

YAMHILL COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LAND USE APPLICATION

525 NE Fourth Street, McMinnville, OR 97128 • Tel: 503-434-7516 • Fax: 503-434-7544

Docket PA-01-22
 Date 12-27-22
 Rec'd by SC
 Receipt # 922230
 Fee \$4391-

APPLICANT			LEGAL OWNER (IF DIFFERENT)		
MIG, Inc.			Chehalem Parks and Rec District		
Last name	First	MI	Last name	First	MI
Gulick	Keegan		Creighton	Casey	
Mailing address (Street or PO Box)			Mailing address (Street or PO Box)		
506 SW 6th Ave, Suite 400			125 S Elliott Road		
City	State	Zip	City	State	Zip
Portland	OR	97214	Newberg	OR	97132
Telephone			Telephone		
217-474-9309			(503) 519-6154		
E-mail address			E-mail address		
kgulick@migcom.com			ccreighton@cprdnewberg.org		
If the applicant is not the legal owner, state interest in property:					
Applicant's representative					
PROPERTY INFORMATION					
Tax Lot(s):		<u>R3233 00100</u>	Zone:		<u>EF-80</u>
Size of Tract (include all adjacent tax lots)		<u>90 AC</u>			

1. **TYPE OF APPLICATION** (what is requested?): Comprehensive Plan and Zoning Map Amendment

2. **JUSTIFICATION FOR REQUEST** YCZO Section(s): See attached memo.

A Planner will assist you in identifying the review criteria that apply to your request. The review criteria are used to determine whether your application will be approved or denied. It is your responsibility to provide adequate written justification and any other evidence you feel is relevant to explain how your request complies with the review criteria. Failure to provide adequate justification may result in your application being denied, or deemed incomplete until additional information is provided.

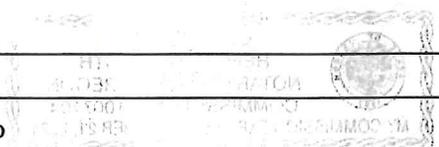
3. Present use of property: vacant

4. Please list the type of buildings that are currently on the property (i.e. manufactured home, pole building, agricultural barn, etc.):
None

5. Is there a septic system on the property? Yes No

6. How will water be provided? Well City Other see attached memo

7. What road and/or easement is the property accessed from? Highway 219



8. To your knowledge, do any of the following natural hazards exist on the property?

Floodplain

Areas of erosion

Steep slopes

Fish or wildlife habitat

Soil limitations for building or septic

THE APPLICANT MUST SUBMIT:

1. Completed application form, signed by the applicant and property owner (if different). The owner's signature must be notarized.
2. Site plan drawn to scale showing property lines, location and size of all existing buildings, existing and proposed access roads, and location and size of any proposed new buildings.
3. Written justification of how the application complies with the approval criteria. Attach additional sheets to this form.
4. Filing fee (make check payable to Yamhill County).

NOTE: Fees are not transferrable or refundable.

I hereby declare under penalties of false swearing (ORS 162.075 and 162.085) that the above information is true and correct to the best of my knowledge. I understand that issuance of an approval based on this application will not excuse me from complying with other effective ordinances and laws regulating the use of the land and buildings.

I hereby grant permission for and consent to Yamhill County, its officers, agents, and employees coming upon the above-described property to gather information and inspect the property whenever it is reasonably necessary for the purpose of processing this application.

Keegan Gulick

Applicant's signature

Date

Cassie Creighton (Kirk Creighton)

Property owner's signature (if different)

12/19/22

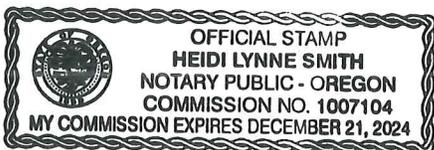
Date

State of Oregon

County of Yamhill

Signed before me on this 19th day of December, 20 22,

by Kirk Creighton.



Heidi Lynne Smith
 Notary Public for Oregon
 My Commission expires Dec. 21, 2024

979-22-000438

YAMHILL COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LAND USE APPLICATION

Docket SDR-41-22
Date 12/27/22
Rec'd by
Receipt # 922230
Fee \$1219-

525 NE Fourth Street, McMinnville, OR 97128 • Tel: 503-434-7516 • Fax: 503-434-7544

Table with columns for APPLICANT and LEGAL OWNER (IF DIFFERENT). Includes fields for Last name, First, MI, Mailing address, City, State, Zip, Telephone, and E-mail address. Also includes a section for PROPERTY INFORMATION with Tax Lot(s) and Zone.

1. TYPE OF APPLICATION (what is requested?): Site Design Review - Type B

2. JUSTIFICATION FOR REQUEST YCZO Section(s): See attached memo.

A Planner will assist you in identifying the review criteria that apply to your request. The review criteria are used to determine whether your application will be approved or denied. It is your responsibility to provide adequate written justification and any other evidence you feel is relevant to explain how your request complies with the review criteria. Failure to provide adequate justification may result in your application being denied, or deemed incomplete until additional information is provided.

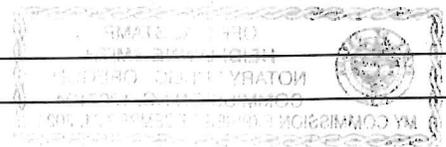
3. Present use of property: vacant

4. Please list the type of buildings that are currently on the property (i.e. manufactured home, pole building, agricultural barn, etc.): None

5. Is there a septic system on the property? [] Yes [x] No

6. How will water be provided? [] Well [] City [x] Other see attached memo

7. What road and/or easement is the property accessed from? Highway 219



8. To your knowledge, do any of the following natural hazards exist on the property?

- Floodplain
- Areas of erosion
- Steep slopes
- Fish or wildlife habitat
- Soil limitations for building or septic

THE APPLICANT MUST SUBMIT:

1. Completed application form, signed by the applicant and property owner (if different). The owner's signature must be notarized.
2. Site plan drawn to scale showing property lines, location and size of all existing buildings, existing and proposed access roads, and location and size of any proposed new buildings.
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12/19

Keegan Gulicky _____ Date

Applicant's signature

12/19/2022

Kirk Creighton _____ Date

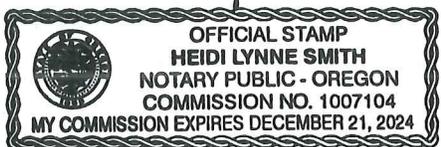
Property owner's signature (if different)

State of Oregon

County of Yamhill

Signed before me on this 19th day of December, 20 22,

by Kirk Creighton



Heidi Lynne Smith

Notary Public for Oregon

My Commission expires Dec 21, 2024

YAMHILL COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LAND USE APPLICATION

525 NE Fourth Street, McMinnville, OR 97128 • Tel: 503-434-7516 • Fax: 503-434-7544

Docket
Date
Rec'd by
Receipt #
Fee

2-02-22
12/27/22
SC
9222-30
\$3330

APPLICANT			LEGAL OWNER (IF DIFFERENT)		
MIG, Inc.			Chehalem Parks and Rec District		
Last name	First	MI	Last name	First	MI
Gulick	Keegan		Creighton	Casey	
Mailing address (Street or PO Box)			Mailing address (Street or PO Box)		
506 SW 6th Ave			125 S Elliott Road		
City	State	Zip	City	State	Zip
Portland	IN	97214	Newberg	OR	97132
Telephone			Telephone		
217-474-9309			(503) 519-6154		
E-mail address			E-mail address		
kgulick@migcom.com			ccreighton@cprdnewberg.org		
If the applicant is not the legal owner, state interest in property:					
Applicant's representative					
PROPERTY INFORMATION					
Tax Lot(s):		R3233 00100	Zone:		EF-80
Size of Tract (include all adjacent tax lots)		90 AC			

1. **TYPE OF APPLICATION** (what is requested?): Master Plan Adoption - Type C

2. **JUSTIFICATION FOR REQUEST** YCZO Section(s): See attached memo.

A Planner will assist you in identifying the review criteria that apply to your request. The review criteria are used to determine whether your application will be approved or denied. It is your responsibility to provide adequate written justification and any other evidence you feel is relevant to explain how your request complies with the review criteria. Failure to provide adequate justification may result in your application being denied, or deemed incomplete until additional information is provided.

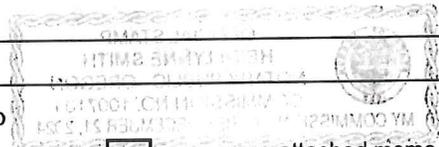
3. Present use of property: vacant, riparian

4. Please list the type of buildings that are currently on the property (i.e. manufactured home, pole building, agricultural barn, etc.):
None

5. Is there a septic system on the property? Yes No

6. How will water be provided? Well City Other see attached memo

7. What road and/or easement is the property accessed from? Highway 219



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Floodplain

Areas of erosion

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Fish or wildlife habitat

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Keegan Gulick

12/19

Applicant's signature

Date

Kirk Creighton

12/19/2022

Property owner's signature (if different)

Date

State of Oregon

County of Yamhill

Signed before me on this 19th day of December, 20 22

by Kirk Creighton



Heidi Lynne Smith

Notary Public for Oregon

My Commission expires Dec. 21, 2024



memo portland

to **Yamhill County Planning Department**
from **Matt Hastie, Keegan Gulick, MIG**
re **Adoption of CPRD Subarea Plan**
date **12/22/22**

Summary

On behalf of the Chehalem Parks and Recreation District (the District), the MIG consulting team would like to submit the attached Southeastern Subarea Plan for adoption as a systemwide plan for Yamhill County. The Chehalem Parks and Recreation Board has approved this subarea plan for adoption, and we are now proposing this plan to be adopted by the Yamhill County Board of Commissioners as a locally adopted Park and Recreation System Plan for this portion of the County. We are submitting this land use application concurrently with applications for Zoning and Comprehensive Map amendments, a Similar Use Determination, and Site Design Review for the proposed Heritage Trails Campground project based on guidance from Yamhill County Planning Department staff and to allow for more efficient and cost-effective review of these applications. We assume that all of the applications will be reviewed through the County's Type 3 process, given that process is required for two of the applications.

Southeastern Subarea Plan

This Plan represents a systemwide plan for the Southeastern Subarea of the Chehalem Parks District. It is bounded by the Willamette River to the south, state road 99 West to the north and west, and NE Wilsonville Road to the east. The area includes portions of the cities of Dundee and Newberg and is entirely within Yamhill County. The District is the primary park and recreation facility provider for residents in this portion of Yamhill County. The Plan builds on previous system planning efforts by the District, including the District's recently adopted Park System Master Plan and identifies information about the District as a whole, including population growth trends, facilities and standards that apply throughout the District, including those that also are applicable to the Southeastern Subarea. It also includes more detailed information about proposed facilities within the Southeastern Subarea.

Adoption of this subarea plan as a systemwide plan will further the District's mission of providing recreational opportunities, events, and amenities to over 35,623 residents in Yamhill County. This application is one component of a package of land use applications

including a Zoning Map and Comprehensive Plan map amendment, similar use determination, and site design review applications. The goal of these applications is adoption of the Southeastern Sub-district Plan and approval of the Chehalem Heritage Campgrounds. The County's adoption of the Sub-district Plan as a local parks and recreation system plan will allow the District to propose rezoning that property to the County Parks and Open Space designation without applying for an exception to Oregon's Statewide Planning Goals.

The District intends to develop the Chehalem Heritage Campgrounds containing approximately 90 campsites, a boat launch facility, associated trails, community garden, picnic areas, restrooms, open space, and riparian mitigation areas at a site along the Willamette River southeast of the City of Newberg. There is approximately 4,600 LF of hard surface trail proposed as an internal trail system that would loop through the glade and will connect with the proposed Hess Creek Trail and a future trail to Chehalem Glenn golf course. The District has worked with a consultant team to develop a site plan, evaluate associated wastewater treatment issues, traffic impacts, and other site design issues. We intend to submit these applications concurrently so they can be reviewed together. As demonstrated by the subsequent land use applications, adoption of this plan is consistent with Yamhill County zoning code, adopted plans, and statewide planning goals.

Consistency with County Approval Criteria

The Yamhill County Zoning Code does not include specific approval criteria for the proposed action. However, the adoption of the Plan must be consistent with the County's Comprehensive Plan, Oregon Statewide Planning Goal 8 (Recreation) and applicable Oregon Revised Statutes and Administrative Rules. This is similar to proposed legislative amendments to the County Zoning Ordinance which must be consistent with the County's Comprehensive Plan goals and policies.

Following is a summary of applicability with these requirements.

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

Response: The Chehalem Parks and Recreation district is the parks provider for eastern Yamhill County and has a system of parks, recreation facilities and trails that help meet the park and recreation needs of residents of the County. The District, in coordination with other local agencies and community stakeholders has completed a number of planning documents for current and future park and recreation facilities in the area, including the Chehalem

Heritage Trail Strategic Plan (2010), Chehalem Heritage Trails Phase 1 Master Plan (2012), and Chehalem Valley Strategic Plan (2020). These plans have informed preparation of the Southeastern Parks and Recreation System Subarea Plan (2022). The subarea plan contains details on proposed projects in this portion of the district, including the Chehalem Heritage Campground. As part of a related land use permitting action, the District is proposing to rezoning the Heritage Campground property from EF-80 to the PRO district. That rezoning, coupled with adoption of the Southeastern Subarea Plan would be consistent with these adopted plans and will help the District and the County meet park and recreation needs for the County as whole and for this area in particular. The proposed amendments are consistent with these adopted plans and do not modify existing open space overlay districts, the Parks Master Plan, or any other adopted plans and inventories.

Adoption of the Subarea Plan would be consistent with several guidelines from Planning Goal 8. Per Oregon Administrative Rule (OAR) section 600-034-0040(1) "Local park providers may prepare local park master plans, and local governments may amend acknowledged comprehensive plans and zoning ordinances pursuant to the requirements and procedures of Oregon Revised Statutes (ORS) 197.610 to 197.625 in order to implement such local park plans." The District has followed required procedures for adoption of the Southeastern Subarea Parks and Recreation System Plan consistent with the ORS provisions.

Oregon Administrative Rule (OAR) section 600-034-0040(1)

OAR 600-034-040 states that:

(1) Local park providers may prepare local park master plans, and local governments may amend acknowledged comprehensive plans and zoning ordinances pursuant to the requirements and procedures of ORS 197.610 to 197.625 in order to implement such local park plans. Local governments are not required to adopt a local park master plan in order to approve a land use decision allowing parks or park uses on agricultural lands under provisions of ORS 215.213 or 215.283 or on forestlands under provisions of OAR 660-006-0025(4), as further addressed in sections (3) and (4) of this rule. If a local government decides to adopt a local park plan as part of the local comprehensive plan, the adoption shall include:

(a) A plan map designation, as necessary, to indicate the location and boundaries of the local park; and

(b) Appropriate zoning categories and map designations (a "local park" zone or overlay zone is recommended), including objective land use and siting review criteria, in order to authorize the existing and planned park uses described in local park master plan.

(2) Unless the context requires otherwise, this rule does not require changes to:

(a) Local park plans that were adopted as part of an acknowledged local land use plan prior to July 15, 1998; or

(b) Lawful uses in existence within local parks on July 15, 1998.

(3) All uses allowed under Statewide Planning Goal 3 are allowed on agricultural land within a local park and all uses allowed under Statewide Planning Goal 4 are allowed on forest land within a local park, in accordance with applicable laws, statewide goals, and rules.

(4) Although some of the uses listed in OAR 660-034-0035(2)(a) to (g) are not allowed on agricultural or forest land without an exception to Goal 3 or Goal 4, a local government is not required to take an exception to Goals 3 or 4 to allow such uses on land within a local park provided such uses, alone or in combination, meet all other statewide goals and are described and authorized in a local park master plan that:

(a) Is adopted as part of the local comprehensive plan in conformance with Section (1) of this rule and consistent with all statewide goals;

(b) Is prepared and adopted applying criteria comparable to those required for uses in state parks under OAR chapter 736, division 18; and

(c) Includes findings demonstrating compliance with ORS 215.296 for all uses and activities proposed on or adjacent to land zoned for farm or forest use.

Response: The Chehalem Parks and Recreation district is requesting that the Yamhill County Board of Commissioners adopt the CPRD Southeastern Subarea Plan as a local park master plan. As part of a concurrent land use application process, CPRD also is requesting that the County approve a zoning map amendments for the Heritage Trails Campground site, which is one of the parks projects identified in the Master Plan. The site is proposed to be rezoned to Parks and Open Space (without taking a goal exception) to allow for it to be developed as a future park/campground facility, consistent with provisions 1(a) and 1 (b) of this OAR.

Adoption of the proposed Subarea Plan will not result in and does not propose approval of changes to existing parks or existing lawful uses within existing parks per subsection (2) of the OAR.

Proposed adoption of the Subarea Plan is not intended to, nor does it propose, limitations on any allowed farm or forest uses within the boundaries of local parks identified in the Subarea Plan, consistent with subsection (3) of the OAR.

One objective of adoption of the Subarea Plan is to allow rezoning and development of the Heritage Trails Campground site, without taking exceptions to Statewide Goals 3 or 4,

consistent with subsection (4) of the OAR. The Subarea Plan is proposed to be adopted as a local parks master plan and as an implementing plan of the County's Comprehensive Plan pursuant to subsection 4(a). OAR chapter 736, division 18 no longer includes criteria associated with uses in state parks so this OAR is not applicable.

The applicable provisions of ORS 215.296 include those in subsection (1). All other provisions of this ORS are related to the filing a complaint associated with a condition placed on a farm and forest operator and the process of responding to and addressing such complaints. Those provisions are not relevant to this proposal. Subsection (1) indicates that:

- (1) *A use allowed under ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2) or (11) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2) or (4) may be approved only where the local governing body or its designee finds that the use will not:*
 - (a) *Force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; or*
 - (b) *Significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.*

Adoption of the proposed Subarea Plan and subsequent approval of a zone change for the Heritage Trails Campground site will not force a significant change in accepted farm practices on surrounding lands devoted to farm use. Nor will they result in a significant increase in the cost of accepted farm practices on surrounding lands devoted to farm use. The design of the proposed future campground on the subject property will minimize potential impacts on surrounding agricultural properties and operations as follows:

- Portions of the property adjacent to or in close proximity to adjacent agricultural uses on the southern portion of the site will be used primarily for riparian mitigation, with minimal active use or activity on these portions of the property.
- The majority of the proposed campground area will be buffered from adjacent properties by wooded areas located on the site and on the adjacent properties to the east.
- Similarly, the proposed campground will be separated from properties to the west by state highway 219.
- Potential traffic associated with the proposed use will be less than what could be generated by allowed uses within the existing EF-80 Zone as described under findings associated with Goal 10.

Similarly, adoption of the proposed Subarea Plan and subsequent approval of a zone change for the Heritage Trails Campground site will not force a significant change in accepted forest

forest practices on surrounding lands devoted for forest use for the same reasons stated above and because none of the surrounding parcels are zoned exclusively for forest use.

Yamhill County Comprehensive Plan Policies

Adoption of the Subarea Plan will implement the following goals and policies from the Comprehensive Plan as described in the findings below.

- B. Parks and Recreation
 - o Goal:
 - To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.
 - o Policies:
 - Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 - Yamhill County will seek the cooperation of the cities, school districts and Chehalem Park and Recreation District in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)
 - Yamhill County will seek to offer greater opportunities for water-based recreation on the Willamette and South Yamhill Rivers and their tributaries. (175)
 - Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water related activities. (176)
 - Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county. (179)

RESPONSE: Adoption of the Southeastern Subarea Plan is consistent with these policies in the following ways.

The Southeastern Subarea Plan identifies and described a proposed set of park, recreation and trail facilities that are intended to meet the park and recreation needs of the southeastern portion of the County and of this portion of the County in particular. The Chehalem Parks and Recreation district is the parks provider for Yamhill County and has a system of parks, recreation facilities and trails. The District, along with other local agencies completed the Chehalem Heritage Trail Strategic Plan (2010), Chehalem Heritage Trails Phase 1 Master Plan (2012), Chehalem Valley Strategic Plan (2020) and the Southeastern Parks and Recreation System Subarea Plan (2022). The subarea plan contains details on proposed projects in this portion of the district, including the proposed Chehalem Heritage Campground. The proposed facilities and improvements identified in the Subarea Plan reflect extensive efforts by the District to work with County residents to identify and plan for their recreation needs. Adoption of the Subarea Plan will be a prime example of coordination and cooperation between Yamhill County, the District, and other agencies in identifying recreation, open space, and scenic resources; determining resident and nonresident needs; and formulating and implement measures for providing recreation services.

Several of the proposed park and recreation projects identified in the Subarea Plan represent partnerships between the District, the County, the cities of Newberg and Dundee, and other government agencies and local organizations to collectively plan for and meet local recreational needs. These include:

- Newberg Riverfront Development Area*
- Chehalem Cultural Center and Newberg Cultural District*
- Newberg-Dundee Bypass Trail*
- Friends Park Improvements*

Future development of several proposed park and recreational facilities will further the County's goal of improving access to the Willamette River including the Heritage Trails Campground which will a new boat launch facility; Newberg Riverfront Development Area which will include trails, open space and natural areas adjacent to the river, as well as water access; and the Chehalem Heritage Trails, which will enhance trail access to the river.

The facilities proposed to be improved or developed as part of the Subarea Plan are spaced throughout the southeastern portion of the County and will further the goal of development of rural parks with appropriate spacing to serve the needs of county residents. All of them have unique aesthetic values, are accessible by roads and pathways, and are suitable for picnicking activities. Several of them also will provide enhanced water access as noted above. Several of these parks will serve rural areas and smaller communities in the County, including the Heritage Trails Campground and Sanders Estate Park.

- E. Open Space:*

- Goal:
 - To ensure the continuance of the open space character that has always existed in Yamhill.
 - To preserve and improve potential recreational and other open spaces in both urban and rural environments for all to enjoy. (94)
- Policies:
 - To preserve and improve potential recreational and other open spaces in both urban and rural environments for all to enjoy. (94)
 - Yamhill County will seek to establish a permanent county open space net; increased public access to areas of prime recreational significance; the development of additional water-based recreational opportunities; and continuity of scenic views, buffer areas, wildlife and natural habitat and associated natural environments. (95) R

RESPONSE: *Adoption of the Southeastern Subarea Plan is consistent with these policies in the following ways.*

The proposed projects recommended in the Subarea Plan include a mix of improvements in urban and rural environments. They include improvements to city parks, a new campground, trails spanning urban and rural areas, and additional open spaces in Newberg, Dundee, and outside city limits. In all cases, they generally seek to preserve, enhance or provide access to existing natural resources and open spaces. Examples include:

- *Creation of wooded campground with access to open meadows, the Willamette River, and open spaces beyond the campground.*
- *Creation of new open space, park and river access facilities in the Newberg Riverfront area that will enhance those resources in that area.*
- *Creation of new open space, picnicking and other recreational opportunities in Friends Park in a setting that is surrounded by wooded natural areas.*
- *Development of a mix of natural areas, open space, and recreational amenities at Ewing Park.*
- *Access to a network of open space and scenic resources via travel along the Newberg-Dundee Bypass trail.*



Chehalem Parks and Recreation District – Southeastern Sub-Area Parks and Recreation System Plan

November 2022



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This Plan was prepared by MIG, Inc. for the Chehalem Parks and Recreation District based on information in the Parks District adopted Parks System Master Plan which addresses park and recreation needs in the entirety of the District. Preparation and adoption of this Subarea Plan was coordinated with Yamhill County. Adoption of this Plan by Yamhill County as a local park system plan does not confer any obligations by the County to implement this plan. Responsibility for implementing the plan is entirely the responsibility of the Chehalem Parks and Recreation District.

INTRODUCTION

This Plan represents a system plan for the Southeastern Subarea of the Chehalem Parks District (District). It is bounded by and includes. The District is the primary park and recreation facility provider for residents in this portion of Yamhill County. The Plan builds on previous system planning efforts by the District and identifies information about the District as a whole, including population growth trends, facilities and standards that apply throughout the District, including those that also are applicable to the Southeastern Subarea. It also includes more detailed information about proposed facilities within the Southeastern Subarea.

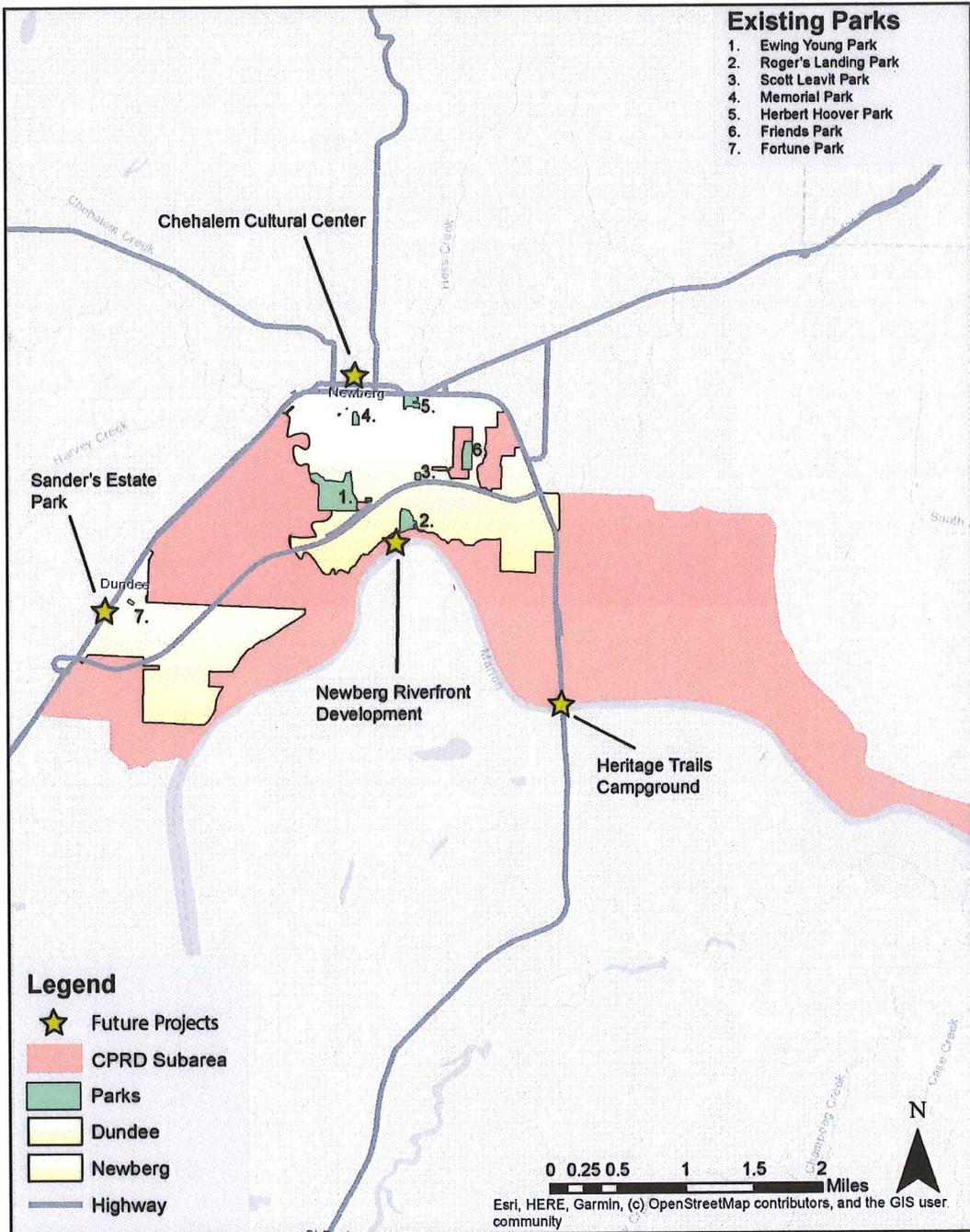
The Chehalem Park and Recreation District was established beginning in 1963. On June 21, 1965 the concept of the District went to the voters who voted the District into existence and elected five Board members. On November 8, 1966, a tax base was established and on July 1, 1967 the District became operational. The District encompasses 68 square miles in eastern Yamhill County. The population of the district is approximately 35,623 as of 2020 and includes the cities of Newberg and Dundee.

The district is mostly rural in nature and many of the residents are dependent upon automobiles for their transportation needs. Public transportation is available in some areas, but it does not operate in the hours needed for many community activities. For this reason, it is necessary to correlate future planning of parks and recreation facilities to the roadway system to ensure proper accessibility and safety of parks and recreation participants. The location of new sites needs to be carefully considered to minimize travel time from major residential areas and reduce conflict with traffic patterns. The Chehalem Heritage Trail Plan links many parks and neighborhoods. The Chehalem Heritage Trail Plan will provide local residents another alternative to using the car.

The District is governed by the Board of Directors, composed of five members elected at large in the May election during odd numbered years. The Board of Directors appoints a superintendent to be the chief administrative executive of the District, who hires the staff and manages the District. As of 2020, the entire District includes approximately 881 acres of land and facilities. This area consists of 28 parks, 14 public buildings, 6 tennis courts, 12 outdoor courts, golf course consisting of 18 holes, practice area, driving range and 9-hole putting course, 18 playgrounds and many specialized facilities. The District is responsible for providing, coordinating, and administering various services and programs that enrich patron and citizen leisure time and provide positive and constructive alternatives for youth and adults with free time. These programs consist of over 300 activities. These programs for youth and adults consist of aquatic, sports, physical fitness, special populations, teens, and seniors. In addition, the District is called upon to perform special projects in the community such as community festivals and coordination with community group activities.

Figure 1. Chehalem Parks and Recreation District, Southeastern Subarea Boundaries

CPRD Subarea



DISTRICT AND SUB-AREA OVERVIEW

The following information summarizes historical population growth in Yamhill County and indicates that population and economic growth is expected to continue to occur in the District. It is important that the District plans for and responds to this expected growth in a positive manner. The key to this approach is to understand, manage and use the growth to strengthen the values of the patrons and the District.

Table 1. Chehalem Park and Recreation District Projected Population Growth

AREAS	1970	1980	1990	2000	2010	2020	2045
Incorporated	7,095	10,517	14,749	20,662	25,250	28,016	39,124
Unincorporated	3,370	6,482	*8,759	7,321	7,439	7,607	8,442
TOTAL	10,465	16,999	23,508	27,983	32,719	35,623	47,566

*This was caused by not having an actual count for the unincorporated area. In 2000 we did get an actual count for the unincorporated areas. In 1990 it was estimated.

The District has a diverse and vibrant economy. Historically the region's original economic base revolved around agriculture. While the agricultural economy has remained strong, recently energized by the growing wine industry, a diverse manufacturing and tourism economy has developed. Retail trade is another important economic sector although recent studies show that the local retailers only capture approximately half of the retail expenditures.

Landform and geology in the District fall into one of three distinct subareas of the five distinct subareas in Yamhill County: The Chehalem Mountains, The Red Hills of Dundee, and the lower slopes of the various hills and valley bottoms. The southeastern sub-area is bordered by the Willamette River to the south, Highway 99 to the north, the District's eastern edge on the east, and the District's boundary to the west. This area is generally located just south of the city of Newberg and also encompasses the City of Dundee and the area around it. This sub area can be characterized by non-marine terrace deposits. The Willamette silt is a major constituent of these deposits and is characterized by a uniform lacustrine silt and is mixed with sand and gravel with some igneous and metamorphic boulders. The elevation is typically around 100 to 150 feet. The Southeastern Sub-Area of the District encompasses 1.5 square miles (400 acres).

FACILITY CLASSIFICATION AND STANDARDS

The District has identified options for classifying and evaluating the parks and open spaces within it. The classification system used by the National Parks and Recreation Association (NRPA) is used in most communities or incorporated areas. Other systems that lend themselves to unincorporated areas also area used in other communities. The first system for classification of parks and open system is summarized in Table 2.

Table 2. National Park and Recreation Association (NRPA) Park Classification Standards

Classification	Acreage	Size (per 1,000 people)	Population	Area (proximity)
Neighborhood	2.5	½ TO 5 ACRES	1,000 TO 5000	½ TO 1 MILE
Community	5.0	5 TO 20 ACRES	3,000 TO 25,000	1 TO 5 MILES
District Wide	20	25 + ACRES	25,000 TO 50,000	15 MILES
Trails/Linear Parks	n/a	n/a	n/a	n/a

Bureau Of Outdoor Recreation Park Classification

A different system is used by the Bureau of Outdoor Recreation (BOR). Because the District covers more than just incorporated areas, the BOR classification system may better lend itself to all areas in the District, including facilities owned or managed by other public and private providers of open space and greenways within the District.

Class I High Density Recreation Areas – Characteristics are a high degree of development and heavy investment. Areas are usually managed exclusively for recreation purposes. This provides a wide range of activities for a large number of people, and usually includes road networks, parking areas, fields, courts, buildings such as restrooms, concessions, community center, aquatic areas etc. Class I usually is located in or close to incorporated or major centers of population. Class I will usually be operated by the District or a private provider. This class has no specific size classification.

Class II General Outdoor Recreation Areas – Characteristics are the ability to sustain a large, diverse, and varied amount of activity and areas such as picnicking, fishing, water sports, developed camping, nature walks and outdoor games. These areas range in size from several acres to large tracts of land.

Class III Natural Environmental Areas – A characteristic of this class is to encourage users to enjoy resources “as is” in the natural environment. Activities associated with this area are hiking, informal camping and picnicking. If water canoeing or boating may be allowed. Areas or facilities in this group emphasize the natural environment rather than provision of structured facilities.

Class IV Unique Natural Areas, Open space, and Greenways – A characteristic of this class is an area with natural scenic or scientific significance. Preservation of these resources in their natural condition is the primary management objective. The recreation activities and use of these sites must be managed based on carrying capacity, not demand or wants. All support facilities such as access roads, parking areas and sanitary facilities should be located on the periphery of this area. Trails may be permitted as well.

Class V Primitive Areas – A characteristic of this area is that it is valued highly for its inspirational, aesthetic, and cultural qualities, as well as its scientific ecological merit. This provides the user with the feeling of a wilderness experience, a sense of being so far removed from the sights and sounds of civilization that the user can feel alone with nature. Use of the area must be such that the area is allowed to return to a nearly undisturbed and wild condition. There should be a current lack of human

activity and mechanized transportation. This area is selected and managed for the sole purpose of maintaining primitive characteristics.

Class VI Historic & Cultural Areas – A characteristic of these sites is that emphasis is on the historical traditional and or cultural heritage of the area. The site is sufficiently significant to merit preservation. The site is set aside and managed to make cultural and historical values available to as many people as possible without structural deterioration. Primary management objectives should be to affect such restoration as may be necessary to protect from deterioration and to interpret the significance to the public.

The standards used in this plan are based on the population level. The population ratio standard has been developed through observation, evaluation, and experience over time. Other methods that also can be used to determine recreational standards include:

1. Recreation space based on area percentage.
2. Needs determined by user characteristics or demand projections.
3. Carrying capacity of land.

These methods may be used by the District as part of its future planning efforts and for planning and design of specific types of facilities or for facilities in specific locations.

NRPA suggests that a park system, at a minimum, be composed of a “core” system of parklands. It is suggested a total of 6.25 to 10.5 acres per 1,000 populations. Using this as a standard the appropriate parkland acreage is as follows:

Table 3. Current District Acreage Standards

<i>Standard</i>	<i>Existing Population</i>	<i>Acreage Needed</i>	<i>Existing Acreage</i>
6.25 Acres per 1000	35,623	222.62	880.46
10.50 Acres per 1000	35,623	374.01	880.46

In addition to assessing the need for park and recreation facilities using a set of acreage and population-based standards, the District also needs to consider the proximity and availability of its facilities to District residents. The parks and associated facilities should be easily accessible to District patrons. Although the District may exceed its basic acreage standard for needed facilities, additional facilities may be justified when the District does not have enough facilities in close proximity to its residents or when specific types of facilities are at a deficit in comparison to the District’s overall acreage standards.

Table 4. Current and Future Needs (in Facilities), Camping and Trail Facilities

Facility	Standard/People	District Supply	Other Supply	Total Supply
Campgrounds	1 per 13,300	00	01	01
Tent Campsite	1 per 300	00	00	0
R.V./Trailer Camping	1 PER 100	0	?	?
Group Camping	1 PER 25,000	00	01	01
Boat Ramp Lanes	1 PER 10,000	00	02	02
Walking/Jogging Trails	1 MI PER 10,000	16	?	16
Nature Trails	1 MI PER 10,000	00	00	00
Bike Trails	1 MI PER 10,000	04	00	04
Equestrian Trail	1 MI PER 10,000	10	00	10
Off Road Bike/Vehicle	1 MI PER 10,000	00	00	00

The above camping and trails should be available within a 25-mile radius of all District residents.

DISTRICT-WIDE FACILITY NEEDS

The Board of Directors is elected to serve the citizens in the District. These members set priorities based on the information given by citizens and staff. Board members have meetings with the public, staff and consultants to develop a list of projects to prioritize.

In the next 25 years, the District is projected to add about 12,000 new patrons. The 12,000 new patrons will result in 5,715 new houses or multi-family dwellings units being added to the District. In 2020, the District has 880.46 acres of park land or 24.71 acres of parkland per 1,000 patrons. If the population grows to 47,566 in 2045, the District will need to acquire 245.57 acres of parkland to remain at the current standard of 24.71 acres per 1,000. However, it is not recommended that the District try to continue to meet the 24.71 acre per 1,000. Instead, it is recommended to meet the standard of 18.6 acres per 1,000 population. To meet the 18.6 acres per 1,000 standard, the District will need to acquire an additional five (5) acres of parkland. It is recommended that the District seek to acquire between five (5) and 245.57 acres of parkland during the next 25 years. According to standards set in this document, the District will need to acquire and develop the following acreage and facilities:

Table 5. Total Estimated District Park and Recreation Facility Needs

Item	Amount
Park Acreage	100 acres
Soccer Complex	9 fields
Bocce	2 courts
Croquet	3 courts
Picnic Shelters	2 shelters
Bowling Alley	18 lanes
Archery	1 site
Dog Park	1 site
Spray Pad	1 pad
Campground	90 sites
Trails	3 miles
Pickleball	9 courts

PROPOSED SUB-AREA FACILITIES AND PROJECTS

Within the southeastern sub areas, the District has several projects that have already been initiated or will be initiated in the near future, including the following:

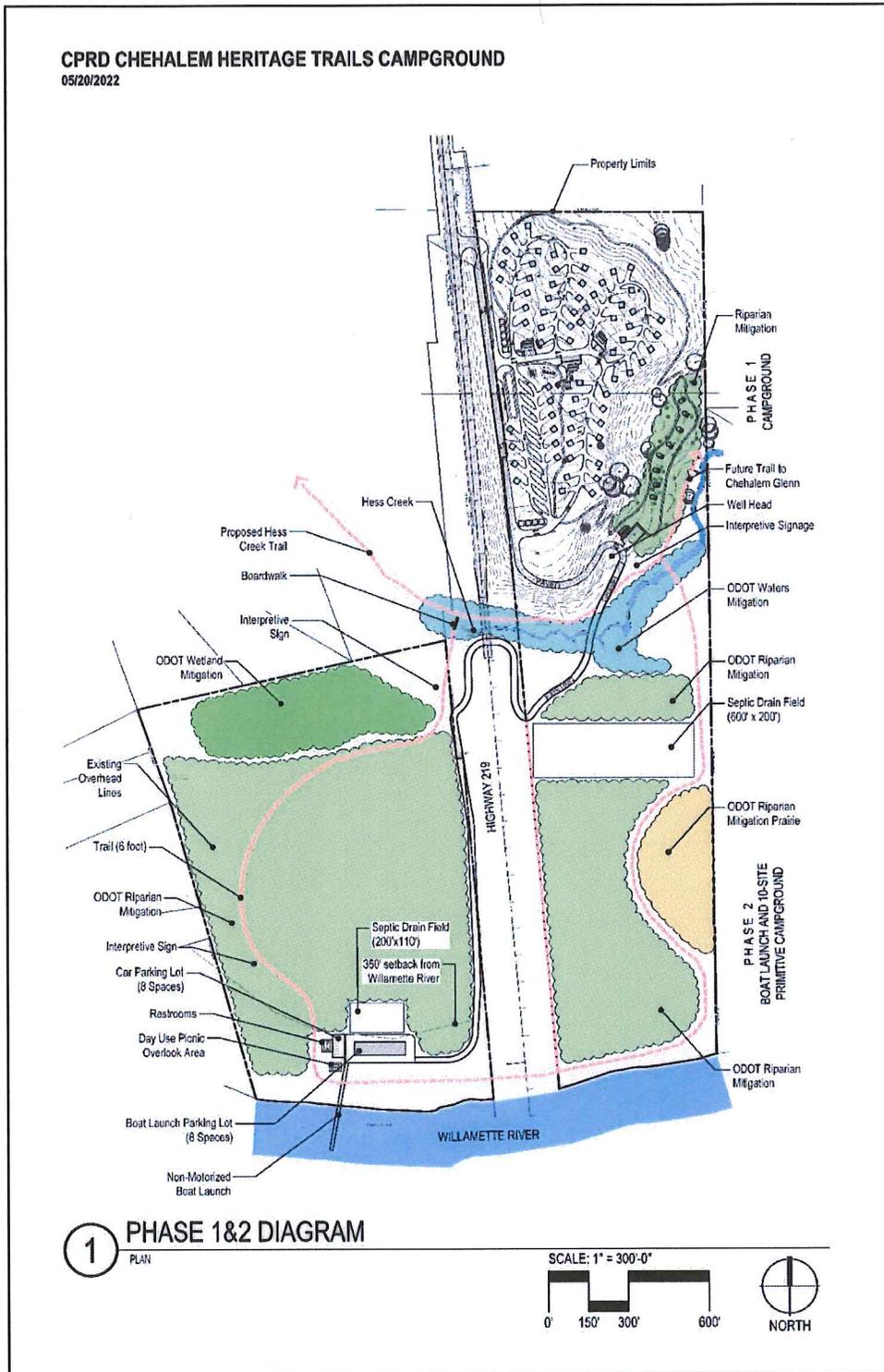
- Heritage Trails Campground
- Riley Park Development
- Newberg Riverfront Development
- Chehalem Heritage Trail
- Chehalem Cultural Center & District
- Newberg-Dundee Bypass Trail
- Friends' Park Improvements
- Sander Estate Park
- Ewing Young Park Improvements

Brief descriptions of these projects follow. Many of them are still in the conceptual design or development phase. Some represent subsequent phases of existing facilities or projects.

Heritage Trails Campground

The District intends to develop a campground containing approximately 90 campsites, a boat launch facility, associated trails, community garden, picnic areas, restrooms, open space, and riparian mitigation areas at a site along the Willamette River southeast of the City of Newberg. There is approximately 4,600 LF of hard surface trail proposed as an internal trail system that would loop through the glade and will connect with the proposed Hess Creek Trail and a future trail to Chehalem

Glenn golf course. The District has worked with a consultant team to develop a site plan, evaluate associated wastewater treatment issues, traffic impacts, and other site design issues. Development of the campground ultimately will require land use approval from Yamhill County.



Bob and Crystal Rilee Park Development

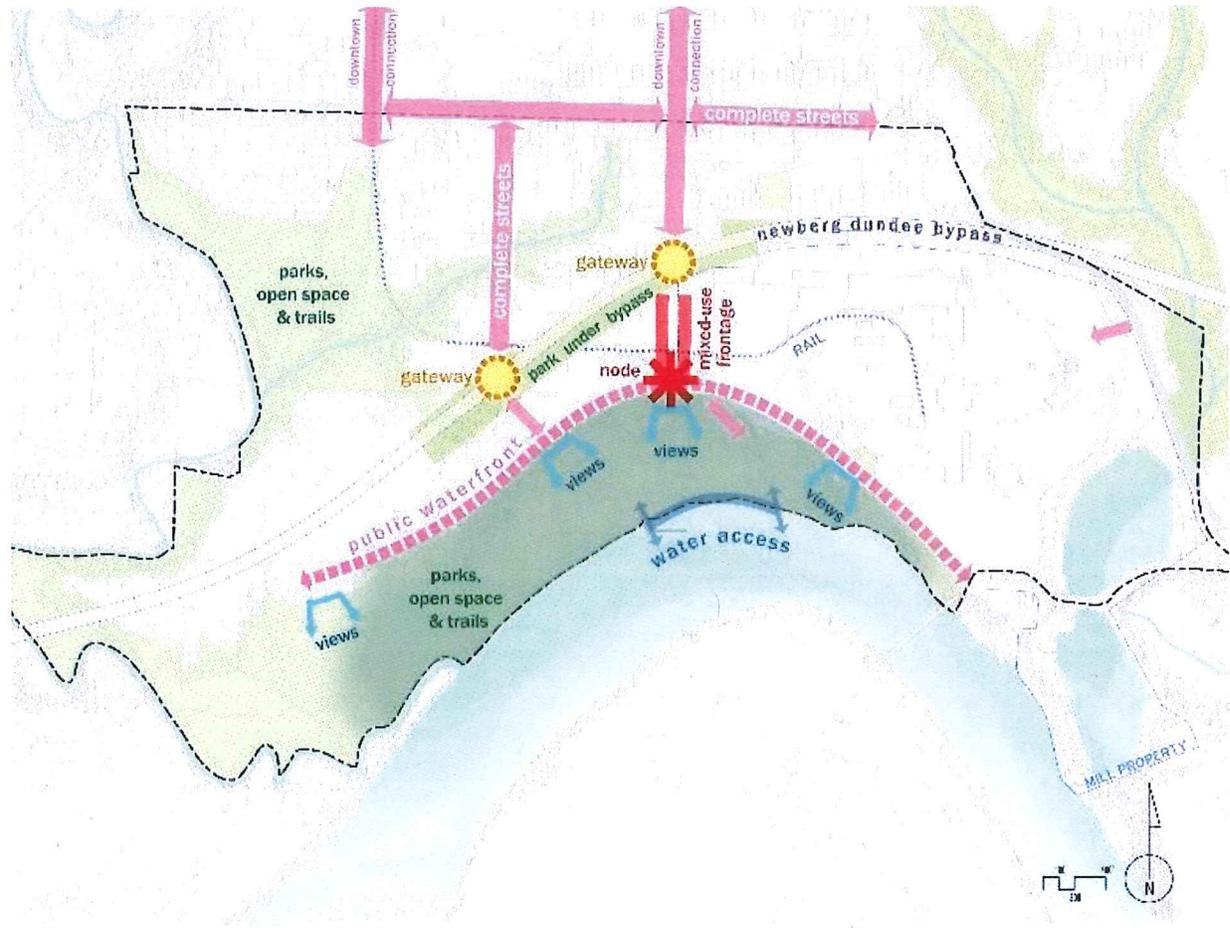
The 327-acre Bob and Crystal Rilee Park is located near the summit of Parrett Mountain in Yamhill County. The property was acquired by the District in 2013 and was previously known as Parrett Mountain Farm. Its features include the original farmhouse with its surrounding farm outbuildings, the former Parrett Mountain School, four agricultural fields, and a network of hiking and equestrian trails. The District is making the house and event space available for functions on a limited basis. The goal for this park is to capture the community’s desire and projected need for recreation facilities and heighten the quality of life for District residents. The proposed park would showcase the farming heritage of Yamhill County, utilize existing structures for events, include equestrian paths and other recreational opportunities.



Newberg Riverfront Development

The Newberg Riverfront Master Plan planning process began in early spring 2018 and concluded in summer 2019. The planning process has been guided by the community through in-person and online input, and it included an extensive public involvement component. The Riverfront Area currently hosts a vibrant combination of many of the City’s amenities, including parks, open spaces, trails, and several other community assets. Moreover, the area’s unique geography— situated along the Willamette River and close proximity to residential areas and downtown—lends itself to being a central pillar to the City’s identity. The Riverfront Master Plan identifies several foundational elements for the preferred alternative pathway including connections to the river, gateways,

streetscape improvements, South River Street, and mixed-use nodes. The Plan also identifies potential for new local and regional trails that connect to the existing trail network.



Chehalem Heritage Trail

Chehalem Park and Recreation District (CPRD) is developing a network of pedestrian, bicycle, and equestrian trail improvements named the Chehalem Heritage Trails in the Yamhill Valley, Oregon. This trail development will ultimately provide over 70 miles of pedestrian, bicycle, and equestrian trails throughout the communities of Newberg and Dundee and beyond. The Chehalem Heritage Trails are planned to function on regional, community, and neighborhood scales. The entire trails network connects key regional points of interest within the Chehalem Valley and beyond, such as Champoeg State Park and Bald Peak State Park. On a community scale, the network provides accessible multi-modal connections between Newberg and Dundee to facilitate better access to recreation facilities, shops and services, and bicycle-oriented commuting. The Chehalem Heritage Trails will feature three basic trail types within its network. The three trail types are: off-street multi-use trails (paved 10-12 feet wide), on-street bicycle lanes/bike shoulders and sidewalks, and on-street bicycle boulevards (shared roadways with signage for bicycles) and sidewalks.



Chehalem Cultural Center and Newberg Cultural District

CPRD owns the cultural center facility and maintains it, as well as Rotary Centennial Park and the splashpad outside. CPRD Board of Directors oversees the Chehalem Cultural Center. CPRD supports the efforts of and works in partnership with the cultural center. Chehalem Cultural Center is a nonprofit 501©(3) organization celebrating the arts, community, education, and heritage. The mission of the cultural center is to inspire and enrich lives by connecting community and culture.

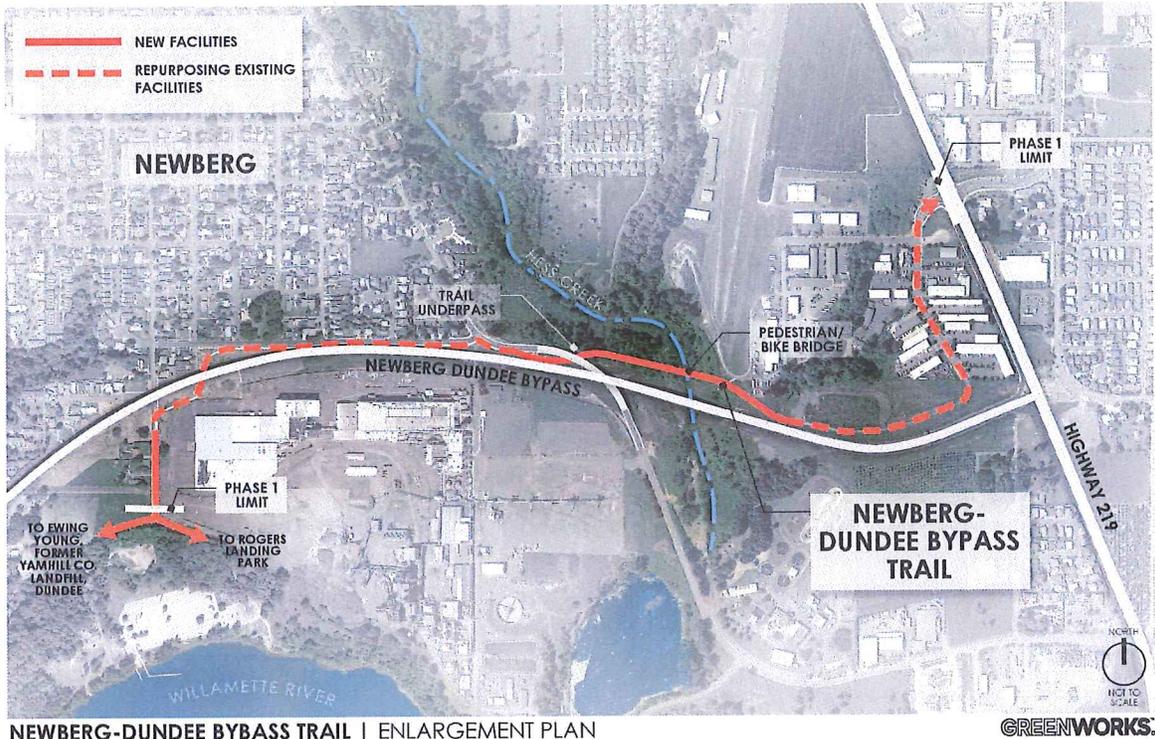
The four-block area of the Newberg Cultural District is a destination and focus of civic activity in the city. The various open spaces, including the streets, can increasingly be used for everyday park use and access, circulation and parking for the Chehalem Cultural Center and Newberg Public Library. The spaces can be configured to hold a variety of outdoor events including the farmer’s market, craft fairs, beer and wine tasting, book sales, business or commercial fairs, Tunes on Tuesday, Camellia Festival, and musical performances and theater productions.

Project for Public Spaces Plan

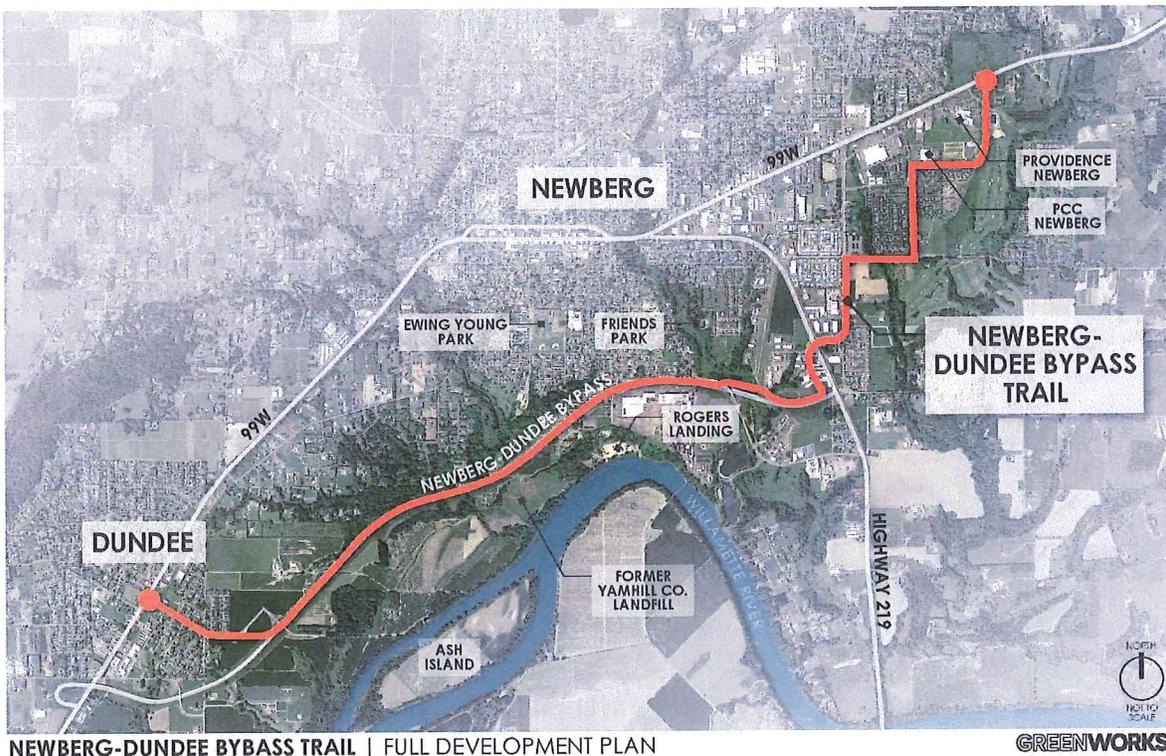


Newberg-Dundee Bypass Trail

The Newberg-Dundee Bypass Trail will provide an essential trail connection between Newberg and Dundee. The Phase 1 Newberg-Dundee Bypass Trail will provide a much-needed multiuse community path connecting developing areas of Newberg with parks, schools, employment centers, and civic areas. Phase 1 leverages ODOT, Newberg, and CPRD investments to create a 7,300 LF trail from the Industrial Parkway/S. Springbrook/Highway 219 intersection on the east to the S River Street/E 14th Street intersection on the west as shown on the attached Phase 1 Enlargement. The intended full trail buildout will connect Newberg and Dundee with a six-mile trail.



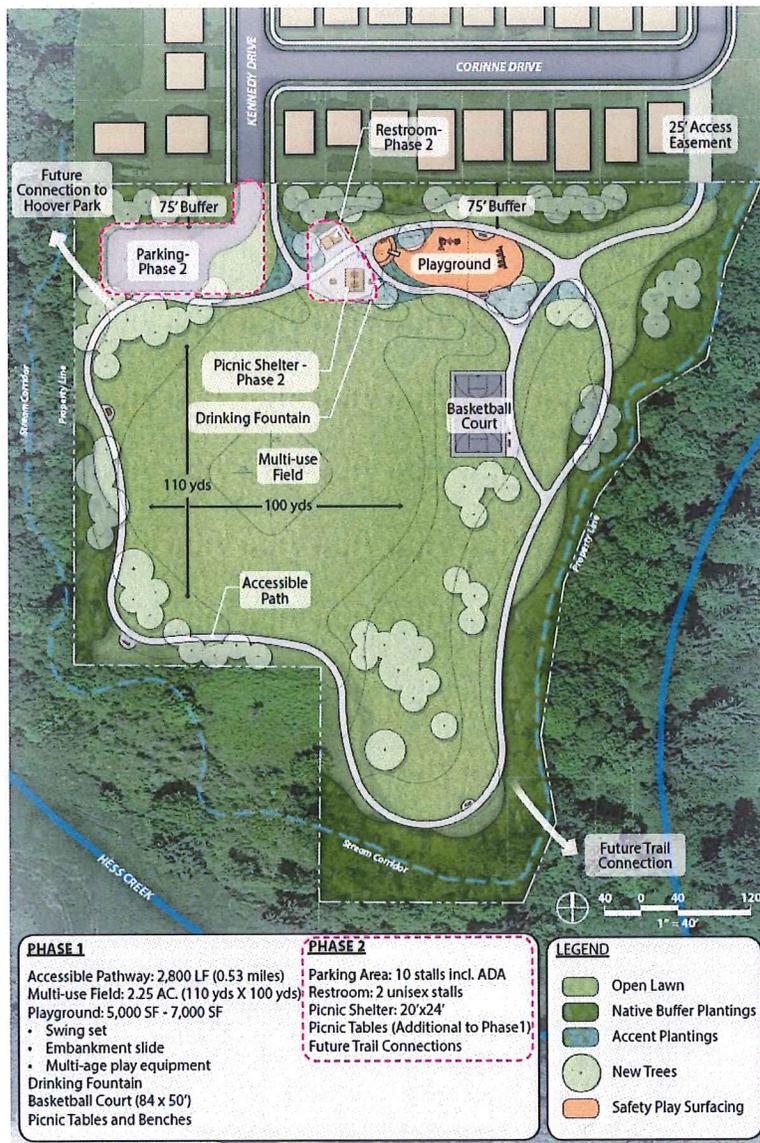
NEWBERG-DUNDEE BYPASS TRAIL | ENLARGEMENT PLAN



NEWBERG-DUNDEE BYPASS TRAIL | FULL DEVELOPMENT PLAN

Friends' Park Improvements

Friends' Park is a 9-acre park located in south Newberg. In 2018, the District attended a neighborhood meeting to update residents on the project and discuss details of the park design and construction with stakeholders. In November 2020, the District completed phase 1 and opened Friends' Park. This park features .53 miles of accessible trails, multiuse field, playground area, basketball court, picnic tables, and benches. With phase 1 complete, the next step for the District is to begin phase 2 of the project. Phase 2 includes a new parking area, restrooms, picnic shelter, additional picnic tables, and future trail connections. At this time, the District has not taken any action to begin phase 2 of the project.



FRIENDS PARK
PRELIMINARY CONCEPT PLAN



Ewing Young Park Improvements

The District has undertaken the process of adding substantial improvements to Ewing Young Park. Following a public open house in 2017 and development of a site master plan, the District has proposed various improvements to Ewing Young Park including an addition 0.55 miles of trails, parking lot improvements, paved accessible paths, a new structure to cover BMX track, improvements to the disc golf course, along with other new amenities and improvements. These park improvements will help meet the needs of the adjacent community as well as meet the projected needs of the District as a whole. The Site Master Plan drawing shown here is a direct result of the open house, public input, and subsequent programming efforts. The master plan and phased program is a living document to guide the future of Ewing Young Park. The Park District will use the master plan in future capital improvement plans and can target individual elements for grant applications.

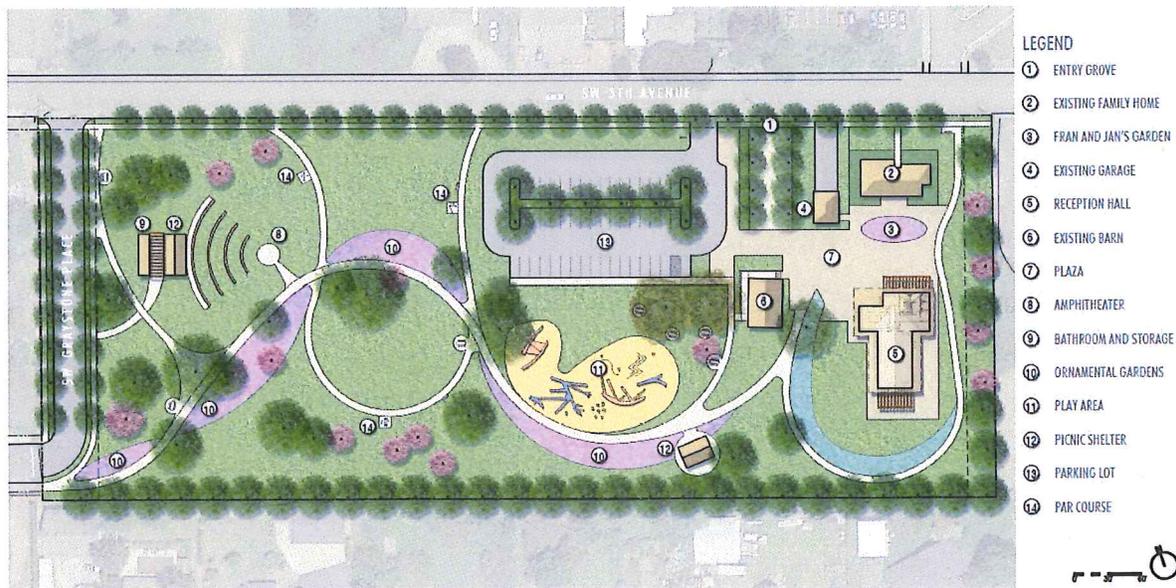


EWING YOUNG PARK
MASTER PLAN
APRIL 4, 2018



Sander's Estate Park

As a gift to the community, Jan Sander donated her homestead to the Chehalem Parks and Recreation District for use as a park. Following a series of neighborhood meetings, a design has been created for the park that meets the recreational needs of the community and reflects local culture and history. In February 2021 the Board of Chehalem Parks and Recreation District voted to approve the design direction of the Sander's Estate Park. Preliminary plans for the park include repurposing the existing structures on the site, creating new trails throughout the park, adding a play area, developing a new structure to be used as a reception hall, and building other new amenities and improvements.



SANDER ESTATE PARK SITE PLAN

SIEA | [tango.hansen](http://tango.hansen.com) | LANDSCAPE ARCHITECTS PC

The location of these proposed facilities is shown on Figure 2.

Locations of many of the proposed future trails shown in Figure 2 are approximate. The following types of trails are indicated on the map. Inclusion of these facilities on these maps does not obligate the County to build these facilities, including where they are shown within County public rights-of-way.

- Bicycle facilities, including Bike Boulevard, Bike Boulevard Alternatives, Shred Roadway, and Bike Lanes. All of these facilities would be located within existing public rights-of-way on County or other roads.
- Multi-use paths and alternatives. These primarily represent pathways where locations have been determined and identified in other community or public facility plans. In some cases, these facilities will be located in public rights-of-way.
- Existing Path Improvements, Gravel Paths, and Paths on Sidewalks are located within or adjacent to existing roadways or paths.
- Proposed Trails (2010) represent desired conceptual location of trails. No specific alignment or other location for these trails have been identified.

The trails indicated as “Un-located proposed trails” are not located because the District’s preference is to negotiate with property owners with regard to their willingness to sell, lease, license, or grant an easement for trails. As a result, the routes may be different depending on who wants the use and who doesn’t. More specific locations and construction of trails will require additional local approval processes, including public noticing and engagement activities. Inclusion of the trails on these maps does not represent a proposal for development.

FACILITY COST ESTIMATES

In the next 25 years, the District is projected to add about 12,000 new patrons. The 12,000 new patrons will result in 5,715 new houses or multi-family dwellings units being added to the District. In 2020, the District has 880.46 acres of park land or 24.71 acres of parkland per 1,000 patrons. If the population grows to 47,566 in 2045, the District will need to acquire 245.57 acres of parkland to remain at the current standard of 24.71 acres per 1,000. However, it is not recommended that the District try to continue to meet the 24.71 acre per 1,000. Instead, it is recommended to meet the standard of 18.6 acres per 1,000 population. To meet the 18.6 acres per 1000 standard, the District will need to acquire an additional five (5) acres of parkland. It is recommended that the District seek to acquire between five (5) and 245.57 acres of parkland during the next 25 years. According to standards set in this document, the District will need to acquire and develop the following acreage and facilities.

Table 6. Estimated Park and Recreation Needs and Costs

<i>Item</i>	<i>Cost</i>
Park Acreage - 100 acres	\$10,000,000
Soccer Complex - 9 fields	\$4,500,000
Bocce - 2 courts	\$200,000
Croquet - 3 courts	\$ 200,000
Picnic Shelters - 2 shelters	\$900,000

Item	Cost
Bowling Alley - 18 lanes	\$6,000,000
Archery - 1 site	\$300,000.00
Dog Park - 1 site	\$400,000
Spray Pad - 1 pad	\$750,000
Campground - 90 sites	\$6,000,000
Trails - 3 miles	\$4,400,403 ¹
Pickleball - 9 courts	\$750,000
Debt Payment	\$9,599,597
Total Costs	\$44,000,000

The District would spend 1,760,000 annually for the next 25 years to cover these projected costs, based on projections of System Development Charge (SDC) revenues and population.

The projects relevant to proposed facilities within the southeastern Subarea include the following.

Table 7. Southeastern Subarea Project Needs

Project	Cost
Heritage Trails Campground	\$3,000,000
Riley Park Development	\$9,000,000
Newberg Riverfront Development	\$5,500,000
Chehalem Heritage Trail	\$80,000,000
Chehalem Cultural Center & District	\$9,000,000
Newberg-Dundee Bypass Trail	\$6,400,200
Friends' Park Improvements	\$698,649
Sander Estate Park	\$10,500,000
Ewing Young Park Improvements	\$2,580,701
Totals	\$126,679,550²

FUNDING AND IMPLEMENTATION

The District's 1998/99 permanent tax rate limit was established at \$0.9076 per \$1,000.00. The District has had an assessed value as follows:

1974/75: \$144,020,716

¹ Does not include Chehalem Heritage Trail or Newberg-Dundee Bypass Trail.

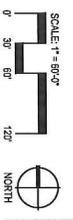
² Costs are based on estimates and may not be representative of final project costs.

2003/04: \$1,750,982,655

2011/12: \$2,566,933,787

2020/21: \$3,987,234,136

The District does have debt for construction of the public golf course, acquiring park acreage for a campground, and for construction of the fitness area. The debt for construction of the golf course and the acquiring of park acreage for a campground will be paid off by 2025/26. The fitness center will be paid off by 2041/42. It is important to note money was borrowed to build the two sports complexes and senior center, and also to purchase Chehalem Armory, park acreage, High School stadium and current administrative offices. These loans were repaid from the general fund and SDC fund accounts.



STATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
107	58° IRON ROD WITH OPC ORION CNTL	82897.72	276863.60	169.88
108	58° IRON ROD WITH OPC ORION CNTL	82897.05	276828.41	171.83
109	58° IRON ROD WITH OPC ORION CNTL	81997.19	276803.97	171.94

EXISTING CONDITIONS LEGEND	
	GRAVEL SURFACE
	ASPHALT SURFACE
	GRASS SURFACE
	EDGE OF ASPHALT
	EDGE OF GRAVEL
	EDGE OF GRASS
	RIGHT-OF-WAY LINE
	EASEMENT LINE
	LOT LINE
	PROPERTY LINE
	EDGE OF TREE CANOPY
	OVERHEAD UTILITY LINES
	WIRE FENCE
	BARB WIRE FENCE
	SIGN
	GUY ANCHOR
	POWER POLE
	DECIDUOUS TREE
	PERIMETER REPRESENTS
	DRIP LINE
	CONIFEROUS TREE
	PERIMETER REPRESENTS
	DRIP LINE
	FOUND MONUMENT
	PROJECT CONTROL POINT

1. VERTICAL DATUM: NAD 83 (GEOID 12M) ELEVATION WAS ESTABLISHED THROUGH A 3 MINUTE GPS OBSERVATION ON CONTROL POINT NO. 107 USING THE OREGON REAL-TIME GPS NETWORK (ORGN).
2. BASIS OF BEARINGS FOR THIS SURVEY IS THE OREGON COORDINATE REFERENCE SYSTEM (OGRS), PORTLAND ZONE. THE RESULTANT BEARING OF THE CENTERLINE OF ST. PAUL HIGHWAY (219) IS SOUTH 09°01'52" EAST.
3. BOUNDARY AND EASEMENTS SHOWN HEREON ARE BASED ON PRELIMINARY TITLE REPORT ORDN NO. 102639720, FILED ON JANUARY 11, 2007 AND AMERICAN TITLE NATIONAL PLAN OF OREGON, DATED FEBRUARY 12, 2007.
4. UTILITY LOCATIONS SHOWN ARE PER FIELD LOCATED UTILITY PAINT MARKS & REFERENCE MARKS MADE AVAILABLE BY THE VARIOUS UTILITY PROVIDERS, UNLESS INDICATED OTHERWISE. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED (POTHOLED) PRIOR TO CONSTRUCTION.
5. SURVEY BY: KPF 111 SW FIFTH AVE., SUITE 2400 PORTLAND, OR 97204 503.271.9251

KEY PLAN

Project: **CHEHALEM HERITAGE TRAILS CAMPGROUND**
 Chehalis Parks and Recreation District
 125 South Hill Rd.
 Newburg, OR 97132
 503-537-2969
 cchelem@cpdrnewberg.org

Submittal: 30% Submittal
 Sheet Title: **Existing Conditions Plan**

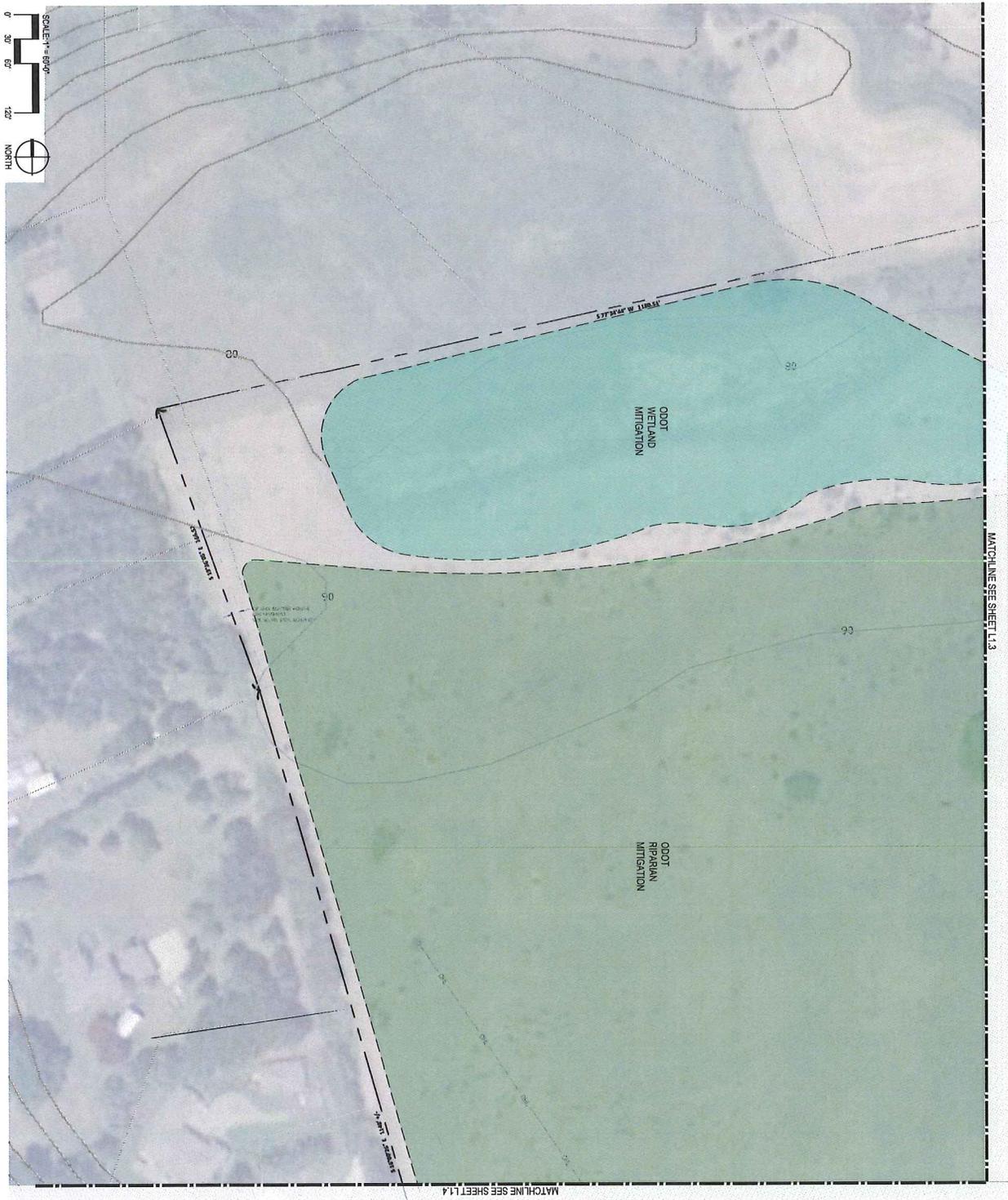
DATE: 7/20/2022
 DRAWN BY: BT
 CHECKED BY: PA
 JOB NO.: 200147-1
 APPROVED: PA

Scale: 1" = 60' 0"
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 NORTH

Sheet No. X of X
L1.1

PRELIMINARY

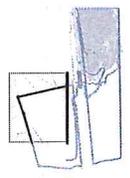
GREENWORKS
 LANDSCAPE ARCHITECTURE
 1133 Main St., Suite 100
 Portland, OR 97202
 503.222.2112
 info@greenworksllc.com



EXISTING CONDITIONS LEGEND

- Gravel Surface
- Asphalt Surface
- Grass Surface
- Edge of Asphalt
- Edge of Gravel
- Edge of Grass
- Right-of-Way Line
- Easement Line
- Lot Line
- Property Line
- Edge of Tree Canopy
- Overhead Utility Lines
- Wire Fence
- Barb Wire Fence
- Sign
- Guy Anchor
- Power Pole
- Deciduous Tree
- Perimeter Represents
- Drip Line
- Coniferous Tree
- Perimeter Represents
- Drip Line
- Found Monument
- Project Control Point

KEY PLAN



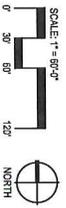
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 ENVIRONMENTAL SCIENCE
 1125 NE 4th St, Suite 200
 Newberg, OR 97132
 Tel: 503.222.2522
 Fax: 503.222.2523
 Email: info@greenworksllc.com

PRELIMINARY

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 1225 South Echo Rd,
 Newberg, OR 97132
 503.537.2569
 dclemons@cpdrdnw.org

Submittal: 30% Submital
Sheet Title:
Existing Conditions Plan

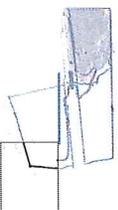
© 2022 Greenworks
 12/07/2022
 Design By: RT
 Checked By: PA
 Job No.: 201471
 Approved: PA
L1.2
 Sheet No. X of X



EXISTING CONDITIONS LEGEND

Gravel Surface	Gravel Surface
Asphalt Surface	Asphalt Surface
Grass Surface	Grass Surface
Edge of Asphalt	Edge of Asphalt
Edge of Gravel	Edge of Gravel
Edge of Grass	Edge of Grass
Right-of-Way Line	Right-of-Way Line
Easement Line	Easement Line
Lot Line	Lot Line
Property Line	Property Line
Edge of Tree Canopy	Edge of Tree Canopy
Overhead Utility Lines	Overhead Utility Lines
Wire Fence	Wire Fence
Barb Wire Fence	Barb Wire Fence
Sign	Sign
Guy Anchor	Guy Anchor
Power Pole	Power Pole
Deciduous Tree	Deciduous Tree
Perimeter Represents	Perimeter Represents
Drip Line	Drip Line
Coniferous Tree	Coniferous Tree
Perimeter Represents	Perimeter Represents
Drip Line	Drip Line
Found Monument	Found Monument
Project Control Point	Project Control Point

KEY PLAN



LANDSCAPE ARCHITECTURE
LANDSCAPE ARCHITECTS
11515 Lake St., Suite 100
Newberg, OR 97132
Phone: 503.537.2509
Fax: 503.537.2502
Email: info@greenworksllc.com

PRELIMINARY



CHEHALEM HERITAGE TRAILS CAMPGROUND

Chehalem Parks and Recreation District
175 South Ellet Rd.
Newberg, OR 97132
503-537-2509
cdlements@cprdnwberg.org

Submital: 30% Submittal
Sheet Title:
Existing Conditions Plan

DATE: 12/07/2022
REVISIONS:

Drawn By: BT
Checked By: PA
Designed By: RGH/MTJ
Reviewed: PA

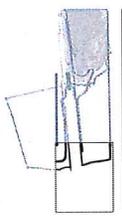
Sheet No. X of X
L1.4



EXISTING CONDITIONS LEGEND

- GRAVEL SURFACE
- ASPHALT SURFACE
- GRASS SURFACE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF GRASS
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- EDGE OF TREE CANOPY
- OVERHEAD UTILITY LINES
- WIRE FENCE
- BARB WIRE FENCE
- SIGN
- GUY ANCHOR
- POWER POLE
- DECIDUOUS TREE
- PERIMETER REPRESENTS
- DRIVELINE
- CONIFEROUS TREE
- PERIMETER REPRESENTS
- DRIVELINE
- FOUND MONUMENT
- PROJECT CONTROL POINT

KEY PLAN



GREEN WORKS
 LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL DESIGN
 1103 East 12th Street
 Newberg, OR 97132
 Phone: 503.222.2222
 Fax: 503.222.2222
 Email: info@greenworksllc.com

PRELIMINARY



Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalem Parks and Recreation District
 125 South Eliot Rd.
 Newberg, OR 97132
 503.537.2288
 dclements@cpdnewberg.org

Submittal: 30% Submittal
Sheet Title:
Existing Conditions Plan

DATE: 12/07/2022
REVISIONS:

Drawn By:	RT
Checked By:	PA
App No.:	2001471
Approved:	PA

L1.5
 Sheet No. X of X

MEMORANDUM

TO: Casey Creighton, CPRD
FROM: Anya Moucha, Paul Agrimis, RLA, PE - Greenworks P.C.
DATE: December 21, 2022
PROJECT NAME: CPRD Heritage Trails Campground
PROJECT NO: 200147.1
SUBJECT: Land Use Permit Submittal Memorandum

Introduction

This memorandum describes the proposed campground and associated amenities, and proposed planting that the CPRD Heritage Trails Campground will provide to the local and regional community.

Campground and Associated Amenities

The campground is situated on approximately 40 acres of a 90-acre site in unincorporated Yamhill County. The site is located east of Highway 219 and north of the Willamette River. Hess Creek and Springbrook Creek meet on-site and the associated riparian zone was previously enhanced by ODOT for wetland impact mitigation for the Newberg-Dundee Bypass Phase 1 project.

The campground is proposed mainly on a terrace well above the 100-year floodplain of the Willamette River. That terrace is currently leased for agricultural use. Eight yurt camp sites and a restroom are located on a lower terrace planted with native plant materials just about the 100-year floodplain. The camp program includes:

- Eighty-six (86) total campsites
 - Sixty-nine (69) standard campsites
 - Nine (9) RV pull-thru sites (and a dump site for RV waste disposal)
 - Eight (8) yurt sites
- Proposed wellhead, booster pump, and reservoir (20,000 gals.)
- Five restrooms (with flush toilets and showers) with on-site septic system
- Picnic pavilion
- Playground (approx. 7,000 SF)
- Trails (approx. 4,320 LF)
- Community Garden

The site will be eco-tourism themed with secondary themes related to agricultural history and development of the local vineyards. The proposed metal sided buildings are inspired by local vineyard and agricultural buildings. The 69 standard campsites will have shade shelters that also provide platforms for photovoltaic panels (also metal sided).

CPRD Chehalem Heritage Campground

Design Memo

The proposed development also includes one picnic pavilion that will be reservable and have electrical connections. This facility will have a sink, several power outlets, and safety lighting.

All the metal sided buildings: restrooms, picnic shelter, shade shelter/PV platforms, and entry booth will be painted warm natural colors (such as camas/lavender, cedar/green, goldenrod/soft gold, Willamette/watery blue) that will blend with the site. It is anticipated that the four campsite loops would have a consistent color theme through each loop (shade shelter/PV platforms, and restroom).

A playground is proposed with nature play elements. The playground equipment pieces will be a mix of structures and stand-alone pieces that will be carefully designed and arranged to provide high play value and promote social play with the use of manufactured (Landscape Structures) and natural materials (custom log and boulder climbers).

A trail system within the campground is intended to provide a family-oriented trail experience and to connect to the proposed future Hess Creek Regional Trail identified in the Chehalem Heritage Trails Strategic Plan and documented in CPRD's latest park system master plan. The on-site trail network is woven throughout the site and will have accessible trail surfacing. The trail system will be approximately 4,320 LF.

Interpretive materials will describe the Willamette River floodplain, its natural resources, and its utilization from indigenous people through historical times to the present. Signage will also explain the PV system and the on-site wastewater treatment.

Utilities

The campground water supply is proposed via a wellhead above the 100-year floodplain. CPRD has investigated likely well yields with a local driller and understands that the proposed wellhead site is likely to produce at sufficient yield and quality.

Site wastewater would be processed with on-site facilities.

The site is designed to meet its electrical service needs handily through photovoltaic panels at the campsites, on the five restrooms, and on a picnic pavilion. The restrooms and pavilion will also have photovoltaic panels.

Vegetation

Trees, shrubs, and groundcovers chosen for the site are native or native adapted plant material. They were selected for ecological value, seasonal color, and screening potential. The north property line and east property line are screened.

Signage

An entrance sign will be posted at the entry road from Highway 219. The sign would be located outside of the intersection sight distance triangles on the roadside cut bank. The sign will meet County requirements and will be a painted wood sign with the Chehalem Heritage Campground title with a CPRD logo; set in a steel frame with concrete footings.

There will be wayfinding signage within the campground. The wayfinding signage will be painted wood set in a steel frame and no taller than 3 feet above ground surface.

GREENWORKS, PC • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL DESIGN

110 SE Main Street, Suite 100, Portland, OR 97214 • 503 222 5612

People + Nature by Design™ • www.greenworkspc.com

CPRD Chehalem Heritage Campground

Design Memo

All signage will be developed for the 60% plan set.

Lighting

As an ecotourism-themed campground, the intention is to keep lighting to a minimum for safety. The standard light fixture will be bollards with shielded lamps. The anticipated lighting for structures is as follows:

- Entry Booth (2) – below windows (<3 feet) facing incoming and exiting vehicles and shielded lamps
- Restrooms (4 each) - on each corner and shielded lamps below roofline
- Picnic Pavilion (4 each) - on each corner and shielded lamps below roofline
- Wayfinding – all intersections (9) – bollards with shielded lamps)

Vegetation

Trees, shrubs, and groundcovers chosen for the site are native or native adapted plant material. They were selected for ecological value, seasonal color, and screening potential. The north property line and east property line are screened.

The boundary with Highway 219 is not screened for 30 feet nor separated with a berm because the topographic relief between the highway varies from approximately 5 feet to 15 feet through the cutbank. There is a 15-foot screen shown at the top of the bank with any disturbed areas of the bank seeded for erosion control. The existing bank will generally only be altered minimally except to make an entry as shown on the plan set.

Staffing

The proposed staffing level will be fairly minimal between 2 to 4. Typical staffing during the peak season (May 1 – October 31) is anticipated to be:

- Entry Booth (1)
- Cleaning (1)
- Flex – Entry Booth backup and miscellaneous (1)
- Grounds maintenance (1)

Typical staffing during the offseason (November 1 – April 30) is anticipated to be:

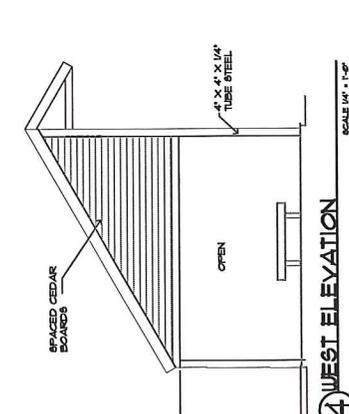
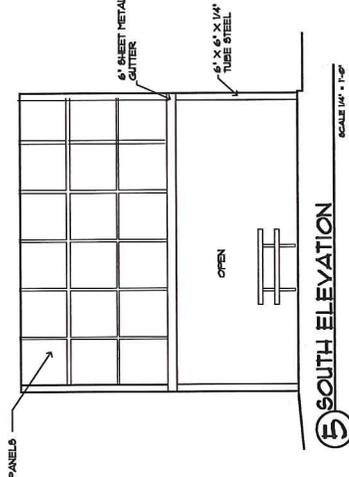
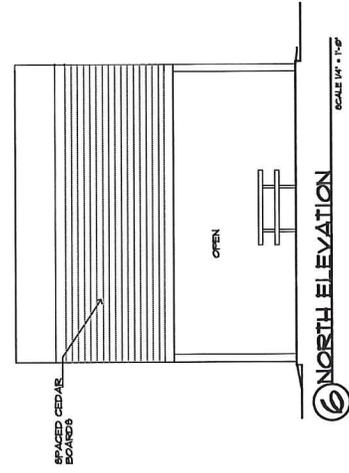
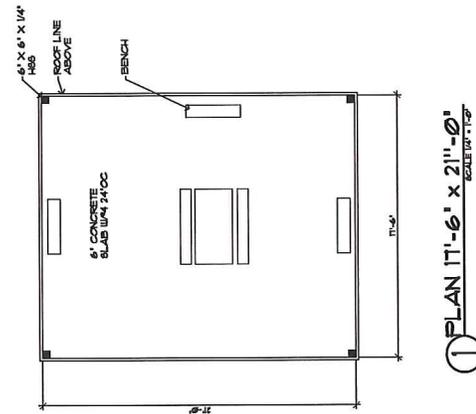
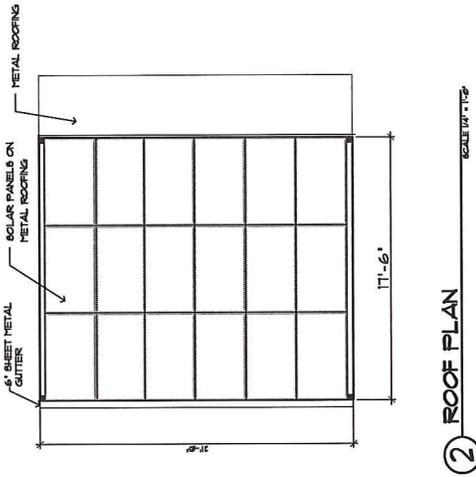
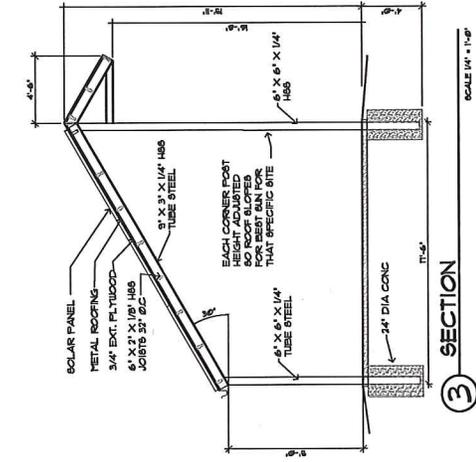
- Entry Booth/Cleaning (1)

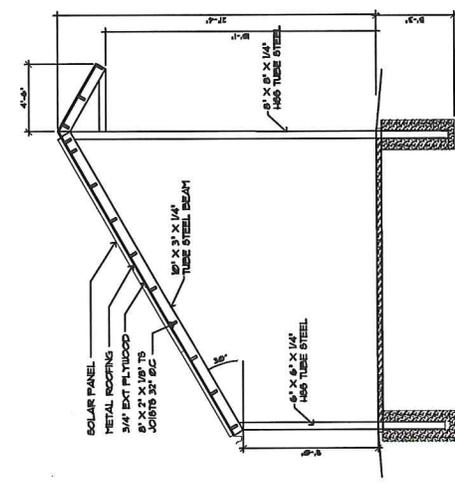
Flex/Grounds (1)

Additional Documentation

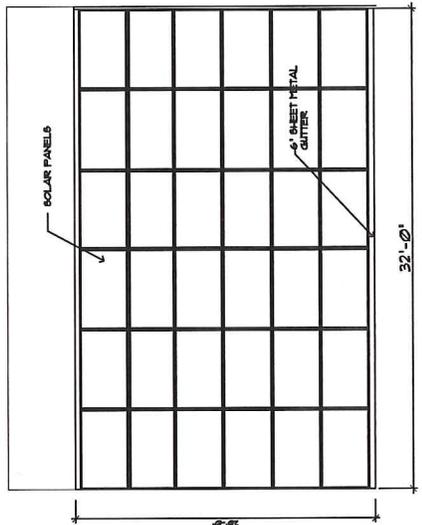
Supporting information from the consultant team is attached to this document in the following order:

- KPFF
- Zucker Engineering and Design
- PAE

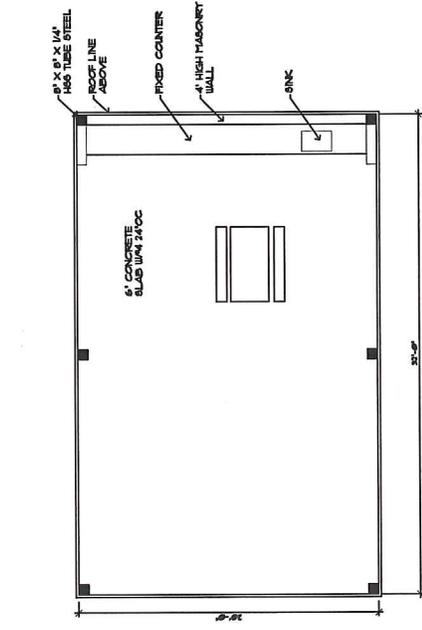




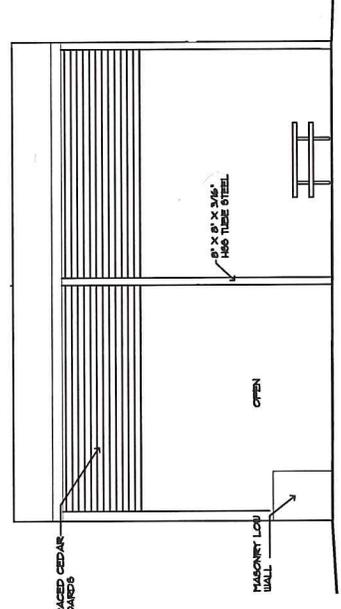
3 SECTION
SCALE 1/4" = 1'-0"



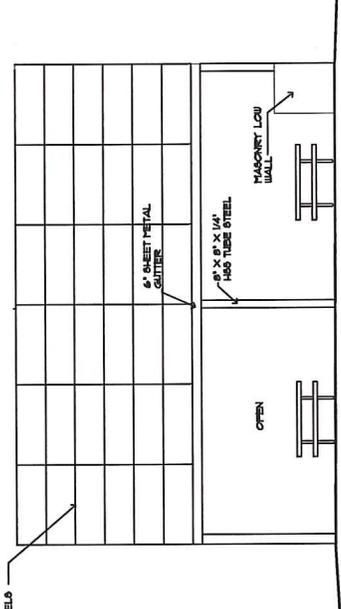
2 PAVILION ROOF PLAN
SCALE 1/4" = 1'-0"



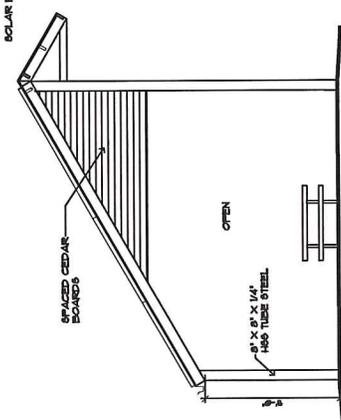
1 PAVILION PLAN 32' x 20'
SCALE 1/4" = 1'-0"



6 NORTH ELEVATION
SCALE 1/4" = 1'-0"



5 SOUTH ELEVATION
SCALE 1/4" = 1'-0"



4 END ELEVATIONS
SCALE 1/4" = 1'-0"

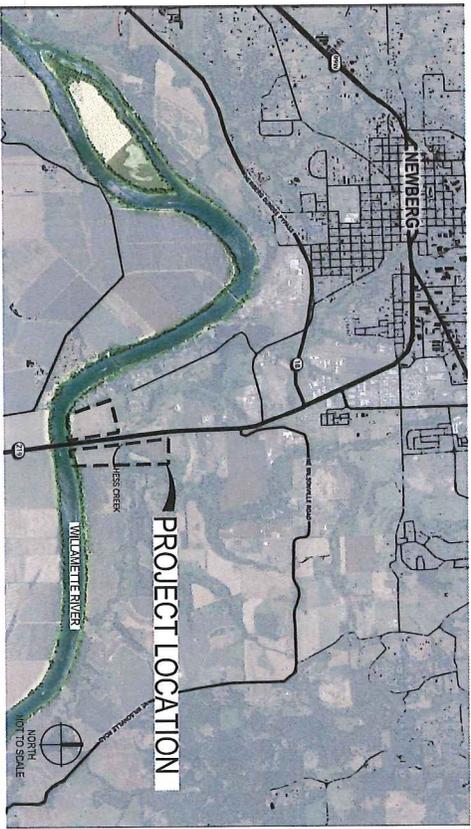
CHEHALEM HERITAGE TRAILS CAMPGROUND

YAMHILL COUNTY, OREGON

SUBMITTAL

LAND USE PERMIT SUBMITTAL
 ISSUE DATE: DECEMBER 21, 2022

VICINITY MAP



SHEET INDEX

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10.2	EXISTING CONDITIONS	1
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11.2	EXISTING CONDITIONS	1
11.3	EXISTING CONDITIONS	1
11.4	EXISTING CONDITIONS	1
11.5	EXISTING CONDITIONS	1
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14.1	PLANTING PLAN	1
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14.99	PLANTING PLAN	1
15.0	GENERAL ELECTRICAL NOTES	1

PROJECT DIRECTORY

OWNER/CONTRACT	LANDSCAPE ARCHITECT	CIVIL	GEOTECHNICAL	ARCHITECT
CHEHALEM PARK & RECREATION DISTRICT 125 STATE ST. PORTLAND, OR 97204 PHONE: 503-537-2900 PROJECT CONTACT: CASEY CREIGHTON EMAIL: ccreighton@parksandrec.org	GREENWORKS P.C. 111 SW 5TH AVENUE, SUITE 200 PORTLAND, OR 97204 PHONE: 503-227-9251 WWW.GREENWORKSPC.COM PROJECT CONTACT: PAUL AGUILAS, P.L.A., PE PHONE: 503-227-9252 EMAIL: paul@greenworks.org	111 SW 5TH AVENUE, SUITE 200 PORTLAND, OR 97204 PHONE: 503-227-9251 PROJECT CONTACT: PAUL AGUILAS, P.L.A., PE PHONE: 503-227-9252 EMAIL: paul@greenworks.org	115 E 16TH AVENUE 460 SW COMMENCE CIRCLE, SUITE 300 WILSONVILLE, OR 97170 PHONE: 503-596-9797 PROJECT CONTACT: BRETT SHRYTON, PE EMAIL: bshryton@gsenior.com	ARON FERGIE 1300 HELDING RD. LAKE OSWEGO, OR 97034 PHONE: 503-848-0489 PROJECT CONTACT: ARON FERGIE, AIA, PE EMAIL: aron@fergie.com
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SURVEY				
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151 SW 1ST AVENUE, SUITE 300 PORTLAND, OR 97204 PHONE: 503-252-9271 PROJECT CONTACT: JESSICA KOPPEL, PE EMAIL: jessica.koppe@gsenior.com				
TRANSPORTATION ENGINEER				
KITTELSON & ASSOCIATES, INC. 891 SW 8TH AVENUE, SUITE 600 PORTLAND, OR 97204 PHONE: 503-227-9251 PROJECT CONTACT: MATT BELL, PE EMAIL: matt@kita.com				
LAND USE PLANNER				
MIG 555 SW 6TH AVENUE, SUITE 400 PORTLAND, OR 97204 PHONE: 503-227-9251 PROJECT CONTACT: MATT HASTE, AICP EMAIL: mhaste@mig.com				

PROJECT DESCRIPTION

Chehalam Park & Recreation District (CPRD) intends to develop a 90-site full-service campground in unincorporated Yamhill County east of Highway 219 and north of the Willamette River on approximately 740 acres. The bulk of this development would occur on a terrace above the Willamette River floodplain that is currently leased for agricultural production. A proposed wellhead site has been identified outside of the floodplain as the water source, and site wastewater would be processed with on-site facilities including a drainfield on the floodplain.

The site would be eco-tourism themed with secondary themes related to agricultural history and development of the local vineyards. The internal trail system would link to the proposed future Hess Creek regional trail identified in the Chehalam Heritage Trails Strategic Plan and documented in CPRD's latest park system master plan. The campground is anticipated to meet its electrical service needs through photovoltaic panels at the campsites, on the five restrooms, and on a picnic pavilion.

GREENWORKS
 LANDSCAPE ARCHITECTURE
 111 SW 5TH AVENUE, SUITE 200
 PORTLAND, OREGON
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 WWW.GREENWORKSPC.COM

PRELIMINARY

Scale: 1" = 100'

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalam Parks and Recreation District
 125 State St.
 Newberg, OR 97132
 503-537-2900
 cchehalam@parksandrec.org

Submittal: 30% Submittal

Sheet Title:
COVER

DATE: 12/01/2022

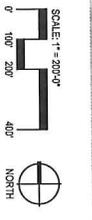
DESIGNED BY: PA

CHECKED BY: AM

DATE: 12/21/2022

APPROVED BY: PA

SHEET NO. X OF X



ZONING LEGEND

	VDR-2.5
	EF-40
	EF-90

Submitted: 30% Submittal
 Sheet Title:
**PROPERTY OWNERSHIP
 AND ZONING MAP**

Project:
**CHEHALEM HERITAGE
 TRAILS CAMPGROUND**
 Chehalis Parks and Recreation District
 125 South Elliot Rd.
 Newberg, OR 97132
 503-517-2900
 dd@chehalisparks.org

DATE: 12/07/2022

DESIGNED BY: XX
 CHECKED BY: XX
 JOB NO.: 200147.1
 APPROVED: XX

Sheet No. X of X
L02



PRELIMINARY

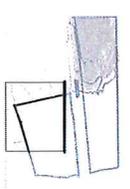
GREENWORKS
 LANDSCAPE ARCHITECTURE
 1717 AVENUE 100, SUITE 200
 NEWBERG, OREGON 97132
 PHONE: 503-535-2222
 EMAIL: info@greenworksllc.com



EXISTING CONDITIONS LEGEND

- GRAVEL SURFACE
- ASPHALT SURFACE
- GRASS SURFACE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF GRASS
- RIGHT-OF-WAY LINE
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- PERIMETER REPRESENTS
- DRIP LINE
- CONIFEROUS TREE
- PERIMETER REPRESENTS
- DRIP LINE
- FOUND MONUMENT
- PROJECT CONTROL POINT

KEY PLAN



GREEN WORKS
 LANDSCAPE ARCHITECTURE
 1101 South Main St., Suite 1100
 Newberg, OR 97132
 Phone: 503-537-2909
 Email: info@greenworksllc.com

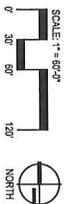
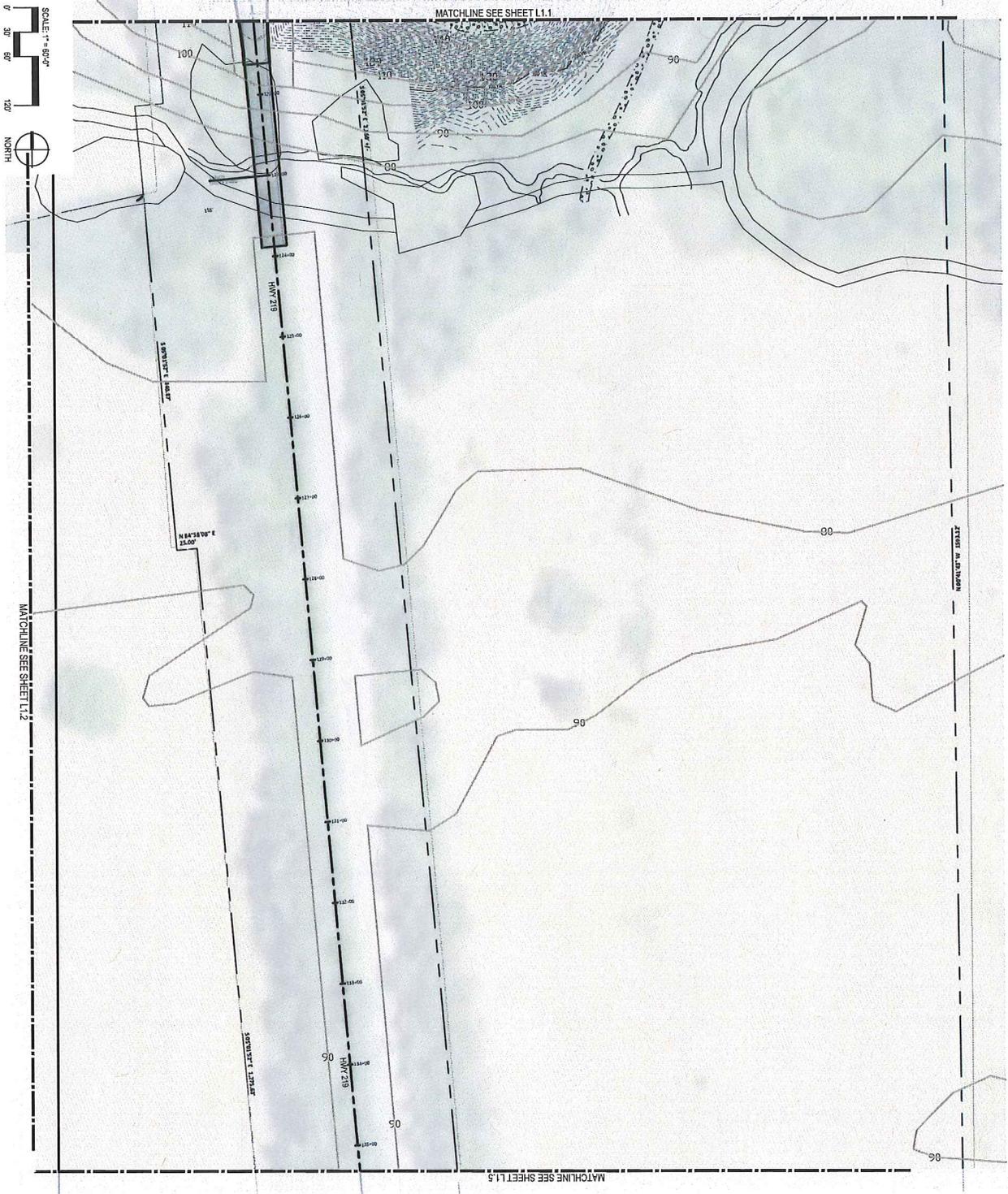
PRELIMINARY



Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 125 South Elliot Rd.,
 Newberg, OR 97132
 503-537-2909
 cdelements@cpdrdnw.org

Submittal: 30% Submittal
Sheet Title:
Existing Conditions Plan

Revision: 1/23/2022
 Design By: RT
 Checked By: PA
 Job No.: 201417.1
 Date: 1/23/2022
 Scale: 1" = 80'
L1.2
 Sheet No. X of X



MATCHLINE SEE SHEET L1.2

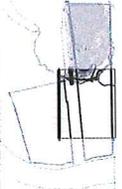
MATCHLINE SEE SHEET L1.1

MATCHLINE SEE SHEET L1.5

EXISTING CONDITIONS LEGEND

- GRAVEL SURFACE
- ASPHALT SURFACE
- GRASS SURFACE
- EDGE OF GRAVEL
- EDGE OF ASPHALT
- EDGE OF GRASS
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- OVERHEAD UTILITY LINES
- WIRE FENCE
- BARB WIRE FENCE
- SIGN
- GUY ANCHOR
- POWER POLE
- DECIDUOUS TREE
- PERIMETER REPRESENTS
- DRIP LINE
- CONIFEROUS TREE
- PERIMETER REPRESENTS
- FOUND MONUMENT
- PROJECT CONTROL POINT

KEY PLAN



GREEN WORKS
 LANDSCAPE ARCHITECTURE
 1030 LAKE BL. AVE. N.E.
 BELLEVILLE, OR 97152
 TEL: 503.252.2512
 FAX: 503.252.2513
 EMAIL: info@greenworksllc.com

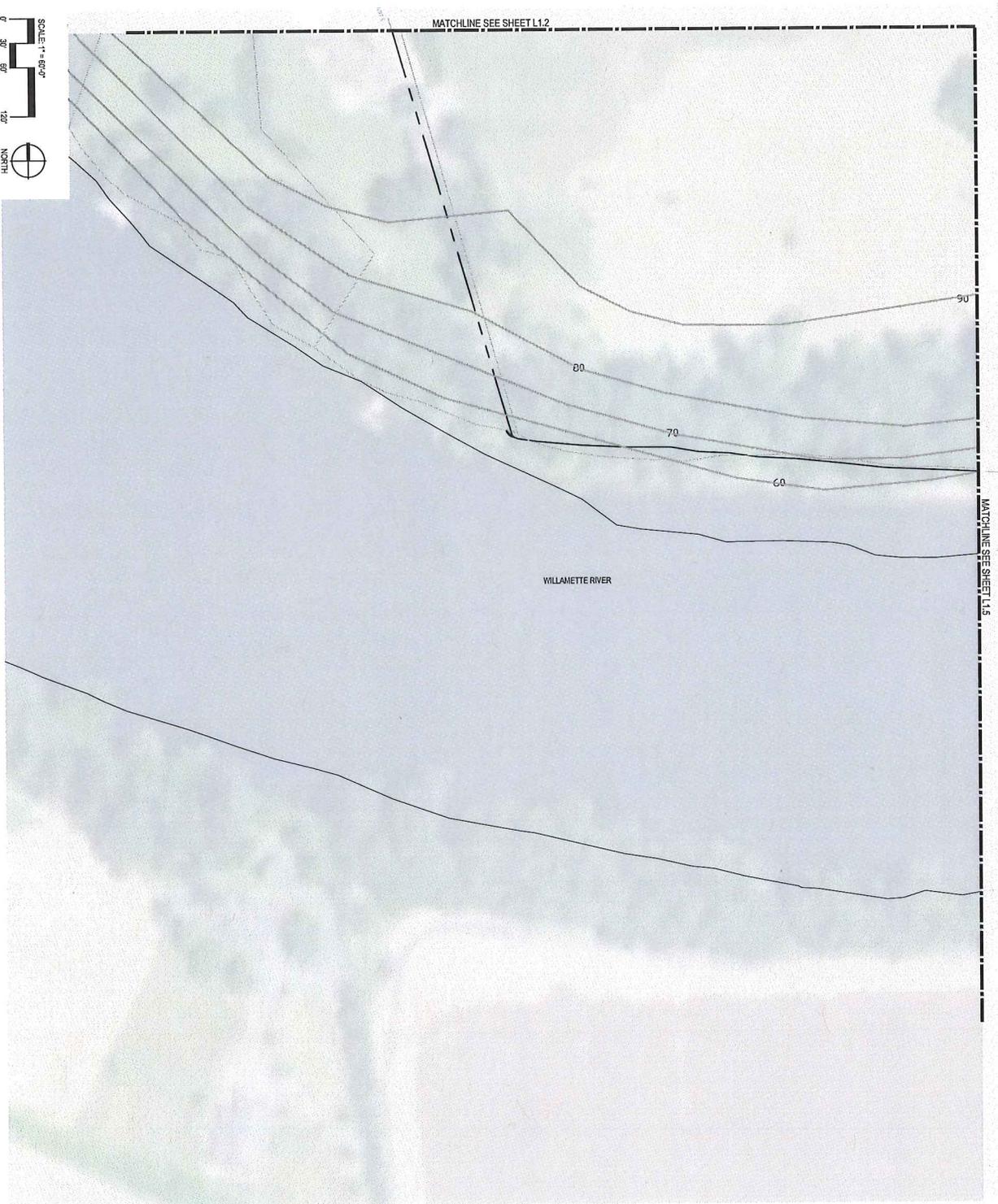
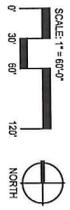
PRELIMINARY



Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 1725 South Elliot Rd.
 Belleville, OR 97152
 503-537-2909
 oelements@cpdnewberg.org

Submital: 30% Submittal
Sheet Title:
Existing Conditions Plan

DATE: 12/07/2022
 DRAWN BY: RT
 CHECKED BY: PA
 JOB NO.: 202047.1
 APPROVED: PA
 SHEET NO. X OF X
L1.3



MATCHLINE SEE SHEET L1.2

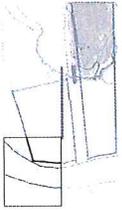
MATCHLINE SEE SHEET L1.5

WILLAMETTE RIVER

EXISTING CONDITIONS LEGEND

- GRAVEL SURFACE
- ASPHALT SURFACE
- GRASS SURFACE
- EDGE OF ASPHALT
- EDGE OF GRAVEL
- EDGE OF GRASS
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- EDGE OF TREE CANOPY
- OVERHEAD UTILITY LINES
- WIRE FENCE
- BARB WIRE FENCE
- SIGN
- GUY ANCHOR
- POWER POLE
- DECIDUOUS TREE
- PERMETER REPRESENTS
- DRIFLINE
- CONVERGENT TREE
- PERMETER REPRESENTS
- DRIFLINE
- FOUND MONUMENT
- PROJECT CONTROL POINT

KEY PLAN



GREENWORKS
 LANDSCAPE ARCHITECTURE
 1715 EAST BUCKLE ROAD
 NEWBERG, OR 97132
 503-537-2909
 www.greenworksllc.com

PRELIMINARY

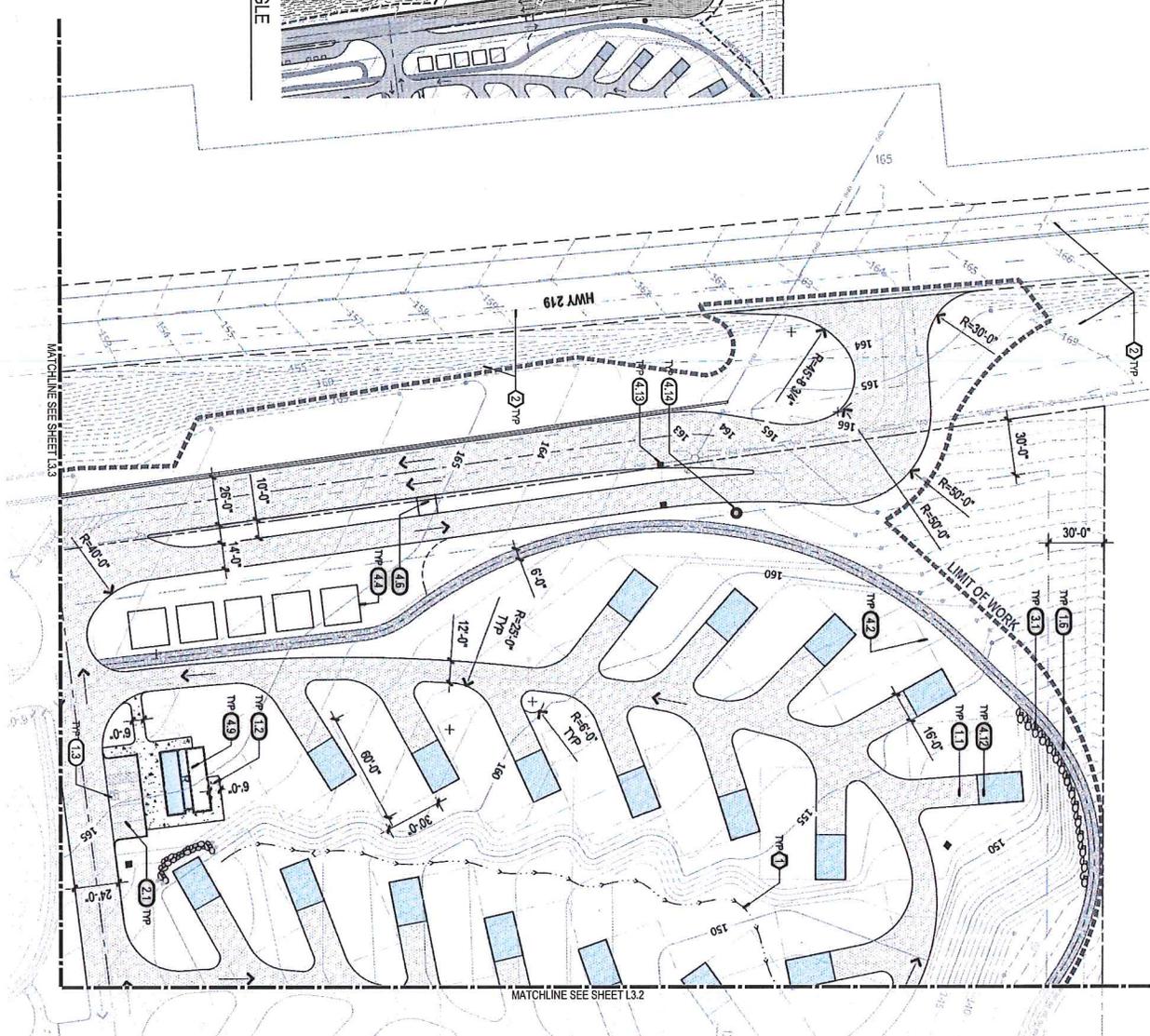
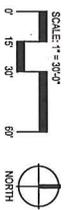


Submittal: 30% Submittal
 Sheet Title:
Existing Conditions Plan

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalem Parks and Recreation District
 128 South Elliot Rd.
 Newberg, OR 97132
 503-537-2909
 cchelem@spchehalem.org

Drawn By: RT
 Checked By: PA
 Job No.: 2004.47.1
 Approved: PA
L1.4
 Sheet No. X of X

DATE: 7/20/2022



1 CLEAR SIGHT TRIANGLE
PLANS

MATCHLINE SEE SHEET L3.3

MATCHLINE SEE SHEET L3.2

SITE MATERIALS KEY NOTES

- (1.0) PAVEMENTS, CURBS
 - 1.1 ASPHALT PAVING
 - 1.2 CONCRETE PAVING
 - 1.3 PARKING STALL - HANDICAP
 - 1.4 PARKING STALL - STANDARD
 - 1.5 PLAY AREA SURFACING
 - 1.6 TRAIL SURFACING
- (2.0) JOINTING, STRIPING
 - 2.1 PAVEMENT STRIPING
- (3.0) RAILINGS, BARRIERS, WALLS
 - 3.1 ROCK WALL
- (4.0) MISCELLANEOUS SITE FEATURES
 - 4.1 CAMPING SITE - RV/PULL-THRU
 - 4.2 CAMPING SITE - STANDARD
 - 4.3 CAMPING SITE - VIEW*
 - 4.4 COMMUNITY GARDEN
 - 4.5 ENTRY BOOTH
 - 4.6 NATIVE GARDEN
 - 4.7 PICKNIC PAVILION
 - 4.8 PLAYGROUND - P-LAY STRUCTURE
 - 4.9 RESTROOM FACILITY
 - 4.10 RV DUMP STATION
 - 4.11 PICKNIC TABLE
 - 4.12 SHADE SHELTER / PLATFORM
 - 4.13 CATCH BASIN
 - 4.14 DRY WELL

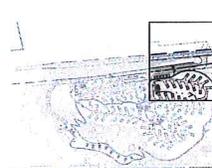
GENERAL SITE MATERIALS NOTES

- 1. GENERAL MATERIALS NOTES APPLY TO ALL SITES
- 2. REFER TO SITE MATERIALS PLAN FOR MATERIALS CALLOUTS
- 3. REFER TO SITE MATERIALS PLAN FOR MATERIALS CALLOUTS
- 4. REFER TO SITE MATERIALS PLAN FOR MATERIALS CALLOUTS
- 5. REFER TO SITE MATERIALS PLAN FOR MATERIALS CALLOUTS

SITE MATERIALS REFERENCE NOTES

- 1. DAMAGE SINKAGE ERECTION OF FORM - TYP SEE CIVIL STORMWATER PLANS FOR STORMWATER PIPING, CATCH BASIN AND DRYWELL LOCATIONS.
- 2. CLEAR SIGHT TRIANGLE AT ENTRY - SEE DETAIL (1) THIS SHEET

KEY PLAN



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Fax: 503.222.5555
Email: info@greenworksllc.com

PRELIMINARY

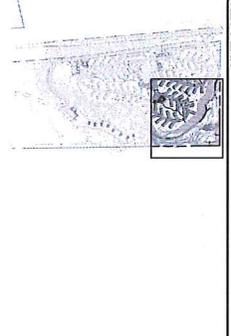
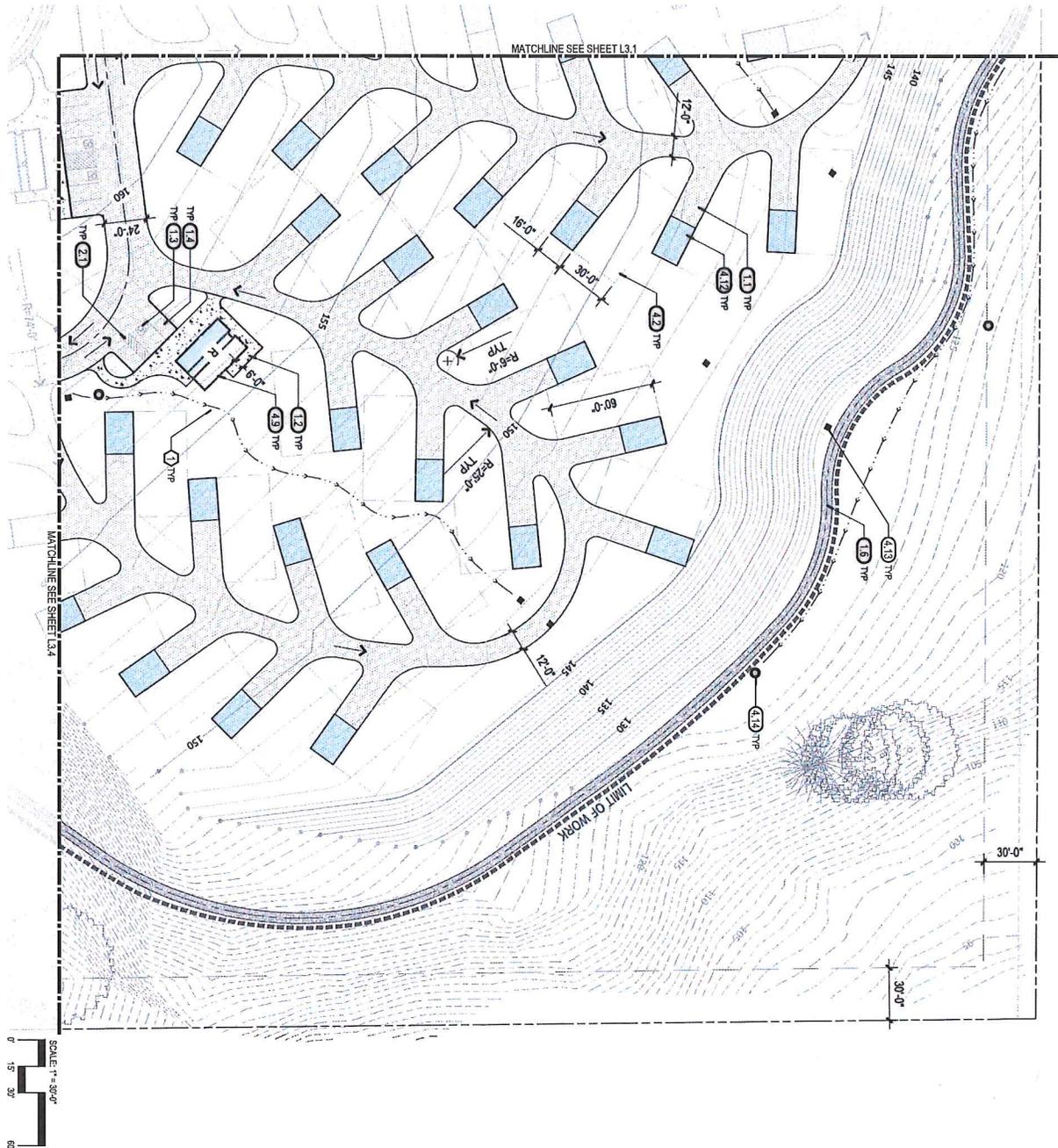


Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
Chehalis Parks and Recreation District
125 South Elgin Rd
Newberg, OR 97132
606-537-5555
documents@cpdrnewberg.org

Submittal: 30% Submittal
Sheet Title:
Layout and Site Materials Plan

Drawn By: RT
Checked By: PK
30% Sub: 2020/04/1
Approved: PK
L3.1
Sheet No. X of X

Date: 12/07/2022
Revised: 12/21/2022



SITE MATERIALS KEY NOTES

- (1.0) PAVEMENTS, CURBS**
 - 1.1 ASPHALT PAVING
 - 1.2 CONCRETE PAVING
 - 1.3 PARKING STALL - HANDCAP
 - 1.4 PARKING STALL - STANDARD
 - 1.5 PLAY AREA SURFACING
 - 1.6 TRAIL SURFACING
- (2.0) JOINTING, STRIPING**
 - 2.1 PAVEMENT STRIPING
- (3.0) BALUNES, BARBERS, WALLS**
 - 3.1 ROCK WALL
- (4.0) MISCELLANEOUS SITE FEATURES**
 - 4.1 CAMPING SITE - RV/PULLTHRU
 - 4.2 CAMPING SITE - STANDARD
 - 4.3 CAMPING SITE - VULST
 - 4.4 COMMUNITY GARDEN
 - 4.5 ENTRY BOOTH
 - 4.6 NATIVE GARDEN
 - 4.7 PICNIC PAVILION
 - 4.8 PLAYGROUND - PLAY STRUCTURE
 - 4.9 RESTROOM FACILITY
 - 4.10 RV DUMP STATION
 - 4.11 PICNIC TABLE
 - 4.12 SHADE SHELTER / PY PLATFORM
 - 4.13 CATCH BASIN
 - 4.14 DRY WELL

GENERAL SITE MATERIALS NOTES

1. GENERAL MATERIALS NOTES APPLY TO ALL SITE MATERIALS UNLESS OTHERWISE NOTED.
 2. MATERIALS SHOWN IN RED OVALS ARE TO BE INSTALLED IN RED OVALS.
 3. REFERENCE NOTES AS SHOWN ON THE PLANS.
4. SITE MATERIALS REFERENCE NOTES
 4.1 DRAWING SHALL INDICATE DIRECTION OF FLOW. TYP
 4.2 SEE CIVIL STORMWATER PLANS FOR STORMWATER PIPING, CATCH BASIN AND DRYWELL LOCATIONS.

KEY PLAN

Drawn By:	RT
Checked By:	PA
Appr'd:	PA
Date:	12/27/2022
Revision:	12/27/2022

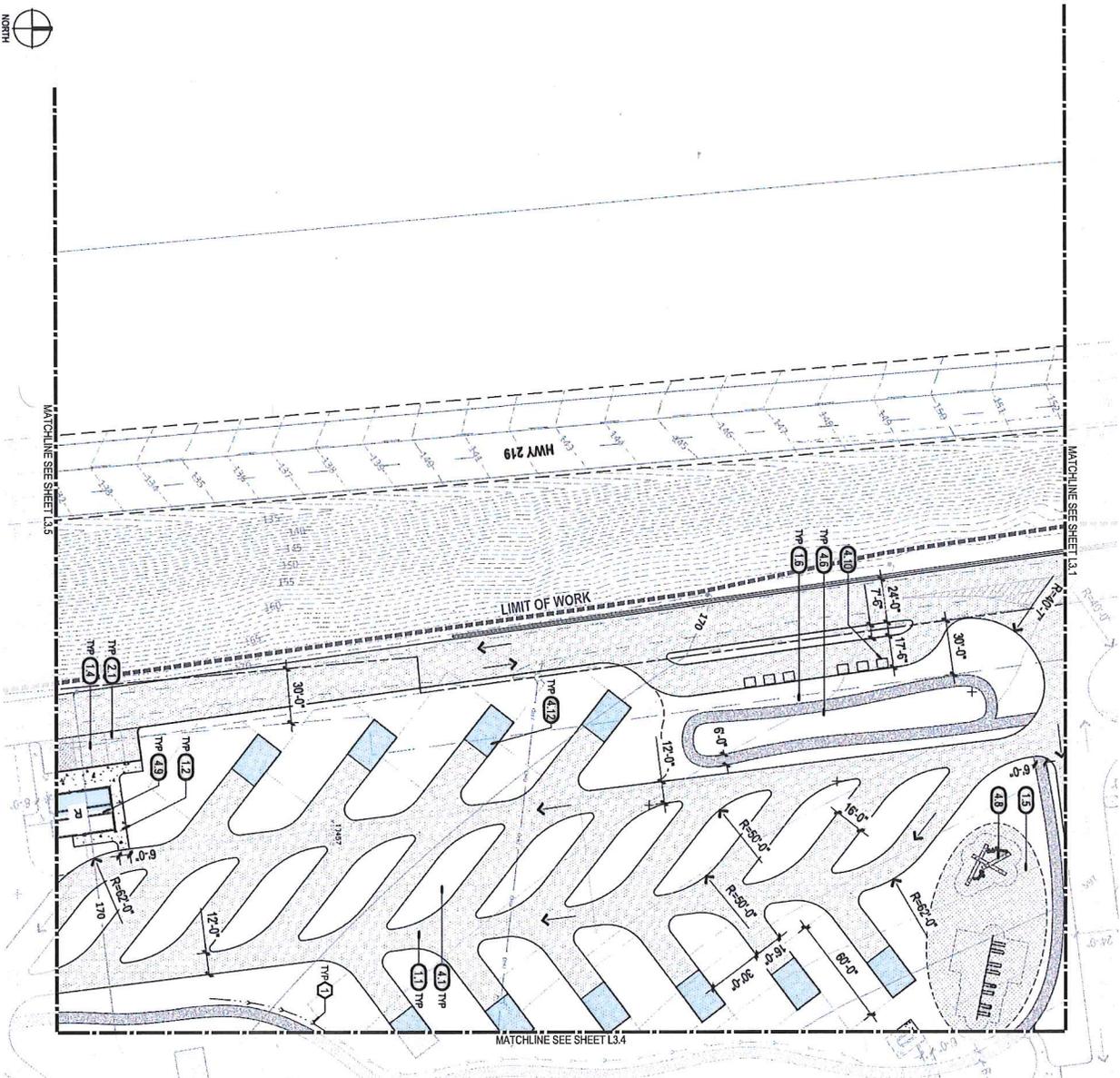
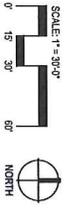
Submital: 30% Submittal
 Sheet Title:
Layout and Site Materials Plan

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalem Parks and Recreation District
 1225 South Elm Rd.
 Newberg, OR 97132
 503-537-5255
 cchehalem@cpdnewberg.org



PRELIMINARY

GREENWORKS
 ENVIRONMENTAL DESIGN
 1100 S. Main St., 2nd Fl.
 Newberg, OR 97132
 503-537-5255
 Email: info@greenworks.com



SITE MATERIALS KEY NOTES

- (1.0) PAVEMENTS, CURBS
 - 1.1 ASPHALT PAVING
 - 1.2 CONCRETE PAVING
 - 1.3 PARKING STALL - HANDICAP
 - 1.4 PARKING STALL - STANDARD
 - 1.5 PLAY AREA SURFACING
 - 1.6 TRAIL SURFACING
- (2.0) JOINTING, STRIPING
 - 2.1 PAVEMENT STRIPING
- (3.0) RAILINGS, BARBERS, WALLS
 - 3.1 ROCK WALL
- (4.0) MISCELLANEOUS SITE FEATURES
 - 4.1 CAMPING SITE - RV FULL-TIME
 - 4.2 CAMPING SITE - STANDARDS
 - 4.3 CAMPING SITE - YURT
 - 4.4 COMMUNITY GARDEN
 - 4.5 ENTRY BOOTH
 - 4.6 NATIVE GARDEN
 - 4.7 PICNIC PAVILION
 - 4.8 PLAYGROUND - PLAY STRUCTURE
 - 4.9 RESTROOM FACILITY
 - 4.10 RV DUMP STATION
 - 4.11 PICNIC TABLE
 - 4.12 SHADE SHELTER / PV PLATFORM
 - 4.13 CATCH BASIN
 - 4.14 DRY WELL

GENERAL SITE MATERIALS NOTES

1. GENERAL MATERIALS NOTES APPLY TO ALL SITE FEATURES UNLESS OTHERWISE NOTED.
 2. SEE DIMENSIONS, NUMBERS AND REFERENCE NOTES AS SHOWN ON THE PLANS.
 3. SEE DIMENSIONS, NUMBERS AND REFERENCE NOTES AS SHOWN ON THE PLANS.
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KEY PLAN



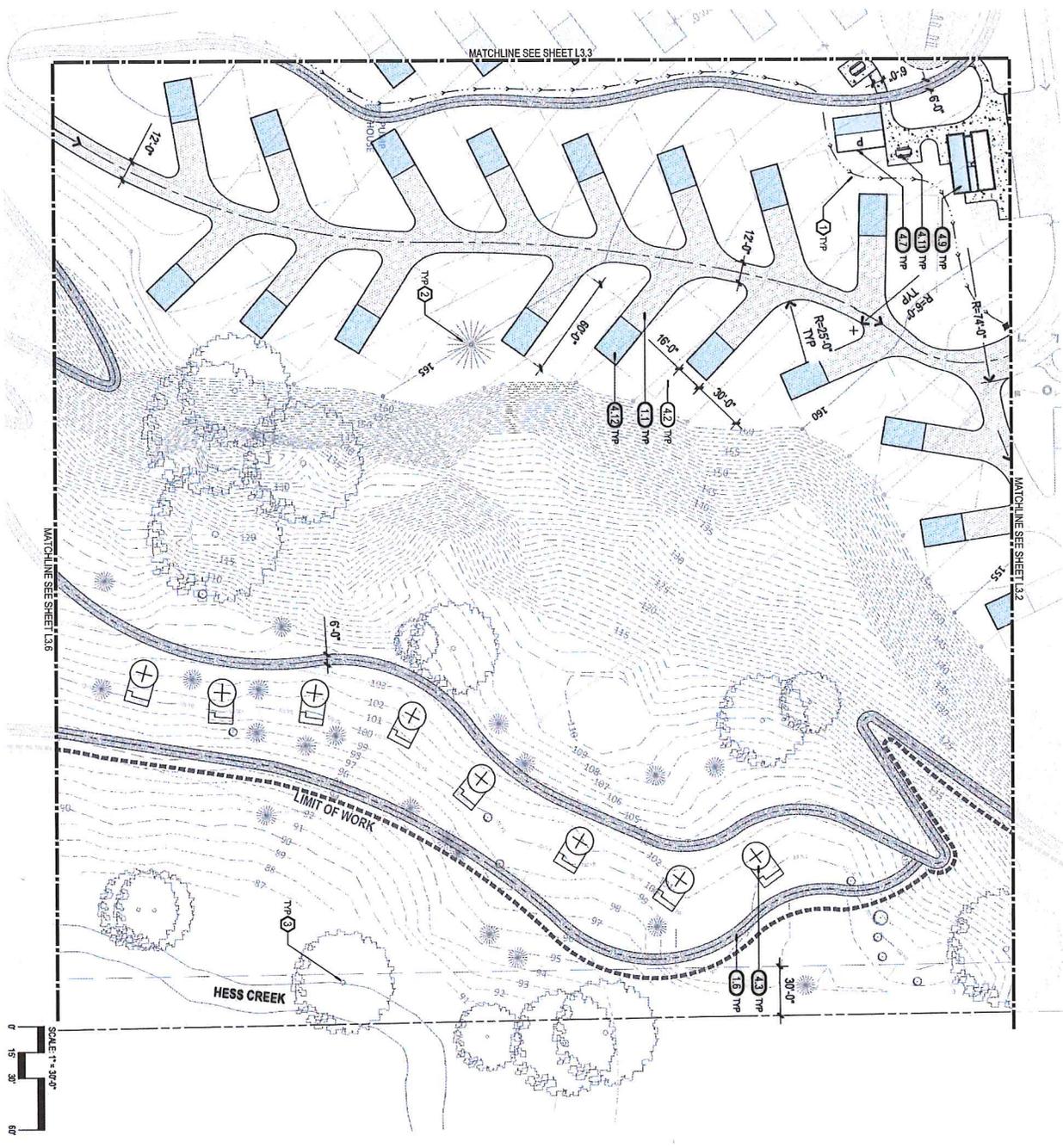
PRELIMINARY



Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalem Parks and Recreation District
 125 South Elliot Rd.
 Newberg, OR 97132
 503-537-2909
 clements@cpnrnewberg.org

Submital: 30% Submittal
Sheet Title:
Layout and Site Materials Plan

DATE: 12/07/2022
REVISION: 12/27/2022
DESIGNED BY: RT
CHECKED BY: PA
APP. NO.: 2023471
APPROVED BY: PA
SHEET NO.: L3.3
OF X



SITE MATERIALS KEY NOTES

- ITEM
- (1.0) PAVEMENT CURBS
 - 1.1 ASPHALT FINISH
 - 1.2 CONCRETE FINISH
 - 1.3 PARKING STALL - PARKING
 - 1.4 PARKING STALL - STANDING
 - 1.5 PLAY AREA STIPPCING
 - 1.6 TRAIL STIPPCING
 - (2.0) JOINTING STRIPING
 - 2.1 PAVEMENT STRIPING
 - (3.0) RAILINGS, BARRIERS, WALLS
 - 3.1 ROCK WALL
 - (4.0) MISCELLANEOUS SITE FEATURES
 - 4.1 CAMPING SITE - RV FULL-TIME
 - 4.2 CAMPING SITE - STANDARD
 - 4.3 CAMPING SITE - YURT
 - 4.4 COMMUNITY GARDEN
 - 4.5 ENTRY BOOTH
 - 4.6 NATIVE GARDEN
 - 4.7 PICNIC PAVILION
 - 4.8 PLAYGROUND - PLAY STRUCTURE
 - 4.9 REST ROOM FACILITY
 - 4.10 RV ROUND STATION
 - 4.11 PICNIC TABLE
 - 4.12 SHEDS SHELTER / PLATFORM
 - 4.13 CATCH BASIN
 - 4.14 DRY WELL

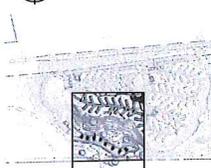
GENERAL SITE MATERIALS NOTES

- 1. GENERAL NOTES AND SPECIFICATIONS SHALL APPLY TO THIS PLAN.
- 2. REFER TO THE MATERIALS PLAN FOR MATERIALS AND FINISHES.
- 3. REFER TO THE MATERIALS PLAN FOR MATERIALS AND FINISHES.
- 4. REFER TO THE MATERIALS PLAN FOR MATERIALS AND FINISHES.

SITE MATERIALS REFERENCE NOTES

- 1. SWALE, DIRECTION OF FLOW - TYP
- 2. EXISTING CONIFER TREE - TYP
- 3. EXISTING DECIDUOUS TREE - TYP

KEY PLAN



GREENWORKS
 LANDSCAPE ARCHITECTURE
 155 South 48th Street
 Portland, OR 97214
 Phone: 503.252.5522
 Fax: 503.252.5523
 Email: info@greenworksllc.com

PRELIMINARY



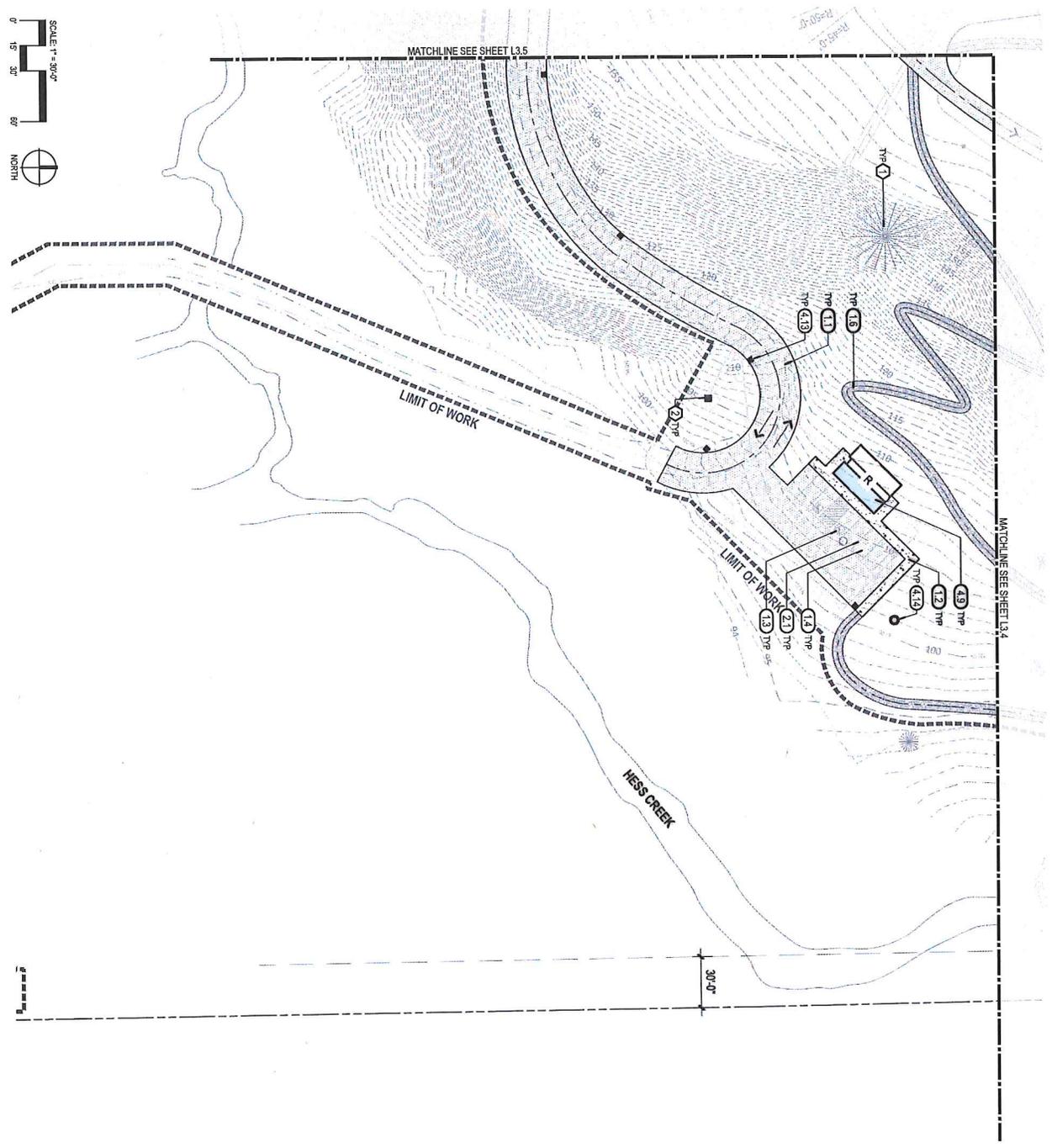
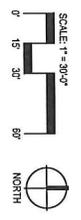
Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalem Parks and Recreation District
 175 South 88th Rd
 Newberg, OR 97132
 503.537.2899
 edlements@cpdnewberg.org

Submittal: 30% Submittal
 Sheet Title:
Layout and Site Materials Plan

DATE: 12/07/2022
 DRAWN BY: RT
 CHECKED BY: PA
 JOB NO.: 2001461
 APPROVED: PA

Sheet No. **L3.4** of X

DATE PLOTTED: 11/14/2023 10:58:11 AM



SITE MATERIALS KEY NOTES

ITEM

- (1.0) PAVEMENTS, CURBS
 - 1.1 ASPHALT PAVING
 - 1.2 CONCRETE PAVING
 - 1.3 PARKING STALL - HANDICAP
 - 1.4 PARKING STALL - STANDARD
 - 1.5 PLAY AREA, SIMPSONS
 - 1.6 TRAIL STRIPACING
- (2.0) JOINTING, STRIPING
 - 2.1 PAVEMENT STRIPING
- (3.0) RAILINGS, BARRIERS, WALLS
 - 3.1 ROCK WALL
- (4.0) MISCELLANEOUS SITE FEATURES
 - 4.1 CAMPING SITE - RV PULL THRU
 - 4.2 CAMPING SITE - STANDARD
 - 4.3 CAMPING SITE - VIEW*
 - 4.4 COMMUNITY GARDEN
 - 4.5 ENTRY/BOOTH
 - 4.6 NATIVE GARDEN
 - 4.7 POND/FALLEN
 - 4.8 PLAYGROUND - PLAY STRUCTURE
 - 4.9 RESTROOM FACILITY
 - 4.10 RV/DUMP STATION
 - 4.11 POND TABLE
 - 4.12 SHADE SHELTER / P/ PLATFORM
 - 4.13 CATCH BASIN
 - 4.14 DRY WELL

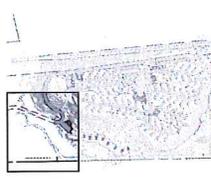
GENERAL SITE MATERIALS NOTES

* GENERAL MATERIALS NOTES APPLY TO ALL SITE MATERIALS DRAWINGS. NUMBERS IN HEADINGS () REFER TO SITE MATERIALS PLAN. REFERENCE NOTES AS SHOWN ON THE PLANS.

SITE MATERIALS REFERENCE NOTES

- 1. EXISTING CONIFER TREE - TYP
- 2. EXISTING WELLHEAD

KEY PLAN



LANDSCAPE ARCHITECTURE
1735 South 45th Avenue
Phoenix, AZ 85018
Tel: 602.252.2000
Email: info@greenworks.com

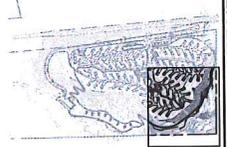
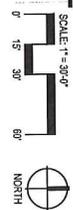
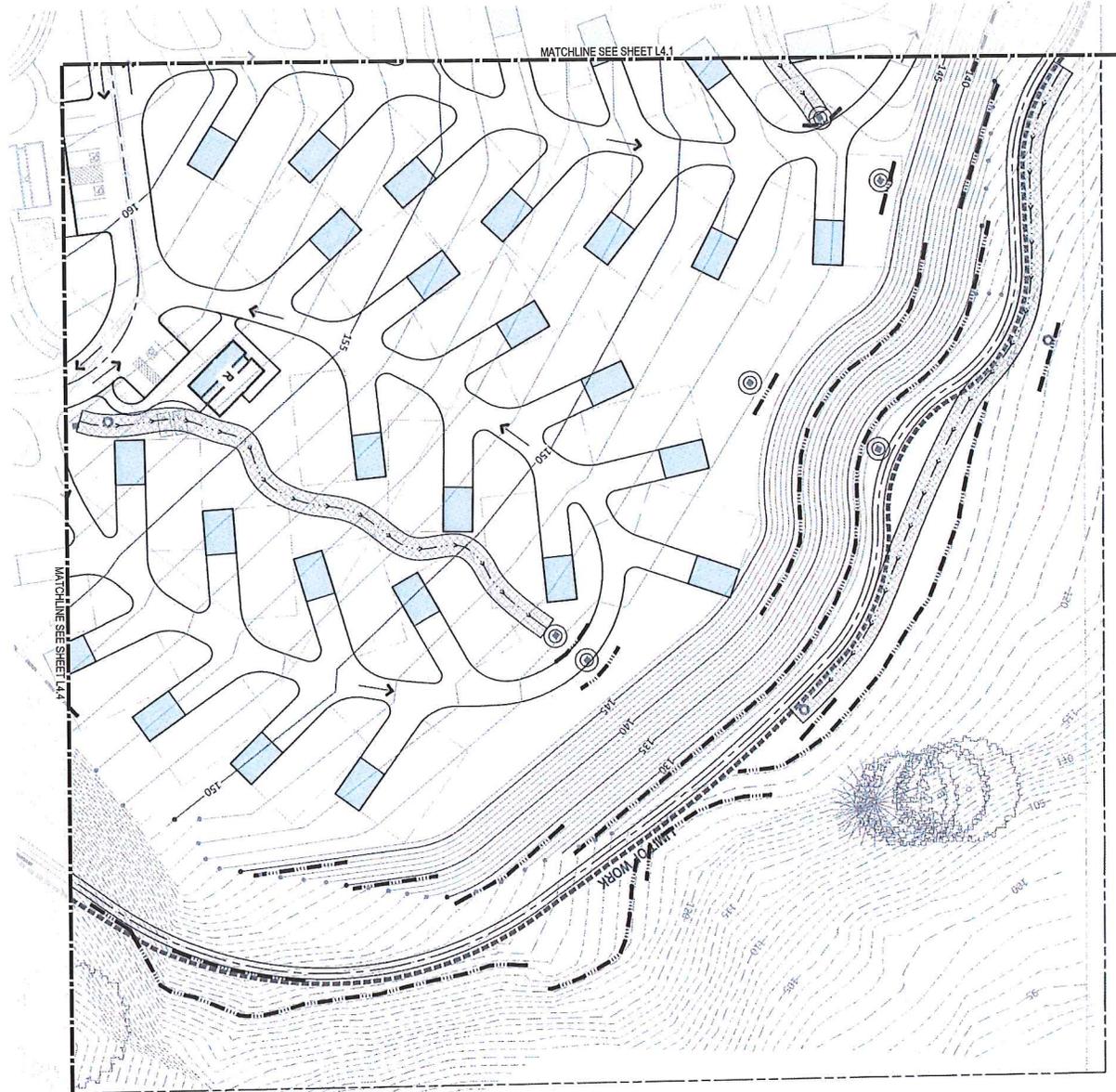
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NOT FOR CONSTRUCTION
SCALE: AS SHOWN
DATE: 11/14/23

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
Chehalem Parks and Recreation District
1725 South Elder Street
Newberg, OR 97132
503.537.2900
dcbennett@greenworksberg.org

Submittal: 30% Submittal
Sheet Title:
Layout and Site Materials Plan

DATE PLOTTED: 11/14/2023 10:58:11 AM
JOB NO.: 2001-07-1
APPROVED: PA
SHEET NO.: X OF X
L3.6



KEY PLAN

GRADING AND EROSION CONTROL LEGEND

	PROPERTY LINE
	EXISTING CONTOUR MINOR
	EXISTING CONTOUR MAJOR
	PROPOSED CONTOUR MINOR
	PROPOSED CONTOUR MAJOR
	SEDIMENT CONTROL FENCE
	STRAW WATTLES
	LLE PROTECTION
	COR EROSION CONTROL FABRIC

DATE: 12/20/2022
 DRAWN BY: RT
 CHECKED BY: PA
 JOB NO.: 2001471
 APPROVED: PA

L4.2
 Sheet No. X of X

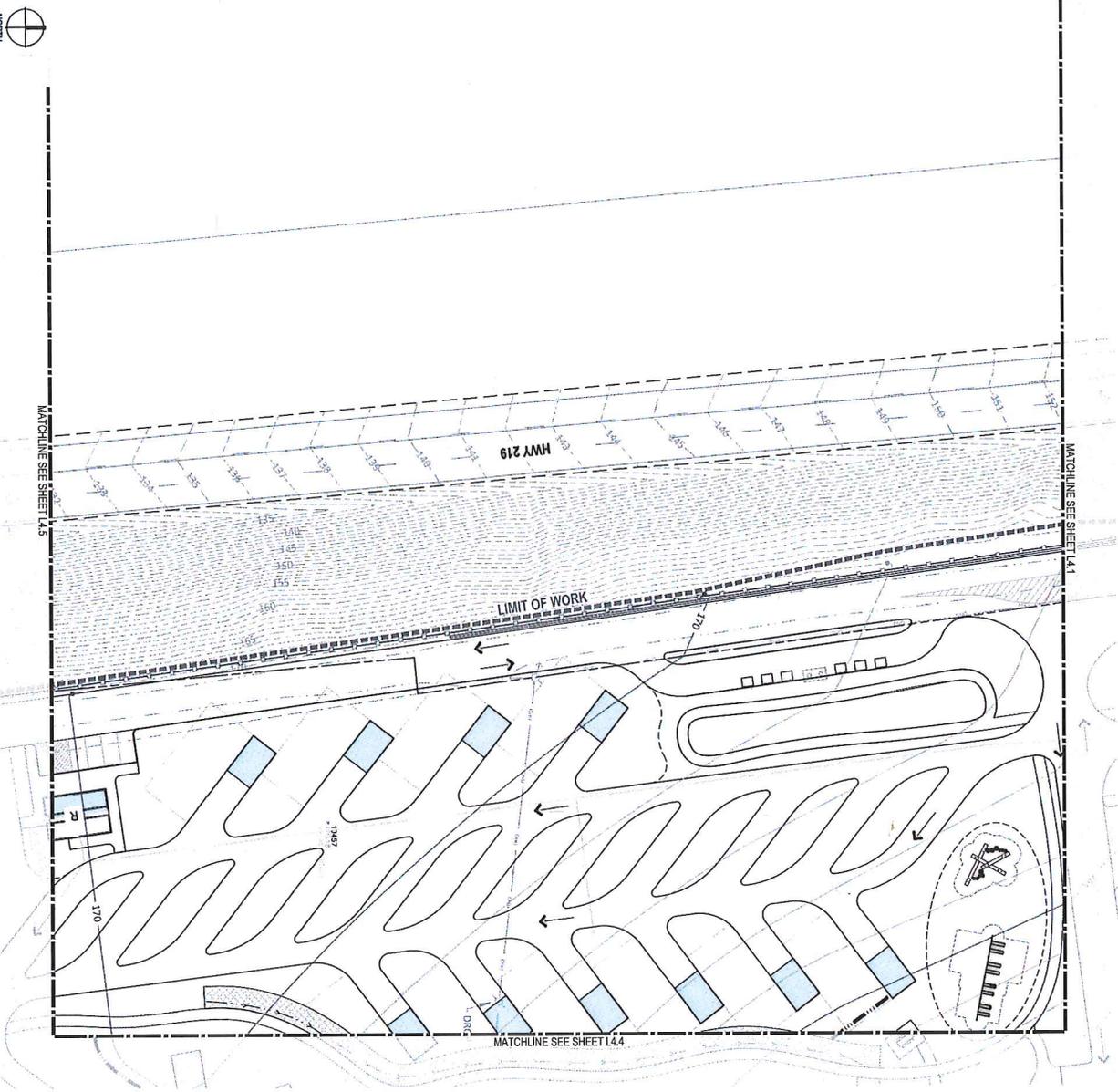
Submittal: 30% Submittal
 Sheet Title:
Grading and Erosion Control Plan

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 123 South Elliot St.
 Newberg, OR 97132
 503-537-2909
 dclements@cpdnewberg.org

PRELIMINARY

DATE: 12/20/2022
 SCALE: 1" = 30'

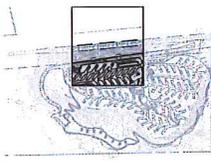
GREEN WORKS
 LANDSCAPE ARCHITECTS
 1315 SE 15th St. Suite 100
 Portland, OR 97214
 Phone: 503.222.2222
 Fax: 503.222.2222
 Email: info@greenworksllc.com



GRADING AND EROSION CONTROL LEGEND

- PROPERTY LINE
- - - - - EXISTING CONTOUR MAJOR
- - - - - EXISTING CONTOUR MINOR
- - - - - PROPOSED CONTOUR MAJOR
- - - - - PROPOSED CONTOUR MINOR
- - - - - SEGMENT CONTROL FENCE
- - - - - STRAW MATS
- LET PROTECTION
- ▨ COR EROSION CONTROL FABRIC

KEY PLAN



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL DESIGN
 1133 S. Main St., Suite 100
 Portland, OR 97202
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 Email: info@greenworksusa.com

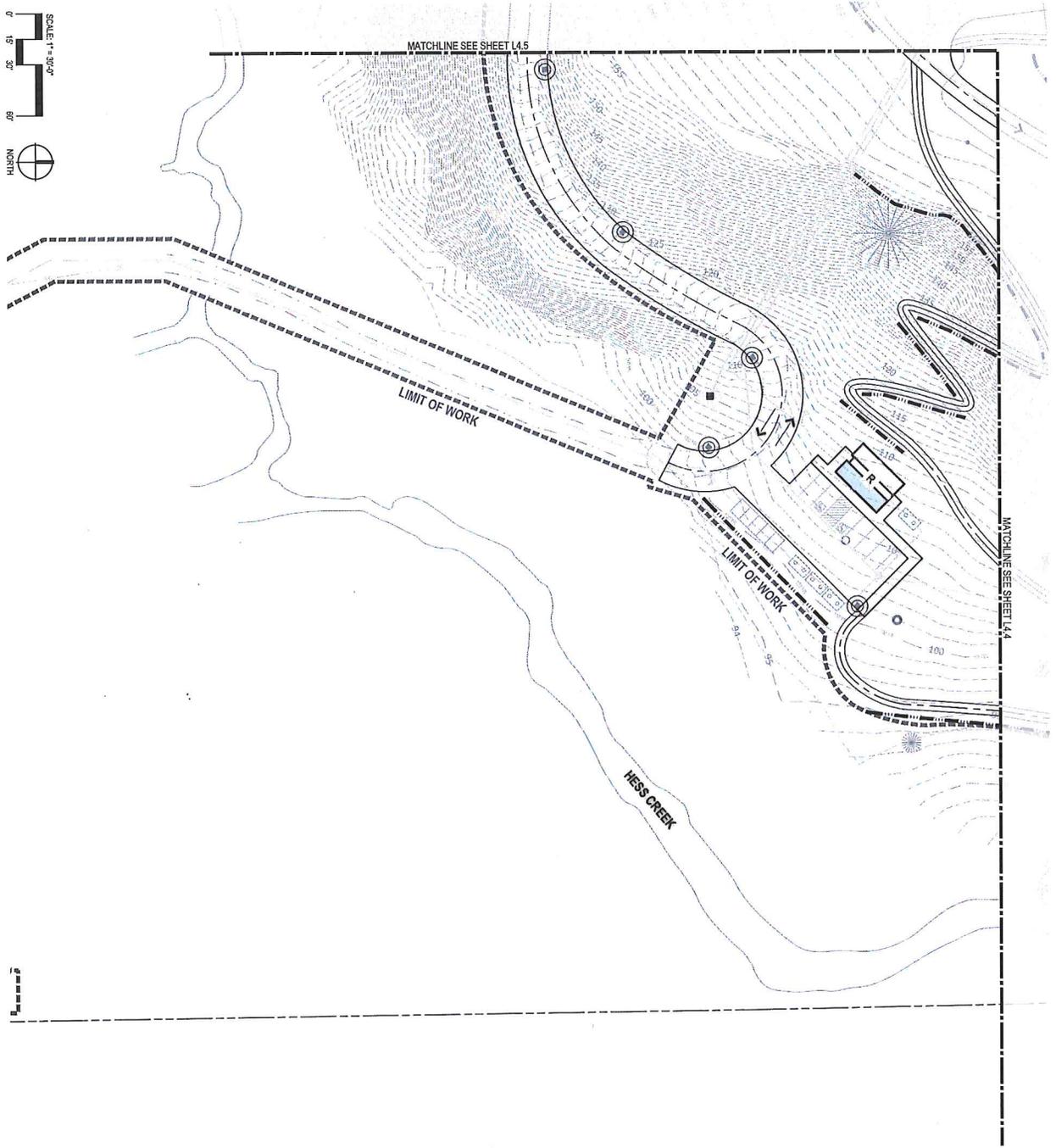
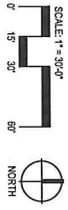
PRELIMINARY



Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 125 South Elm St.
 Naveah, OR 97132
 503-537-2809
 d@elements@prdnwberg.org

Submital: 30% Submittal
Sheet Title:
Grading and Erosion Control Plan

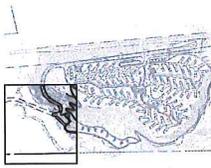
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PROVIDER:
 Design By: RT
 Checked By: PA
 Job No.: 200147-1
 Approved: PA
Sheet No. X of X
L4.3



GRADING AND EROSION CONTROL LEGEND

- PROPERTY LINE
- - - - - EXISTING CONTOUR MINOR
- - - - - EXISTING CONTOUR MAJOR
- - - - - PROPOSED CONTOUR MINOR
- - - - - PROPOSED CONTOUR MAJOR
- SEMI-CIRCLE WITH DASHES — SEDIMENT CONTROL FENCE
- STRAW MATS
- LET PROTECTION
- ▨ COR EROSION CONTROL FABRIC

KEY PLAN



GREEN WORKS
 LANDSCAPE ARCHITECTURE
 1101 W. MARKET ST., SUITE 100
 PHILADELPHIA, PA 19102
 PH: 215 222 2222
 FAX: 215 222 2222
 EMAIL: INFO@GREENWORKS.COM

PRELIMINARY

SCALE: 1" = 30'-0"

DATE: 12/07/2022

Project:
CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalum Parks and Recreation District
 125 South Ebel Rd.
 Newberg, OR 97132
 503-537-2902
 cddemments@cpdnewberg.org

Submittal: 30% Submittal

Sheet Title:
Grading and Erosion Control Plan

DATE: 12/07/2022

DESIGNER: RT

CHECKED BY: PA

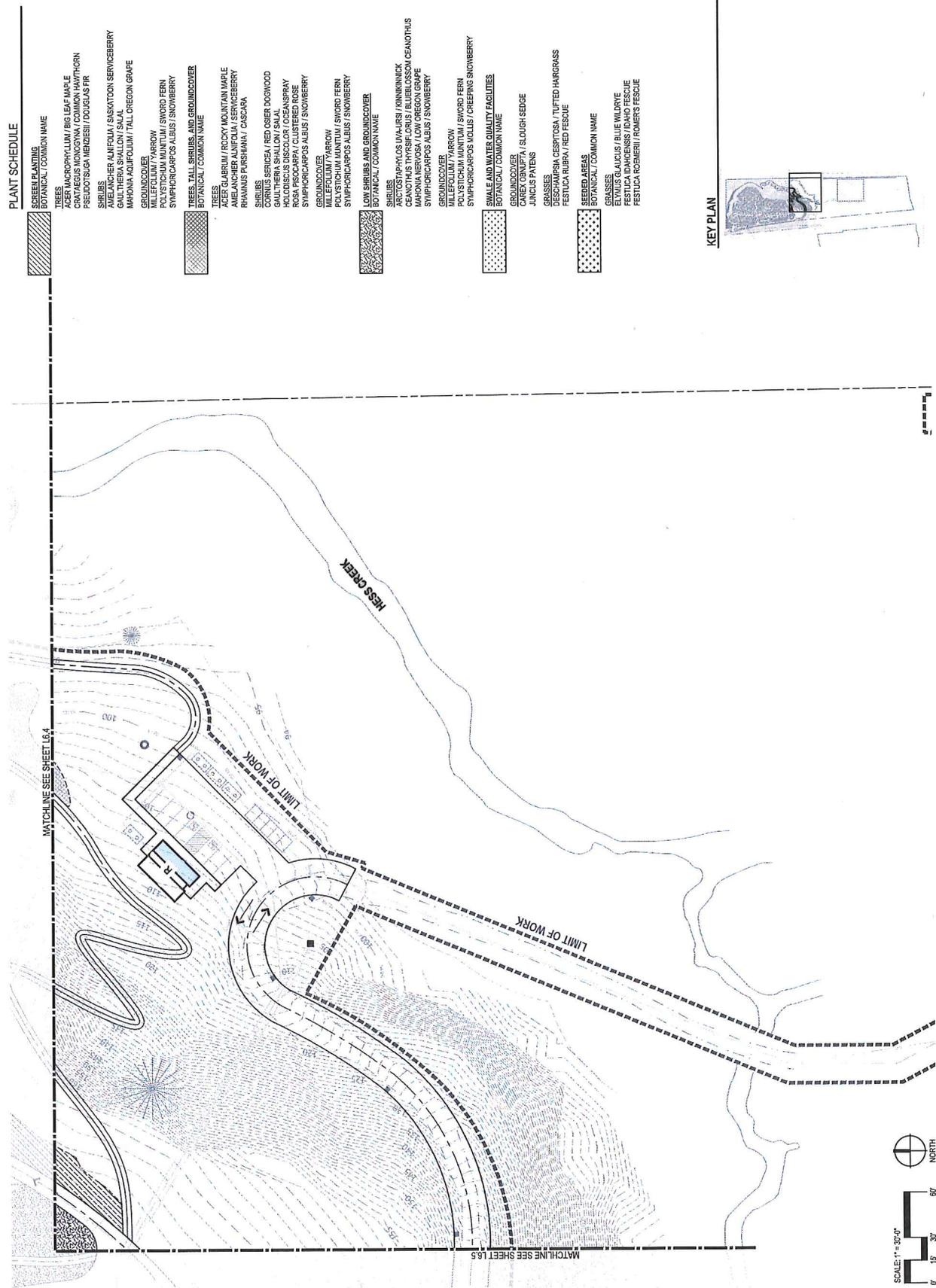
JOB NO.: 2021.47.1

APPROVED: PA

Sheet No. X of X

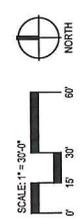
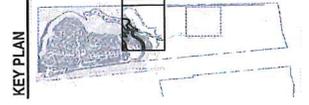
L4.6

PRELIMINARY



PLANT SCHEDULE

SCREEN PLANTING	TREES	SHRUBS	GROUNDCOVER	TREES, TALL SHRUBS, AND GROUNDCOVER	LOW SHRUBS AND GROUNDCOVER	SMALL AND WATER QUALITY FACILITIES	GRASSES	SEEDING AREAS
BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME	BOTANICAL / COMMON NAME
	ACER MACROPHYLLUM / BIG LEAF MAPLE CRATAEGUS MONOCYMA / COMMON HAWTHORN PSEUDOTSUGA MENZIESII / DOUGLAS FIR	AMELANCHIER ALTI-FOLIATA / SASKATONIA SERVICEBERRY AMELANCHIER ALTI-FOLIATA / SASKATONIA SERVICEBERRY ARHONIKIA-ADIPOLLUM / TALL OREGON GRAPE	ARHONIKIA-ADIPOLLUM / TALL OREGON GRAPE POLYSTICHUM MUNITUM / SWORD FERN POLYSTICHUM MUNITUM / SWORD FERN SYMPHYCARPOS ALBIS / SNOWBERRY	ARCTOSTAPHYLOS LIVA-JURSI / KINKINICK CEANOETHUS THYRSIFORUS / BLUEBELLISSON CEANOETHUS LILY OF THE VALLEY SYMPHYCARPOS ALBIS / SNOWBERRY	ARCTOSTAPHYLOS LIVA-JURSI / KINKINICK CEANOETHUS THYRSIFORUS / BLUEBELLISSON CEANOETHUS LILY OF THE VALLEY SYMPHYCARPOS ALBIS / SNOWBERRY	ARCTOSTAPHYLOS LIVA-JURSI / KINKINICK CEANOETHUS THYRSIFORUS / BLUEBELLISSON CEANOETHUS LILY OF THE VALLEY SYMPHYCARPOS ALBIS / SNOWBERRY	ARCTOSTAPHYLOS LIVA-JURSI / KINKINICK CEANOETHUS THYRSIFORUS / BLUEBELLISSON CEANOETHUS LILY OF THE VALLEY SYMPHYCARPOS ALBIS / SNOWBERRY	ARCTOSTAPHYLOS LIVA-JURSI / KINKINICK CEANOETHUS THYRSIFORUS / BLUEBELLISSON CEANOETHUS LILY OF THE VALLEY SYMPHYCARPOS ALBIS / SNOWBERRY



PRELIMINARY

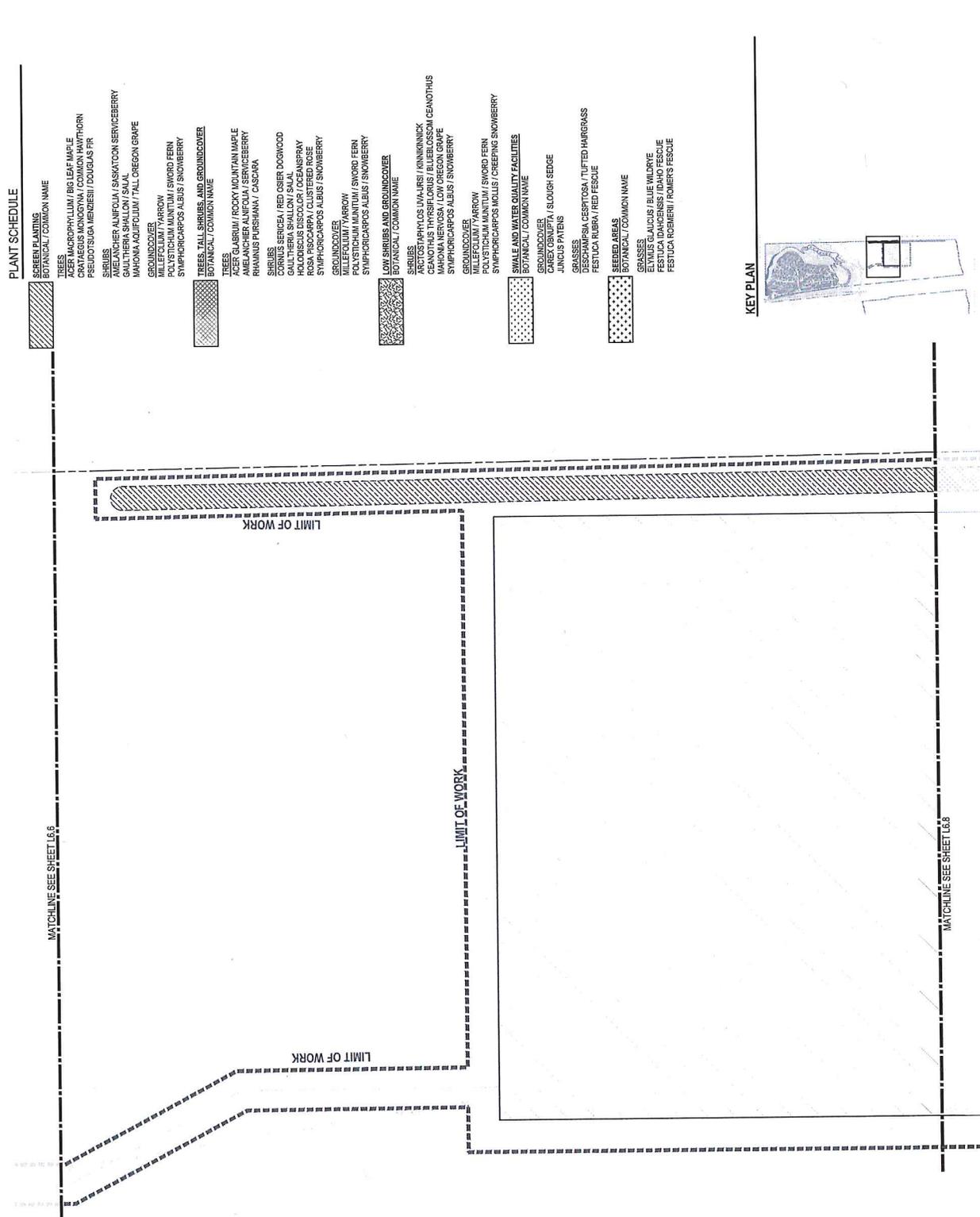


CHEHALEM HERITAGE TRAILS CAMPGROUND
Project:
Chelan Falls and Recreation District
175 South 10th Street
Wenatchee, WA 98812
509.653.2929
dchenault@spnhearing.org

Site Planting Plan
Sheet Title:

Submitted: 30% Submittal

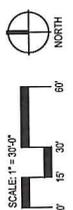
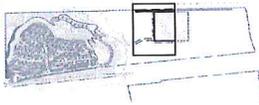
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Date: 12/07/2022
Revision:
Drawn By: RT
Checked By: PA
Job No.: 202147.1
Approved: PA
L6.7
Sheet No. X of X



PLANT SCHEDULE

- SCREEN PLANTING
BOTANICAL / COMMON NAME
- TREES
ACER MACROPHYLLUM / BIG LEAF MAPLE
CRATAEGUS MONOCYNA / COMMON HAWTHORN
PSEUDOTSUGA MENZIESII / DOUGLAS FIR
- SHRUBS
AMELANCHIER ALNIFOLIA / SASKATOON SERVICEBERRY
GALTHERIA SPALOWII / SPALOW'S GALTHERIA
HARRINGIA AGRIPOLEUM / TALL OREGON GRAPE
- GROUNDCOVER
POLYSTICHUM MUNITUM / SWORD FERN
SYMPHORICARPOS ALBIS / SNOWBERRY
- TREES, TALL SHRUBS, AND GROUNDCOVER
BOTANICAL / COMMON NAME
- TREES
ACER GLABRUM / ROCKY MOUNTAIN MAPLE
AMELANCHIER ALNIFOLIA / SERVICEBERRY
RHAMNUS PURSHIANA / CASHARA
- SHRUBS
CORNUS SERICEA / RED OSIER DOGWOOD
GALTHERIA SPALOWII / SPALOW'S GALTHERIA
RUBUS COCCINEUS / COCCINEOUS RUBUS
ROSA ROSCARPA / CLUSTERED ROSE
SYMPHORICARPOS ALBIS / SNOWBERRY
- GROUNDCOVER
MILLEFOLIUM TARRON
POLYSTICHUM MUNITUM / SWORD FERN
SYMPHORICARPOS ALBIS / SNOWBERRY
- LOW SHRUBS AND GROUNDCOVER
BOTANICAL / COMMON NAME
- SHRUBS
ARCTOSTAPHYLOS LIVA-URSI / KINKINNICK
CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM CEANOTHUS
SYMPHORICARPOS ALBIS / SNOWBERRY
- GROUNDCOVER
MILLEFOLIUM TARRON
POLYSTICHUM MUNITUM / SWORD FERN
SYMPHORICARPOS ALBIS / SNOWBERRY
- SHALE AND WATER QUALITY FACILITIES
BOTANICAL / COMMON NAME
- GROUNDCOVER
CAREX OBLINQTA / SLOUGH SEDGE
JUNCUS PATENS
- GRASSES
DESCHAMPSIA CESPTOSA / TUFTED HAIRGRASS
FESTUCA RUBRA / RED FESCUE
- SEEDED AREAS
BOTANICAL / COMMON NAME
- GRASSES
ELYMUS GLAUCUS / BLUE WILDRYE
FESTUCA IDAHOENSIS / IDAHO FESCUE
FESTUCA ROBNERII / ROMER'S FESCUE

KEY PLAN



PRELIMINARY



CHEHALEM HERITAGE TRAILS CAMPGROUND

Project: Chehalis Park and Recreation District
123 South 4th St.
Kelso, WA 98526
509.433.4299
dcmehrs@gprweb.org

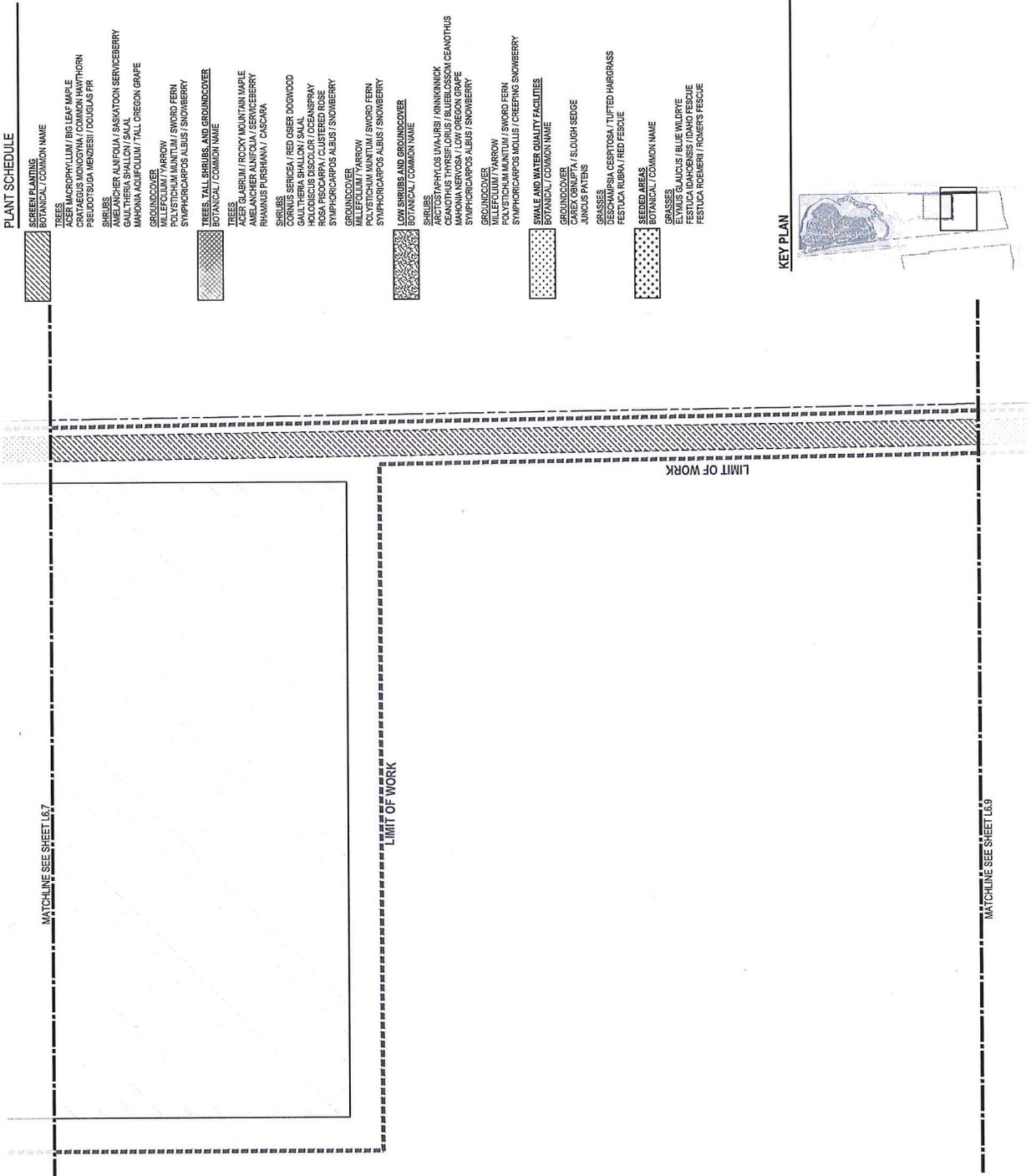
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Sheet Title: **Site Planting Plan**

Date:	1/20/2022
Revised:	
Drawn By:	RT
Checked By:	PA
Job No.:	200147.1
Approved:	PA

L6.8

Sheet No. X of X



PLANT SCHEDULE

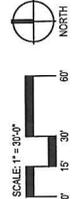
SCREEN PLANTING	BOTANICAL / COMMON NAME
[Pattern]	TREES: MACROCARPUM / BIG LEAF MAPLE CRATAEGUS MONOCERNA / COMMON HAWTHORN PSEUDOTSUGA MENZIESII / DOUGLAS FIR
[Pattern]	SHRUBS: AMELANCHIER ALNIFOLIA / SASKATOON SERVICEBERRY GAULTHERIA SHALLOXI / SALAL MAHONIA AQUIFOLIUM / TALL OREGON GRAPE
[Pattern]	GROUNDCOVER: POLYSTICHUM MUNITUM / SWORD FERN SYMPHORCARPOS ALBUS / SNOWBERRY
[Pattern]	TREES, TALL SHRUBS AND GROUNDCOVER BOTANICAL / COMMON NAME
[Pattern]	TREES: JARBELUM / ROCKY MOUNTAIN MAPLE AMELANCHIER ALNIFOLIA / SERVICEBERRY RHAMNUS PURSHIANA / CASCARA
[Pattern]	SHRUBS: CORNUS SERICEA / RED OSIER DOGWOOD GAULTHERIA SHALLOXI / SALAL RHODOCODON DAVIDSONII / WILDERNESS ROSE SYMPHORCARPOS ALBUS / SNOWBERRY
[Pattern]	GROUNDCOVER: MILLEFOLIUM YARROW POLYSTICHUM MUNITUM / SWORD FERN SYMPHORCARPOS ALBUS / SNOWBERRY
[Pattern]	LOW SHRUBS AND GROUNDCOVER BOTANICAL / COMMON NAME
[Pattern]	SHRUBS: ARCTOSTAPHYLOS UVA-URSI / WINKINKINCK CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM CEANOTHUS MAHONIA NEROSA / LOW OREGON GRAPE SYMPHORCARPOS ALBUS / SNOWBERRY
[Pattern]	GROUNDCOVER: POLYSTICHUM MUNITUM / SWORD FERN SYMPHORCARPOS MOLLIS / CREEPING SNOWBERRY
[Pattern]	SWALE AND WATER QUALITY FACILITIES BOTANICAL / COMMON NAME
[Pattern]	GRASSES: CAREX CHAETEA / SLOUGH SEDGE JUNCUS PATENS
[Pattern]	GRASSES: DESCHAMPSIA CESPERTOSA / TUFTED HAIRGRASS FESTUCA RUBRA / RED FESCUE
[Pattern]	SEEDED AREAS BOTANICAL / COMMON NAME
[Pattern]	GRASSES: ELYMUS GALICUS / BLUE WILDRYE FESTUCA IDAHOENSIS / IDAHO FESCUE FESTUCA ROBERTII / ROBERT'S FESCUE

KEY PLAN



MATCHLINE SEE SHEET L6.7

MATCHLINE SEE SHEET L6.9



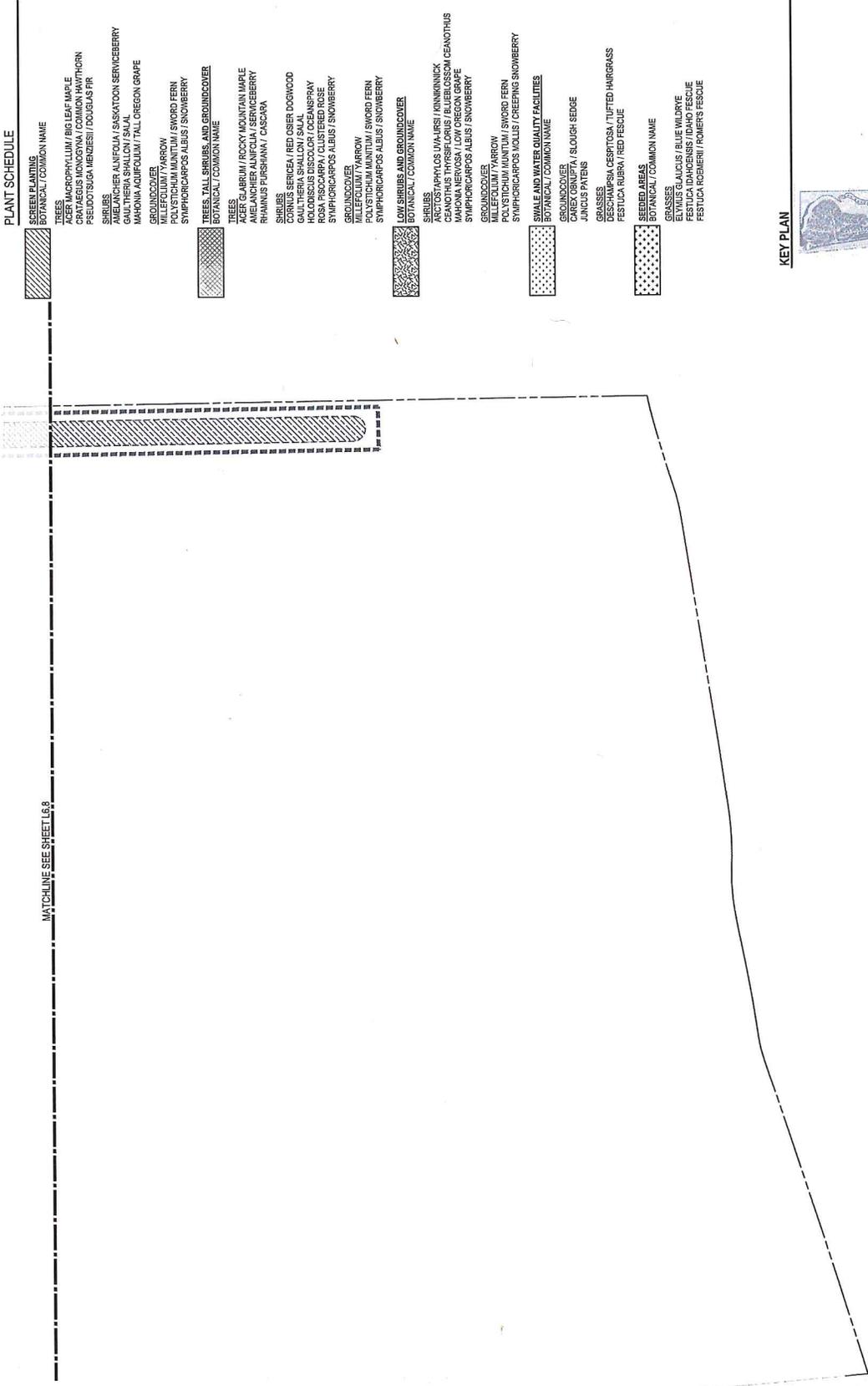
PRELIMINARY



CHEHALEM HERITAGE TRAILS CAMPGROUND
Project: CHEHALEM HERITAGE TRAILS CAMPGROUND
1725 SW 20th St, Suite 100
Portland, OR 97205
503.533.2828
dlem@greenworks.com

Site Planting Plan
Sheet Title: Site Planting Plan
Submit Date: 3/20/2014

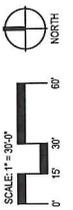
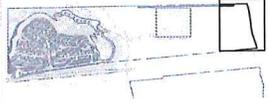
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Date: 3/20/2014
Revised: 3/20/2014
Drawn By: RT
Checked By: PA
Job No.: 200147.1
Approved: PA
L6.9
Sheet No.: X of X



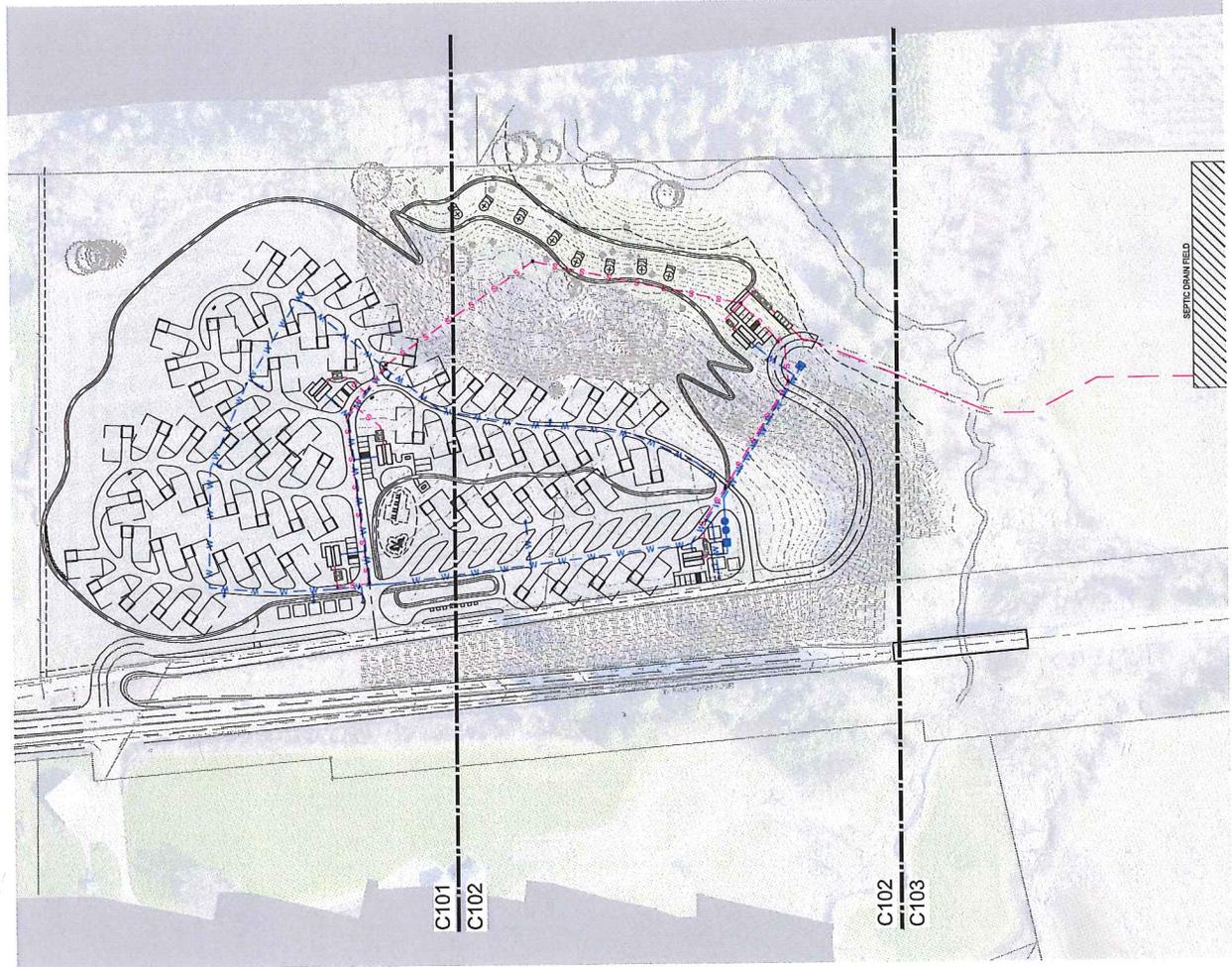
PLANT SCHEDULE

SCREEN PLANTING	BOTANICAL / COMMON NAME
[Hatched Pattern]	ARTEMISIA TRIDENTATA / SILVER CHENOPODIUM / BIG LEAF MAPLE CRATAEGUS MONOSYNA / COMMON HAWTHORN PSEUDOTSUGA MENZIESII / DOUGLAS FIR
SHRUBS	BOTANICAL / COMMON NAME
[Cross-hatched Pattern]	AMELANCHIER ALNIFOLIA / SASQUATCH SERVICEBERRY GAULTHERIA SHALLOX / SALAL MAHONIA AQUIFOLIUM / TALL OREGON GRAPE
TREES	BOTANICAL / COMMON NAME
[Dotted Pattern]	AMELANCHIER ALNIFOLIA / SERVICEBERRY RHAMNUS PURSHIANA / CASCARA
SHRUBS	BOTANICAL / COMMON NAME
[Dotted Pattern]	CORNUS SERICEA / RED OSIER DOGWOOD GAULTHERIA SHALLOX / SALAL MAHONIA AQUIFOLIUM / TALL OREGON GRAPE ROSA BISCARONA / CLIMBED ROSE SYMPHORICARPOS ALEUTICUS / SNOWBERRY
GROUNDCOVER	BOTANICAL / COMMON NAME
[Dotted Pattern]	MILLEFOLIUM YARROW POLYSTICHUM MUNITUM / SWORD FERN SYMPHORICARPOS ALEUTICUS / SNOWBERRY
LOW SHRUBS AND GROUNDCOVER	BOTANICAL / COMMON NAME
[Dotted Pattern]	ARCTOSTAPHYLOS LVAJURSI / KINKKINICK CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM CEANOTHUS MAHONIA NEROSA / LOW OREGON GRAPE SYMPHORICARPOS ALEUTICUS / SNOWBERRY
SHRUBS	BOTANICAL / COMMON NAME
[Dotted Pattern]	ARCTOSTAPHYLOS LVAJURSI / KINKKINICK CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM CEANOTHUS MAHONIA NEROSA / LOW OREGON GRAPE SYMPHORICARPOS ALEUTICUS / SNOWBERRY
GRASSES	BOTANICAL / COMMON NAME
[Dotted Pattern]	POLYSTICHUM MUNITUM / SWORD FERN SYMPHORICARPOS MOLLIS / CREEPING SNOWBERRY
SWALE AND WATER QUALITY FACILITIES	BOTANICAL / COMMON NAME
[Dotted Pattern]	CRATAEGUS MONOSYNA / COMMON HAWTHORN JUNCUS PATENS
GRASSES	BOTANICAL / COMMON NAME
[Dotted Pattern]	DESCHAMPSIA CESBITOSA / TUFTED HARRIGRASS FESTUCA RUBRA / RED FESCUE
SEEDING AREAS	BOTANICAL / COMMON NAME
[Dotted Pattern]	ELYSIUM GALICIS / BLUE WILDORYE FESTUCA IDAHENSIS / IDAHO FESCUE FESTUCA ROBINEI / ROBNER'S FESCUE

KEY PLAN



MATCHLINE SEE SHEET L6.8



- LEGEND**
- WATER LINE
 - YARD HYDRANT
 - GATE VALVE
 - HYDRANT
 - WATER METER AND PUMP HOUSE
 - WATER METER
 - SEWER LINE
 - SEWER MANHOLE
 - SEWER FORCE MAIN
 - MANHOLE
 - CLEANOUT
 - SEE SEPTIC PLANS
 - SEE SEPTIC PLANS
 - SEE SEPTIC REGISTER & PUMPS, SEE SEPTIC PLANS



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 Fax: 425.322.9342
 Email: info@greenworks.com

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 NOT FOR
 CONSTRUCTION**

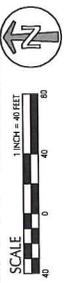
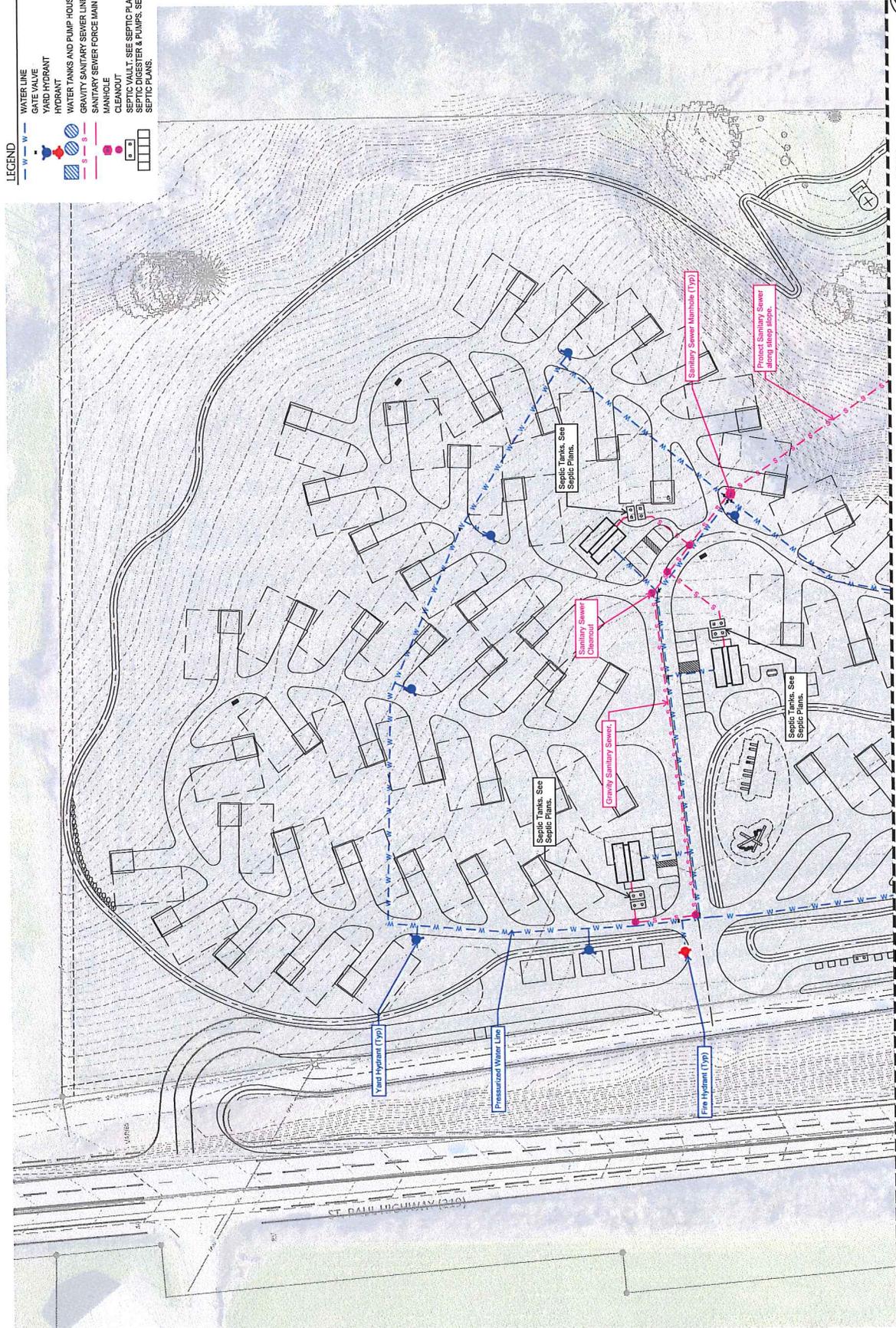


kpff
 111 17th Ave SW, Suite 2400
 Renton, WA 98057
 Ph: 206.874.4444
 Fax: 206.874.4445
 www.kpff.com

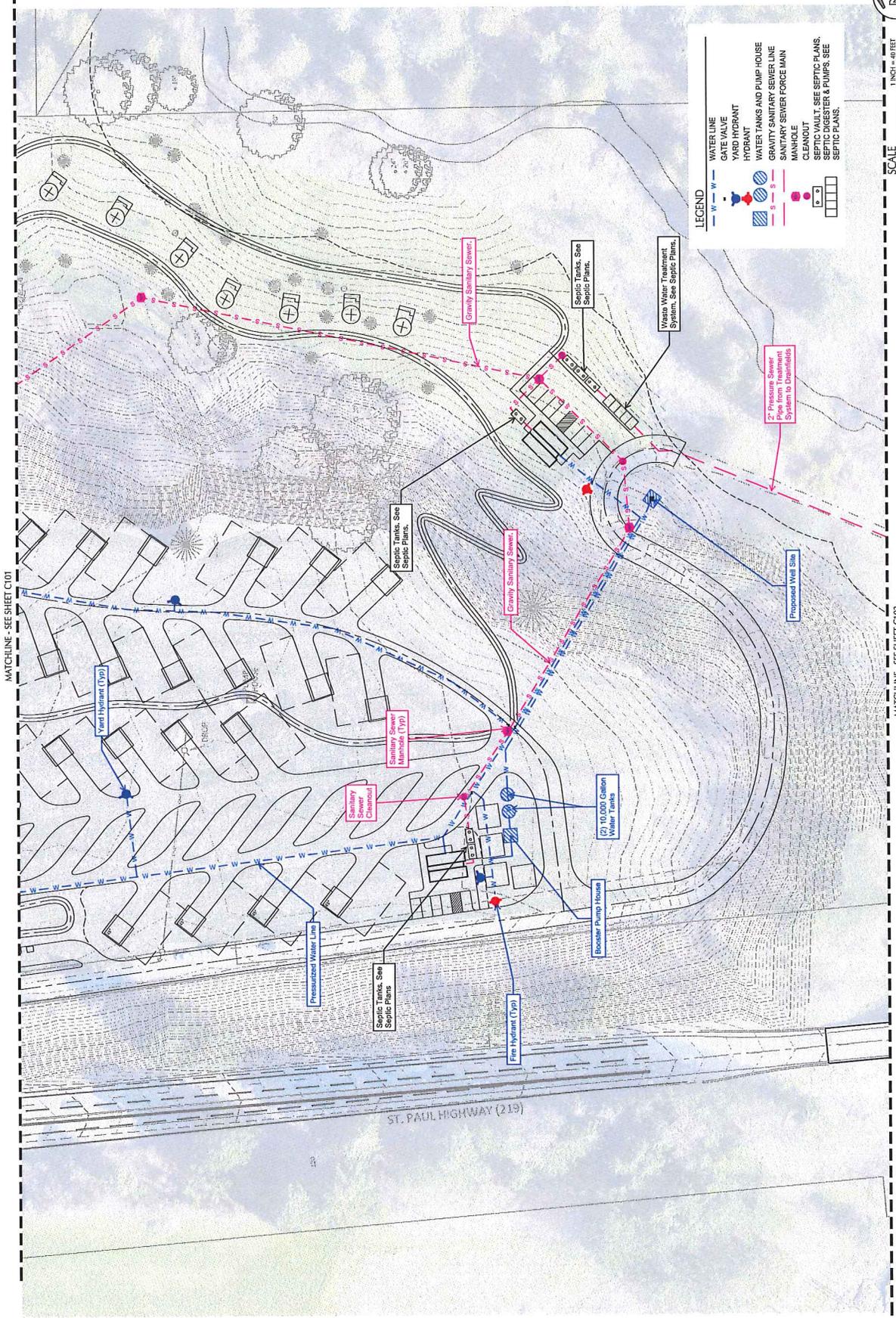
**CHEHALEM HERITAGE
 TRAILS CAMPGROUND**
 Project:
 Chehallem Parks and Recreation District
 135 South Elm St.
 Neshaminy, OR 97132
 503.537.2909
 cdenmuth@cpdrhewberg.org

Sheet Title: UTILITY SCHEMATIC
 Submit: 30% Submittal
 Revision: 12/05/2022
 Date:
 Drawn By: PS
 Checked By: CV
 Job No.: 200147.1
 Apprved:
 Sheet No. C-11.1 of

- LEGEND**
- W — WATER LINE
 - G — GATE VALVE
 - Y — YARD HYDRANT
 - H — HYDRANT
 - W — WATER TANKS AND PUMP HOUSE
 - S — GRAVITY SANITARY SEWER LINE
 - F — SANITARY SEWER FORCE MAIN
 - M — MANHOLE
 - C — CLEANOUT
 - S — SEPTIC VAULT. SEE SEPTIC PLANS.
 - D — SEPTIC DIGGER & PUMPS. SEE SEPTIC PLANS.



MATCHLINE - SEE SHEET C102



LEGEND

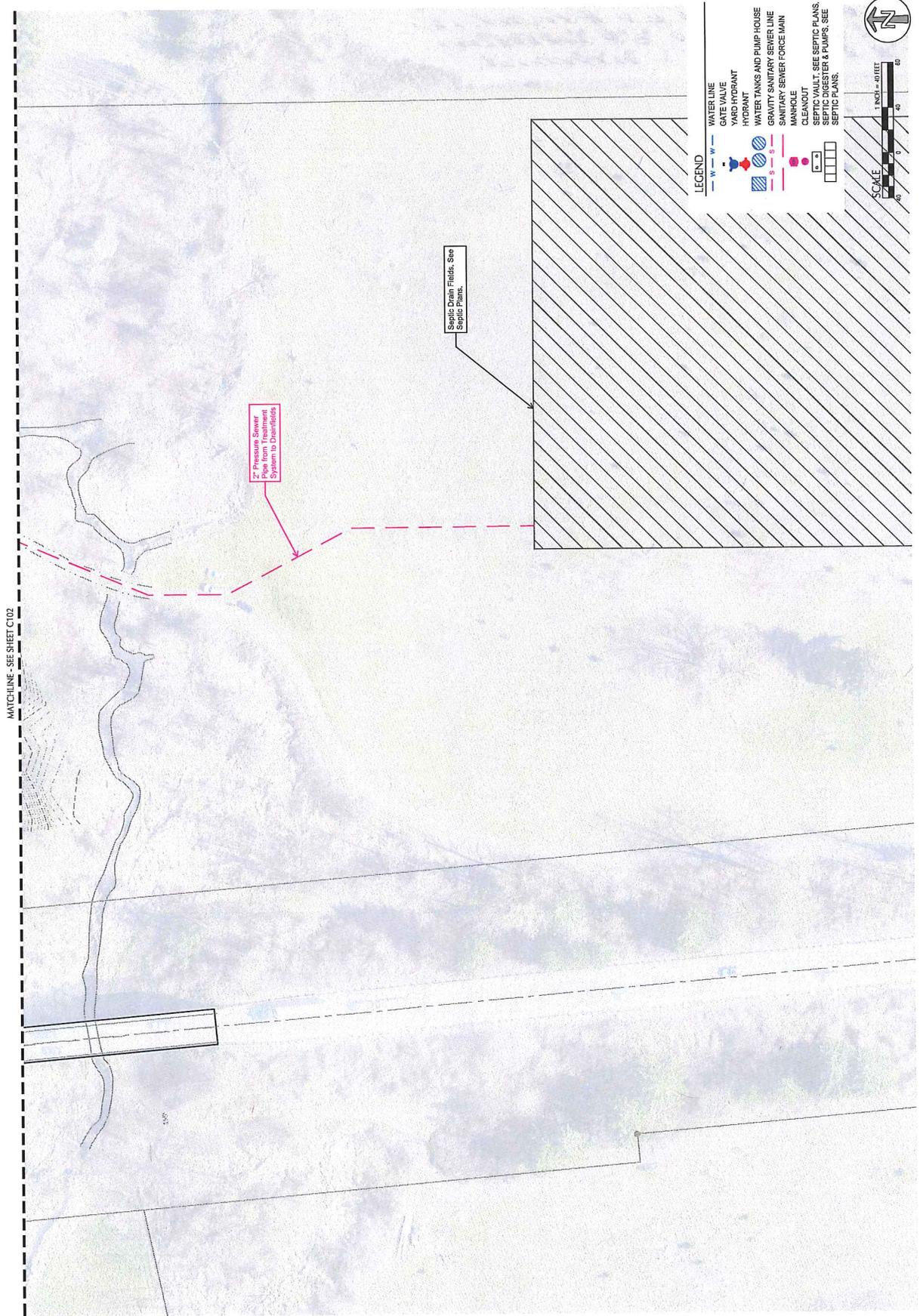
- WATER LINE
- GATE VALVE
- YARD HYDRANT
- HYDRANT
- WATER TANKS AND PUMP HOUSE
- GRAVITY SANITARY SEWER LINE
- SANITARY SEWER FORCE MAIN
- MANHOLE
- CLEANOUT
- WATER TANKS AND PUMP HOUSE
- SEPTIC TANKS
- SEPTIC MANHOLE
- SEPTIC PUMPS
- SEPTIC PLANS



MATCHLINE - SEE SHEET C101

MATCHLINE - SEE SHEET C103

ST. PAUL HIGHWAY (219)



WATCHLINE - SEE SHEET C102

2" Pressure Sewer Pipe from Treatment System to Drains

Septic Drain Field. See Septic Plans.

- LEGEND**
- WATER LINE
 - GATE VALVE
 - YARD HYDRANT
 - HYDRANT
 - WATER TANKS AND PUMP HOUSE
 - GRAVITY SANITARY SEWER LINE
 - SANITARY SEWER FORCE MAIN
 - MANHOLE
 - CLEANOUT
 - SEPTIC TANK
 - SEPTIC REGISTER & PUMPS, SEE SEPTIC PLANS.



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PRELIMINARY
 NOT FOR
 CONSTRUCTION

SCALE
 1" = 40 FEET

kdff
 KENNETH D. FRIEDMAN DESIGN
 175 SOUTH ELM ST.
 PORTLAND, OR 97202
 TEL: 503.274.1881
 FAX: 503.274.1881
 WWW.KDFF.COM

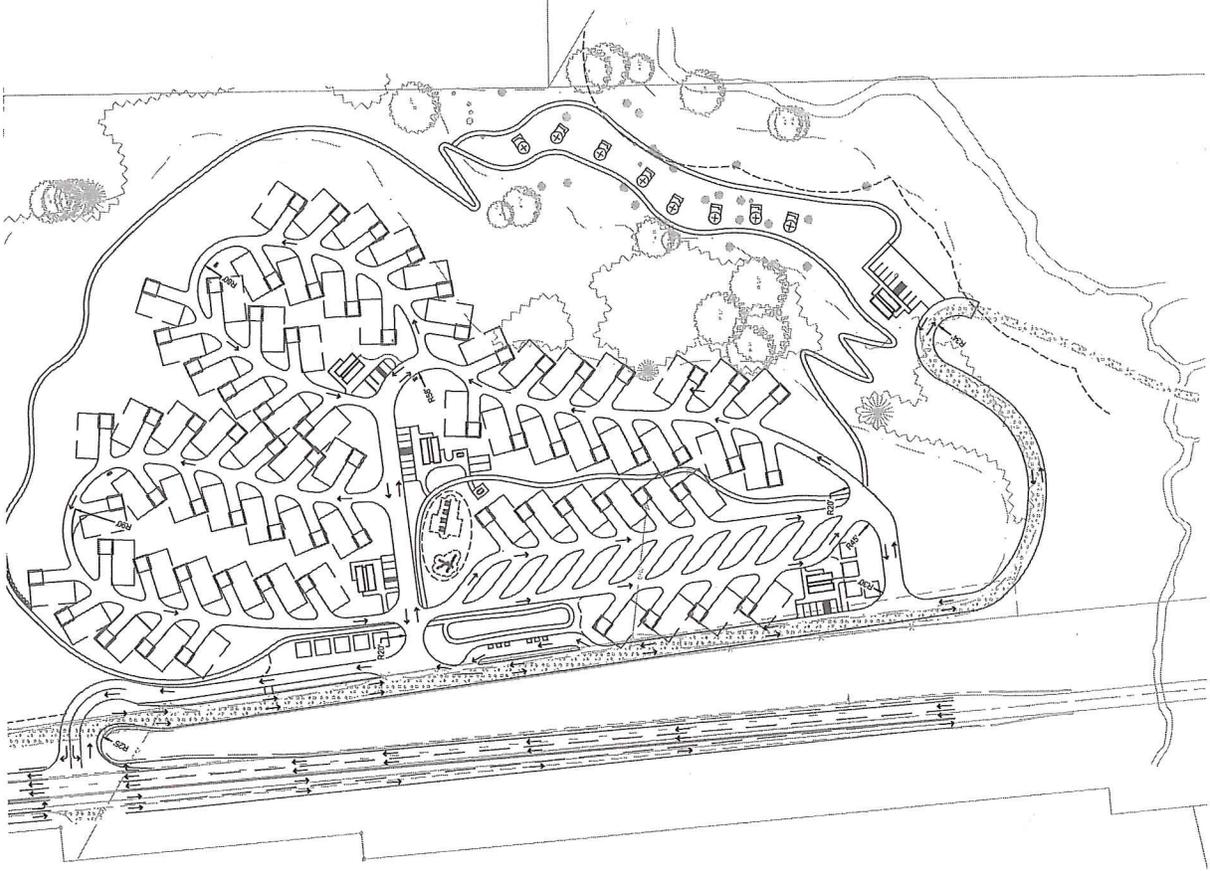
Project: CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Parks and Recreation District
 175 South Elm St.
 Portland, OR 97202
 503-537-2809
 edemuth@pdrecreation.org

Sheet Title: INTERNAL CIRCULATION
 Submit: 30% Submittal

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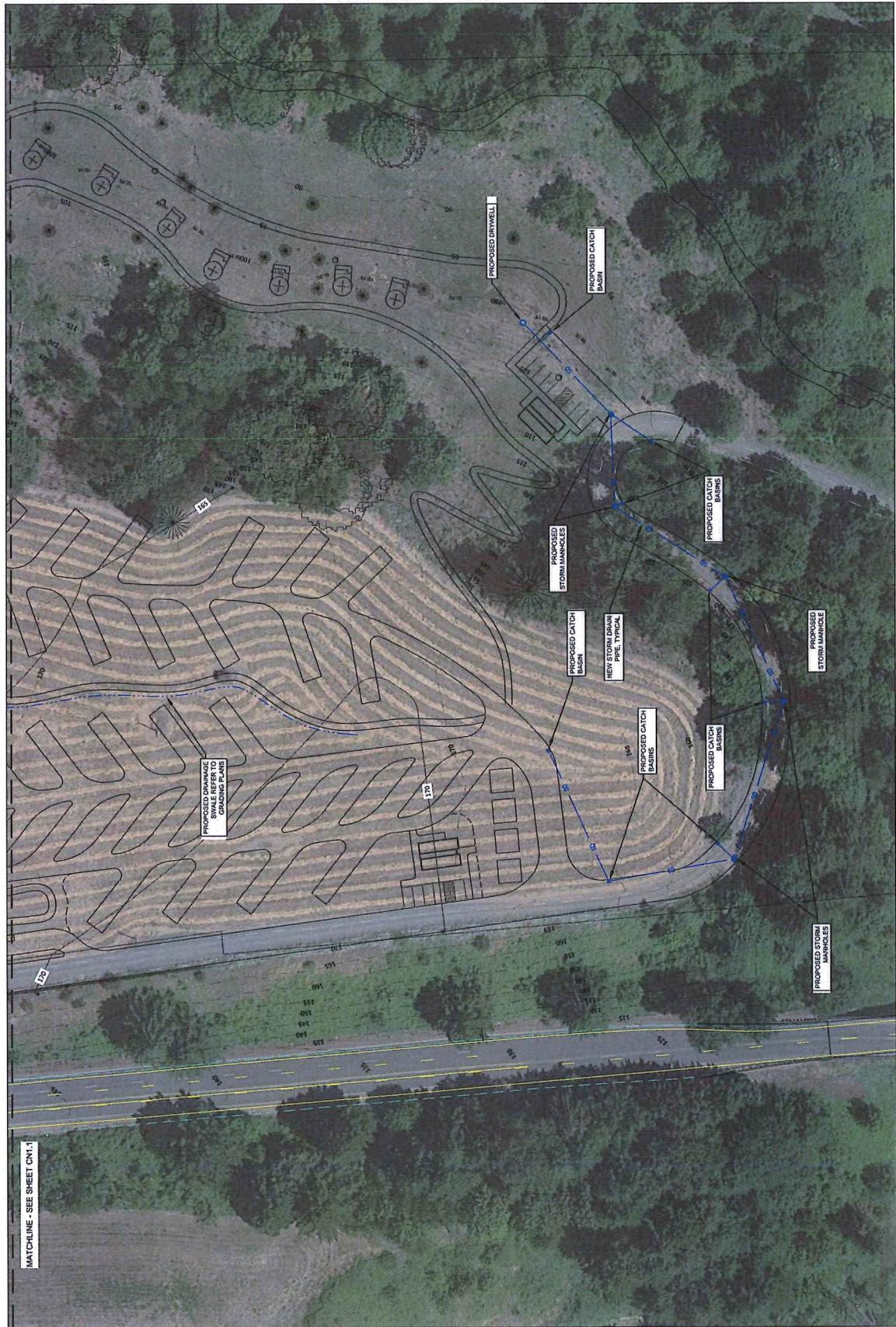
Date:	12/05/2012
Revisions:	
Drawn By:	PS
Checked By:	CV
Job No.:	20147.1
Approved:	

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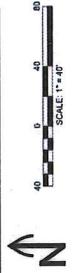


MATCHLINE - SEE SHEET CN1.2



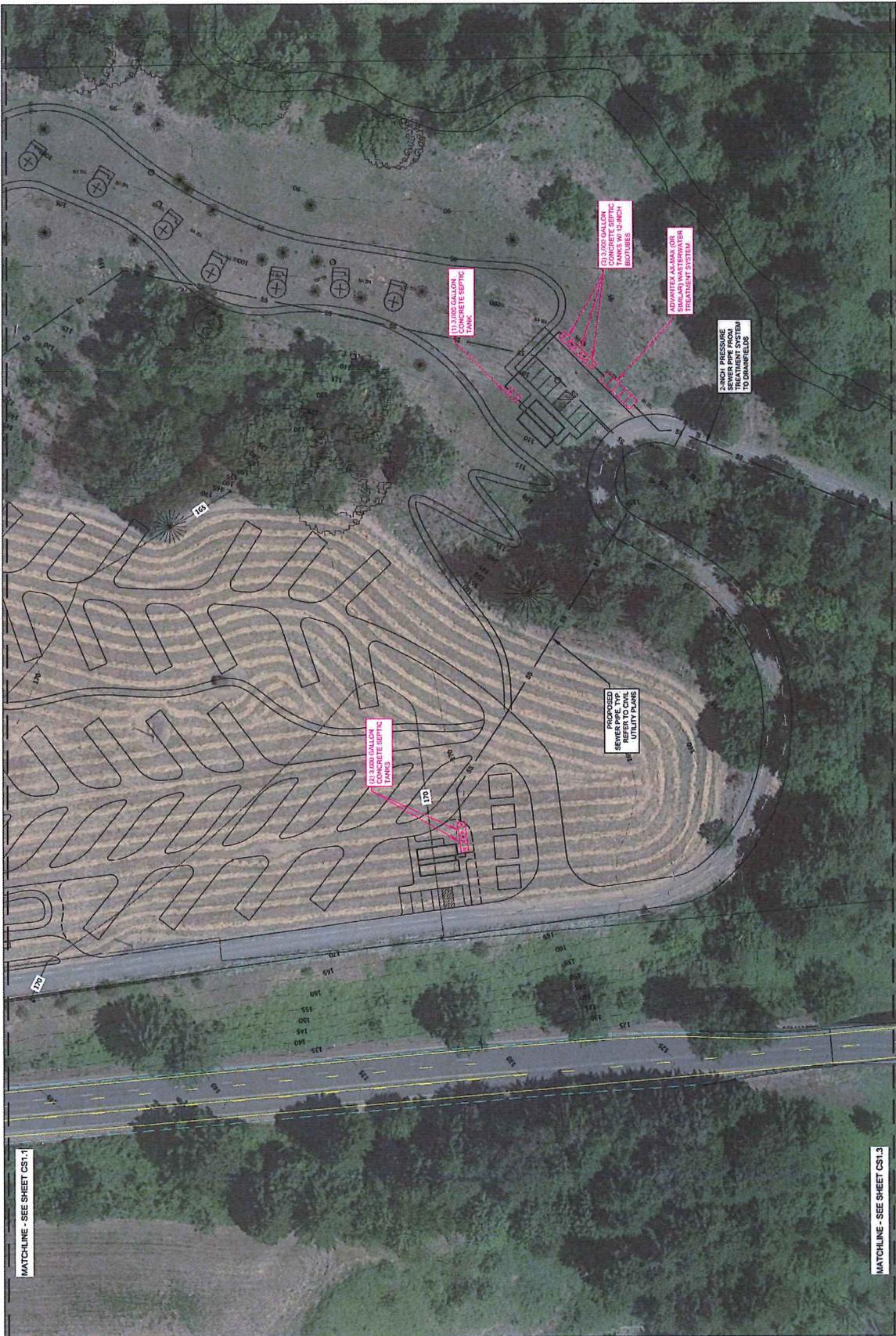
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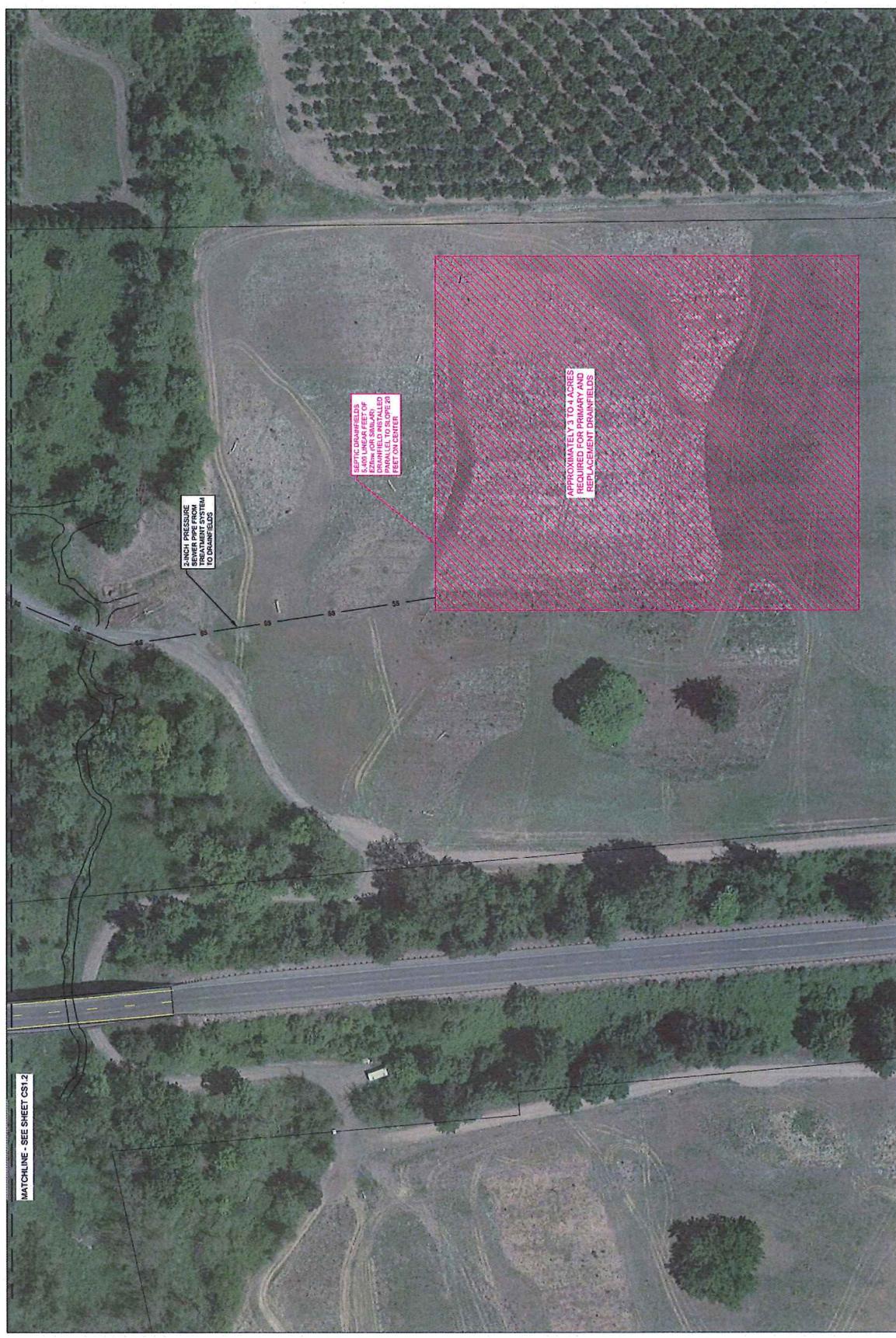
MATCHLINE - SEE SHEET CS1.2

Author:	ASZ
Checked By:	ASZ
Date:	12/05/2022
Drawn By:	XX
Sheet No.:	CS1.2
Project:	ASZ



MATCHLINE - SEE SHEET CS1.1

MATCHLINE - SEE SHEET CS1.3



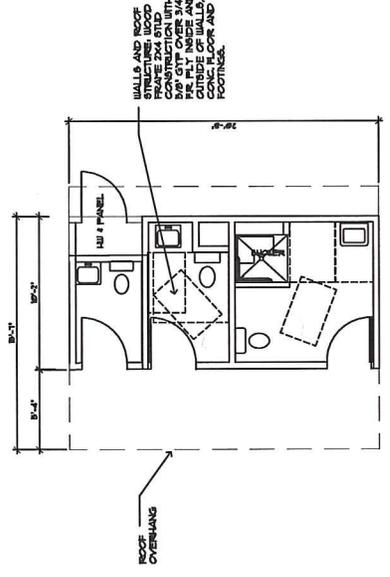
2-INCH PRESSURE
 SEWER PIPE FROM
 EXISTING SYSTEM
 TO DRAINFIELDS

SEPTIC DRAINFIELDS
 TO BE REPLACED
 DRAINFIELD INSTALLED
 WITH 1/2" DIA. 10' SPACING
 WITH 1/2" DIA. 10' SPACING
 10' FEET ON CENTER

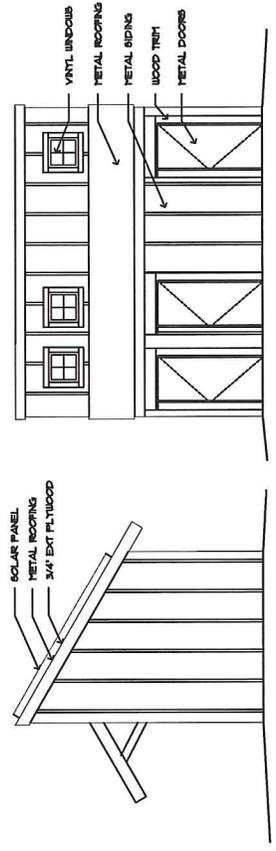
APPROXIMATELY 3 TO 4 ACRES
 REQUIRED FOR PRIMARY AND
 REPLACEMENT DRAINFIELDS

MATCHLINE - SEE SHEET CS1.2





① RESTROOM / SHOWER
 SCALE 1/8" = 1'-0"



② RESTROOM / SHOWER ELEVATION
 SCALE 1/8" = 1'-0"

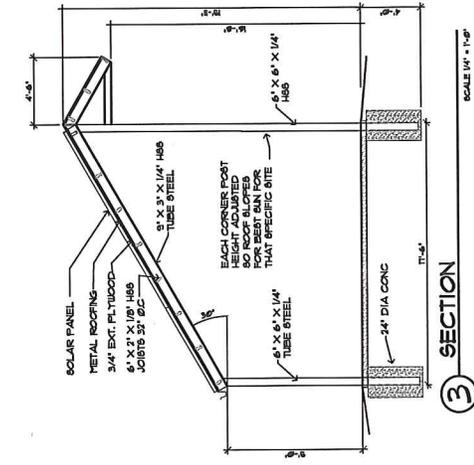
Project: CHEHALEM HERITAGE TRAILS CAMPGROUND
 Chehalis Park and Recreation District
 125 South Elm St.
 Wenatchee, WA 98801
 509.537.2590
 aronfabrie@architect.com

RESTROOM-SHOWER BUILDING
 Submit: 30% Submittal

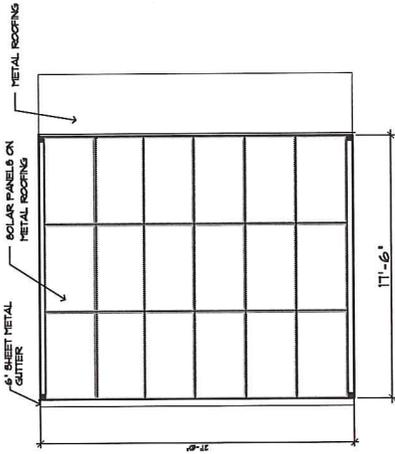
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Approved:	

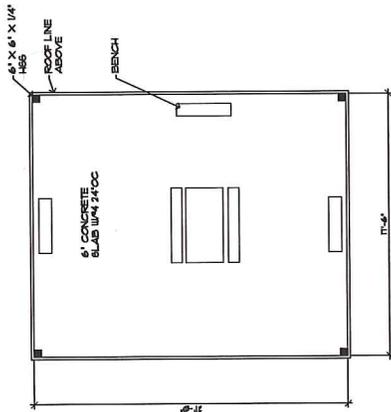
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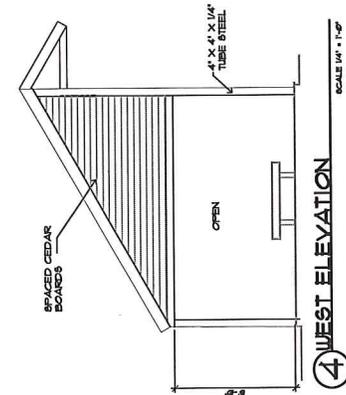
③ SECTION
 SCALE 1/4" = 1'-0"



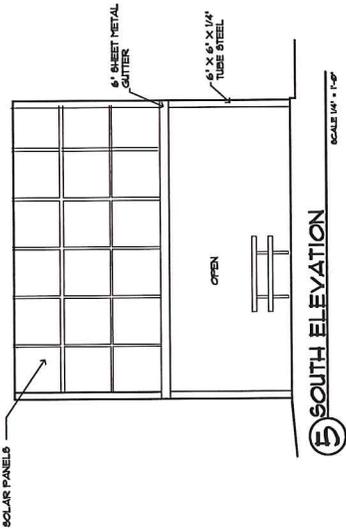
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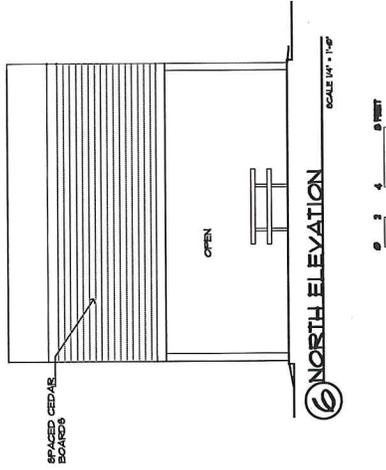
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 SCALE 1/4" = 1'-0"



④ WEST ELEVATION
 SCALE 1/4" = 1'-0"

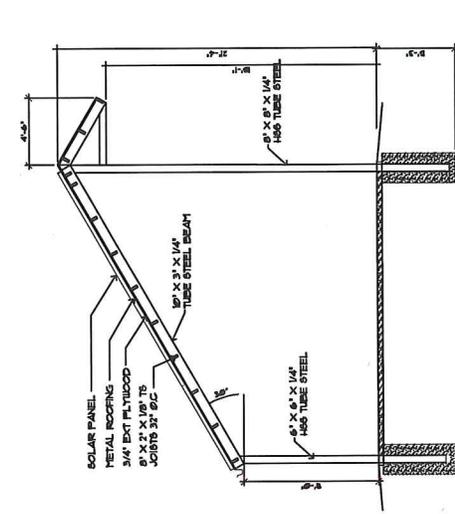


⑤ SOUTH ELEVATION
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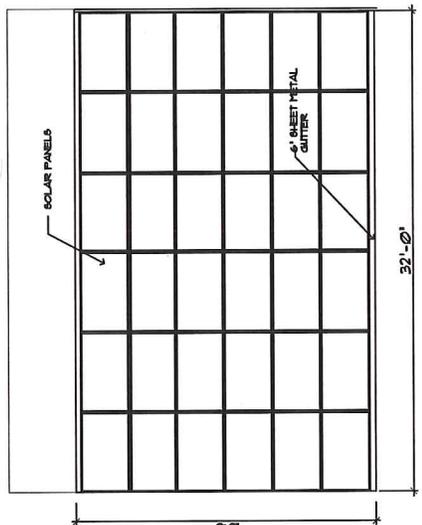


⑥ NORTH ELEVATION
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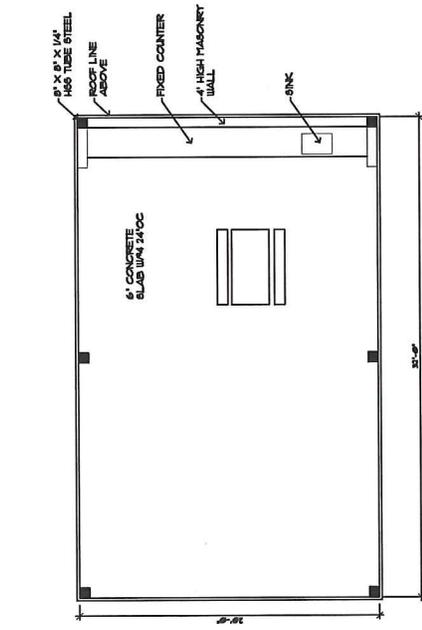




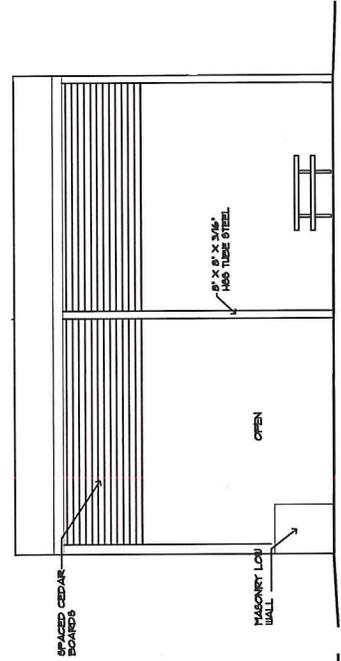
3 SECTION



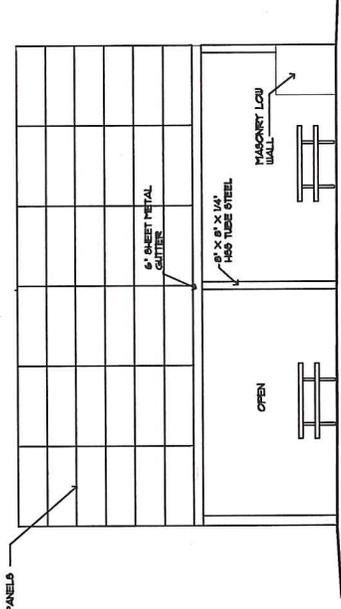
2 PAVILION ROOF PLAN



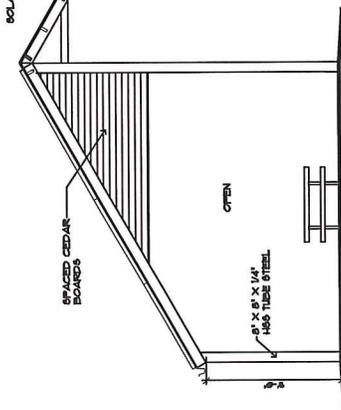
1 PAVILION PLAN 32' x 20'



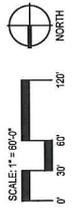
6 NORTH ELEVATION



5 SOUTH ELEVATION



4 END ELEVATIONS





memo portland

to **Yamhill County Planning Department**

from **Matt Hastie, Keegan Gulick, MIG**

re **Site Design Review**

date **12/22/2022**

Summary

On behalf of the Chehalem Parks and Recreation District, MIG is submitting this application for site design review approval of the Chehalem Heritage Campground. The campground is proposed on tax lot R3233-00100 to the southeast of the City of Newberg. The proposed Chehalem Heritage Trails Campground is located primarily on an upland terrace adjacent to the Willamette River. The site includes views of the Chehalem Mountains, woodlands, and wetlands areas to the south. A portion of the site is in the floodplain for Hess Creek, Springbrook Creek, and the Willamette River. The proposed campground would provide access to the Willamette River via a boat launch. On site power is to be generated via solar panels that will serve the various camping spaces, as well as export excess energy to the grid. The improvements to the property include:

- Eighty-six (86) total campsites
 - Sixty-nine (69) standard campsites
 - Nine (9) RV pull-thru sites (and a dump site for RV waste disposal)
 - Eight (8) yurt sites
- Proposed wellhead, booster pump, and reservoir (20,000 gals.)
- Five restrooms (with flush toilets and showers) with on-site septic system
- Picnic pavilion
- Playground (approx. 7,000 SF)
- Trails (approx. 4,320 LF)
- Community Garden
- 69 Solar panels
- Driveway access from NE Hash Road
- Riparian mitigation

Below is a summary of the project's compliance with applicable Yamill County zoning ordinance standards.

Review Criteria

Section 1101 - Site Design Review Process and Standards

1101.02 Evaluation of Site Development Plans.

A. The review of a site development plan shall be based upon consideration of the following:

- 1. Characteristics of adjoining and surrounding uses;*
- 2. Economic factors relating to the proposed use;*
- 3. Traffic safety, internal circulation and parking;*
- 4. Provisions for adequate noise and/or visual buffering from noncompatible uses;*
- 5. Retention of existing natural features on site;*
- 6. Problems that may arise due to development within potential hazard areas.*
- 7. Comments and/or recommendations of adjacent and vicinity property owners whose interests may be affected by the proposed use.*

Response: Adjoining uses to the site are farm uses within the EF-80 zone to the east and west. To the north are farm uses zoned EF-60. To the south is the Willamette River with properties across the river in Polk County. The proposed use is consistent with the District's plans to provide camping and recreational opportunities in Yamhill County as described in the District's Southeast Subarea Master Plan which is proposed to be adopted as a local park and recreation system plan by Yamhill County. The proposed use also features eco-friendly amenities such as solar panels and a community garden.

The proposed campground does not immediately buffer any incompatible uses. The goal of the project is to retain as much of the natural features as possible. Minimal grading is needed as the property is currently vacant. As shown on the Site Planting Plan (Sheets L6.1 – L6.9), a variety of trees, shrubs, and grasses will be planted throughout the site to screen structures and parking areas. Trees, shrubs, and groundcovers chosen for the site are native or native adapted plant material. They were selected for ecological value, seasonal color, and screening potential. The north property line and east property line are screened.

As shown on the Overall Site Plan, the off-street parking areas and campsites provide adequate circulation through the property and connects to NE Hash Road. A TPR analysis of the proposed amendments has been conducted and finds that the existing transportation system can support the range of uses permitted in the PRO District, including the proposed Heritage Campground. The results of this study indicate that the proposed campground can be constructed while maintaining acceptable traffic operations at the study intersections, assuming provision of the following recommended mitigation measures:

- Install a separate southbound left-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
- Install a separate northbound right-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.

- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that preserves adequate intersection sight distance for turning movements

An economic analysis conducted by the feasibility study team looked at Pass-through and Experience visitors and shows that there is demand for camping, picnicking, hiking, bicycling, and nonmotorized boating in the Newberg vicinity. Analysis by ECONEW indicated Newberg, "has one of the lowest number of camping opportunities per user of the cities evaluated in Western Oregon." Indicating there is a scarcity of camping opportunities and a likely demand for more facilities.

The subject property is not located within an area identified as potential landslide, wildfire, earthquake hazard risk areas. A portion of the property is within designated floodplain areas, but no other hazard areas are present on the site. No structures are proposed in the floodplain except for the boat ramp, which is an allowed use in the floodplain.

B. All development applications for site design review are subject to the development standards of the underlying zoning district and may be modified pursuant to satisfaction of the considerations provided in subsection 1101.02(A). The Director may waive submittal requirements consistent with the scale of the project being reviewed, upon determining that requirements requested to be waived are not necessary for an effective evaluation of the site development plan.

Response: See responses below for compliance with applicable standards of the underlying zoning district.

Section 405 Parks, Recreation, and Open Space District PRO

405.02 Permitted Uses

In the PRO district, the following uses shall be permitted subject to the standards and limitations set forth in subsection 405.07, and pursuant to Section 1101 for site design review:

B. Public campground or picnic site;

Response: The proposed use is a public campground or picnic site which is a permitted use in the PRO District. Therefore, this standard is met.

405.07 Standards and Limitations

In the PRO District, the following standards and limitations shall apply unless varied or waived subject to Section 903 for Planned Unit Development:

A. Parcel Size and Dimension. The minimum parcel size for any use shall be one (1) acre, except that fifty (50) acres shall be the minimum parcel size for a golf course.

Response: The parcel is 93 acres. Therefore, this standard is met.

B. Setbacks. The minimum setback for all yards shall be thirty (30) feet for all uses, except as follows:

- 1. The minimum setback for signs shall be five (5) feet.*
- 2. An accessory structure not more than fifteen (15) feet in height, at least sixty (60) feet from a road, and at least ten (10) feet from any dwelling may be located a minimum distance of three (3) feet from the property line in a side yard or rear yard.*
- 3. A swimming pool may be located in a required rear yard, provided it lies a minimum of five (5) feet from the rear property line.*
- 4. Fences, walls and hedges may be permitted in any required yard or along the edge of any yard, subject to the clear-vision area requirements of subsection 405.07 (D). [Last amended 7/9/98, Ord. 648]*

Response: As shown on the Layout and Site Materials Plan (L3.1-L3.6), the proposed development provides at least a 30' setback from all property lines for all structures. The proposed structure closest to the road is the restroom building. It is approximately 15 feet in height and more than 150' feet from the street. No swimming pools or fences are proposed. Therefore, this standard is met.

C. Access. Before a dwelling may be established on any parcel as provided in this section, the parcel shall have a legal, safe and passable means of access by abutting at least twenty (20) feet either directly upon a public road, or by a private easement which is at least thirty (30) feet in width for its entire length and which also abuts upon a public road for at least thirty (30) feet. Nothing in this Section shall be construed to vary or waive the requirements for creation of new access contained in any Land Division Ordinance legally adopted by Yamhill County

Response: No dwellings are proposed with this development. The site will derive access from a driveway connecting to State Highway 219. Access to the campground will be provided by NE Hash Road which will be relocated approximately 250-feet south along OR-

219 to align with an existing private driveway on the west side of the highway. Hash Road currently travels south through the site and below OR-219 and can serve both phases of the proposed campground. Therefore, this standard is met.

D. Clear-Vision Areas. A clear-vision area shall be maintained on the corner of any parcel at the intersection of any two of the following: County roads, public roads, private roads serving four or more parcels, and railroads. A clear-vision area shall contain no sight-obscuring structures or plantings exceeding thirty (30) inches in heights within a triangle formed by the lot corners nearest the intersection, and the two points twenty (20) feet from this corner as measured along the parcel lines adjacent to the intersecting rights-or-way. Trees exceeding this height may be located such that their branches extend into this triangle, provided they are maintained to allow at least twelve (12) feet of visual clearance within the triangle below the lowest hanging branches.

Response: As shown on the Layout and Site Materials Plan(Sheet L3.1), the project provides required clear-vision areas at the entrance to the property. No structures or plantings are proposed within the vision area. Therefore, this standard is met.

E. Height.

- 1. The maximum building height for any dwelling shall be thirty-five (35) feet;*
- 2. The maximum building height for all other structures shall be forty-five (45) feet; and*
- 3. Appurtenances usually required to be placed above the roof level and not intended for human occupancy such as spires, belfries, cupolas, antennas, water tanks, ventilators, chimneys, and wind generators are not subject to the height limitations of this Ordinance.*

Response: The structures on the site consist of the restrooms, picnic shelter, shade shelter/PV platforms, and entry booth. The shade shelter/PV platforms are 19'-11" in height. The restroom building is approximately 15' in height. The picnic shelter is the tallest structure on the site and is 21'-4" in height. Therefore, this standard is met.

F. Occupancy of Recreational Vehicles One (1) recreational vehicle shall be permitted to be parked on any parcel in conjunction with a principal dwelling, and may be used for the temporary accommodation of guests for a period of up to 30 days total in any year. In no case shall such any recreational vehicle be used as a principal dwelling or rented unless and until the necessary permits have been obtained

Response: The primary use of the site is a public campground and picnic site. No permanent dwellings are proposed. There will be approximately nine (9) RV pull-thru sites (and a dump site for RV waste disposal). No RVs will be parked on the site longer than 30 days. Therefore, this standard is met.

G. Off-street Parking

Off-street parking and loading requirements for any use provided for in the PRO District shall be as provided in Section 1007.

Response: See responses to Section 1007 below.

Section 1006.00 – Signage

Response: An entrance sign will be posted at the entry road from Highway 219. The sign would be located outside of the intersection sight distance triangles on the roadside cut bank. The sign will meet County requirements and will be a painted wood sign with the Chehalem Heritage Campground title with a CPRD logo; set in a steel frame with concrete footings.

There will be wayfinding signage within the campground. The wayfinding signage will be painted wood set in a steel frame and no taller than 3 feet above ground surface.

All signage will be developed for the 60% plan set.

1007.02 Off-Street Parking and Loading Regulations.

A. General Provisions

- 1. The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this ordinance. Should the owner or occupant of any parcel, building or structure change the use to which said parcel, building or structure is put, thereby increasing off-street parking and loading requirements, it shall be unlawful and in violation of this ordinance to*

begin or maintain such altered use until such time as the increased off-street parking and loading requirements are complied with.

Response: A public campground or picnic use is not specifically listed in section 1007. The proposed campground will have 27 vehicle parking spaces in addition to the 69 camping spaces. This is consistent with the expected use of the site where the majority of vehicles will be parked at individual campsites, with a much smaller number of sites needed for potential day-use visitors and employees. Approximately 2-4 employees or staff are projected on an average daily basis. Typical staffing during the peak season (May 1 – October 31) is anticipated to be:

- Entry Booth (1)
- Cleaning (1)
- Flex – Entry Booth backup and miscellaneous (1)
- Grounds maintenance (1)

Typical staffing during the offseason (November 1 – April 30) is anticipated to be:

- Entry Booth/Cleaning (1)
- Flex/Grounds (1)

The District believes this will be an ample amount of parking to serve the campground and no additional parking or loading spaces will be necessary. Therefore, this standard is met.

- 2. In the event several uses occupy a single parcel, building or structure, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

Response: Only one use is proposed. Therefore, this standard does not apply.

- 3. Owners of two (2) or more uses, parcels, buildings or structures, may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the Director in the form of deeds, leases, or contracts to establish joint use.*

Response: The District is the sole owner of the property. Therefore, this standard does not apply.

- 4. Off-street parking spaces for dwellings shall be located on the same parcel with the dwelling. All other required parking spaces shall be located not further than two hundred (200) feet from the use, parcel, building or structure they are required to serve, measured in a straight line from such use, parcel, building or structure.*

Response: No dwellings are proposed with this development. Therefore, this standard does not apply.

5. *Off-street parking spaces for dwellings shall not be located in a required front yard or in a required side yard on the street sides of a corner parcel.*

Response: No dwellings are proposed with this development. Therefore, this standard does not apply.

6. *Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.*

Response: As described further in the response to section A.1, parking spaces will only be for the use of automobiles of park patrons and District employees. No storage of materials or parking of trucks is proposed with this development.

B. Design requirements for parking lots and loading areas shall be as follows:

1. *Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces maintained adequately for all-weather use and drained as to avoid flow of water across sidewalks or onto adjacent private property;*

Response: Areas for standing and maneuvering of vehicles will have asphalt paving. Therefore, this standard is met.

2. *Except for parking to serve residential uses, parking and loading areas adjacent to residential zoning districts or adjacent to residential uses shall be designed to minimize disturbance of residents;*

Response: There are no residential uses adjacent to the parking area. Therefore, this standard does not apply.

3. *Artificial lighting which may be provided shall be deflected so as not to shine or create glare in any residential zoning district or on any adjacent dwelling;*

Response: As an ecotourism-themed campground, the intention is to keep lighting to a minimum for safety. The standard light fixture will be bollards with shielded lamps. The anticipated lighting for structures is as follows:

- Entry Booth (2) – below windows (<3 feet) facing incoming and exiting vehicles and shielded lamps
- Restrooms (4 each) - on each corner and shielded lamps below roofline
- Picnic Pavilion (4 each) - on each corner and shielded lamps below roofline
- Wayfinding – all intersections (9) – bollards with shielded lamps)

4. *Access aisles shall be of sufficient width for all vehicular turning and maneuvering; 5. Groups of more than four (4) parking spaces shall be located and served by a driveway so that their use will require no backing movements or other maneuvering within a road right-of-way other than an alley;*

Response: As shown on the Site Layout and Materials Plan (L3.1 – L6.1), internal access to parking areas and through the site are 24' in width. Drive access to the campsites are 12' in widths. The proposed drives are sufficient for vehicular turning and maneuvering. No backing movements or any other maneuvering within a road right-of-way will be necessary. Therefore, this standard is met.

5. *Service drives to off-street parking areas shall be designated and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrians and vehicular traffic on the parcel; and*

Response: As shown in the Site Layout and Materials Plan (Sheet L3.1) and as described in the traffic impact analysis, the service drive to the parking areas has been designed to meet State and County requirements and to allow safe access to the property.

6. *Service drives shall have a minimum clear-vision area formed by the intersection of the driveway centerline, the road right-of-way line, and a straight line joining said lines through points twenty (20) feet from their intersection.*

Response: As shown in the Site Layout and Materials Plan (Sheet L3.1), the project provides the required clear-vision areas at the entrance to the property. No structures or plantings are proposed within the vision area. Therefore, this standard is met.

Section 1010.00 - Landscaping

C. Standards and Requirements

Landscaping shall be provided as follows in Commercial and Industrial zones and in all other zones as appropriate:

1. *A minimum area of 30 feet in depth measured:*
 - a. *(1) from the bottom/centerline of any State highway ditch, and*
 - b. *(2) from any property line abutting a residentially planned or zone-designated area, whenever the property is within 60 feet of an off-site residence.*

Response: As shown in the Site Planting Plan (Sheet L6.1-L6.9), a mix of Trees, shrubs, and groundcovers are proposed to screen the parking areas around the north and east property lines. Seeding areas and plantings are provided from the west property line from the highway. No work is proposed on the southern portion of the site and it will retain its natural features.

2. *A minimum area of 10 feet in depth along all other property lines, except as the Director may determine unnecessary.*

Response: As shown in the Site Planting Plan (Sheet L6.1), the project provides a mix of trees, shrubs, and ground cover adjacent to all property lines, at least 10 feet in depth. Therefore, this standard is met.

3. *Adjacent to a State highway, a berm of not more than 18 inches in height above natural grade, and at least 6 feet in width shall be constructed. The berm shall be located entirely on the applicant's property and be planted with a combination of trees, shrubs, grass and/or ground cover. The berm and plantings at maturity shall not exceed a height of 3 feet at any street intersection or other vehicular access clear vision area.*

Response: The boundary with Highway 219 is not screened for 30 feet nor separated with a berm because the topographic relief between the highway varies from approximately 5 feet to 15 feet through the cutbank. There is a 15-foot screen shown at

the top of the bank with any disturbed areas of the bank seeded for erosion control. The existing bank will generally only be altered minimally except to make an entry as shown on the plan set.

4. *All entrances from public roads or streets shall be designed for safe entry and exit, and landscaped 5 feet wide for a depth of 20 feet onto the property.*

Response: As shown in the Site Planting Plan (Sheet L6.1), a mix of grasses is provided adjacent to the entrance that is at least 5 feet wide and 20 feet in depth onto the property. Therefore, this standard is met.

Technical Memorandum

September 14, 2022

Project# 27658.0

To: Arielle Ferber, PE
Oregon Department of Transportation, Region 2
455 Airport Road
Salem, Oregon 97031

From: Matt Bell & Julia Kuhn, P.E., Kittelson & Associates, Inc.

CC: Lance Woods, Yamhill County Planning & Development

RE: Chehalem Heritage Trails Campground – Traffic Impact Study (TIS)

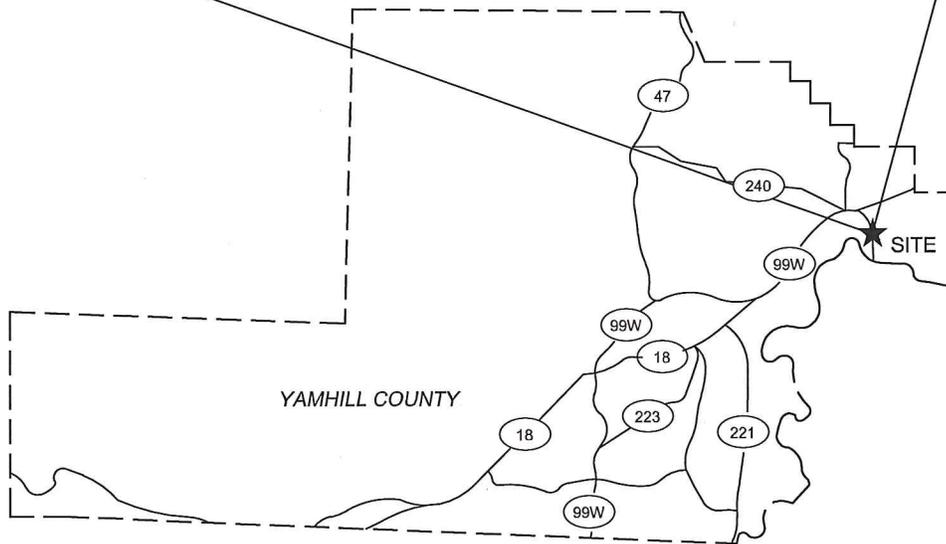
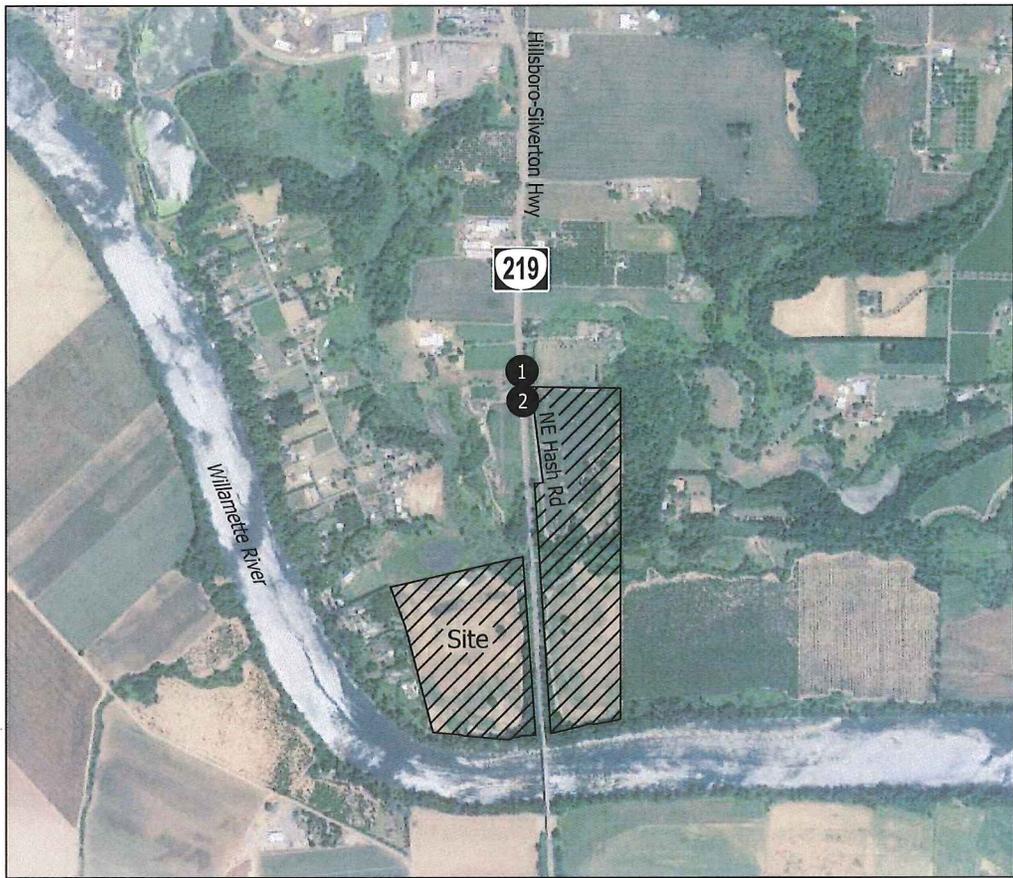
INTRODUCTION

Chehalem Park and Recreation District (CPRD) is proposing to develop the 90-acre site located east and west of OR-219 and north of the Willamette River into a public campground. Figure 1 illustrates the site vicinity map. The proposed development plan includes two phases: Phase 1 includes a 40-acre campground with 86 sites, including 69 standard sites, nine recreational vehicle (RV) pull-thru sites, and eight yurt sites. Phase 2 includes the potential development of the remaining 50 acres with ten primitive (walk-up/bike-in) campsites, nature trails, and a non-motorized boat launch and related facilities. Figure 2 illustrates the preliminary site plan for Phase 1 and the conceptual site plan for Phase 2. Access to the campground will be provided by NE Hash Road which will be relocated approximately 250 feet south along OR-219 to align with an existing private driveway on the west side of the highway. Hash Road currently travels south through the site and below OR-219 and can serve both phases of the proposed campground. Pending approval, build-out of Phase 1 is expected to occur in summer 2024. The build-out year for Phase 2 is not known at this time but for the purposes of the study, will be assumed to occur in 2024 as well.

The results of this study indicate that the proposed campground can be constructed while maintaining acceptable traffic operations at the study intersections, assuming provision of the following recommended mitigation measures:

- Install a separate southbound left-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
- Install a separate northbound right-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that preserves adequate intersection sight distance for turning movements.

Additional details of the study methodology, findings, and recommendations are provided within this report.



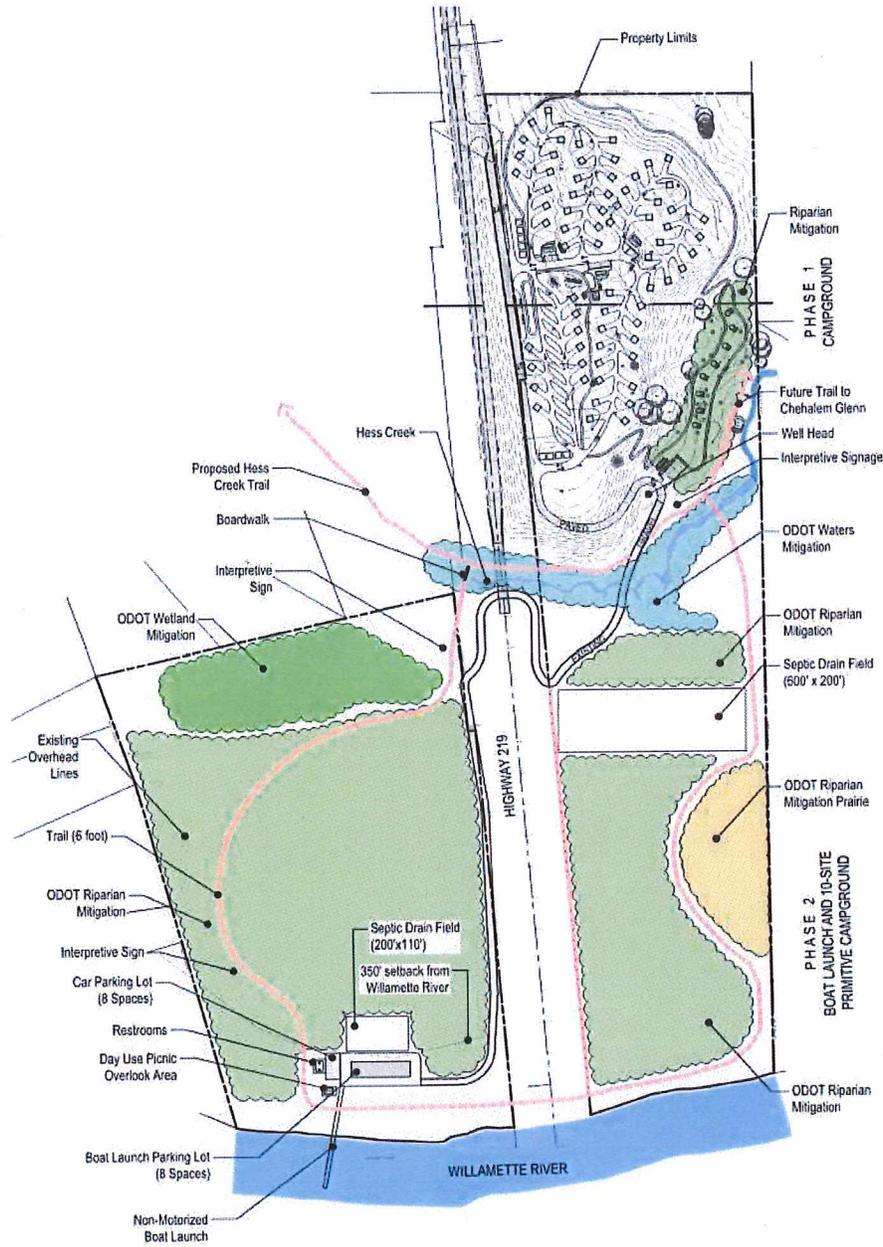
- Study Intersections

Site Vicinity Map
Yamhill County, Oregon

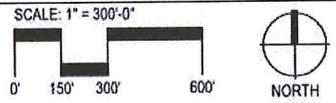
Figure
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CPRD CHEHALEM HERITAGE TRAILS CAMPGROUND
05/20/2022



1 PHASE 1&2 DIAGRAM
PLAN



RECEIVED FROM GREENWORKS, P.C. : (04/06/2022)

Preliminary Site Plan
Yamhill County, Oregon

Figure
2

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Scope of the Report

This report documents the transportation-related impacts associated with the proposed Chehalem Heritage Trails Campground and was prepared in accordance with Yamhill County (County) and Oregon Department of Transportation (ODOT) study requirements and analysis procedures. Appendix "A" contains the scoping letter provided to County and ODOT staff prior to initiating the study. Per the letter, operational analysis was performed at the following study intersections:

1. OR-219/NE Hash Road
2. OR-219/Private Driveway

This report evaluates these transportation issues:

- Existing land use and transportation system conditions at the study intersections during the weekday AM and PM peak hours;
- Approved but not yet constructed developments and transportation improvements planned in the study area;
- Year 2024 background traffic conditions (without the proposed development) at the study intersections during the weekday AM and PM peak hours;
- Trip generation and distribution estimates for the proposed development;
- Year 2024 total traffic conditions (with full build-out of the proposed development) at the study intersections during the weekday AM and PM peak hours, and;
- Site-access operations

Performance Measures and Mobility Targets

Traffic operations at the study intersections were evaluated based on the applicable mobility targets identified in Table 6 of the *Oregon Highway Plan* (OHP – Reference 1). The OHP identifies mobility targets for intersections on OR-219 as well as policies that guide the application of the mobility targets. Per Table 6, ODOT defines a maximum volume-to-capacity (v/c) ratio for the study intersections as 0.75.

Analysis Tools and Methodology

All analyses described in this report were performed in accordance with the procedures stated in the *Highway Capacity Manual, 6th Edition* (HCM, Reference 2). Synchro was used to conduct the analysis. Synchro is a software tool that provides operational analysis in accordance with HCM methodologies.

All analyses used the peak 15-minute flow rates that occurred during the weekday morning and evening peak hours.

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current physical and operational characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

Site Conditions and Adjacent Land Uses

The proposed campground is located in unincorporated Yamhill County, it is currently undeveloped farmland, and it is zoned Exclusive Farm Use (EF-80). The site also includes the compensatory wetland mitigation for impacts resulting from ODOT's Newberg-Dundee Bypass Phase 1 through an agreement between ODOT and CPRD. Adjacent land uses include additional farmland to the north, east and south that is also zoned Exclusive Farm Use (EF-80), and low-density residential to the west that is zoned Very Low-Density Residential Districts (VLDR-2.5), per the *Yamhill County Zoning Map* (Reference 3).

Transportation Facilities

Table 1 summarizes the characteristics of roadways within the site vicinity.

Table 1: Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On-Street Parking
OR-219	Minor Arterial	3	55	No	No	No
Hash Road ²	Local	1	Not Posted	No	No	No

¹ Per the Yamhill County Transportation System Plan (TSP – Reference 4).

²Hash Road is an unimproved gravel road.

Roadway Facilities

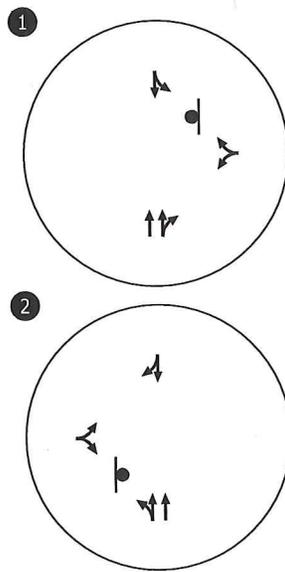
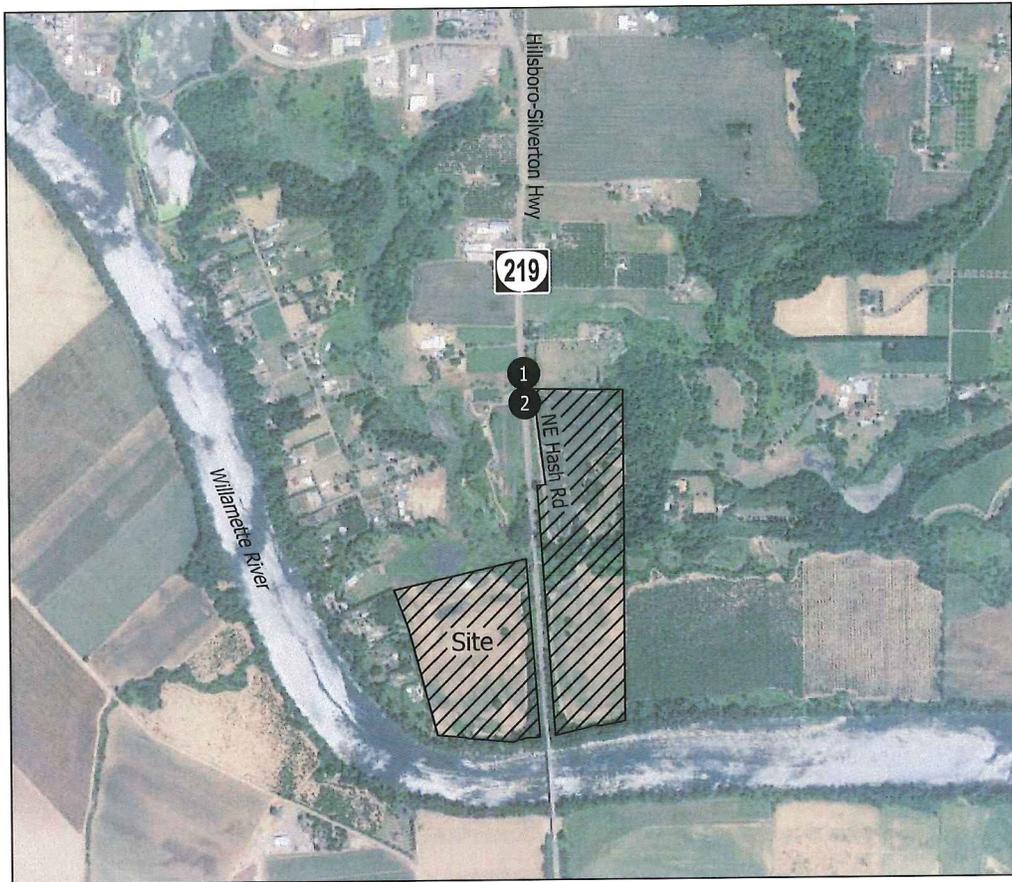
OR-219 connects the site to the City of Newberg and OR-99W to the north and several rural unincorporated communities and I-5 to the south. Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

Pedestrian and Bicycle Facilities

There are 4-foot shoulders on the east side and 8-foot shoulders on the west side of OR-219 within the site vicinity. Per the Yamhill County TSP, shoulders are used in rural areas to accommodate people walking and biking on state and county roadways.

Transit Facilities

Local transit service is not provided in the site vicinity. Yamhill County Transit provides service to the City of Newberg located approximately 2.5 miles to the north. The closest stop is served by Routes 5, which circulates throughout Newberg and connects with other Yamhill County Transit services at the Newberg Transit Center, including Route 7, which also circulates throughout Newberg, and Route 44 that travels along the OR 99W corridor between Tigard and McMinnville.



↘ - EXISTING LANE CONFIGURATION
 ● - EXISTING STOP SIGN

Existing Lane Configurations
 & Traffic Control Devices
 Yamhill County, Oregon

Figure
 3

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Traffic Volumes

Traffic counts were conducted at the study intersection in June 2022. The counts were conducted on a typical mid-week day during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. The morning and evening peak hours were found to occur from 7:00 to 8:00 AM and 4:15 to 5:15 PM, respectively. Appendix "B" contains the traffic count worksheets used in this analysis.

Traffic volumes on OR-219 were seasonally adjusted to 30th highest hour design volumes (30 HV) in accordance with the methodologies outlined in the ODOT *Analysis Procedures Manual* (APM – Reference 5). Based on a preliminary review, there are no Automatic Traffic Recorders (ATR) within the study area; however, there is one ATR (24-020) located on OR-219, approximately 8 miles to the south of the proposed campground. Information from this ATR was used to develop a seasonal adjustment factor of 1.14 for the traffic analysis. Figure 4 summarizes the year 2022 existing traffic volumes at the study intersection for the weekday AM and PM peak hours.

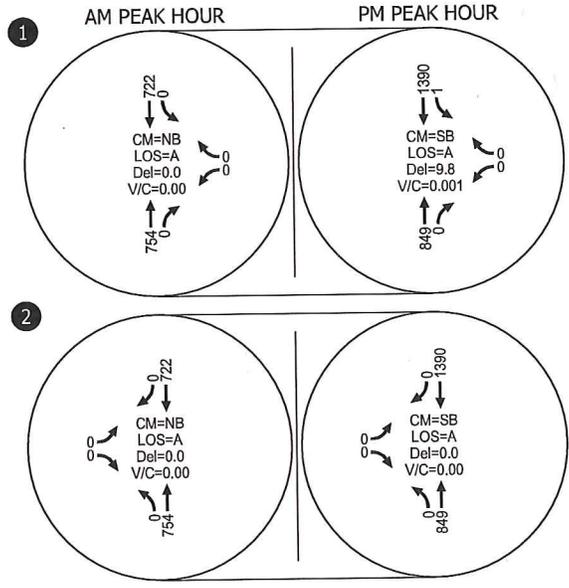
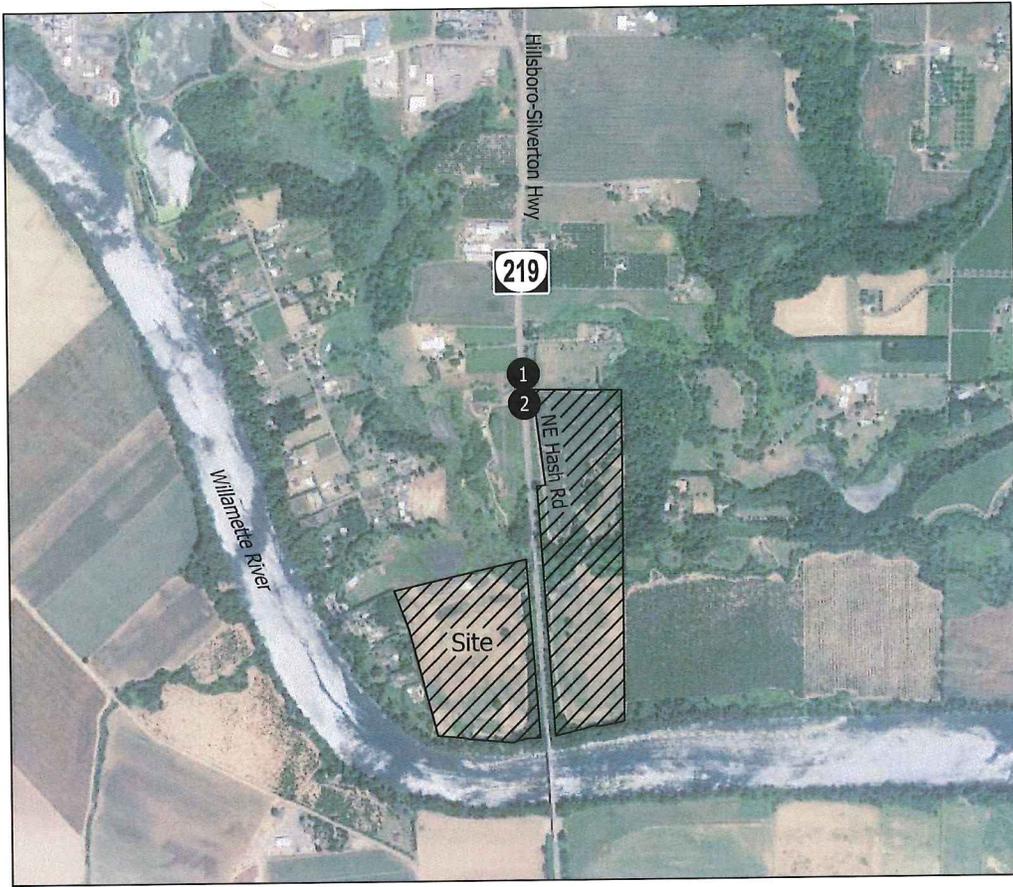
Traffic Operations

Figure 4 summarizes the results of the existing traffic conditions analysis. As shown, the study intersections currently operate acceptably per their OHP mobility target ($v/c=0.75$). Appendix "C" contains the existing traffic conditions worksheets.

Traffic Safety

Crash data was obtained from ODOT for the five-year period from January 1, 2016 through December 31, 2020. Based on the data, no crashes were reported at the study intersections; however, two crashes were reported nearby.

One crash occurred on a snowy day in December 2016 when a northbound motorist was traveling too fast for roadway conditions and sideswiped another northbound motorist. The crash resulted in a minor injury. The other crash occurred on a clear, dry, day in September 2016 when a southbound motorist was not paying attention and rear-ended another southbound motorist waiting to turn left. The other southbound motorist was then forced into another northbound motorist. The crash resulted in a minor injury. Given the limited crash history, no further analysis was conducted, and no mitigation measures are recommended. Appendix "D" contains the crash data obtained from ODOT.



CM = CRITICAL MOVEMENT
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 Del = CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday AM & PM Peak Hours
 Yamhill County, Oregon

Figure
 4

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TRAFFIC IMPACT ANALYSIS

The traffic impact analysis identifies how the study intersections will operate in the year the proposed campground is expected to be fully built, 2024. The impact of traffic generated by the proposed campground was examined as follows:

- Developments and transportation improvements planned in the site vicinity were identified and reviewed in coordination with County staff.
- Year 2024 background traffic conditions were analyzed at the study intersection during weekday AM and PM peak hours.
- Site-generated trips were estimated for the proposed development.
- A trip distribution pattern was developed, and the site-generated trips were distributed to the study area roadways and assigned to the study intersections.
- Year 2024 total traffic conditions were analyzed at the study intersections during the weekday AM and PM peak hours, assuming full build-out and occupancy of the proposed development.
- Site-access operations were evaluated.

Year 2024 Background Traffic Conditions

The year 2024 background traffic conditions analysis identifies how the study intersection will operate in the year the proposed campground is expected to be complete. This analysis includes traffic attributed to planned developments and general growth in the region but does not include traffic from the proposed campground.

Planned Developments and Transportation Improvements

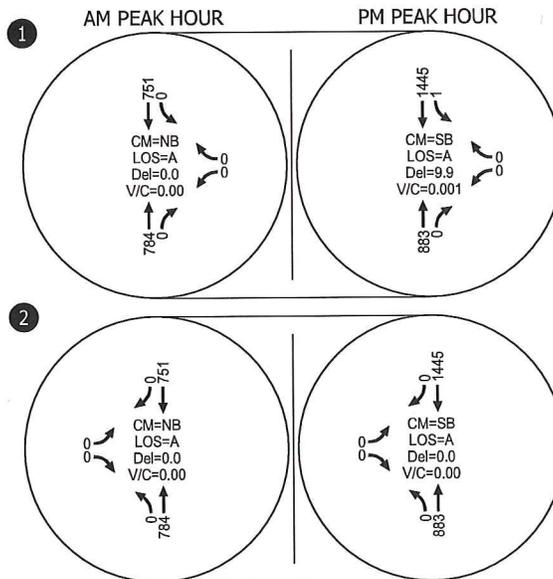
Per discussions with County staff, no planned developments are expected to be complete within the site vicinity prior to the full build-out and occupancy of the proposed development. Per the TSP, no improvements are planned along OR-219 within the site vicinity. However, north of the project site, ODOT completed Phase 1 of the Newberg-Dundee Bypass project in 2018 and Phase 2 is currently being designed and built (Reference 6). This project will expand OR-219 from two lanes to four lanes, starting about 500 feet north of NE Hash Road.

Traffic Volumes

The growth rate used in this analysis was determined based on information provided in the Yamhill County TSP. Per the TSP, traffic volumes are expected to increase by approximately 2% per year on state highways throughout the planning horizon. Ultimately, the year 2024 background traffic volumes were developed for OR-219 by applying a 4% growth rate (2% per year for 2 years) to the existing traffic volumes shown in Figure 4. Figure 5 illustrates the year 2024 background traffic volumes during the weekday AM and PM peak hours.

Traffic Operations

Figure 5 summarizes the results of the background traffic conditions analysis. As shown, the study intersections are expected to operate acceptably per their OHP mobility target ($v/c=0.75$). Appendix "E" contains the background traffic conditions worksheets.



CM = CRITICAL MOVEMENT
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 Del = CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO

Year 2024 Background Traffic Conditions
 Weekday AM & PM Peak Hours
 Yamhill County, Oregon

Figure
 5

Proposed Campground

As proposed, a 90-acre public campground will be constructed east and west of OR-219 and north of the Willamette River. The campground will be constructed in two phases: Phase 1 includes a 40-acre campground with 86 sites, including 69 standard sites, nine recreational vehicle (RV) pull-thru sites, and eight yurt sites. Phase 2 includes the potential development of the remaining 50 acres with ten primitive (walk-up/bike-in) campsites, nature trails, and a non-motorized boat launch and related facilities. Access to the campground will be provided by NE Hash Road which will be relocated approximately 250-feet south along OR-219 to align with an existing private driveway on the west side of the highway. Hash Road currently travels south through the site and below OR-219 and can serve both phases of the proposed campground. Figure 6 illustrates the proposed lane configurations and traffic control devices. Figure 7 illustrates the redistribution of existing traffic volumes with the proposed lane configurations.

Trip Generation

A trip generation estimate was prepared for the proposed campground based on information provided in the *Trip Generation Manual, 11th edition*, published by the Institute of Transportation Engineers (ITE – Reference 7). ITE land use code 416 (Campground/Recreational Vehicle Park) was used as a basis for the Phase 1 estimate. Given the nature of the potential future Phase 2 development, ITE land use code 411 (Public Park) was used as a basis for the estimate. Per ITE land use code 411, public parks can include boating facilities, hiking trails, and campsites. Table 2 summarizes the anticipated daily, weekday AM, and weekday PM peak hour trips for Phase 1 and Phase 2.

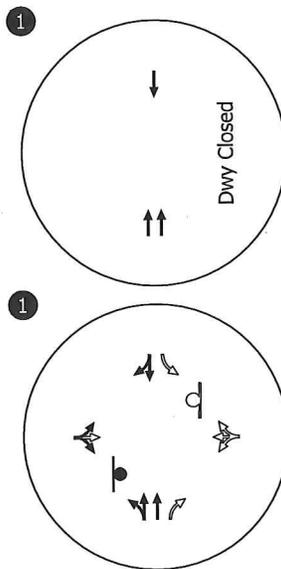
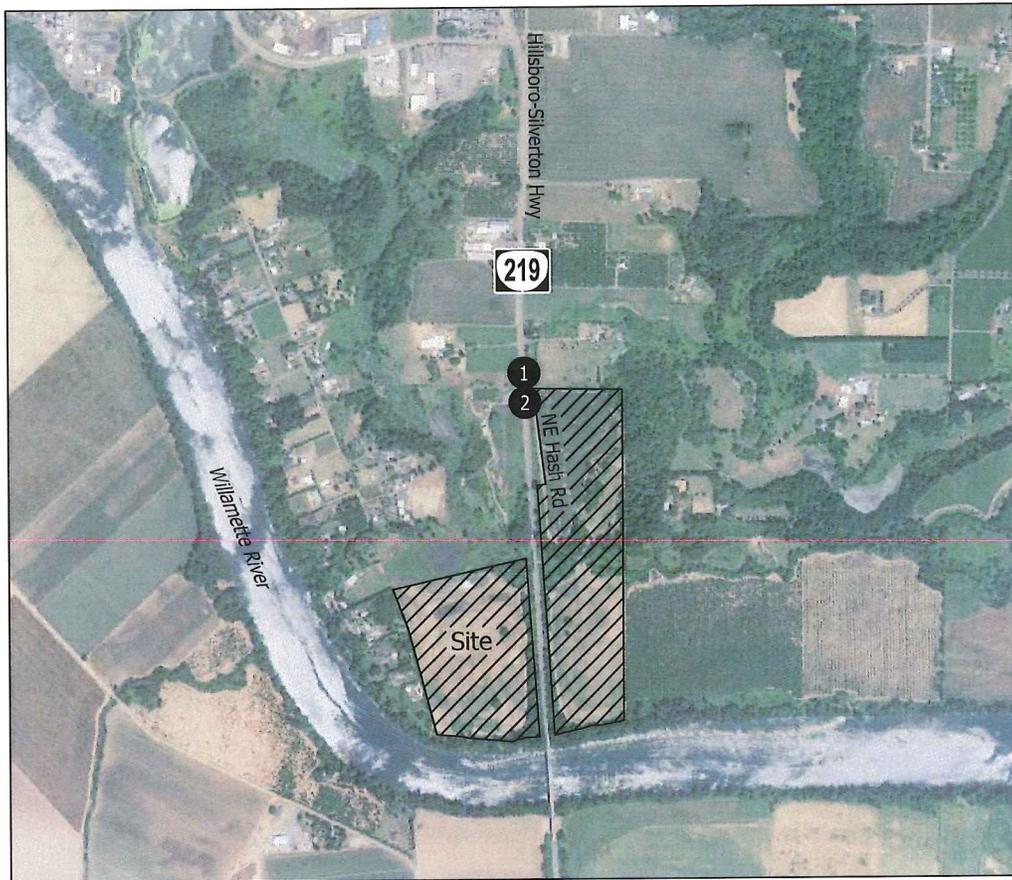
Table 2: Trip Generation Estimates

Land Use	ITE Code	Size	Daily Trips ¹	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Campground/RV Park	416	86 sites	311	18	6	12	23	15	8
Public Park	411	50 Acres	39	1	0	1	6	3	3
Total			350	19	6	13	29	18	11

1. ITE does not provide daily trip rates for land use code 416. Therefore, the daily rate was estimated based on a ratio of daily to weekday PM peak hour trips for ITE land use code 310 (Hotel).

Site Trip Distribution/Trip Assignment

The site-generated trips shown in Table 2 were distributed onto the study area roadways based on a review of existing traffic patterns and the location of major trip origins and destinations in the Yamhill County area. Figure 8 illustrates the estimated trip distribution pattern within the site vicinity and the assignment of site-generated trips at the realigned NE Hash Road/site access driveway.

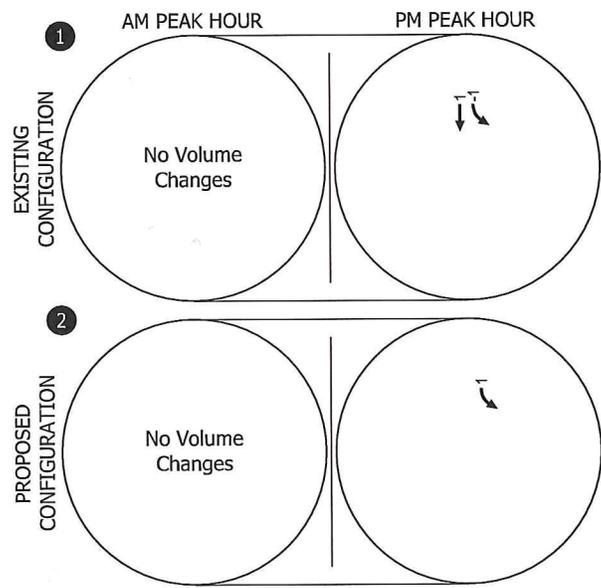
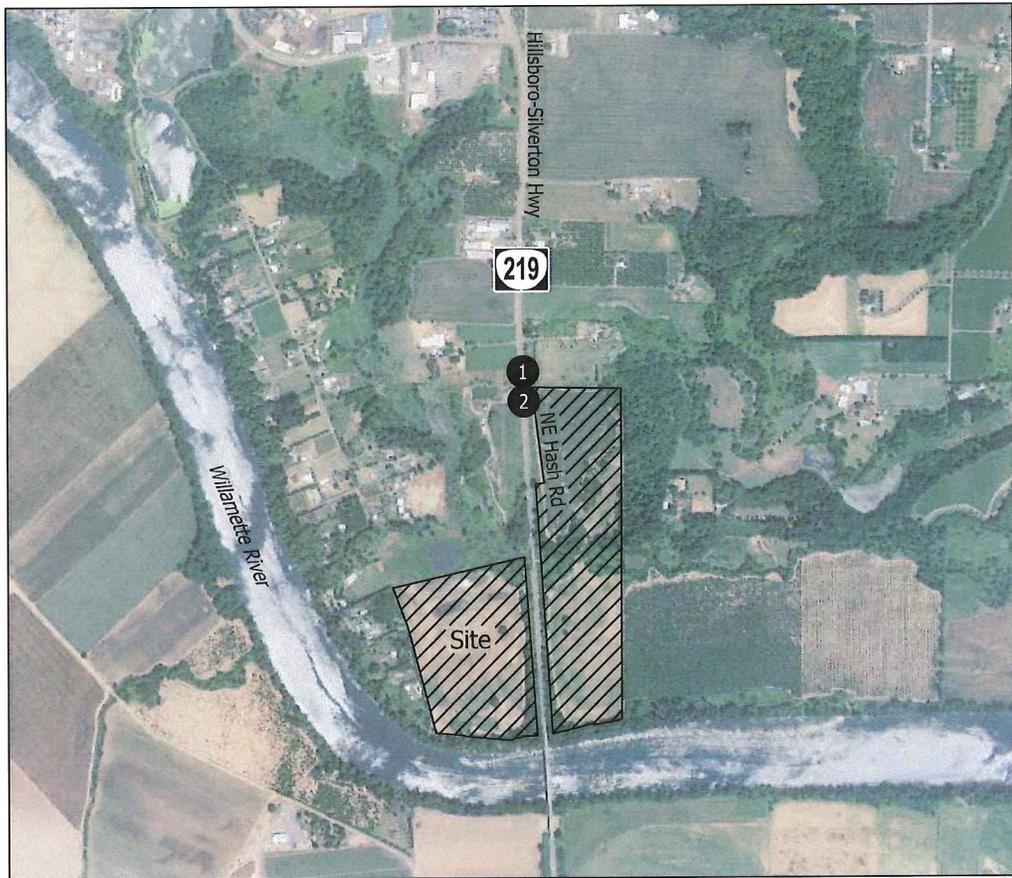


- ↘ - EXISTING LANE CONFIGURATION
- - EXISTING STOP SIGN
- ↘ - PROPOSED LANE CONFIGURATION
- ⊕ - PROPOSED STOP SIGN

Proposed Lane Configurations
& Traffic Control Devices
Yamhill County, Oregon

Figure
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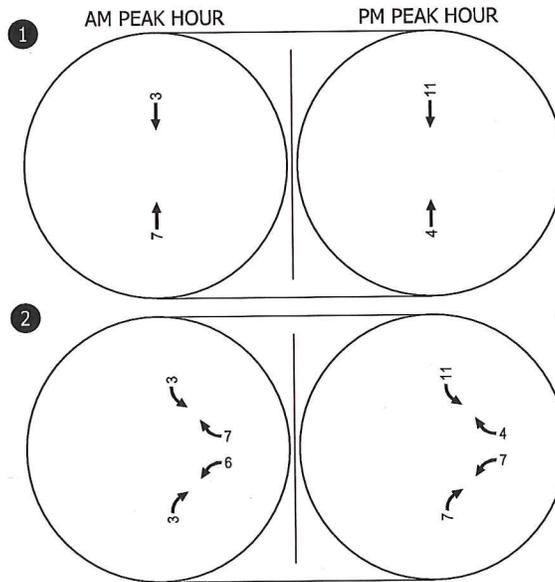
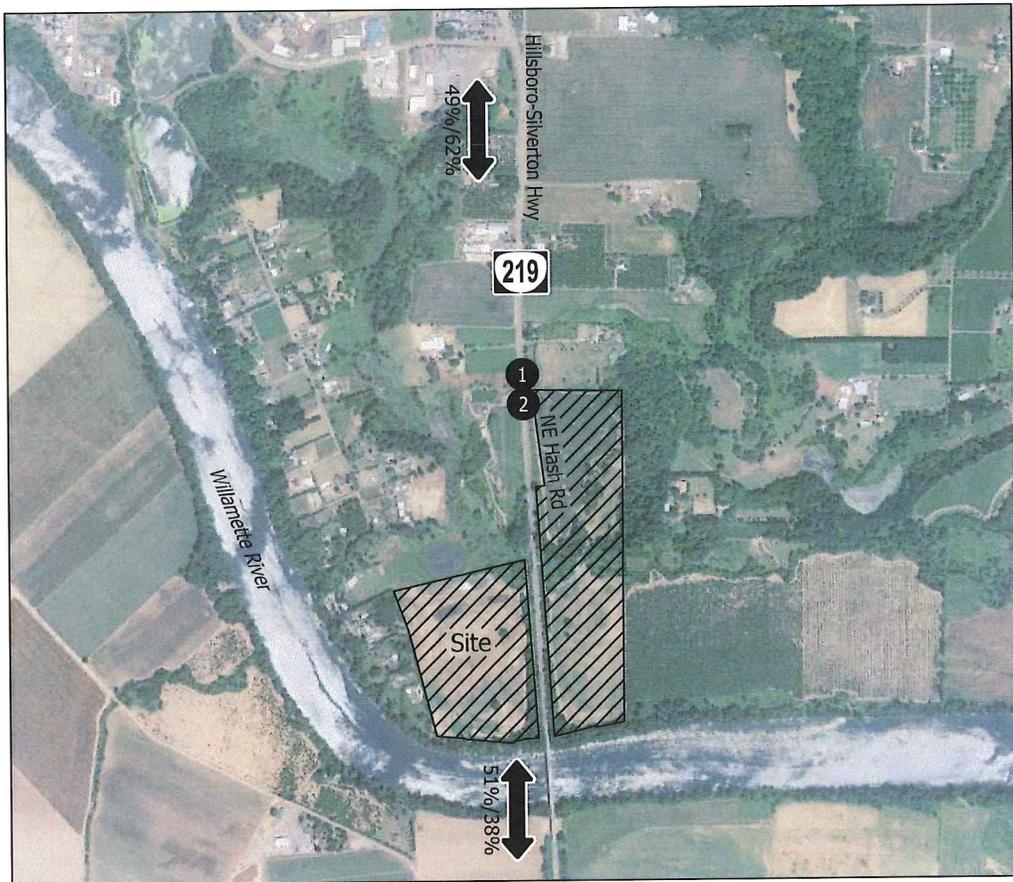


CM = CRITICAL MOVEMENT
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 Del = CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO

**Redistribution of Background Traffic Volumes
 Weekday AM & PM Peak Hours
 Yamhill County, Oregon**

**Figure
 7**

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↔ - TRIP DISTRIBUTION (AM/PM)
XX%

Estimated Trip Distribution Pattern & Site-Generated Trips, Weekday AM and PM Peak Hours Yamhill County, Oregon

Figure 8

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Year 2024 Total Traffic Conditions

The year 2024 total traffic conditions analysis forecasts how the study intersections will operate with traffic generated by full build-out and occupancy of both phases of the campground. The year 2024 background traffic volumes shown in Figure 5 were redistributed as shown in Figure 7 and added to the site-generated traffic shown in Figure 8 to arrive at the year 2024 total traffic volumes that are shown in Figure 9.

Traffic Operations

Figure 9 summarizes the results of the year 2024 total traffic conditions analysis for the weekday AM and PM peak hours. As shown, the site-access driveway is expected to operate acceptably per its OHP mobility target ($v/c=0.75$). Appendix "F" contains the 2024 total traffic conditions worksheets.

While the intersection is expected to meet its OHP mobility target, it is expected to operate at level of service (LOS) F during the weekday PM peak hour. This is primarily due to the relatively high delay associated with the westbound left- and right-turn movements. A traffic signal is not expected to be warranted, nor is it appropriate in this rural setting. The following section discusses the need for separate left- and right-turn lanes at the driveway to accommodate turn movements and address potential safety issues by separating slowed or stopped vehicles waiting to turn to/from OR-219.

SITE-ACCESS OPERATIONS

As indicated above, access to the proposed development will be provided by NE Hash Road which will be relocated approximately 250-feet south along OR-219 to align with an existing private driveway on the west side of the highway. The following summarizes the results of a queueing analysis, turn-lane analysis, and sight-distance evaluation.

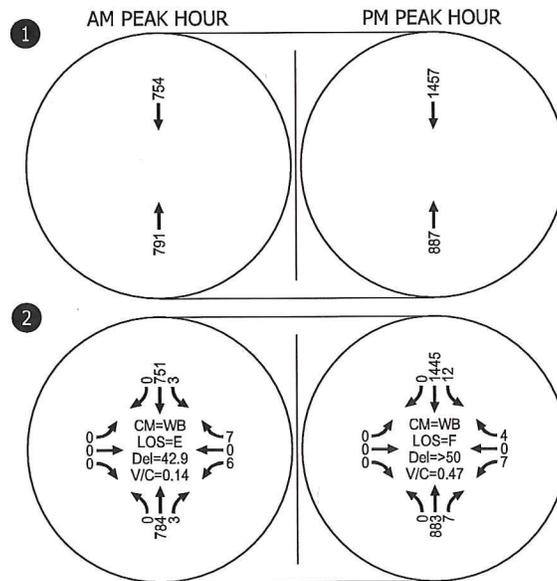
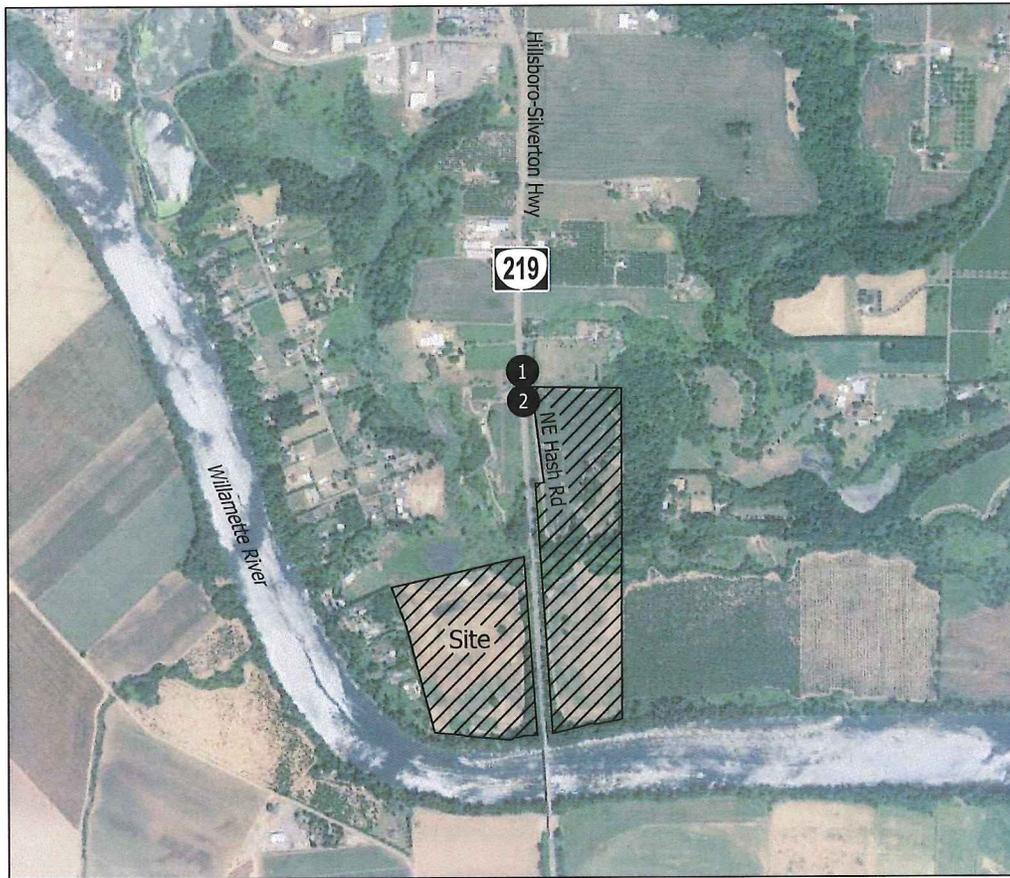
Queueing Analysis

A queueing analysis was conducted at the site-access driveway under year 2024 total traffic conditions. Table 3 summarizes the results of the analysis and identifies the 95th percentile queues for each movement. The 95th percentile queues are rounded to the nearest 25-feet, or one vehicle length.

Table 3: Queueing Analysis

Driveway	Approach	Movement	Year 2024 Total Traffic Conditions	
			AM	PM
OR-219/NE Hash Road	Northbound	Thru/Left	0	0
		Thru/Right	0	0
	Southbound	Thru/Left/Right	0	25 feet
	Westbound	Thru/Left/Right	25 feet	50 feet
	Eastbound	Thru/Left/Right	0	0

As shown in Table 3, motor vehicle queues are expected at the southbound approach during the weekday PM peak hour, and at the westbound approach during the AM and PM peak hours.



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 V/C = CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO

Year 2024 Total Traffic Conditions
 AM & PM Peak Hours
 Yamhill County, Oregon

Figure
 9

Turn Lane Analysis

The need for left- and right-turn lanes was evaluated at the site-access driveway under year 2024 total traffic conditions based on the turn lane criteria provided in the ODOT analysis procedures manual (APM – Reference 5) and supplemented by *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide* (Reference 8).

The results of the analysis indicate that traffic volumes at the site-access driveway will meet the vehicle volume criteria for a southbound left-turn lane during the weekday PM peak hour. The results also indicate that traffic volumes do not meet the vehicle volume criteria for a northbound right-turn lane; however, the APM indicates that if the intersection is in a rural area and is a connection to a public street, such as Hash Road, a right-turn lane is needed. This is also supported by additional criteria that considers special cases, such as the presence of geometric or safety concerns. *Appendix “G” contains the left- and right-turn lane criteria and worksheets.*

Sight Distance Evaluation

A preliminary sight distance evaluation was conducted at the site-access driveway based on guidance provided in *A Policy on Geometric Design of Highways and Streets* (AASHTO, Reference 9). Per AASHTO, minimum intersection sight distance (ISD) recommendations are determined by several factors, including the design speed of the respective roadways. The posted speed limit on OR-219 is 55 miles per hour (mph). Table 4 summarizes the minimum ISD recommendations for the site access driveway based on the posted speed limit.

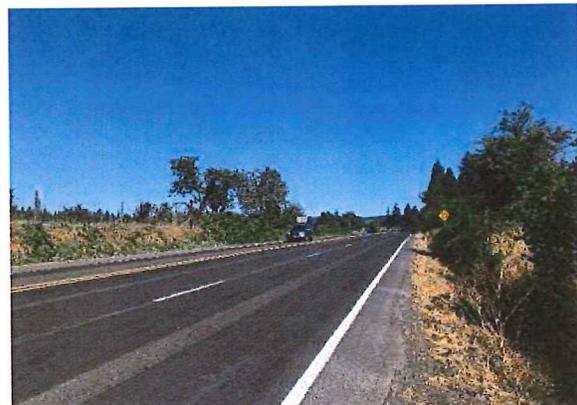
Table 4: Minimum Intersection Sight Distance Recommendations

Intersection	Posted Speed Limit	Minimum ISD Recommendations		
		Case B1, Left Turn from the Minor Road	Case B2, Right Turn from Stop	Case B3, Crossing Maneuver
OR-219/Site Driveway	55 MPH	610	530	530

Field observations indicate that sight distance at the site access driveway could be provided per the minimum ISD recommendations shown in Table 4 (see below); however, sight distance should be confirmed following realignment of Hash Road. Landscaping, above ground utilities, and signing should be located and maintained along the site frontage in a manner that preserves adequate ISD for turning movements.



OR-219 (Facing South)



OR-219 (Facing North)

FINDINGS AND RECOMMENDATIONS

The results of this study indicate that the proposed campground can be constructed while maintaining acceptable traffic operations at the study intersection. Key findings of this analysis and our recommendations are discussed below.

Findings

- The study intersections meet their mobility targets today and in the future with and without the proposed development.
- A review of historical crash data did not reveal any trends or patterns that require mitigation associated with the proposed development.
- A review of the ODOT SPIS list indicates that there are no sites in the top 15% in the site vicinity.
- Traffic volumes in the PM peak hour meet the minimum threshold to require a separate southbound left-turn lane on OR-219.

Recommendations

- Install a separate southbound left-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
 - While left-turn volumes are low, they meet the vehicle volume criteria for a left-turn lane. In addition, the left-turn lane will improve safety by reducing the speed differential between the advancing through and left-turn vehicles.
- Install a separate northbound right-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
 - While the right-turn volumes are low, and do not meet the vehicle volume criteria, the right-turn lane will improve safety by reducing the speed differential between advancing through and right-turn movements.
- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that preserves adequate intersection sight distance for turning movements.

REFERENCES

1. Oregon Department of Transportation. *Oregon Highway Plan*. 1999.
2. Transportation Research Board. *Highway Capacity Manual*, 6th Edition. 2016.
3. Yamhill County. *Yamhill County Zoning Map*. 2022.
4. Yamhill County. *Yamhill County Transportation System Plan*. 2015.
5. Oregon Department of Transportation (DOT). *Analysis Procedures Manual, Version 2*. June 2022.
6. Oregon Department of Transportation. *OR 18: Newberg-Dundee Bypass Phase 2*. 2022.
7. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. September 2017.
8. National Cooperative Highway Research Program. NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide. 2001.
9. American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets*. 2018.

APPENDIX

- A. Scoping Letter
- B. Traffic Counts
- C. Existing Traffic Conditions Worksheets
- D. ODOT Crash Data
- E. Year 2024 Background Traffic Conditions Worksheets
- F. Year 2024 Total Traffic Conditions Worksheets
- G. Left- and Right-Turn Lane Criteria and Worksheets

Appendix A: Scoping Letter

June 8, 2022

Project #: 27458.0

Arielle Ferber, PE
Oregon Department of Transportation, Region 2
455 Airport Road
Salem, Oregon 97031Lance Woods
Yamhill County Planning & Development
525 NE 4th Street
McMinnville, OR 97128

RE: Chehalem Heritage Trail Campground – Traffic Impact Study Scoping Letter

Dear Arielle and Lance,

This letter summarizes key assumptions and methodologies associated with preparing a traffic impact analysis (TIA) for the proposed Chehalem Heritage Trails Campground in Yamhill County. This letter includes information provided by Chehalem Park & Recreation District (CPRD) on the proposed campground, and preliminary scoping guidance provided by Yamhill County (County) and Oregon Department of Transportation (ODOT) staff.

Project Background

CPRD is proposing to develop the 90-acre site located east and west of OR 219 and north of the Willamette River into a public campground. Figure 1 illustrates the site vicinity map. The proposed development plan includes two phases: Phase 1 includes a 40-acre campground with 86 sites, including 69 standard sites, nine recreational vehicle (RV) pull-thru sites, and eight yurt sites. Phase 2 includes the potential development of the remaining 50-acres with ten primitive (walk-up/bike-in) campsites, nature trails, and a non-motorized boat launch and related facilities. *Attachment A contains the preliminary site plan.* Access to the campground will be provided by NE Hash Road which will be relocated approximately 250-feet south along OR 219 to align with an existing private driveway on the westside of the highway. Pending approval, build-out of Phase 1 is expected to occur in summer 2024. The build-out year for Phase 2 is not known at this time but for the purposes of the study, will be assumed to occur in 2024 as well.

Figure 1: Site Vicinity Map



Source: Google Earth Pro

The proposed campground site is currently zoned Exclusive Farm Use (EF-80), which allows the campground as a conditional use.¹ CPRD is proposing a zone change and comprehensive plan amendment to change the zoning to Parks, Recreation, Open Space District (PRO), which allows the campground as a permitted use.² In addition to the key assumptions and methodologies associated with preparing the TIA, this letter addresses the necessary approval criteria for the proposed zone change and comprehensive plan amendment in the Oregon Transportation Planning Rule (TPR).

Trip Generation

A trip generation estimate was prepared for the proposed campground based on information provided in the *Trip Generation Manual, 11th edition*, published by the Institute of Transportation Engineers (ITE - Reference 1). ITE land use code 416 (Campground/Recreational Vehicle Park) was used as a basis for the Phase 1 estimate. Given the nature of the potential future Phase 2 development, ITE land use code 411 (Public Park) was used as a basis for the estimate. Per ITE land use code 411, public parks can include boating facilities, hiking trails, and campsites. Table 1 summarizes the anticipated daily, weekday AM, and weekday PM peak hour trips for Phase 1 and Phase 2.

Table 1: Trip Generation Estimates

Land Use	ITE Code	Size	Daily Trips ¹	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Campground/RV Park	416	86 sites	311	18	6	12	23	15	8
Public Park	411	50 Acres	39	1	0	1	6	3	3
Total			350	19	6	13	29	18	11

1. ITE does not provide daily trip rates for land use code 416. Therefore, the daily rate was estimated based on a ratio of daily to weekday PM peak hour trips for ITE land use code 310 (Hotel).

Trip Distribution/Assignment

Trip distribution patterns will be developed for the proposed campground based on existing traffic patterns and the location of major trip origins and destinations in the study area. The site-generated trips shown in Table 1 will be distributed onto the study area roadways and assigned to the study intersection based on the trip distribution patterns.

Study Intersection

The study intersection was determined based on the anticipated trip generation shown in Table 1 and preliminary scoping guidance provided by County and ODOT staff. The TIA will evaluate site driveway, which is the OR 219/NE Hash Road intersection.

¹ Yamhill County Zoning Map: <https://www.yamhillcountymaps.com/>

² Yamhill County Zoning Ordinance: <https://www.co.yamhill.or.us/content/planning-ordinances>

Traffic Volumes

Traffic counts will be conducted at the study intersection on a typical mid-week day (Tuesday through Thursday) during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Traffic volumes on OR 219 will be seasonally adjusted to 30th highest hour design volumes (30 HV) in accordance with the methodologies outlined in the ODOT *Analysis Procedures Manual* (APM – Reference 2). Based on a preliminary review, there are no Automatic Traffic Recorders (ATR) within the study area; however, there is one ATR (24-020) located on OR 219, approximately 8-miles to the south of the proposed campground. Information from this ATR will be used to develop a seasonal adjustment factor for the traffic analysis. Traffic volumes will not be adjusted for the ongoing COVID-19 pandemic due to application of the seasonal adjustments.

Study Periods

Pending approval, build-out of the proposed campground is expected to occur in summer 2024. Therefore, the TIA will include evaluation of the following study periods:

- Year 2022 Existing Traffic Conditions during the weekday AM and PM peak hours
- Year 2024 Background Traffic Conditions (without the proposed campground) during the weekday AM and PM peak hours
- Year 2024 Total Traffic Conditions (with full build-out of the proposed campground) during the weekday AM and PM peak hours

Analysis Tools and Methodology

The TIA will evaluate traffic operations at the study intersection based on the methodologies identified in the *Highway Capacity Manual, 6th Edition* (HCM – Reference 3). Synchro 11 will be used to evaluate traffic operations at the study intersection. Synchro 11 is a software tool designed to assist with operations analysis in accordance with HCM methodologies.

Mobility Target

Traffic operations at the study intersection will be evaluated based on the applicable mobility target identified in Table 6 of the *Oregon Highway Plan* (OHP – Reference 4). The OHP identifies mobility targets for all signalized and unsignalized intersections on OR 219 as well as policies that guide application of the mobility targets. Per Table 6 of the OHP, ODOT defines a maximum volume-to-capacity (v/c) ratio for the state and non-state approaches to the study intersection as 0.75.³

Transportation Planning Rule Analysis

As indicated above, the proposed campground is currently zoned Exclusive Farm Use (EF-80) and CPRD is proposing to change the zoning to Parks, Recreation, Open Space District (PRO). Per Oregon

³ This segment of OR 219 is classified as a District Highway, it is located outside the urban growth boundary of an incorporated city, and it is NOT designated as a freight route or an expressway.

Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR), a zone change and comprehensive plan amendment must not create an unmitigated significant effect on an existing or planned transportation system. If a significant effect is expected to occur, it must be mitigated within the planning horizon of the local Transportation System Plan. To determine whether a significant effect will occur, the trip generation associated with land uses allowed under the existing zoning was compared to those allowed under the proposed zoning.

DEVELOPMENT SCENARIOS

Development scenarios were prepared for the subject property with and without the proposed zone change and comprehensive plan amendment based on information provided in Yamhill County Zoning Ordinance Section 402 and 405.

- **Exclusive Farm Use (EF-80)** – Per Section 402, permitted uses within the EF-80 zone include farm uses, farm stands, facilities for processing farm crops, utility facilities necessary for public service, wineries, operations for the exploration of minerals and geothermal resources, public or private schools, churches and cemeteries, sites for the take off and landing of model aircraft, on-site filming, fire service facilities, a residential home, and agri-tourism and other commercial events. Based on an assessment of these uses and the location of the site (schools and churches are not allowed within 3-miles of an urban growth boundary), a reasonable worst case development scenario under the existing (EF-80) zoning is a winery with a 7,500 square-foot tasting room on the 90-acre property.
- **Parks, Recreation, Open Space District (PRO)** – Per Section 405, permitted uses within the PRO zone include parks, recreation areas, or open spaces, public campgrounds or picnic sites, historical, archaeological, or geological sites, public boat-launching and fishing facilities, public playlots, playgrounds, or playfields, public RV parks, golf courses (excluding miniature golf), driving ranges, and operations for the exploration of oil, natural gas, or geothermal resources. Based on an assessment of these uses, a reasonable worst case development scenario under the proposed (PRO) zoning is an 18-hole golf course on the 90-acre property.

TRIP GENERATION POTENTIAL

Trip generation estimates were prepared for the development scenarios described above based on information provided in ITE. ITE land use code 970 (Wine Tasting Room) was used to represent the winery and ITE land use code 430 (Golf Course) was used to represent the gold course. Table 2 summarizes the daily, weekday AM and weekday PM peak hour trips associated with the existing and proposed zoning designations.

Table 2: Trip Generation Estimate

Land Use	ITE Code	Size	Daily Trips ¹	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning									
Wine Tasting Room	970	7,500 sq ft	345	16	11	5	55	27	28
Proposed Zoning									
Golf Course	430	18 holes	547	32	25	7	52	27	25
Net New Trips (Proposed – Existing)			+202	+16	+14	+2	-3	0	-3

ODOT has established a threshold for determining whether a proposed amendment is significant. Per Oregon Highway Plan Policy 1F.5, any proposed amendment that does not increase the average daily trips by more than 400 is not considered "significant". Based on the ODOT policy, we conclude that the proposed zone change does not represent a significant effect per the TPR.

Applicable Oregon Administrative Rule Criteria

Approval of the proposed zone change and comprehensive plan amendment is dependent in part upon meeting the criteria outlined in the TPR. Table 3 summarizes the criteria identified in the TPR and their applicability to the proposed zone change.

Table 3: Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	No
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the City's Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

As shown in Table 3, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, Criterion 1 is applicable to the proposed land use action. This criterion is provided below in italics with our response shown in standard font.

OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed zone change and comprehensive plan amendment does not constitute a significant effect as defined by OHP Policy 1F.5. Therefore, the action is not expected to degrade the performance of the existing or planned transportation system. Further, no changes to ODOT or the County's functional street classification designations or standards are warranted by the change in designation. For these reasons, no significant affect would result from the proposed change and no additional analysis is required.

Planned Development

Please provide information on any planned developments that will impact site access.

Planned Improvements

Per 2015 Yamhill County Transportation System Plan (TSP – Reference 5), no improvements are planned along OR-219 within the site vicinity. To the north of the project site, ODOT completed Phase 1 of the Newberg-Dundee Bypass project in 2018 and Phase 2 is currently being designed and built.⁴ This project will expand OR 219 from 2 lanes to 4 lanes, starting about 500 feet north of NE Hash Road.

In addition to the planned improvements identified above, the TIA will evaluate the need for a northbound right-turn/deceleration lane and southbound left-turn lane along with other potential needs at the site driveway, such as an acceleration lane.

Next Steps

Please let us know if you have any questions as you are reviewing the proposed scoping assumptions. We look forward to your review.

⁴ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19909>

Sincerely,
KITTELSON & ASSOCIATES, INC.



Matt Bell
Associate Planner
503.535.7435
mbell@kittelson.com

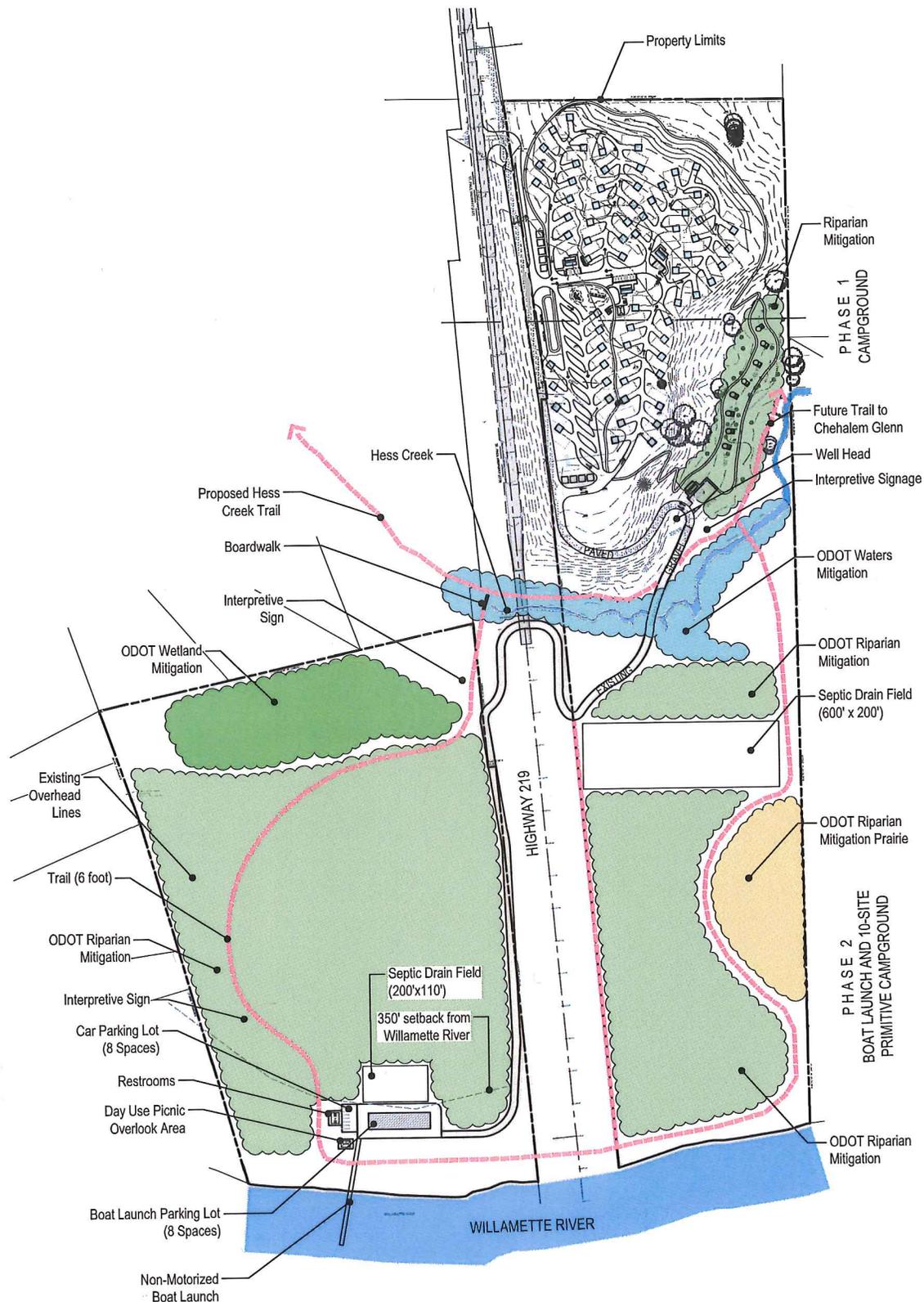
References

1. Institute of Transportation Engineers. *Trip Generation Manual*, 11th Edition. 2021.
2. Oregon Department of Transportation. *Analysis Procedures Manual – Version 2*. 2020
3. Transportation Research Board. *Highway Capacity Manual*, 6th Edition. 2016
4. Oregon Department of Transportation. *Oregon Highway Plan*. 1999Yamhill County. *Transportation System Plan*. 2015.

Attachment A Preliminary Site Plan

CPRD CHEHALEM HERITAGE TRAILS CAMPGROUND

05/20/2022

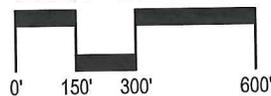


1

PHASE 1&2 DIAGRAM

PLAN

SCALE: 1" = 300'-0"

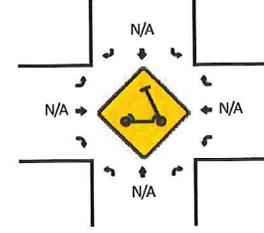
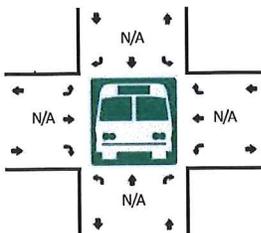
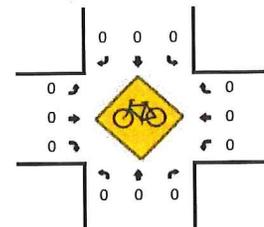
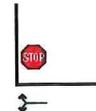
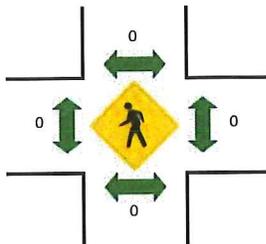
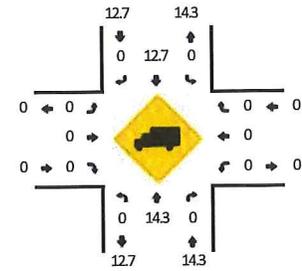
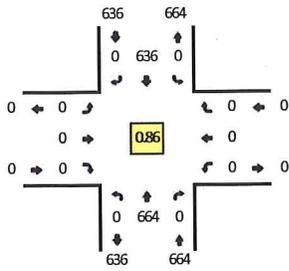


Appendix B: Traffic Counts

LOCATION: OR 219 -- NE Hash Rd
 CITY/STATE: Newberg, OR

QC JOB #: 15862501
 DATE: Thu, Jun 16 2022

Peak-Hour: 7:00 AM -- 8:00 AM
 Peak 15-Min: 7:30 AM -- 7:45 AM



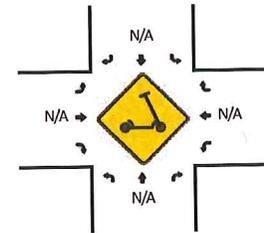
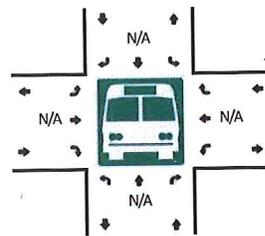
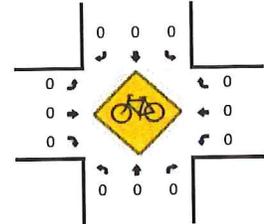
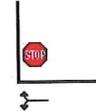
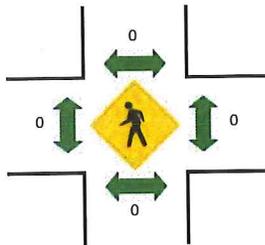
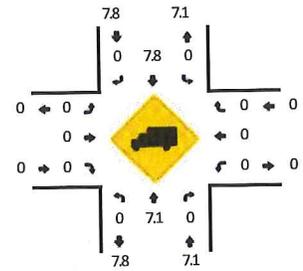
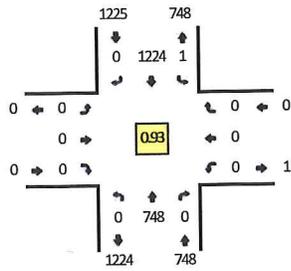
15-Min Count Period Beginning At	OR 219 (Northbound)				OR 219 (Southbound)				NE Hash Rd (Eastbound)				NE Hash Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	149	0	0	0	147	0	0	0	0	0	0	0	0	0	0	296	
7:15 AM	0	157	0	0	0	163	0	0	0	0	0	0	0	0	0	0	320	
7:30 AM	0	187	0	0	0	193	0	0	0	0	0	0	0	0	0	0	380	
7:45 AM	0	171	0	0	0	133	0	0	0	0	0	0	0	0	0	0	304	1300
8:00 AM	0	146	0	0	0	145	0	0	0	0	0	0	0	0	0	0	291	1295
8:15 AM	0	129	0	0	0	117	0	0	0	0	0	0	0	0	0	0	246	1221
8:30 AM	0	140	0	0	0	114	0	0	0	0	0	0	0	0	0	0	254	1095
8:45 AM	0	134	0	0	0	131	0	0	0	0	0	0	0	0	0	0	265	1056
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	748	0	0	0	772	0	0	0	0	0	0	0	0	0	0	1520	
Heavy Trucks	0	104	0	0	0	104	0	0	0	0	0	0	0	0	0	0	208	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: OR 219 -- NE Hash Rd
 CITY/STATE: Newberg, OR

QC JOB #: 15862502
 DATE: Thu, Jun 16 2022

Peak-Hour: 4:15 PM -- 5:15 PM
 Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	OR 219 (Northbound)				OR 219 (Southbound)				NE Hash Rd (Eastbound)				NE Hash Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	164	0	0	0	271	0	0	0	0	0	0	0	0	0	0	435	
4:15 PM	0	170	0	0	0	295	0	0	0	0	0	0	0	0	0	0	465	
4:30 PM	0	171	0	0	0	285	0	0	0	0	0	0	0	0	0	0	456	
4:45 PM	0	199	0	0	0	321	0	0	0	0	0	0	0	0	0	0	520	1876
5:00 PM	0	208	0	0	1	323	0	0	0	0	0	0	0	0	0	0	532	1973
5:15 PM	0	173	0	0	0	283	0	0	0	0	0	0	0	0	0	0	456	1964
5:30 PM	0	163	0	0	0	238	0	0	0	0	0	0	0	0	0	0	401	1909
5:45 PM	0	150	0	0	0	218	0	0	0	0	0	0	0	0	0	0	368	1757
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	832	0	0	4	1292	0	0	0	0	0	0	0	0	0	0	2128	
Heavy Trucks	0	60	0	0	0	68	0	0	0	0	0	0	0	0	0	0	128	
Buses																	0	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

Appendix C: Existing Traffic Conditions
Worksheets

HCM 6th TWSC
1: OR-219 & NE Hash Rd

07/18/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	754	0	0	722
Future Vol, veh/h	0	0	754	0	0	722
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	14	0	0	13
Mvmt Flow	0	0	877	0	0	840

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1717	439	0	0	877
Stage 1	877	-	-	-	-
Stage 2	840	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	91	571	-	-	779
Stage 1	372	-	-	-	-
Stage 2	427	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	91	571	-	-	779
Mov Cap-2 Maneuver	91	-	-	-	-
Stage 1	372	-	-	-	-
Stage 2	427	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
2: OR-219 & Driveway 1

07/18/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑		↑	
Traffic Vol, veh/h	0	0	0	754	722	0
Future Vol, veh/h	0	0	0	754	722	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	14	13	0
Mvmt Flow	0	0	0	877	840	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1279	840	840	0	-	0
Stage 1	840	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	172	368	804	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	368	804	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	804	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
1: OR-219 & NE Hash Rd

07/18/2022

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↕↔			↕↔
Traffic Vol, veh/h	0	0	849	0	1	1390
Future Vol, veh/h	0	0	849	0	1	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	7	0	0	8
Mvmt Flow	0	0	913	0	1	1495

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2410	457	0
Stage 1	913	-	-
Stage 2	1497	-	-
Critical Hdwy	6.6	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	32	556	-
Stage 1	356	-	-
Stage 2	207	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	32	556	-
Mov Cap-2 Maneuver	32	-	-
Stage 1	356	-	-
Stage 2	205	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	755
HCM Lane V/C Ratio	-	-	-	0.001
HCM Control Delay (s)	-	-	0	9.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑	
Traffic Vol, veh/h	0	0	0	849	1390	0
Future Vol, veh/h	0	0	0	849	1390	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	8	0
Mvmt Flow	0	0	0	913	1495	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1952	1495	1495	0	-	0
Stage 1	1495	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	64	153	455	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	153	455	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	455	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Appendix D: ODOT Crash Data

Crashes on OR-219, Hillsboro-Silverton Hwy, from MP 2.70 & 2.85
 January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2016														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	0	0	0
SIDESWIPE - OVERTAKING	0	1	0	1	0	1	0	0	1	1	0	0	0	0
2016 TOTAL	0	2	0	2	0	2	0	1	1	2	0	0	0	0
FINAL TOTAL	0	2	0	2	0	2	0	1	1	2	0	0	0	0

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRTGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-ITURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-ISTOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRTGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	drove left of center on two-way road; straddling
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP IN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FALL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

DRIVER RESIDENCE CODE TRANSLATION LIST

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION	RES CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)	1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
1	OR-Y	VALID OREGON LICENSE	2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY	3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
3	SUSP	SUSPENDED/REVOKED	4	N-RES	NON-RESIDENT
4	EXP	EXPIRED	9	UNK	UNKNOWN IF OREGON RESIDENT
8	N-VAL	OTHER NON-VALID LICENSE			
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH			

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LIGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY TO PEDESTRIAN
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRFT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
027	LOAD SHFT	LOST LOAD, LOAD MOVED OR SHIFTED
028	TIREFAIL	TIRE FAILURE
029	PET	PET: CAT, DOG AND SIMILAR
030	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
031	HORSE	HORSE, MULE, OR DONKEY
032	HRSE&RID	HORSE AND RIDER
033	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
034	DEER ELK	DEER OR ELK, WAPITI
035	ANML VEH	ANIMAL-DRAWN VEHICLE
036	ATENUATN	CULVERT, OPEN LOW OR HIGH MANHOLE
037	PK METER	IMPACT ATTENUATOR
038	CURE	PARKING METER
039	JIGGLE	CURE (ALSO NARROW SIDEWALKS ON BRIDGES)
040	GDRL END	LEADING EDGE OF GUARDRAIL
041	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
042	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
043	WALL	RETAINING WALL OR TUNNEL WALL
044	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
045	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
046	BR COLMNN	BRIDGE PILLAR OR COLUMN
047	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
048	ISLAND	TRAFFIC RAISED ISLAND
049	GORE	GORE
050	POLE - TYPE UNKN	POLE - TYPE UNKNOWN
051	POLE - POWER OR TELEPHONE	POLE - POWER OR TELEPHONE
052	POLE - STREET LIGHT ONLY	POLE - STREET LIGHT ONLY
053	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
054	TRF SGNL	POLE - TRAFFIC SIGNAL
055	SGN BRDG	POLE - SIGN BRIDGE
056	STOP OR YIELD SIGN	STOP OR YIELD SIGN
057		

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EOP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EOP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL FVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BID	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GBL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUplet
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<S	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

INJURY TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANUEVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNGR	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFGR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVHRD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STP/SGN	BUS STOP SIGN AND RED LIGHTS

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix E: Year 2024 Background Traffic
Conditions Worksheets

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑↑			↑
Traffic Vol, veh/h	0	0	784	0	0	751
Future Vol, veh/h	0	0	784	0	0	751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	14	0	0	13
Mvmt Flow	0	0	912	0	0	873

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1785	456	0
Stage 1	912	-	-
Stage 2	873	-	-
Critical Hdwy	6.6	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	82	557	-
Stage 1	357	-	-
Stage 2	412	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	82	557	-
Mov Cap-2 Maneuver	82	-	-
Stage 1	357	-	-
Stage 2	412	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
2: OR-219 & Driveway 1

07/19/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	784	751	0
Future Vol, veh/h	0	0	0	784	751	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	14	13	0
Mvmt Flow	0	0	0	912	873	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1329	873	873	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	160	352	781	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	352	781	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	781	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: OR-219 & NE Hash Rd

07/19/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	883	0	1	1445
Future Vol, veh/h	0	0	883	0	1	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	7	0	0	8
Mvmt Flow	0	0	949	0	1	1554

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	2505	475	0	0	949	0
Stage 1	949	-	-	-	-	-
Stage 2	1556	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	28	541	-	-	732	-
Stage 1	341	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	28	541	-	-	732	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	341	-	-	-	-	-
Stage 2	191	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	732
HCM Lane V/C Ratio	-	-	-	0.001
HCM Control Delay (s)	-	-	0	9.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
2: OR-219 & Driveway 1

07/19/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑	
Traffic Vol, veh/h	0	0	0	883	1445	0
Future Vol, veh/h	0	0	0	883	1445	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	8	0
Mvmt Flow	0	0	0	949	1554	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2029	1554	1554	0	-	0
Stage 1	1554	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	57	141	432	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	141	432	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	432	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Appendix F: Year 2024 Total Traffic
Conditions Worksheets

HCM 6th TWSC
 2: OR-219 & Driveway 1/NE Hash Rd (Future)

09/14/2022

Intersection													
Int Delay, s/veh	0.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕	↕	↕	↕		
Traffic Vol, veh/h	0	0	0	6	0	7	0	784	3	3	751	0	
Future Vol, veh/h	0	0	0	6	0	7	0	784	3	3	751	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None										
Storage Length	-	-	-	-	-	-	-	-	100	100	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	
Heavy Vehicles, %	0	0	0	0	0	0	0	14	0	0	13	0	
Mvmt Flow	0	0	0	7	0	8	0	912	3	3	873	0	

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1335	1794	873	1791	1791	456	873	0	0	915	0	0
Stage 1	879	879	-	912	912	-	-	-	-	-	-	-
Stage 2	456	915	-	879	879	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	123	81	352	57	82	557	781	-	-	754	-	-
Stage 1	345	368	-	299	355	-	-	-	-	-	-	-
Stage 2	559	354	-	345	368	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	121	81	352	57	82	557	781	-	-	754	-	-
Mov Cap-2 Maneuver	121	81	-	57	82	-	-	-	-	-	-	-
Stage 1	345	367	-	299	355	-	-	-	-	-	-	-
Stage 2	551	354	-	344	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	42.9	0	0
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	781	-	-	-	110	754	-	-
HCM Lane V/C Ratio	-	-	-	-	0.137	0.005	-	-
HCM Control Delay (s)	0	-	-	0	42.9	9.8	-	-
HCM Lane LOS	A	-	-	A	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-	-

HCM 6th TWSC
 2: OR-219 & Driveway 1/NE Hash Rd (Future)

09/14/2022

Intersection													
Int Delay, s/veh	1.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕↕	↕	↕	↕		
Traffic Vol, veh/h	0	0	0	7	0	4	0	883	7	12	1445	0	
Future Vol, veh/h	0	0	0	7	0	4	0	883	7	12	1445	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None										
Storage Length	-	-	-	-	-	-	-	-	100	100	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	8	0	
Mvmt Flow	0	0	0	8	0	4	0	949	8	13	1554	0	

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2055	2537	1554	2529	2529	475	1554	0	0	957	0	0
Stage 1	1580	1580	-	949	949	-	-	-	-	-	-	-
Stage 2	475	957	-	1580	1580	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	37	28	141	16	28	541	432	-	-	727	-	-
Stage 1	138	171	-	284	342	-	-	-	-	-	-	-
Stage 2	545	339	-	138	171	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	36	27	141	16	27	541	432	-	-	727	-	-
Mov Cap-2 Maneuver	36	27	-	16	27	-	-	-	-	-	-	-
Stage 1	138	168	-	284	342	-	-	-	-	-	-	-
Stage 2	541	339	-	136	168	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	241.9	0	0.1
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	432	-	-	-	25	727	-	-
HCM Lane V/C Ratio	-	-	-	-	0.473	0.018	-	-
HCM Control Delay (s)	0	-	-	0	241.9	10	-	-
HCM Lane LOS	A	-	-	A	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0.1	-	-

Appendix G: Left- and Right-Turn Lane
Criteria and Worksheets

Left Turn Lane Evaluation Process

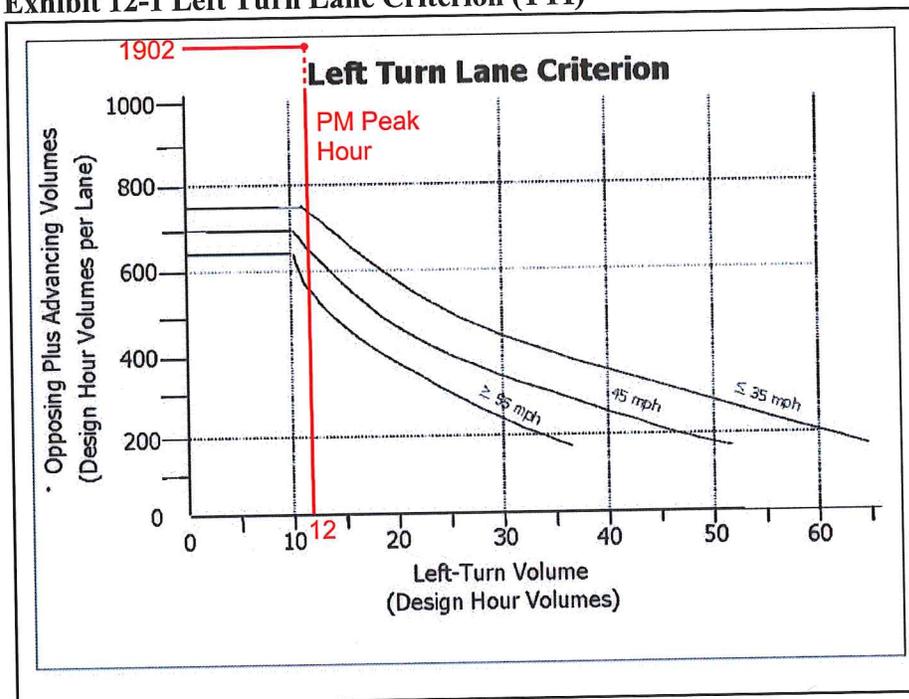
- A left turn lane should be installed, if criterion 1 (Volume) or 2 (Crash) or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; and
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; and
- Left turn lane complies with Access Management Spacing Standards; and
- Left turn lane conforms to applicable local, regional and state plans.

Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criterion is determined by the Texas Transportation Institute (TTI) curves in Exhibit 12-1.

The criterion is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for rear-end collisions in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

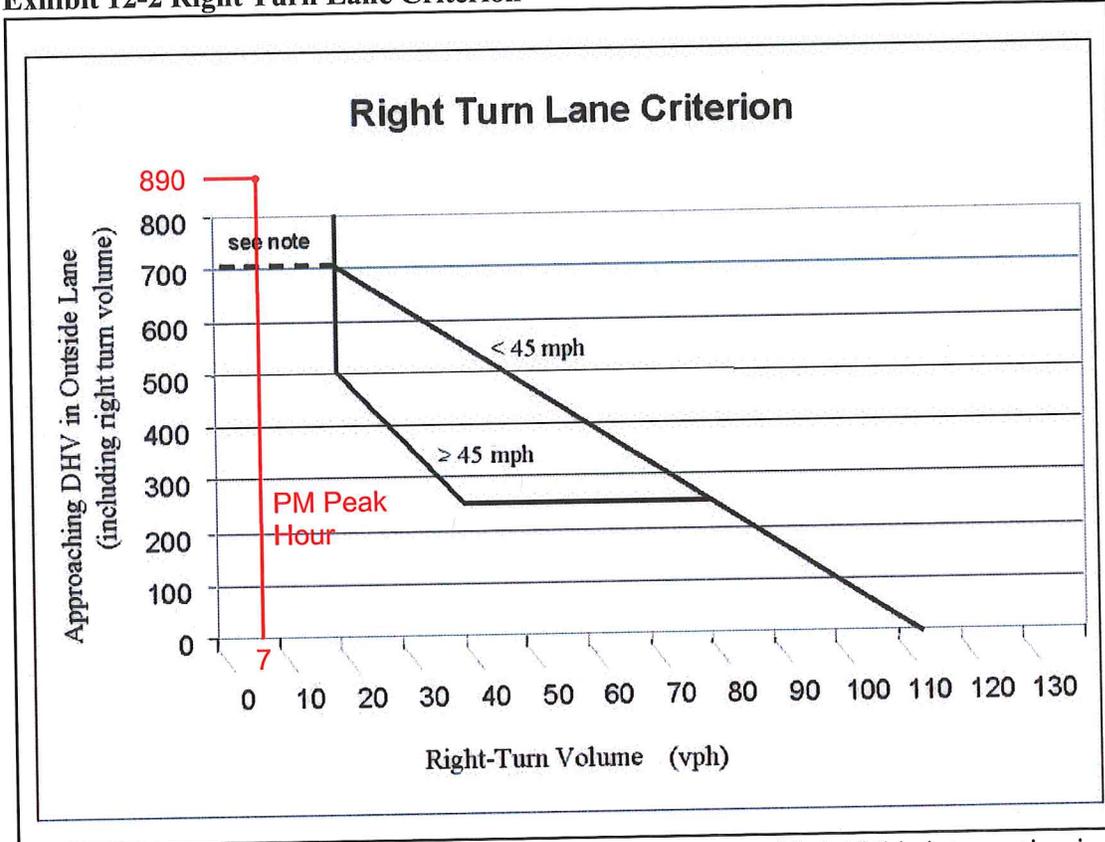
Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

Exhibit 12-2 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Criterion 2: Crash Experience

The crash experience criterion is satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; **and**
2. A history of crashes of the type susceptible to correction by a right turn lane; **and**
3. The safety benefits outweigh the associated improvements costs; **and**
4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

Criterion 3: Special Cases

1. **Railroad Crossings:** If a railroad is parallel to the roadway and adversely affects right turns, a worst case scenario should be used in determining the storage requirements for the right turn lane design. The right turn lane storage length depends on the amount of time the roadway is closed, the expected number of vehicle arrivals and the location of the crossing or other obstruction. The analysis should consider all of the variables influencing the design of the right turn lane and may allow a design for conditions other than the worst case storage requirements, providing safety is not

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

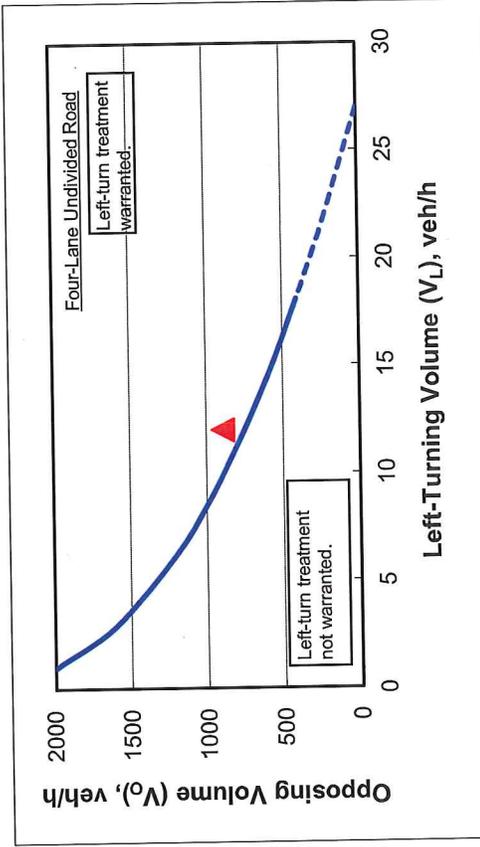
INPUT	Variable	Value
	Left-turning volume (V_L), veh/h:	12
	Advancing volume (V_A), veh/h:	1457
	Opposing volume (V_O), veh/h:	890

OUTPUT

Variable	Message
Opposing volume (V_O) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

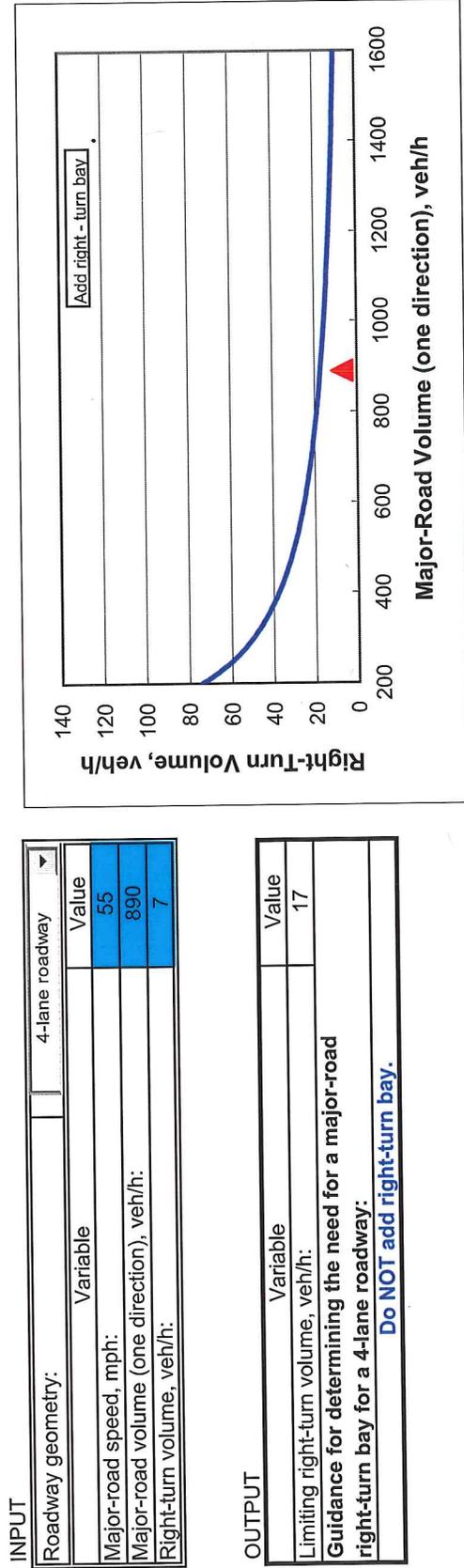
Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When $V_O < 400$ veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h ($V_A > 400$ veh/h).

US 27 at Holly Hill Fruit Rd
 Right Turn Warrant
 (US 27 as 4 Lanes)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection





memo portland

to Yamhill County Planning Department
from Matt Hastie, Keegan Gulick, MIG
re Zoning Map and Comprehensive Plan Map Amendment
date 12/22/2022

Background & Concept

The Chehalem Parks and Recreation District is seeking to rezone parcel #: R3233-00100 from Exclusive Farm Use District (EF-80) to Parks, Recreation, and Open Space District (PRO). The parcel is approximately 93 acres in size. The District is seeking to rezone the parcel to develop the Chehalem Heritage Campground. The primary area of focus for the campground is the upper area that is currently leased for agricultural use. Most of the lower two areas are utilized as wetland mitigation for the Newberg-Dundee Bypass construction impacts.

The proposed Chehalem Heritage Trails Campground is located primarily on an upland terrace adjacent to the Willamette River. The site includes views of the Chehalem Mountains, woodlands, and wetlands areas to the south. A portion of the site is in the floodplain for Hess Creek, Springbrook Creek, and the Willamette River. The proposed campground would provide access to the Willamette River via a boat launch. On site power is to be generated via solar panels that will serve the various camping spaces, as well as export excess energy to the grid.

The current zoning designation of EF-80 does not allow for parks or campgrounds. For The District to utilize and develop the property a rezone to the PRO District is necessary. As described in this application, there would be no anticipated negative impacts to adjacent properties as a result of this rezone. The proposed use of the property would retain much of its natural character and open space. Additionally, the proposed improvements to the property would allow for better use of the land for the community by adding more camping and recreational opportunities and increasing tourism.

Review Criteria

Consistency with the Zoning Ordinance

Response: Rezoning the parcel from EF-80 to the PRO zone would be consistent with the goals and the standards of the Yamhill County Zoning Ordinance. A rezone to PRO would be consistent with purpose of the PRO district which is to, "accommodate the immediate foreseeable demand for public parks and recreation and open space." The PRO district would allow for the proposed Chehalem Heritage Campground, pursuant to a similar use determination which is included with this proposal.

The development of the site will further the District's goal of providing camping and outdoor recreation opportunities to the residents and visitors. This rezone would not have a negative impact on the use and value of adjacent properties nor would it create any conflicts within the Yamhill County Zoning Ordinance.

Consistency with the Comprehensive Plan/Adopted System Plans

Response: The zoning map amendment to rezone from EF-80 to PRO is consistent with adopted Yamhill County Comprehensive Plan and other system plans. The District's Southeastern Subarea Parks System Plan (to be adopted by the County as part of a concurrent land use application process) details several existing and future park facilities planned in this part of the County, including the proposed Chehalem Heritage Campground. The PRO zoning designation is more consistent with the planned use of the property and would be a key step in implementing the Southeastern Subarea Plan and in meeting parks and recreation needs in this area. This rezone would also implement the following goals and policies from the Comprehensive Plan, with additional findings of consistency included below.

- B. Parks and Recreation
 - o Goal:
 - To provide adequate recreational opportunities in both the rural and urban environments to meet existing and projected needs.
 - o Policies:
 - Yamhill County will cooperate with all governments and recreation agencies within the region to identify recreation, open space, and scenic resources; determine resident and nonresident needs and formulate and implement measures for providing recreation services.
 - Yamhill County will seek the cooperation of the cities, school districts and Chehalem Park and Recreation District in the joint acquisition, development, operation and maintenance of combined school and neighborhood park and playground sites in harmony with projected neighborhood needs and surrounding uses. (175)
 - Yamhill County will seek to offer greater opportunities for water-based recreation on the Willamette and South Yamhill Rivers and their tributaries. (175)
 - Yamhill County will encourage the development of rural parks with appropriate spacing to serve the needs of county residents on sites which have unique

aesthetic value, appropriate access by road or path, and are otherwise suitable for picnicking and water related activities. (176)

- Yamhill County will encourage cooperation among government agencies to increase recreation opportunities, programs and facilities for county residents, and will explore the possibilities of providing recreation programs for the small towns and rural areas of the county. (179)

RESPONSE: *Adoption of the Southeastern Subarea Plan is consistent with these policies in the following ways.*

The Southeastern Subarea Plan identifies and described a proposed set of park, recreation and trail facilities that are intended to meet the park and recreation needs of the southeastern portion of the County and of this portion of the County in particular. The Chehalem Parks and Recreation district is the parks provider for Yamhill County and has a system of parks, recreation facilities and trails. The District, along with other local agencies completed the Chehalem Heritage Trail Strategic Plan (2010), Chehalem Heritage Trails Phase 1 Master Plan (2012), Chehalem Valley Strategic Plan (2020) and the Southeastern Parks and Recreation System Subarea Plan (2022). The subarea plan contains details on proposed projects in this portion of the district, including the proposed Chehalem Heritage Campground. The proposed facilities and improvements identified in the Subarea Plan reflect extensive efforts by the District to work with County residents to identify and plan for their recreation needs. Adoption of the Subarea Plan will be a prime example of coordination and cooperation between Yamhill County, the District, and other agencies in identifying recreation, open space, and scenic resources; determining resident and nonresident needs; and formulating and implement measures for providing recreation services.

Several of the proposed park and recreation projects identified in the Subarea Plan represent partnerships between the District, the County, the cities of Newberg and Dundee, and other government agencies and local organizations to collectively plan for and meet local recreational needs. These include:

- *Newberg Riverfront Development Area*
- *Chehalem Cultural Center and Newberg Cultural District*
- *Newberg-Dundee Bypass Trail*
- *Friends Park Improvements*

Future development of several proposed park and recreational facilities will further the County's goal of improving access to the Willamette River including the Heritage Trails Campground which will a new boat launch facility; Newberg Riverfront Development Area which will include trails, open space and natural areas adjacent to the river, as well as water access; and the Chehalem Heritage Trails, which will enhance trail access to the river.

The facilities proposed to be improved or developed as part of the Subarea Plan are spaced throughout the southeastern portion of the County and will further the goal of development of rural parks with appropriate spacing to serve the needs of county residents. All of them have unique aesthetic values, are accessible by roads and pathways, and are suitable for picnicking activities. Several of them also will provide enhanced water access as noted above. Several of these parks will serve rural areas and smaller communities in the County, including the Heritage Trails Campground and Sanders Estate Park.

- E. Open Space:

o Goal:

- To ensure the continuance of the open space character that has always existed in Yamhill.
- To preserve and improve potential recreational and other open spaces in both urban and rural environments for all to enjoy. (94)

o Policies:

- To preserve and improve potential recreational and other open spaces in both urban and rural environments for all to enjoy. (94)
- Yamhill County will seek to establish a permanent county open space net; increased public access to areas of prime recreational significance; the development of additional water-based recreational opportunities; and continuity of scenic views, buffer areas, wildlife and natural habitat and associated natural environments. (95) R

RESPONSE: *Adoption of the Southeastern Subarea Plan is consistent with these policies in the following ways.*

The proposed projects recommended in the Subarea Plan include a mix of improvements in urban and rural environments. They include improvements to city parks, a new campground, trails spanning urban and rural areas, and additional open spaces in Newberg, Dundee, and outside city limits. In all cases, they generally seek to preserve, enhance or provide access to existing natural resources and open spaces. Examples include:

- *Creation of wooded campground with access to open meadows, the Willamette River, and open spaces beyond the campground.*
- *Creation of new open space, park and river access facilities in the Newberg Riverfront area that will enhance those resources in that area.*

- *Creation of new open space, picnicking and other recreational opportunities in Friends Park in a setting that is surrounded by wooded natural areas.*
- *Development of a mix of natural areas, open space, and recreational amenities at Ewing Park.*
- *Access to a network of open space and scenic resources via travel along the Newberg-Dundee Bypass trail.*

Consistent with Statewide Planning Goals

- A. Goal 1 – Citizen Involvement: To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.**

Response: *Goal 1 requires the County to incorporate six key components in its public involvement program:*

- 1. Citizen Involvement: An officially recognized committee for public involvement broadly representative of geographic areas and interests related to land use and land-use decisions to provide for widespread public involvement;*
- 2. Communication: Mechanisms for effective two-way communication between the public and elected/appointed officials;*
- 3. Influence: Opportunities for the public to be involved in all phases of the planning and decision-making process including developing, evaluating, and amending plans;*
- 4. Technical Information: Access to technical information used in the decision-making process, provided in an accessible and understandable format;*
- 5. Feedback Mechanisms: Programs to ensure that members of the public receive responses from policymakers and that a written record for land-use decisions is created and made accessible; and,*
- 6. Financial Support: Adequate resources allocated for the public involvement program as an integral component of the planning budget.*

The applicant and Yamhill County Planning staff have followed proper procedures as specified in Section 1207 of the Yamhill County zoning ordinance in proposing these amendments.

The proposed amendment does not amend or change the County's adopted citizen involvement program. The process for adoption of the map amendments complies with Goal 1 because it is consistent with the County's acknowledged procedures for legislative land use decisions which include opportunities for citizen involvement through the public notice and hearings processes. This

application will include those processes. Based on the findings above, the proposed code amendments are consistent with Statewide Planning Goal 1.

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

Response: Statewide Planning Goal 2 requires each local government in Oregon to have and follow a comprehensive land use plan and implementing regulations. The proposed map amendments are consistent with the current Comprehensive Plan and implements several of its goals. The relevant goals are listed earlier in this report. Yamhill County's zoning ordinance also specifies the formal adoption procedure and approval criteria that were used in considering this amendment. The County provided notice of the proposed action and opportunity to comment to the Oregon Department of Land Conservation and Development. There are no proposed exceptions to Statewide Planning Goal 2 required for these amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

C. Goals 3 – Agricultural Lands: To preserve and maintain agricultural lands.

Response: Goal 3 requires counties to identify farmland, designate it as such on the comprehensive plan map, and zone it exclusive farm use (EFU). An EFU zone places restrictions on developments that are unrelated to agriculture in order to minimize uses that conflict with farming. The proposed amendment would rezone a parcel from EF-80 to PRO. A portion of the site is currently leased for agricultural use. Per statewide planning goal 8, local governments may amend zoning ordinances to implement adopted local parks plans. The response to goal 8 details how the amendment is consistent with goal 8 and therefore the County may rezone the parcel from EF-80 to PRO without an exception to statewide planning rules. In addition, the design of the proposed future campground on the subject property will minimize potential impacts on surrounding agricultural properties and operations as follows:

- Portions of the property adjacent to or in close proximity to adjacent agricultural uses on the southern portion of the site will be used primarily for riparian mitigation, with minimal active use or activity on these portions of the property.
- The majority of the proposed campground area will be buffered from adjacent properties by wooded areas located on the site and on the adjacent properties to the east.

- Similarly, the proposed campground will be separated from properties to the west by state highway 210.
- Potential traffic associated with the proposed use will be less than what could be generated by allowed uses within the existing EF-80 Zone as described under findings associated with Goal 10.

D. Goal 4 – Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Response: This goal does not apply to the proposed map amendments as they do not change any of Yamhill County's policies regarding forest lands. The subject property is not zoned for forest use and no exception to Statewide Planning Goal 4 is required for these amendments. The amendments are consistent with Statewide Planning Goal 4.

E. Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources: To protect natural resources and conserve scenic and historic areas and open spaces.

Response: Goal 5 aims to protect natural resources and conserve scenic and historic areas and open spaces. Particularly in urban areas, the emphasis of Goal 5 is on the inventory and conservation of wetlands, riparian zones, and wildlife habitats. The map amendment does not modify any natural resource zoning overlay districts or historic preservation efforts. Furthermore, the intended use of a significant portion of the property is to provide mitigation for riparian and wetland impacts associated with the Newberg-Dundee Bypass facility, consistent with protection of Goal 5 resources.

F. Goal 6 – Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

Response: Goal 6 instructs local governments to consider protection of air, water and land resources from pollution and pollutants when developing comprehensive plans. The pollutants addressed in Goal 6 include solid waste, water waste, noise and thermal pollution, air pollution, and industry-related

contaminants. The amendments do not modify existing water resource zoning overlay districts or noise ordinance, nor do they affect the County's ability to provide for clean air, water, or land resources. Future use of the subject property will be required to adhere to and be consistent with county, state and federal requirements for protection of land, air and water quality, including potential impacts to the Willamette River.

G. Goal 7 – Areas Subject to Natural Disasters and Hazards: To protect people and property from natural hazards.

Response: The proposed amendments do not modify existing zoning overlay districts or design standards related to protecting developments from hazards. The adoption of the map amendments does not make changes to policies or regulations that protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis, and wildfires. Therefore, the amendment is consistent with Statewide Planning Goal 7. The subject property is not located within an area identified as potential landslide, wildfire, earthquake hazard risk areas. A portion of the property is within designated floodplain areas. Adoption of the proposed zone change does not alter that designation or associated requirements. Impacts to and consistency of development associated with the floodplain will be addressed as part of any subsequent proposed development actions, consistent with local, state and federal standards.

H. Goal 8 – Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The Chehalem Parks and Recreation district is the parks provider for Yamhill County and has a system of parks, recreation facilities and trails. The District, along with other local agencies completed the Chehalem Heritage Trail Strategic Plan (2010), Chehalem Heritage Trails Phase 1 Master Plan (2012), Chehalem Valley Strategic Plan (2020) and the Southeastern Parks and Recreation System Subarea Plan (2022). The subarea plan contains details on proposed projects in this portion of the district, including the Chehalem Heritage Campground. Rezoning the property to the PRO district from EF-80 would be consistent with these adopted plans. The proposed amendments are consistent with these adopted plans and do not modify existing open space overlay districts, the Parks Master Plan, or any other adopted plans and inventories.

The rezone would be consistent with several guidelines from Planning Goal 8. Per Oregon Administrative Rule (OAR) section 600-034-0040(1) "Local park providers may prepare local park master plans, and local governments may amend acknowledged comprehensive plans and zoning

ordinances pursuant to the requirements and procedures of Oregon Revised Statutes (ORS) 197.610 to 197.625 in order to implement such local park plans.” The District has followed required procedures for adoption of the Southeastern Subarea Parks and Recreation System Plan and is now seeking a rezone of the parcel in order to implement the plan. The District has identified the boundaries of the campground in the subarea plan which are consistent with the proposed rezone. The proposed campground meets the definition of a “local park” under OAR rules and statewide rules allow for local governments to rezone parcels to implement adopted plans for local parks. Therefore, the proposed zoning map amendment is consistent with statewide planning goal 8.

- I. **Goal 9 – Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.**

Response: Goal 9 requires governments to evaluate the supply and demand of commercial land relative to community economic objectives. The proposed amendments will allow for new recreational opportunities which will provide additional economic activity for the local community. Additionally, these amendments do not alter any existing zoning districts or policies as they relate to commercial or employment lands or uses. The amendments are consistent with goal 9.

- J. **Goal 10 – Housing: To provide for the housing needs of citizens of the state.**

Response: Goal 10 concerns urban lands designated for residential use. Goal 10 requires the cities to maintain and plan for an adequate land supply to accommodate at least 20 years of future growth, providing flexibility in housing location, type, and density to ensure the availability and prices of housing units are commensurate with the needs and financial capabilities of Oregon households. The proposed code amendments do not impact the supply of housing or residential lands. Based on this finding, the proposed code amendments are not applicable to Statewide Planning Goal 11.

- K. **Goal 11 – Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.**

Response: The map amendments do not make changes to the County’s provision of public facilities and services. The County will continue to plan for and develop public facilities to support the land uses designated in the City’s adopted comprehensive plan, including public facility projects that support the

development of middle housing. Furthermore, no additional county water, wastewater or stormwater management facilities are anticipated to be needed to serve the site or its proposed future use. Such facilities will be located entirely on site, with no impacts to existing or needed future County facilities. Based on this finding, the proposed code amendments are not applicable to Statewide Planning Goal 11.

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

Response: Goal 12 is implemented by OAR Chapter 660, Division 12. Local governments are required to adopt a transportation system plan (TSP) and land use regulations to implement the TSP. OAR 660-012-0060 requires any comprehensive plan or land use regulation amendment to be evaluated according to the terms outlined in that OAR to demonstrate whether they will have a significant impact on the transportation system. Yamhill County completed a Transportation System Plan in 2015.

A TPR analysis of the proposed amendments has been conducted and finds that the existing transportation system can support the range of uses permitted in the PRO District, including the proposed Heritage Campground. The results of this study indicate that the proposed campground can be constructed while maintaining acceptable traffic operations at the study intersections, assuming provision of the following recommended mitigation measures:

- Install a separate southbound left-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
- Install a separate northbound right-turn lane on OR-219 at the realigned NE Hash Road/site-access driveway per ODOT standards.
- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that preserves adequate intersection sight distance for turning movements

The proposed zone change will not have a significant impact on state transportation facilities (see attached Traffic Impact Analysis). No new Goal 12 program and no existing Goal 12 program, or standard, is changed by this amendment. The code amendment does not propose to change the comprehensive land use plan policies or implementing regulations regarding transportation and compliance with Statewide Planning Goal 12. The proposed zone change therefore consistent with Statewide Planning Goal 12.

M. Goal 13 – Energy Conservation: To conserve energy.

Response: Goal 13 requires that land and uses developed on the land shall be managed and controlled to maximize the conservation of all forms of energy, based upon sound economic principles. The proposed code amendments do not modify existing design standards or land use regulations related to energy conservation. Additionally, the proposed Heritage Campground proposes to use PV panels to generate power for the campground and transfer excess power to the grid, resulting in a net positive impact on energy use and conservation.

N. Goal 14 – Urbanization: To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: The map amendment does not affect any land that is within a designated Urban Growth Boundary within Yamhill County. Furthermore, the proposed zone change is not intended to allow for or create an urban use in a rural area. Therefore goal 14 does not apply to this proposal.

O. Goal 15 - Willamette River Greenway

Response: The Yamhill County zoning ordinance contains the following zoning overlays that were adopted by the County to provide protection the Willamette River Greenway under Statewide Planning Goal 15 and to comply with the provisions of OAR 660, Division 23:

SECTION 902 WILLAMETTE RIVER GREENWAY OVERLAY DISTRICT

The proposed amendments do not alter any adopted overlay districts or policies as they pertain to the Willamette River Greenway. Future development of the Chehalem Heritage Campgrounds will be consistent with development standards and regulations as they pertain to the Willamette River and will allow improved community access to the river for recreation. Consistency with specific Greenway requirements and policies will be further evaluated in conjunction with an application for a specific development of the property.

P. Goals 16 -19 – Estuarine Resources, Coastal Shore lands, Beaches and Dunes, and Ocean Resources:

Response: Yamhill County is not subject to these Statewide Planning Goals. There are no coastal, ocean, estuarine, or beach and dune resources within the County. Therefore, they are not applicable to the amendments.

SURVEYOR'S CERTIFICATE

I, BRANDT THISSELL, DO HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LANDS SHOWN ON THE ACCOMPANYING PARTITION PLAT, SITUATED IN THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 3 SOUTH, RANGE 4 WEST, WILLAMETTE MERIDIAN, CITY OF YAMHILL, YAMHILL COUNTY, OREGON BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT BEING A 5/8" IRON ROD AT AN ANGLE POINT ON THE SOUTHERLY LINE OF DOCUMENT NUMBER 201517832, SAID POINT ALSO BEARS NORTH 1256.64 FEET AND SOUTH 89°55'10" WEST 2218.20 FEET FROM THE SOUTHWEST CORNER OF THE CHANDLER COOPER D.L.C.; THENCE SOUTH 89°53'12" WEST 142.66 FEET; THENCE SOUTH 89°53'12" WEST 21.37 FEET TO THE MAIN CHANNEL OF ROWLAND BRANCH; THENCE NORTHERLY ALONG THE MAIN CHANNEL OF ROWLAND BRANCH NORTH 23°01'08" WEST 57.16 FEET; THENCE CONTINUING NORTHERLY ALONG THE MAIN CHANNEL OF ROWLAND BRANCH NORTH 40°59'56" WEST 94.91 FEET TO A POINT ON THE EASTERLY LINE OF A TRACT OF LAND DESCRIBED IN CV 95209 STIPULATED JUDGEMENT, BEING AN EASEMENT FOR A SANITARY SEWAGE TREATMENT FACILITY; THENCE NORTH 14°15'39" WEST 113.09 FEET; THENCE NORTH 73°58'00" EAST 2.19 FEET; THENCE NORTH 73°58'00" EAST 721.69 FEET; THENCE ALONG THE WESTERLY RIGHT-OF-WAY OF STATE HIGHWAY 47 SOUTH 16°02'25" EAST 299.97 FEET; THENCE SOUTH 73°53'57" WEST 522.66 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OF LAND CONTAINING 4.79 ACRES, MORE OR LESS.

A SURVEYOR'S CERTIFICATE