANNA
ROBERT
JACOB
ECOLA
DELLMOOR
BROADSHEON
BOONES FERRY
LEASURE
HALL
PUBLIC
CHURCH
HIGH
5TH ST
LINC
ARTHUR
MONTGOMERY
SMITH
WORMAN
MAPLE
OAK
CHERRY
PATH
PINE
OATS
WHEAT
PARR
ELAINE
NELSONIA
FAIRVIEW
SETTLEMER
BRANDYWINE
MARYLYN
COMSTOCK
BROWN
DIANA
WARREN
ANDREA
TRACY
STARK
ROY
JOHNSTON
DEPOT

Inter-City Transit

The feasibility of an intercity transit system should be further investigated. Top priority should be given to establishing a shuttle service to downtown Salem and the state office building area. As a second priority, shuttle service could be investigated between Woodburn and the Tualatin Park-and-Ride. Ultimately, the provision of service into downtown Portland may be feasible. Under any of these options, it is likely that service would be provided during the morning and evening commute hours with a potential mid-day connection.

The City and ODOT should continue to investigate the feasibility of establishing a park-and-ride in the northeast quadrant of the I-5/Oregon 214 interchange as part of the interchange reconstruction project. If a park-and-ride were developed, consideration should be given to provide more spaces than the anticipated intercity transit demand to accommodate carpooling to Portland and/or Salem . In addition, Woodburn's intracity fixed route system should incorporate a stop at the potential park-and-ride.

Special Needs Transportation

Although improvements in the fixed route system could allow the City to reduce the paratransit service, the existing paratransit system provides an essential service for many elderly and handicapped persons in the community. If City resources are concentrated on expansion of the fixed route system the City may investigate transferring the paratransit system to a local social service agency.

Pedestrian Plan

Providing a connected network of pedestrian facilities is important for:

- Serving shorter pedestrian trips from neighborhoods to area activity centers, such as schools, churches, and neighborhood commercial uses
- Providing access to public transit
- Meeting residents' recreational needs

The City's street standards call for sidewalks to be provided along all new streets. As development and redevelopment occurs, and as City funding permits, gaps in the existing sidewalk system should be filled. In particular, gaps on key roads such as Oregon 214 and Boones Ferry Road/Settlemier Avenue should be filled to provide continuous pedestrian connections. The Pedestrian Plan, depicted in Figure 7-4, identifies the sections of the City's arterial and collector system where gaps currently exist.

Retrofitting existing streets to include sidewalks should be balanced with the developing an off-street pathway system. A 7-mile pedestrian and bicycle trail system is recommended along the Mill Creek and Goose Creek corridors. This trail system would include connections to adjacent neighborhoods. The sidewalk system should incorporate wayfinding signage to direct pedestrians to the off-street trail system.

The two creek corridors provide an opportunity to integrate pedestrian facilities into open space areas, which not only enhances public access to the open space but also provides more direct connections to several of the major pedestrian generators within the city, such as the schools.

More than two-thirds of the household growth and 80 percent of the employment growth is forecast outside of the existing City limits. With the exception of Settlemier between Oregon 214 and Parr Road and Oregon 99E between the north and south City limits, there are very limited pedestrian facilities today that would connect these areas of new growth to the existing City system. In addition, there are extremely limited pedestrian system connections within the areas of new growth anticipated. Per the Transportation Planning Rule (OAR 660-012-0045) and the City cross-section standards, any new roadways would need to be constructed with sidewalks. It would also be important to connect these high growth areas with existing neighborhoods and major pedestrian attractors in the vicinity via the existing roadway system.

Finally, as traffic volumes grow, it becomes more difficult for pedestrians to cross streets. Two common means of improving pedestrian crossing safety are constructing pedestrian refuges and curb extensions. Pedestrian refuges are provided in the middle of streets, allowing pedestrians to cross one direction of traffic at a time. Curb extensions extend the sidewalk into the parking lane, shortening the crossing distance for pedestrians.

Bicycle Plan

The bicycle plan establishes a network of bicycle lanes and routes that connect the City's bicycle trip generators to provide a safe, interconnected bicycle system. Bicycle lanes are designated on arterial and service collector street segments with anticipated future volumes of over 3,000 daily vehicles. On other roadways, it is typically appropriate for bicyclists to share a lane with other vehicles. This on-street system would be supplemented by an off-street trail system along the Mill Creek and Goose Creek corridors, as discussed under the Pedestrian Plan.

Figure 7-5 shows the City's bicycle plan. As portions of the City's streets are widened, either through adjacent development or a public works projects, bicycle lanes would be provided where indicated on the plan.

Golf Cart Facilities Plan

The recommended golf cart facility plan is shown in Figure 7-6. This plan was developed to allow golf carts to access downtown Woodburn, the retail development west of Senior Estates, and the planned off-street pathway system.

Rail Facilities Plan

As the opportunity arises, Woodburn should pursue a potential rail passenger stop in the city. There are currently discussions of extending the Commuter Rail planned between Wilsonville and Beaverton down to Salem. If this occurs, Woodburn should seek a

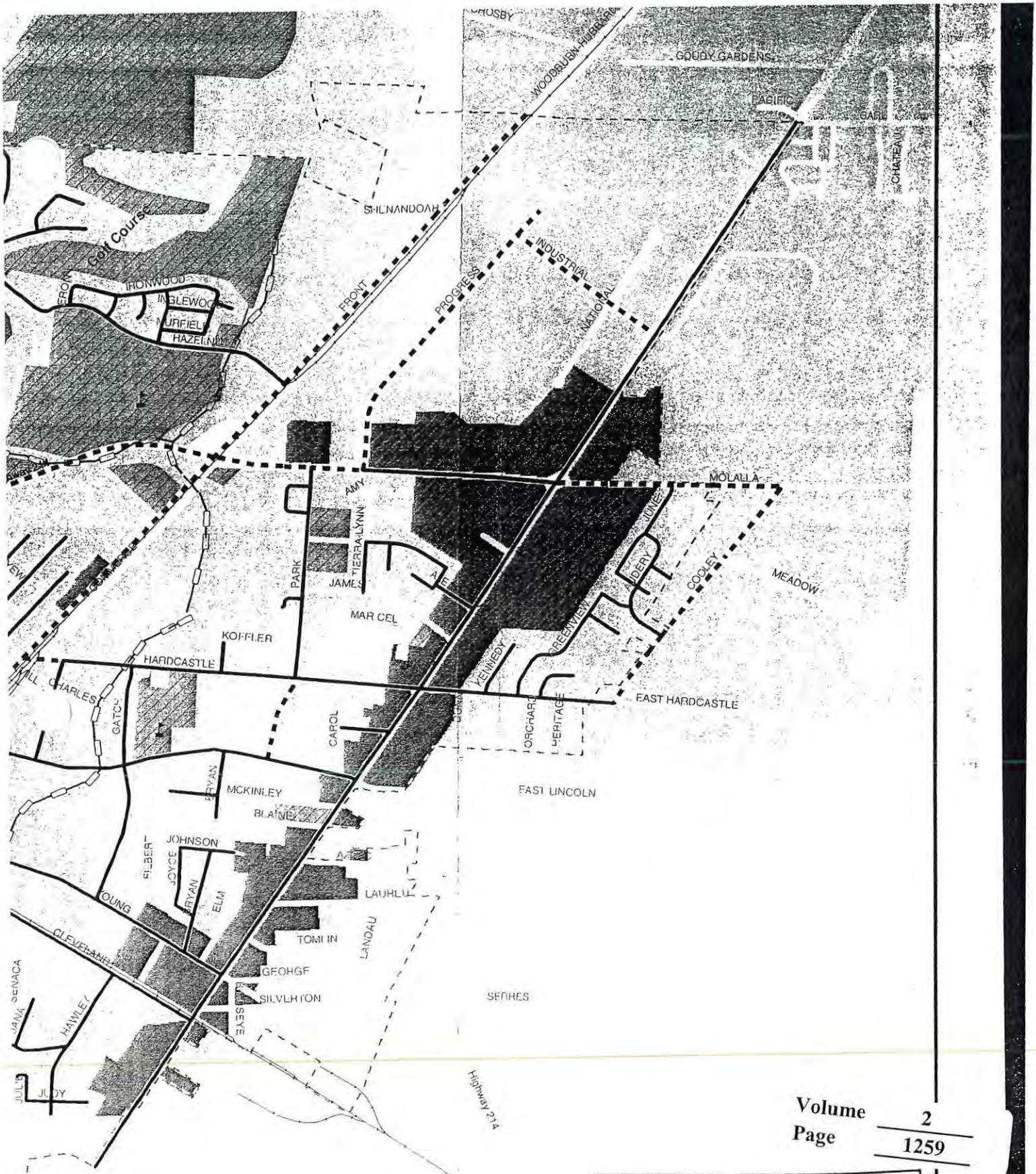

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Figure 7-4
Pedestrian Plan
City of Woodburn TSP

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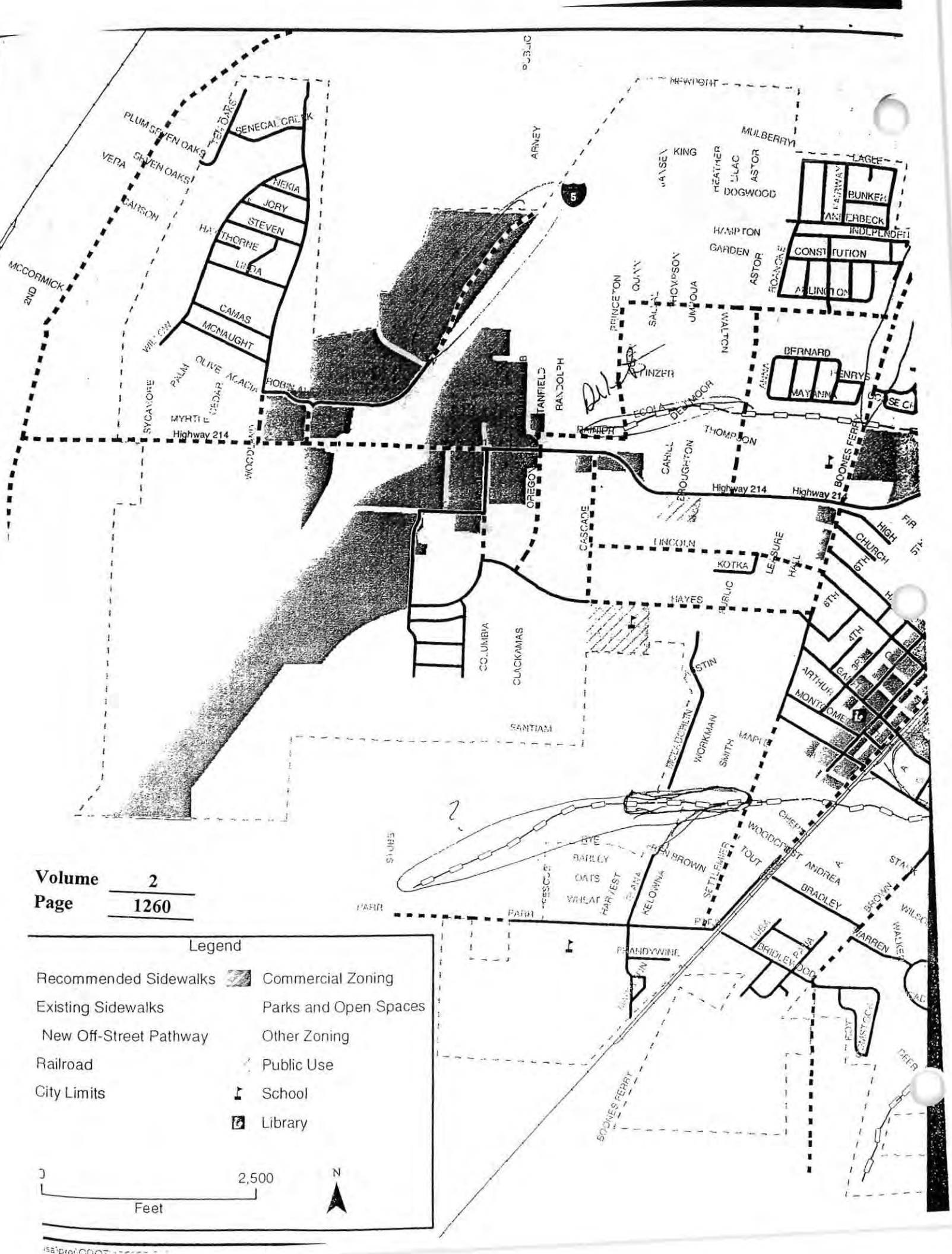

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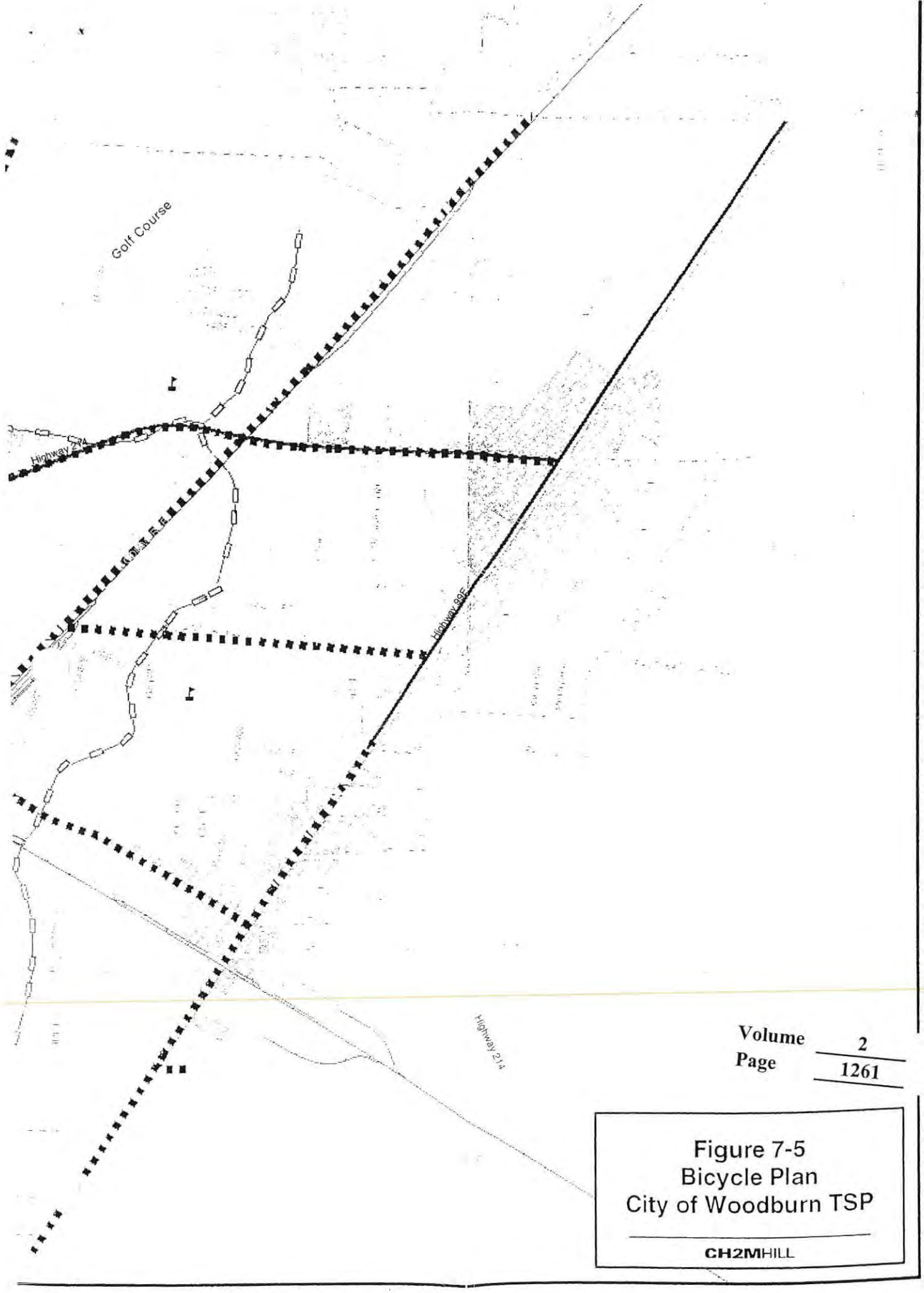

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Figure 7-5
Bicycle Plan
City of Woodburn TSP

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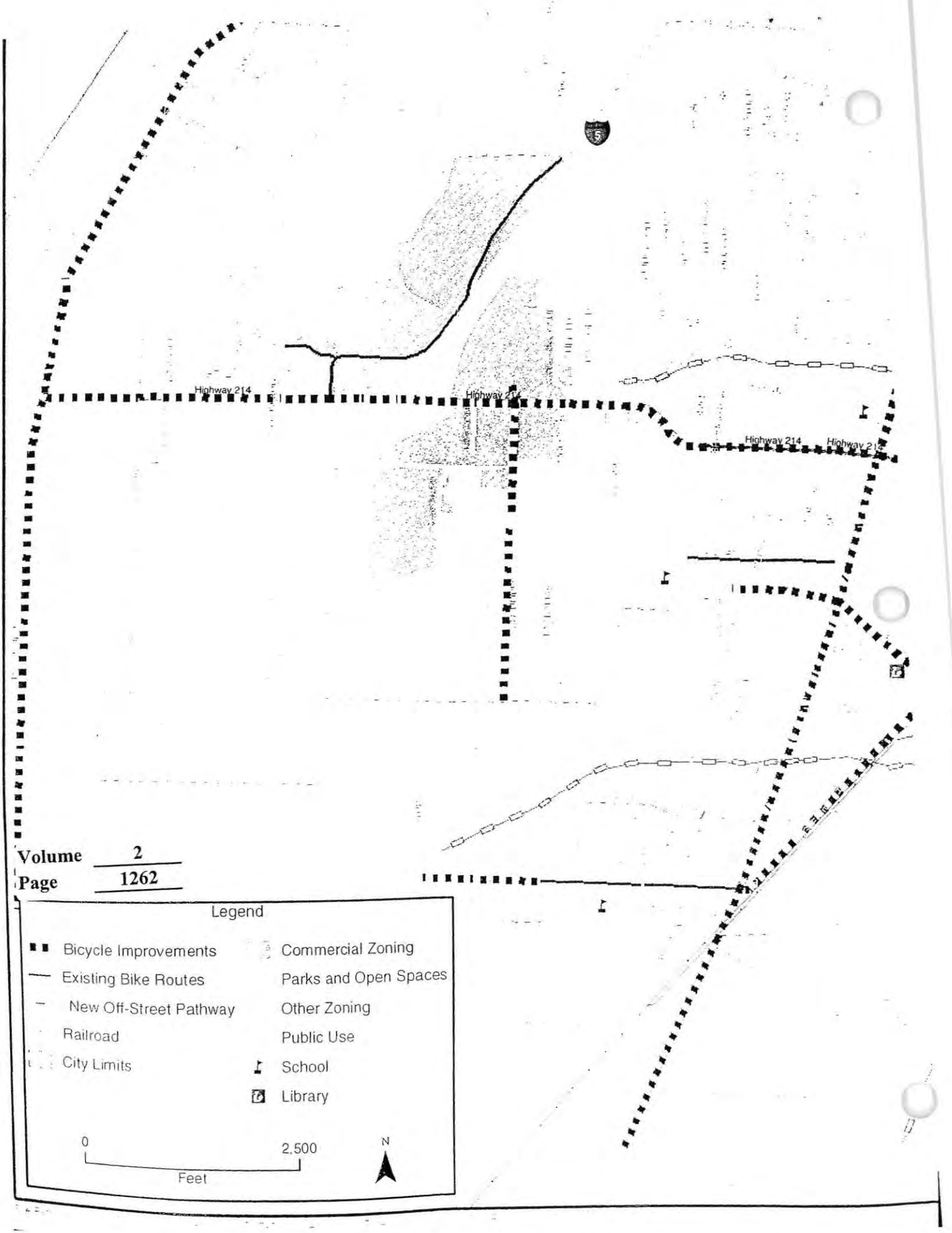
Highway 214
Highway 214
Highway 214
Highway 214
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Legend
Bicycle Improvements
Existing Bike Routes
New Off-Street Pathway
Railroad
City Limits
Commercial Zoning
Parks and Open Spaces
Other Zoning
Public Use
School
Library
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passenger stop within the city. This stop could occur west of Butteville Road, north of Oregon 219. If this stop is established, the intracity fixed route transit system should incorporate a stop at the rail station.

The City should also continue to investigate the opportunity to remove private grade crossings within the City, by providing alternatives access to parcels as development and redevelopment occurs.

Air, Water, And Pipeline Transport Facilities Plans

There are no significant air, water or pipeline transportation facilities in Woodburn and none are anticipated to be needed in the future.

Transportation Demand Management

Transportation Demand Management (TDM) programs seek to improve the efficiency of the transportation system by shifting single-occupant vehicle trips to other modes, or away from times of peak traffic volumes. When implemented by a number of employers, TDM measures may avoid the need for some roadway capacity improvement projects, or at least defer the need farther into the future. Examples of these measures include:

- Subsidizing the cost of transit passes and tickets.
- Establishing carpool matching programs for ridesharing.
- Providing reserved spaces near building entrances for carpools.
- Allowing employees to work at home one day a week.
- Scheduling shift changes to occur outside of peak travel periods.
- Establishing neighborhood commercial and mixed-use nodes within the city. As part of these developments, direct sidewalk connections, bus stop provisions and proper building orientation to provide opportunities for trips to be made via walking or cycling or short driving distances.

These types of strategies can be adopted into the Woodburn Development Ordinance in the form of requirements for new developments and incentives for employers.

Implementation Plan

A recommended implementation plan for streets, pedestrian, bicycle and transit improvements is outlined in the Transportation Financing Chapter of the TSP. This implementation plan identifies short-term (e.g., the next 5 years), mid-term (e.g., 5 to 10 years) and long-term (e.g., 10 to 20 years) improvements.

SECTION 8

Transportation Financing Plan

This section summarizes the funding and financing required to implement the transportation system plan. It considers federal, state, regional, and local sources that can be directly applied to transportation-related projects and services in the City of Woodburn. In this financing plan, the terms funding and financing are distinguished and defined separately in the following ways. Funding describes any mechanism that generates revenue. Financing refers to ways to spread the impact of funds collection through the issuance of debt obligation to be repaid over time, with interest. This plan contains a review of existing mechanisms that can serve as the basis for identifying additional sources and options for funding and financing. The contents of this financing plan serves as an update to the 1996 Woodburn Transportation System Plan.

8.1 Introduction

The Transportation Planning Rule (OAR 660-12-040) requires that a financing plan be included in Transportation System Plans for cities with populations over 2,500. This financing plan is developed in response to the list of proposed improvement projects presented in the plan. It also includes an analysis of the ability of existing and potential funding mechanisms to fund the proposed improvements.

The City of Woodburn will need to establish new funding mechanisms to finance its transportation system improvement needs over the next 20 years, both in maintenance and new construction. Selection of additional funding mechanisms must consider a number of criteria to ensure that they are appropriate for the City of Woodburn. Evaluation criteria to select additional mechanisms should consider the following:

- Legal Authority;
- Financial Capacity;
- Administrative Cost;
- Equity;
- Political Acceptability;
- Stability

8.2 Existing Transportation Funding in Woodburn

2002 Transportation-related expenditures in Woodburn totaled $1,611,303 versus revenues of $4,819,672. Road-related expenditures represented 86 percent of the total transportation-related expenditures for 2002. Revenues for road-related funding needs represented 95 percent of total revenues. Revenues for both road-related and transit-related transportation funding exceeded expenditures.

8.2.1 Road-related Funding

Table 8-1 presents itemized road-related revenues and expenditures for the five previous fiscal years. Revenues are itemized by source of funds. Expenditures are divided into cost categories. Transit-related revenues are reported separately in Table 8-2.

TABLE 8-1
Road-Related Funding in Woodburn

	1997-98	1998-99	1999-2000	2000-01	2001-02
			Revenues		
Working Capital Carryover	1,493,104	1,696,614	2,186,578	2,424,545	2,706,399
Interest from Investments	4,224	5,769	6,316	7,861	8,336
State Highway Trust Fund	690,045	695,835	754,253	766,843	842,069
State Revenue Sharing	35,000	40,000	40,000	40,000	40,000
Federal ISTEA Revenue	0	0	0	0	0
City Gas Tax	98,783	108,967	108,517	105,620	102,766
Fees and Assessments	547,719	795,772	548,412	718,501	806,212
Bond Proceeds	0	0	0	0	0
Other Revenues	26,412	78,630	41,414	17,960	50,410
Total Revenues	2,895,287	3,421,587	3,685,490	4,081,330	4,556,192
			Expenditures		
Personnel	299,145	310,667	321,460	346,114	362,004
Materials and Services	301,460	322,141	310,774	336,910	341,568
Capital Outlay	361,410	384,441	388,611	401,497	399,650
Bonds and Assessments	0	0	0	0	0
Transfers/Contingencies/UNAP	236,658	241,760	240,100	290,410	286,550
Total Expenditures	1,198,673	1,235,009	1,260,945	1,374,931	1,389,772

Source: City of Woodburn Budget

The City of Woodburn has a number of large, stable contributors to road-related transportation revenue. The State Highway Trust Fund, the City's Transportation Impact Fees (TIF), and the City Gas Tax all contribute significantly to available revenue. Over the past 5 years revenues from the State Highway Trust Fund have risen from $690,045 to $842,069. An increase of 22 percent. The Transportation Impact Fee program, which was instituted in 1994-5, has increased dramatically from $547,719 to $806,212 (47%). City Gas Tax revenue has remained steady at around $100,000 per year over the period.

The largest category of expenditure over the past 5 years has been capital outlay, which comprised about 30 percent of total expenditures on average. Personnel and Material and Services costs typically represent 45 to 55 percent of total expenditures with the remainder of expenditures is associated with transfers to other City departments and accounts for operating facilities and replacing equipment.

8.2.2 Transit-related Funding

Table 8-2 presents itemized transit-related revenues and expenditures for the five previous fiscal years. Revenues are itemized by source of funds. Expenditures are divided into cost categories.

TABLE 8-2
Transit Funding in Woodburn

	1997-98	1998-99	1999-2000	2000-01	2001-02
			Revenues		
Working Capital Carryover	51,817	60,690	47,451	32,264	41,671
Property Taxes	77,711	85,317	96,447	93,853	105,979
Interest from Investments	976	1,110	1,240	1,976	2,630
Revenue from Other Agencies	36,215	78,626	160,331	48,530	91,790
Transit Fares	24,210	22,920	21,641	20,850	21,410
Total Revenues	190,929	248,663	327,110	197,473	263,480
			Expenditures		
Personnel	88,802	94,520	99,650	107,650	116,760
Materials and Services	35,937	39,615	41,246	41,562	41,740
Capital Outlay	0	60,577	147,450	0	56,531
Transfers/Contingencies/UNAP	5,500	6,500	6,500	6,500	6,500
Total Expenditures	130,239	201,212	294,846	155,802	221,531

TABLE 8-2
Transit Funding in Woodburn

	1997-98	1998-99	1999-2000	2000-01	2001-02

Source: City of Woodburn Budget

8.3 Summary Of Outlook For Existing Transportation Funding Sources

The State Highway Fund should be a relatively stable source of revenue for Woodburn. Because these funds are distributed to cities based on population, Woodburn's share could increase or decrease depending on how it grows relative to the state average. Nonetheless, Woodburn's share of state funds will probably not increase as fast as its street maintenance requirements will, especially as the system expands to serve current and future demands.

Revenue from the City's $0.01/gallon Gas Tax will gradually erode with inflation if not increased. Since the tax is based on quantity rather than price, tax revenues do not increase with gasoline prices. In fact, increases in gasoline prices may actually decrease tax revenue as higher prices reduce demand.

Revenues from development and impact fees will remain important sources of revenue for Woodburn. Bonds financed by Local Improvement Districts (LIDs) and fees from Systems Development Charge (SDC) will be largely dependent on the willingness of property owners to form LIDs and to initiate development projects that trigger SDC fees. Both may be dependent on population growth to increase property values and the general economic outlook from which to gauge risk. To the extent that these revenues are accurately set to the full cost of transportation improvements, they should allow Woodburn to construct basic capital improvements to serve commercial and residential development.

In summary, it is expected that sources of transportation revenue will remain relatively stable. Population growth should help support LID-financed improvements and SDCs assessed to new development will allow the City to put some resources toward future improvements. In addition, population growth may continue to give the City a slightly, bigger share of the State Highway Fund.

The Oregon Transportation Investment Act (OTIA) was passed by the 2001 Oregon Legislative Assembly and is funded through bond proceeds derived from increased DMV fees. OTIA currently provides $650 million (including $150 million local matching funds) for 173 construction projects that will improve pavement conditions, increase lane capacity, and improve bridges throughout Oregon. Projects were selected with extensive input from local communities and other stakeholders. In 2002, the Oregon Transportation Commission allocated these funds for modernization, preservation, and bridge projects throughout the State. This signals a willingness and by the State Government to address transportation needs throughout the state.

The 2004 budget lays the groundwork for a $247 billion, six-year reauthorization proposal, as compared to TEA-21's current level of $218 billion. Of the proposed total, $195 billion would fund the highway program (up from $168 billion) over six years, and $45 billion

would fund the transit program (up from $41 billion). Federal funding is typically distributed through the state.

8.4 Cost Estimates for Transportation System Improvements

Transportation improvements needed in the City of Woodburn were presented in Section 7. Estimated costs for these improvements were developed and grouped into three alternatives representing logical sequencing and timeframes to meet system needs over the next 20 years. In all, about $133 Million (in 2003) dollars of road and transit service improvements for the City of Woodburn have been identified for the next 20 years.

TABLE 8-3
Proposed Transportation Improvements

Project Title	Estimated Capital Cost	Estimated Operating Cost (Transit Alternatives Only)
	Alternative 1	
OR 214 Widening Woodland Ave to ~~Oregon~~ Way	$9,920,000	
OR 214 Turn lanes Woodland Ave to Oregon Way	$5,040,000	
Widening of I-5 on/off ramps Interchange Modernization	$40,000,000	
Ext. Evergreen Rd to Parr Rd	$4,730,000	
Ext. Stay Allison Dr to Parr Rd	$5,980,000	
Collector or Service Facility between Evergreen Rd and Stacy Allison Dr extensions	$2,260,000	
Total	$65,930,000	
	Alternative 2	
OR 214 widening between Butteville Rd and OR 99E	$22,490,000	
South Arterial between Parr Rd and OR 99E	$11,780,000	
Total	$34,270,000	
	Alternative 3	
Ext. of South Arterial from OR 99E to OR 214	$7,870,000	
Ext./Upgrage of Brown to South Arterial	$780,000	
Crosby Rd Corridor Upgrages	$20,860,000	
Crosby Rd Ext. to Goudy Gardens/OR 99E	$340,000	
Total	$29,850,000	
Grand Total	$130,050,000	

TABLE 8-3
Proposed Transportation Improvements

Project Title	Estimated Capital Cost	Estimated Operating Cost (Transit Alternatives Only)
	Transit Improvements	
Alternative		
1 – Increased Frequency	$180,000	$352,000
2 – Single Route with Two-Way Operations	$180,000	$352,000
3 – Two Routes with One-Way Operations	$360,000	$352,000
4 – Two Routes with Two-Way Operations	$700,000	$704,000
	$1,420,000.00	$1,760,000.00

8.5 Financing Needed for Transportation System Improvements

The projects identified represent an ambition program of roadway and transit improvements for the city of Woodburn. Constructing these improvements will require a significantly higher level of transportation expenditures than Woodburn has spent in the past. In the past 5 fiscal years, Woodburn has spent between $1.3 and $1.6 Million for road improvements and transit service. Depending how the projects are eventually sequenced and staged, the improvements identified may required Woodburn to spend four times the amount (annually) they have averaged the past 5 years.

It is expected that Woodburn will want to pursue additional funding for transportation from the following sources:

1. State or Marion County funds.

   Obtain more projects or funds from the State for improvements to the state highway. Explore cost sharing with the County for mutually beneficial projects.

2. Local Improvement Districts. to improve existing street conditions.

   For projects that are needed ~~as a result of proposed development~~, the property owners should pay all or a portion of the project cost.

3. Transportation Impact Fees.

   For projects that do not tie directly to new development or directly benefit property owners, the cost should be spread and provided from existing transportation funding sources such as TIF fees.

4. General Obligation Bonds.

   Backed by property tax revenue where this source is determined by City staff and the governing body to be fair and viable.

5. Urban Renewal

The likely funding sources for transportation improvements in Woodburn are presented below. Woodburn should pursue funding sources at the federal, state, and local level and develop strategies to maximize the potential for each of these sources to implement its transportation improvements.

8.5.1 Federal and State Sources

Woodburn should access federal funds by working with ODOT. A key action will be to get improvement projects listed as part of the State Transportation Improvement Plan (STIP) in order to qualify them for funding in the adopted plan every two years. The City of Woodburn should also work with ODOT to determine the potential for project funding under the upcoming highway bill reauthorization.

The state has a number of programs that can be tapped for improvements that address a variety of specific projects including congestion relief, footpaths and bikeways and other special projects.

8.5.2 County Sources

Woodburn may be able to secure an occasion cost-sharing arrangement with Marion County and should seek to coordinate with the County on transportation improvements within the county in order to partner on projects wherever possible.

8.5.3 Local Sources

Woodburn should continue to seek funds from property owners that directly benefit form transportation improvements that enable new development.

SECTION 9

Implementing Ordinances

This section presents recommended changes to the Woodburn Development Ordinance ("WDO") in order to comply with implementation provisions of the Oregon Transportation Planning Rule ("TPR") as codified in OAR 660-012-045. The discussion of recommended changes is generally organized by referencing the applicable section(s) of the TPR that prompt a change in the WDO, followed by the recommended revisions. Revisions are presented with deletions shown ~~strikethrough~~ and additions shown underlined. The new code language has been developed to meet TPR requirements based on Woodburn's existing regulatory framework. In addition, the Model Transportation Planning Rule Ordinances and Policies for Small Jurisdictions and the Model Development Code & Users Guide for Small Jurisdictions have been used as references for recommended code revisions. The following only addresses those provisions of OAR 660-12-0045 with which the WDO does not currently comply.

660-012-0045(1)(a)

The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;

(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and ORS 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and

(D) Changes in the frequency of transit, rail and airport services.

Several sections of the WDO should be modified related to this rule. Because few of the Woodburn's land use districts allow transportation facilities and improvements outright, other than streets, a series of revisions are recommended to enable the development of these facilities within land use districts. Transportation facilities include public improvements for transit, parking and bicycle and pedestrian facilities. Because many sections are affected, the recommended changes to the permitted use sections of the code are presented in tabular format. In the amended ordinance, these will be included in the permitted use list for the relevant section.

New Code Section	District	Permitted Uses
2.102.01.F	Single Family Residential (RS)	Transportation facilities and improvements[1]
2.103.01.F	Retirement Community Single Family Residential (R1S)	Transportation facilities and improvements[1]
2.104.01.J	Medium Density Residential (RM)	Transportation facilities and improvements[1]

New Code Section	District	Permitted Uses
2.105.01.N.2	Commercial Office (CO)	Transportation facilities and improvements[1]
2.106.01.R.2	Commercial General (CG)	Transportation facilities and improvements[1]
2.107.01.O.2	Downtown Development and Conservation (DDC)	Transportation facilities and improvements[1]
2.109.01.H.2	Industrial Park (IP)	Transportation facilities and improvements[1]
2.110.01.J.2	Light Industrial (IL)	Transportation facilities and improvements[1]
2.111.01.E	Public and Semi-Public (P/SP)	Transportation facilities and improvements[1]

[1]The new permitted use sections will read as follows:

Transportation facilities and improvements permitted outright:

- Normal operation, maintenance, repair, and preservation activities of existing transportation facilities identified in the City's adopted Transportation System Plan, such as roads; bicycle, pedestrian, port, airport and rail facilities; and major regional pipelines and terminals.
- Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
- Projects specifically identified in the City's adopted Transportation System Plan as not requiring further land use review and approval.
- Landscaping as part of a transportation facility.
- Emergency measures necessary for the safety and protection of people and property.

660-012-0045(1)(b)

To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;

To address this portion of the TPR, transportation facilities and improvements that are ***not*** part of the City's TSP and are ***not*** part of a subdivision or partition subject to site design review should be allowed in all districts as conditional uses. It is recommended that a new conditional use be added to each zoning district identified below and that a new subsection 5.103.01(D), "Criteria--Transportation Facilities and Improvements," be added to Section 5.103.01, "Conditional Use in Chapter 5.103 Application Requirements."

New Code Section	District	Conditional Uses
2.102.03.F	Single Family Residential (RS)	Highways, roads, bridges, etc.[1]
2.103.03.C	Retirement Community Single Family Residential (R1S)	Highways, roads, bridges, etc.[1]
2.104.03.E	Medium Density Residential (RM)	Highways, roads, bridges, etc.[1]

New Code Section	District	Conditional Uses
2.105.03.H	Commercial Office (CO)	Highways, roads, bridges, etc.[1]
2.106.03.I	Commercial General (CG)	Highways, roads, bridges, etc.[1]
2.107.03.H	Downtown Development and Conservation (DDC)	Highways, roads, bridges, etc.[1]
2.109.03.F	Industrial Park (IP)	Highways, roads, bridges, etc.[1]
2.110.03.E	Light Industrial (IL)	Highways, roads, bridges, etc.[1]
2.111.03.J	Public and Semi-Public (P/SP)	Highways, roads, bridges, etc.[1]

[1]The new conditional use code sections are recommended to read as follows:

- Highways, roads, bridges or other transportation facilities that are (1) not designated in the City's adopted Transportation System Plan ("TSP"), or (2) not designed and constructed as part of an approved subdivision or partition.

The following changes to Section 5.103.01, "Conditional Use in Chapter 5.103 Type III Application Requirements," are recommended:

C. Basic Criteria.

1. The proposed use shall be permitted as a conditional use within the zoning district.
2. The proposed use shall comply with the development standards of the zoning district.
3. The proposed use shall be compatible with the surrounding properties.
4. Considerations. Relevant factors to be considered in determining whether the proposed use is compatible include:

   a. The suitability of the size, shape, location and topography of the site for the proposed use;

   b. The capacity of public water, sewerage, drainage, street and pedestrian facilities serving the propose use;

   c. The impact of the proposed use on the quality of the living environment:

      1) Noise;

      2) Illumination;

      3) Hours of operation;

      4) Air quality;

      5) Aesthetics; and

      6) Vehicular traffic.

   d. The conformance of the proposed use with applicable Comprehensive Plan policies; and

e. The suitability of proposed conditions of approval to insure compatibility of the proposed use with other uses in the vicinity.

D. Additional Criteria for Transportation System Facilities and Improvements.

1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in the City's adopted Transportation System Plan ("TSP"), or (2) not designed and constructed as part of an approved subdivision or partition, are allowed with satisfaction of the following criteria:

   a. The project and its design are consistent with the City's adopted TSP, or, if the City has not adopted a TSP, consistent with the State Transportation Planning Rule, OAR 660-012 ("the TPR").

   b. The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.

   c. The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities, and a site with fewer environmental impacts is not reasonably available. The applicant shall document all efforts to obtain a site with fewer environmental impacts, and the reasons alternative sites were not chosen.

   d. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.

   e. The project includes provisions for bicycle and pedestrian access and circulation consistent with the comprehensive plan, the requirements of this ordinance, and the TSP or TPR.

2. State transportation system facility or improvement projects. The State Department of Transportation ("ODOT") shall provide a narrative statement with the application demonstrating compliance with all of the criteria and standards in Section 5.103.01.(D).1 (b-e) . Where applicable, an Environmental Impact Statement or Environmental Assessment may be used to address one or more of these criteria.

3. Proposal inconsistent with TSP/TPR . If the City determines that the proposed use or activity or its design is inconsistent with the TSP or TPR, then the applicant shall apply for and obtain a plan and/or zoning amendment prior to or in conjunction with conditional use permit approval. The applicant shall choose one of the following options:

   a. If the City's determination of inconsistency is made prior to a final decision on the conditional use permit application, the applicant shall withdraw the conditional use permit application; or

   b. If the City's determination of inconsistency is made prior to a final decision on the conditional use permit application, the applicant shall withdraw the conditional permit application, apply for a plan/zone amendment, and re-apply for a conditional use permit if and when the amendment is approved; or

   c. If the City's determination of inconsistency is made prior to a final decision on the conditional use permit application, the applicant shall submit a plan/zoning

amendment application for joint review and decision with the conditional use permit application, along with a written waiver of the ORS 227.178 120-day period within which to complete all local reviews and appeals once the application is deemed complete; or

d. If the City's determination of inconsistency is part of a final decision on the conditional use permit application, the applicant shall submit a new conditional use permit application, along with a plan/zoning amendment application for joint review and decision.

OAR 660-12-0045(1)(c)

In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

To comply with the above TPR requirement, the following additions are proposed to the procedures for noticing ODOT identified in Section 4.101.09, "Public Notices: Type II, III, IV and V."

4.101.09 Public Notices: Type II, III, IV and V

All public notices issued by the City for Type II, III, IV, and V decisions shall comply with the requirements of this Section.

A. Mailed Notice.

1. Type II. After the Community Development Director has deemed a Type II application complete, the Community Development Director shall issue a decision. The City shall send notice of the decision, by first class mail, to all record owners of property within 250 feet of the subject property, any City recognized neighborhood associations whose territory includes the subject property. The City's Type II notice of decision shall include the following information:

   a. An explanation of the nature of the application and the proposed use or uses which could be authorized;

   b. Street address or other easily understood location of the subject property;

   c. The name and telephone number of the planning staff person assigned to the application or is otherwise available to answer questions about the application;

   d. A statement that the application and all supporting materials may be inspected at no cost, and copies may be obtained at reasonable cost, at City Hall during normal business hours;

   e. State that the decision will not become final until the period for filing an appeal to the City Council has expired and that the decision cannot be appealed directly to the Land Use Board of Appeals; and

f. An explanation of appeal rights, including that any person who is adversely affected or aggrieved or who is entitled to written notice of the decision may appeal the decision.

Prior to issuing a decision, the Community Development Director shall distribute applications for Preliminary Partition Approval (*Section 5.102.01*) and for Access to a City Major or Minor Arterial Street (*Section 5.102.04*) to transportation facility and service providers and ODOT. These agencies shall be given a reasonable time to review the plan and to suggest any revisions in the public's interest to protect the operation of transportation facilities and services.

2. Type III or IV. Notice for all public hearings concerning Type III and IV decisions shall conform to the requirements of this subsection. At least 20 days before a Type III hearing, or at least 10 days before the first hearing of a Type IV application the City shall prepare and send, by first class mail, notice of the hearing to all record owners of property within 250 feet of the subject property and to any City-recognized neighborhood association whose territory includes the subject property. Type IV applications and Type III applications for Preliminary PUD Approval (*Section 5.103.07*), Preliminary Subdivision Approval (*Section 5.105.09*) and Conditional Use Permits for transportation system facilities and improvements (*Section 5.103.01*) shall also be sent to transportation facility and service providers and ODOT. If an application would change the zone of property that includes any part of a mobile home or manufactured dwelling park, notice shall also be mailed to the tenants at least 20 days before but not more than 40 days before the hearing. . . .

OAR 660-12-0045(2)(a)

Access control standards

NOTE: Section 7 of this TSP recommends that the City of Woodburn and ODOT consider the need for conditioning each land use action located within the vicinity of a state facility with one or more of the actions listed in Section 7 under "Access Management." Following city and ODOT review and direction, proposed changes to.WDO Section 3.104 will be provided.

OAR 660-12-0045(2)(f)

Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;
(B) Subdivision and partition applications;
(C) Other applications which affect private access to roads; and
(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations.

The proposed changes to Section 4.101.09 that are recommended for compliance with OAR 660-12-0045(1)(c) also address OAR 660-12-0045(2)(f).

OAR 660-12-0045(2)(g)

Regulations assuring that amendments land use designations, densities, and design standards are consistent with the functions, capacities and levels of service of facilities identified in the TSP:

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To address the requirements of OAR 660-012-045(2)(g), a new section, Section 4.101.07, "Transportation Planning Rule Compliance," is proposed to Section 4.101, "Decision Making Procedures."

4.101.07 Transportation Planning Rule Compliance

A. Comprehensive Plan or Zoning Map Change, Owner-Initiated
When a development application includes a proposed comprehensive plan amendment or land use district change, the application shall ~~include a TIA~~ be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. If the review indicates that a transportation facility could be significantly affected, a TIA may be required. Significant means the proposal would:

1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of "collector" street classification, requiring a change in the classification to an "arterial" street, as identified by the [Comprehensive Plan / Transportation System Plan]; or
2. Change the standards implementing a functional classification system; or
3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
4. Reduce the level of service of the facility below the minimum acceptable level identified in the [Comprehensive Plan / Transportation System Plan];

B. Comprehensive Plan or Zoning Map Change, Legislative
Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure 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:

1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or
2. 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,
3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

OAR 660-12-0045(3)(a)

Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

WDO Section 3.105.02, "General Provisions for Off Street Parking and Loading," indicates that all uses required to provide 10 or more vehicle parking spaces must also provide a bicycle rack within 50 feet of the main entrance. This provision excludes multi-family dwelling units with four units, because only eight vehicle parking spaces are required, which is below the minimum trigger for providing bicycle parking. The following changes to Section

3.105.02 of the WDO would require multi-family residential developments with four or more units to provide a bicycle rack.

3.105.02 General Provisions for Off Street Parking and Loading

H. On-site Vehicle Parking and Loading Area Improvement Requirements

10. On-site Bicycle Parking Requirements. All uses required to provide 10 or more off street parking spaces and residential structures with four or more units shall provide a bicycle rack within 50 feet of the main entrance. The number of required rack spaces shall be one plus one per ten vehicle spaces, with a maximum of 20 rack spaces.

OAR 660-12-0045(7)

Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility.

As currently written the street standards in Section 3.101.03 are not identified as minimizing the amount of pavement required for streets and accessways. The proposed changes to Section 3.101.03.A would provide an unequivocal statement to that effect. Changes to Section 3.101.03.B are recommended to make the WDO and TSP consistent.

3.101.03 Right of Way and Improvement Standards

A. The street right of way and improvement cross-sectional standards required for development are depicted in Figure 7-2 and Table 7-1 of the Woodburn Transportation System Plan. The street right-of-way and improvement standards minimize the amount of pavement and ROW required for each street classification consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public utilities.

B. The following additional standards for Local Residential Streets:

1. Local Residential Street with Parking One Side: Required common, onsite parking over and above the parking requirements under other provisions of the ***WDO***: One (1) space per dwelling unit, located no further than 250 feet from the subject lot.

2. Local Residential without Parking: Required common, onsite parking over and above the parking requirements under other provisions of the ***WDO***: Two (2) spaces per dwelling unit lot, located no further than 250 feet from the subject lot.

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