



CITY COUNCIL AGENDA
TUESDAY, JANUARY 21, 2014
7:00 PM MEETING

PUBLIC SAFETY BUILDING TRAINING ROOM (401 EAST THIRD STREET)

Mission Statement

The City of Newberg serves its citizens, promotes safety, and maintains a healthy community.

Vision Statement

Newberg will cultivate a healthy, safe environment where citizens can work, play and grow in a friendly, dynamic and diverse community valuing partnerships and opportunity.

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. CITY MANAGER'S REPORT

V. PUBLIC COMMENTS

(30 minutes maximum, which may be extended at the Mayor's discretion, with an opportunity to speak for no more than 5 minutes per speaker allowed)

VI. PUBLIC HEARING

1. Consider a motion adopting **Order No. 2014-0033** approving findings for a proposed annexation and approve that concurrent zone change meet the applicable development code criteria. (Pgs. 3-196) (**Quasi-Judicial Hearing**)
2. Consider a motion adopting **Ordinance No. 2014-2768** annexing property located at 108 S. Springbrook Road subject to a public vote at the May 20, 2014, general election. (Pgs. 3-196) (**Legislative Hearing**)

VII. COUNCIL BUSINESS

VIII. EXECUTIVE SESSION

1. Executive session pursuant to [ORS 192.660\(2\)\(m\)](#) programs related to the security of telecommunications and data transmission systems.

The Mayor reserves the right to change the order of items to be considered by the Council at their meeting. No new items will be heard after 11:00 p.m., unless approved by the Council.

2. Executive session pursuant to [ORS 192.660\(2\)\(i\)](#) relating to the performance review of the city manager pro tem/assistant city manager.

IX. ADJOURNMENT

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Council accepts comments on agenda items during the meeting. Fill out a form identifying the item you wish to speak on prior to the agenda item beginning and turn it into the City Recorder. The exception is land use hearings, which requires a specific public hearing process. The City Council asks written testimony be submitted to the City Recorder before 4:30 p.m. on the preceding Wednesday. Written testimony submitted after that will be brought before the Council on the night of the meeting for consideration and a vote to accept or not accept it into the record.

The Mayor reserves the right to change the order of items to be considered by the Council at their meeting. No new items will be heard after 11:00 p.m., unless approved by the Council.

REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: January 21, 2014

Order XX Ordinance XX Resolution Motion Information
 No. 2014-0033 No. 2014-2768 No.

SUBJECT: Annexation of one parcel (approx. 7.2 acres) located at 108 S. Springbrook Road, with concurrent zone change from Yamhill County VLDR-1 (Very Low Density Residential) zoning to city R-3 (High Density Residential), with a stream corridor overlay zone on the eastern part of the site and an airport inner horizontal surface overlay.

Contact Person (Preparer) for this Motion: Steve Olson, Associate Planner
 Dept.: Planning and Building
 File No.: ANX-13-001

HEARING TYPE:

ORDER: LEGISLATIVE QUASI-JUDICIAL NOT APPLICABLE
ORDINANCE: LEGISLATIVE QUASI-JUDICIAL NOT APPLICABLE

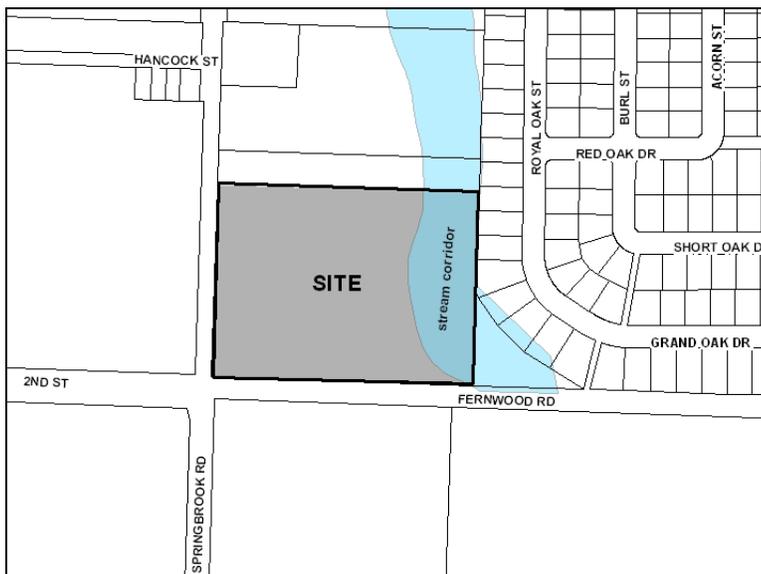
RECOMMENDATION:

Adopt **Order No. 2014-0033** approving the findings that the proposed annexation and concurrent zone change meet the applicable City of Newberg Development Code criteria.

Adopt **Ordinance No. 2014-2768** annexing property located at 108 S. Springbrook Road (Yamhill County tax lot 3221-900) subject to a public vote, and scheduling this item for the May 20, 2014 general election.

EXECUTIVE SUMMARY:

Request: The applicant, Springbrook Investments LLC, has requested an annexation of approximately 7.2 acres of property at 108 S. Springbrook Road, and a zone change from Yamhill County VLDR-1 to city R-3. The R-3 zone allows a variety of uses, including multifamily apartments. The applicant's concept plan shows a multifamily development with 120 units.



Zoning/comprehensive plan designations: The site has a Newberg Comprehensive Plan designation of HDR (high density residential). The applicant has requested R-3 (high density residential) zoning for the site, which matches the comprehensive plan designation. The site will also have a stream corridor overlay zone on the eastern part of the site, and an airport inner horizontal surface overlay zone on the whole site.

Stream corridor overlay zone: The stream corridor overlay on the eastern edge of the site has many mature trees and forms a deep natural landscape buffer. The stream corridor overlay varies in width from 130 feet to 200 feet. The property has approximately 5.2 buildable acres of land outside of the stream corridor.

Utilities: There are existing public water and sanitary sewer lines in the roads adjacent to the site. The applicant intends to remove the existing house; if it is not removed then it will need to be connected to city water and sanitary sewer within three years. Any utility access from Springbrook Road will need to be completed prior to the bypass project reconstruction, otherwise there will be a several year "no cut" moratorium on the pavement.

Roads: The improvement of Springbrook Road and the installation of the traffic signal at Fernwood/Springbrook by ODOT mean that most of the required improvements will be in shortly. A left turn pocket at Brutscher/Fernwood will be required at time of development. The Fernwood Road frontage will need to be improved to city standards at the time of development, which could include additional paving, curb, gutter, planter strip, sidewalk, and utility undergrounding. Future access to the site will be limited to Fernwood Road. If the site is developed it should include two driveways, and the westerly driveway should be right-in/right-out only. Future development on the site will not draw traffic through local residential streets in existing nearby neighborhoods.

Wetland delineation: The Department of State Lands (DSL) has commented that there is a wetland/waterway on the property, and that a state permit is required for 50 cubic yards or more of removal/fill in wetlands. They noted that the wetland extent may be greater than what is mapped on the National Wetland Inventory. A wetland delineation is needed to determine precise wetland boundaries, and should be submitted to DSL for review and approval.

Planning commission recommendation: The planning commission held a public hearing on this request on December 12, 2013. They approved Resolution 2013-304, which recommended that the city council approve the requested annexation and concurrent zone change, and withdraw the parcel from the Newberg Rural Fire Protection District.

Public comment: We received one written public comment from a neighbor east of the site. They were concerned that annexing the site and rezoning it to R-3 would remove the green belt their home backs up to, harm the environment along the stream, and reduce their property value. They were also concerned that apartment development would not provide enough off-street parking, and would increase traffic on adjacent roads. Response:

- The site is currently in the county, and county zoning does not provide a stream corridor overlay zone to protect the stream or the trees along its banks. The most effective way to protect the stream is to annex the property into the city and apply the city stream corridor overlay zone as shown on the attached maps. The overlay zone prohibits new buildings in the stream corridor and generally requires it be left in a natural state. It does allow some development to occur, such as the extension of a storm water outfall to the stream, as long as the impacts are mitigated with new plantings and the stream is protected.
- The site has had a city comprehensive plan designation of high density residential on it for many years. The high density residential designation was in place long before any homes were built in the

subdivision east of the site. The zone change from county VLDR-1 to city R-3 matches the city's HDR comprehensive plan designation and complies with the long term plan for the area.

- The traffic impact analysis found that the roads in the area will have a good level of service if the site is developed with apartments. The improvements ODOT is making to Springbrook Road, including a traffic signal at the Springbrook/Fernwood intersection, will further improve the level of service of area intersections.
- Multifamily apartments are required to provide a substantial amount of off-street parking, including visitor parking. There will be no on-street parking on Springbrook Road or Fernwood Road, so any future development on the property may wish to provide more visitor parking than required by code. Other properties in the area, such as the manufactured home parks west of the site, have managed to exist with a similar situation (no adjacent on-street parking).

FISCAL IMPACT:

Police services are currently provided to the annexation site by Yamhill County Sheriff's Office. Fire service is provided by Newberg Rural Fire District. The proposed annexation will shift police and fire services to the city. Neither agency noted an inability to serve the property. New residential development will result in additional library patrons. Development of the site would ultimately increase the city tax base, which would help fund city services. An increase in population will also increase the city's allocation of State revenue-sharing funds, which is part of the city budget, and will help fund these services. The developer will pay for the cost of water and sewer connections upon installation, and will pay system development charges for their project's impact on the water, sanitary sewer, stormwater and transportation systems. The developer will also pay a design review fee to the planning division for review of a development proposal, and permit fees to the building and engineering divisions at the time of construction. Multifamily development on this site would not increase public maintenance costs much in the future because it would create very little additional infrastructure and would not create new public roads for the city to maintain.

The Chehalem Park and Recreation District collects a fee when new residential units are developed (currently set at \$1475.00 per unit in multifamily developments). This revenue is for the development of new parks, so future residential development would help fund future parks in the district.

The Newberg School District receives state funding on a per pupil basis, so future population increases due to development should increase future funding. The school district also collects a construction excise tax on new development (currently set at \$1.00 per square foot of new residential buildings). This construction excise tax revenue is for development of new schools, so new development would help fund new school construction within the district.

STRATEGIC ASSESSMENT:

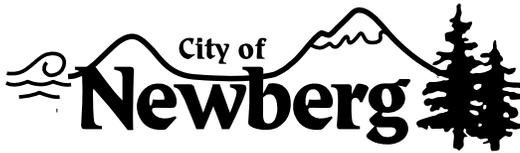
Approval of the annexation as conditioned will bring needed R-3 zoned land into the city and will comply with the city's adopted comprehensive plan. Annexation will also place a stream corridor overlay zone on the eastern part of the site, and protect the large trees along the stream corridor.

ATTACHMENTS:

- Order No. 2014-0033 with:
 - Exhibit A: Findings
 - Exhibit B: Annexation map
 - Exhibit C: Legal description

Exhibit D: Zoning map
Ordinance No. 2014-2768 with:
Exhibit A: Annexation map
Exhibit B: Legal description

1. Planning commission staff report with planning commission Resolution No. 2013-304 with:
 - a. Exhibit A: Property map (by reference)
 - b. Exhibit B: Legal description (by reference)
 - c. Exhibit C: Findings (by reference)
2. December 12, 2013 planning commission meeting minutes
3. Location overview
4. Location map
5. Comprehensive plan map
6. Concept development plan
7. Aerial photos
8. Site photos
9. Utilities
10. Correspondence/written testimony received
11. ANX-13-001 application
12. Newberg Comprehensive Plan & Development Code (by reference)



Planning and Building Department

P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-537-1240 ▪ Fax 503-537-1272 ▪ www.newbergoregon.gov

PLANNING COMMISSION STAFF REPORT 108 S. SPRINGBROOK ROAD ANNEXATION/ZONE CHANGE

HEARING DATE: December 12, 2013

FILE NO: ANX-13-001

REQUEST: Annexation of approx. 7.2 acres into Newberg

LOCATION: 108 S. Springbrook Road

TAX LOT: 3221-900

APPLICANT: Springbrook Investments LLC

OWNER: Estate of Jesse Charles Walker

ZONE: County VLDR-1 (very low density residential - 1 unit per acre)

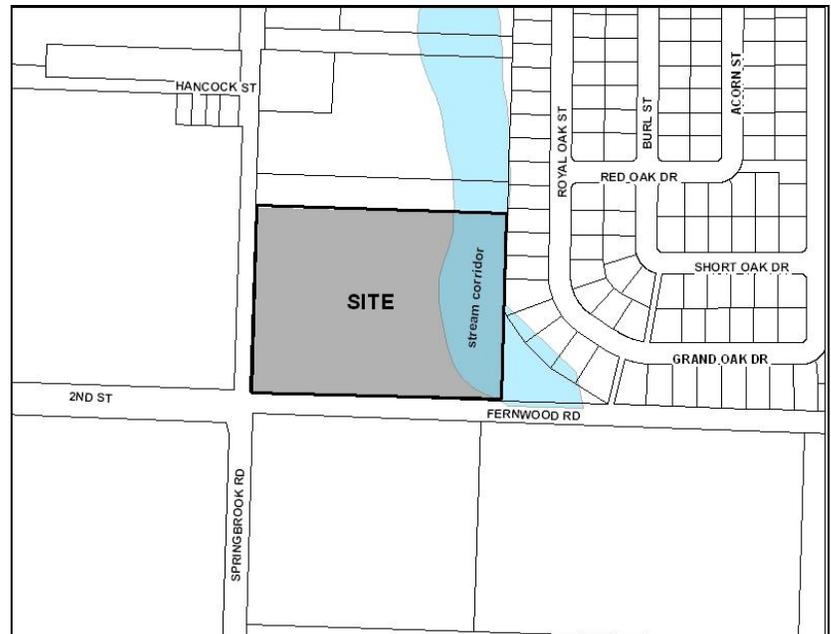
PLAN DISTRICT: City HDR (high density residential)

OVERLAYS: Stream Corridor overlay on eastern edge, Airport Inner Horizontal Surface

ATTACHMENTS:

Resolution 2013-304 with

- Exhibit "A": Property Map
- Exhibit "B": Legal Description
- Exhibit "C": Findings
- 1. Aerial Photo
- 2. Site Photos
- 3. Concept Development Plan
- 4. Current Comprehensive Plan Map
- 5. Current Zoning Map
- 6. Utilities
- 7. Site Topography
- 8. Public Comments/Correspondence Received (none as of the date of this report)
- 9. Application



A. DESCRIPTION OF APPLICATION: The applicant, Springbrook Investments LLC, has requested an annexation of approximately 7.2 acres of property at 108 S. Springbrook Road, and a zone change from Yamhill County VLDR-1 to city R-3. R-3 allows a variety of uses, including multifamily apartments. The applicant's concept plan shows a multifamily development with 120 units.

B. SITE INFORMATION:

1. Location: 108 S. Springbrook Road
2. Size: Approximately 7.2 acres
3. Topography: Most of the site is relatively flat, with a steep stream corridor on the eastern edge.
4. Current Land Uses: Single family home and old hazelnut orchard.
5. Natural Features & Stream Corridor overlay zone: The stream corridor overlay on the eastern edge of the site has many mature trees and forms a deep natural landscape buffer. The stream corridor overlay varies in width from 130 feet to 200 feet.
6. Adjacent Land Uses:
 - a. North: Single family home, outside city limits
 - b. East: Single family homes in a subdivision (across the stream corridor)
 - c. South: Single family home on a large lot (across Fernwood Road), outside city limits, with a city HDR comprehensive plan designation
 - d. West: Manufactured home park (across Springbrook Road)
7. Access and Transportation: Springbrook Road is a minor arterial road, and Fernwood Road is a major collector. As part of the Newberg-Dundee Bypass improvements (expected 2014-2016) Springbrook Road will be widened by the Oregon Dept. of Transportation (ODOT) to add a center turn lane and improved with bike lane, curb, gutter and sidewalks. ODOT will also install a traffic signal at the Fernwood/Springbrook intersection. The Fernwood Road frontage of the annexation site will need to be brought up to city standards with curb, gutter and sidewalk at the time of development.
8. Utilities:
 - a. Sanitary Sewer: 15 inch line in Springbrook, 12 inch force main line in Fernwood
 - b. Water: 12 inch lines in Springbrook and Fernwood
 - c. Storm: 24 inch line in Fernwood

- d. Other: There are overhead utility lines on the Fernwood frontage, but not the Springbrook frontage.

C. PROCESS: An annexation and zone change request is a Type III application and follows the procedures in Newberg Development Code 15.100.050. The Planning Commission will hold a quasi-judicial hearing on the application. The Commission makes a recommendation on the application based on the criteria listed in the attached findings. The Planning Commission's recommendation is forwarded to the City Council, who will hold a hearing and render a final decision on the application. If the Council approves the application, they must refer the matter to an election in order to be effective. Important dates related to this application are as follows:

1. 12/2/13: The planning director deemed the application complete.
2. 11/15/13: The applicant mailed notice to the property owners within 500 feet of the site.
3. 11/26/13: The applicant posted notice on the site.
4. 11/27/13: The *Newberg Graphic* published notice of the Planning Commission hearing.
5. 12/12/13: The Planning Commission will hold a quasi-judicial hearing to consider the application.

D. AGENCY COMMENTS: The application was routed to several public agencies for review and comment. As of the writing of this report, the city received the following agency comments:

1. Public Works - Maintenance: *Any utility access from Springbrook Road will need to be completed prior to bypass project reconstruction, otherwise it will be a several year "no cut" moratorium.*
2. Other City departments: Police, Finance, Building: *Reviewed, no conflict.*
3. Frontier Communications: *Reviewed, no conflict.*
4. Oregon Dept. of Transportation: No comments received.
5. Newberg School District: No comments received.
6. Oregon Dept. of State Lands: *see comments below*



WETLAND LAND USE NOTIFICATION RESPONSE
OREGON DEPARTMENT OF STATE LANDS
 775 Summer Street NE, Suite 100, Salem, OR 97301-1279
 Phone (503) 986-5200
www.oregonstatelands.us

DSL File Number: **WN2013-0222**

Cities and counties have a responsibility to notify the Department of State Lands (DSL) of certain activities proposed within wetlands mapped on the Statewide Wetlands Inventory. Steve Olson from city of Newberg submitted a WLUN pertaining to local case file #: ANX-13-001.

Activity location:

township: 03S	range: 02W	section: 21	quarter-quarter section: BB
tax lot(s): 900			
street address: 108 S Springbrook Rd			
city: Newberg		county: Yamhill	
latitude: 45.2996		longitude: -122.9458	

Mapped wetland/waterway features:

The national wetlands inventory shows a wetland/waterway on the property.

Oregon Removal-Fill requirement (s):

A state permit is required for 50 cubic yards or more of removal and/or fill in wetlands, below ordinary high water of streams, within other waters of the state, or below highest measured tide where applicable.

Your activity:

An onsite inspection by a qualified wetland consultant is recommended prior to site development to determine if the proposed project may impact wetlands or waters. If wetlands are present, a wetland delineation is needed to determine precise wetland boundaries. The wetland delineation report should be submitted to DSL for review and approval.

Contacts:

For permit information and requirements contact DSL Resource Coordinator (see website for current list) http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways
 For wetland delineation report requirements and information contact DSL Wetlands Specialist (see website for current list) http://www.oregonstatelands.us/DSL/contact_us_directory.shtml#Wetlands_Waterways
 For removal-fill permit and/or wetland delineation report fees go to http://www.oregon.gov/DSL/PERMITS/docs/rf_fees.pdf
 A permit may be required by the U.S. Army Corps of Engineers (503-808-4373).

This is a preliminary jurisdictional determination and is advisory only.

Comments: LiDAR remote imagery indicates wetland extent may be greater than what is mapped on the National Wetland Inventory. The ordinary high water line and any wetlands associated with the creek that bisects the tax lot needs to be delineated by a wetland professional prior to development to ensure development activities avoid impacts. An onsite inspection by a wetland professional is recommended prior to development to determine exact extent of wetland and the ordinary high water line of the creek. A wetland delineation report may need to be submitted to DSL.

Response by:  date: 11/22/2013

E. PUBLIC COMMENTS: As of the writing of this report, the city has received no written comments on the application.

F. ANALYSIS:

1. Comprehensive Plan designation: The annexation request for R-3 zoning matches the city's comprehensive plan designation of HDR.
2. Stream Corridor overlay: The stream corridor overlay provides a wide buffer on the eastern edge of the property.
3. Access: The site will take access from two driveways on Fernwood Road. This will minimize the impact on Springbrook Road. Future development on the site will not

draw traffic through local residential streets in existing nearby neighborhoods.

4. Concept plan: The applicant's concept plan shows that they intend to remove the existing single family home and hazelnut trees, and develop approximately 120 multifamily dwelling units on the site.
5. Site size: The tax map labels the property as 7.67 acres but it appears to be approximately 7.2 acres in size.
6. The map and legal description submitted do not meet the Dept. of Revenue standards for boundary changes and will need to be revised before the City Council hearing.
7. Springbrook Road improvements: The improvement of Springbrook Road and the installation of the traffic signal at Fernwood/Springbrook by ODOT mean that most of the required improvements will be in shortly.

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

Move to adopt Planning Commission Resolution 2013-304, which recommends that the City Council approve the requested annexation and zone change.



PLANNING COMMISSION RESOLUTION 2013-304

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL APPROVE AN ANNEXATION OF APPROXIMATELY 7.2 ACRES, AND A ZONE CHANGE FROM COUNTY VLDR-1 TO CITY R-3 WITH A STREAM CORRIDOR OVERLAY, FOR PROPERTY AT 108 S. SPRINGBROOK ROAD, YAMHILL COUNTY TAX LOT 3221-900

RECITALS

1. Springbrook Investments LLC submitted an application for an annexation, and a zone change from County VLDR-1 to City R-3 for property at 108 S. Springbrook Road, Yamhill County Tax Lot 3221-900.
2. After proper notice, the Newberg Planning Commission held a hearing on December 12, 2013 to consider the application. The Commission considered testimony, and deliberated.
3. The Newberg Planning Commission finds that the application meets the applicable criteria from the Newberg Development Code, and the goals and policies of the Newberg Comprehensive Plan as shown in the findings shown in Exhibit "C".

The Newberg Planning Commission resolves as follows:

1. The Planning Commission recommends that the City Council annex the property shown in Exhibit "A" and described in Exhibit "B", along with a zone change to R-3 with a Stream Corridor overlay and Airport Inner Horizontal Surface overlay, and withdrawal of the property from the Newberg Rural Fire Protection District. Exhibits "A" and "B" are hereby adopted and by this reference incorporated.
2. This recommendation is based on the findings shown in Exhibit "C". Exhibit "C" is hereby adopted and by this reference incorporated.

Adopted by the Newberg Planning Commission this 12th day of December, 2013.

Planning Commission Chair

ATTEST:

Planning Commission Secretary

List of Exhibits:

- Exhibit "A": Property Map
- Exhibit "B": Legal Description
- Exhibit "C": Findings

PLANNING COMMISSION MINUTES
December 12, 2013
7:00 p.m. Regular Meeting
Newberg Public Safety Building
401 E. Third Street

I. CALL MEETING TO ORDER

Chair Cathy Stuhr called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:	Cathy Stuhr, Chair	Art Smith, Vice Chair	Jason Dale
	Allyn Edwards	Matt Fortner	Gary Bliss
	Philip Smith	Sulamita Barbiyeru, student pc	

Members Absent: Mayor Bob Andrews, Ex-Officio

Staff Present:	Barton Brierley, Planning & Building Director	Steve Olson, Associate Planner
	DawnKaren Bevill, Minutes Recorder	

Others Present: Marc D. Grenz, Peggy Mangis, Warren Parrish

III. PUBLIC COMMENTS

Chair Stuhr opened and closed the public comments as no one chose to comment.

IV. CONSENT CALENDAR

Approval of November 14, 2013, Planning Commission Meeting Minutes

MOTION: Allyn Edwards/Art Smith to approve the Consent Calendar including the planning commission minutes for November 14, 2013. Motion carried (7Yes/0 No).

V. QUASI-JUDICIAL HEARINGS

- | | | |
|----------------------|--|---------------------------------|
| 1. APPLICANT: | Springbrook Investments LLC | |
| REQUEST: | Annexation of approximately 7.2 acres | |
| LOCATION: | 108 S. Springbrook Road | |
| TAX LOT: | 3221-900 | |
| FILE NO.: | ANX-13-001 | RESOLUTION NO.: 2013-304 |
| CRITERIA: | 15.250.020, 15.250.030, 15.302.030(A)3 | |

Chair Cathy Stuhr opened the Quasi-Judicial Hearing; read ORS 197.763; and called for abstentions, bias, ex-parte contact, or objections to jurisdiction. Commissioner Gary Bliss declared he knows the applicant and has reviewed his work in the past, but can make an unbiased decision on this application. Chair Stuhr declared she is familiar with the area as she drives by it; questions she has considered are driveway locations and sight distance. Commissioner Jason Dale declared he drives by the area on his way to work.

Mr. Steve Olson, associate planner, presented the staff report accompanied by a PowerPoint presentation (see official meeting packet for full report). Staff recommends adoption of Resolution 2013-304, recommending the city council approve the requested annexation and zone change to R-3 with a stream corridor overlay, an airport inner horizontal surface overlay, and withdraw the parcel from the Newberg Rural Fire Protection District.

Chair Stuhr opened public testimony beginning with proponents at 7:26 PM.

Mr. Marc D. Grenz, representing the applicant, stated he is aware of the development constraints on utility connections with the improvements on Springbrook Road and made himself available for questions.

Commissioner Philip Smith asked if the development will pay for the left turn lane. Mr. Grenz replied yes, they will work with city staff and determine what the proportionate share will be and if it fits in to the transportation plan. He does not envision being responsible for all of it.

Ms. Peggy Mangis is a broker representing the seller of the property. The personal representative could not be present this evening, but the heirs to the estate are in favor of this application.

Mr. Warren Parrish expressed his concern with the future use of this property and the intersection being signaled in a timely manner. He shared concern about the entrance into the property and exit onto Fernwood Road.

Mr. Barton Brierley, planning & building director, provided a revised copy of the annexation legal description in Exhibit "A" to the commission.

Mr. Marc Grenz stated the property is intended to be a multi-family project, which was the assumption used for the traffic analysis.

Commissioner Philip Smith asked about the timing of the intersection improvement and who will pay for it. Mr. Grenz stated the earliest opportunity for the voters to consider the annexation is May, 2014, assuming it is approved by the city council. Design review and construction drawings could be reviewed next July or August, 2014, at the earliest. Units could be built in early to mid-2015; about the same time as Oregon Department of Transportation has planned the stop light. Mr. Brierley stated ODOT is planning to complete the Springbrook improvements in 2016.

Chair Stuhr closed public testimony at 7:50 PM

MOTION: Philip Smith/Allyn Edwards moved to approve Resolution No. 2013-304, recommending that the city council approve the requested annexation and zone change. Motion carried (7 Yes/0 No).

Mr. Brierley distributed a list of next year priorities for the commission to consider and weigh in on.

VI. ITEMS FROM STAFF

1. Update on Council items

Mr. Brierley reported the city council reappointed planning commissioners Allyn Edwards, Matthew Fortner, and Art Smith for three more years; and approved the Transportation System Plan amendment for phase-one of the Newberg-Dundee Bypass.

2. Other reports, letters, or correspondence

Mr. Brierley stated if the planning commission continues to follow the current rotation, Commissioner Art Smith will be next in line to serve as Chair and Commissioner Bliss or Commissioner Edwards as Vice-Chair.

3. The next planning commission meeting is scheduled for Thursday, January 9, 2014.

VII. ITEMS FROM COMMISSIONERS

No items were brought forward.

VIII. ADJOURN

Chair Stuhr adjourned the meeting at 8:33 PM.

Approved by the Planning Commission on this 9th day of January, 2014.

AYES:

NO:

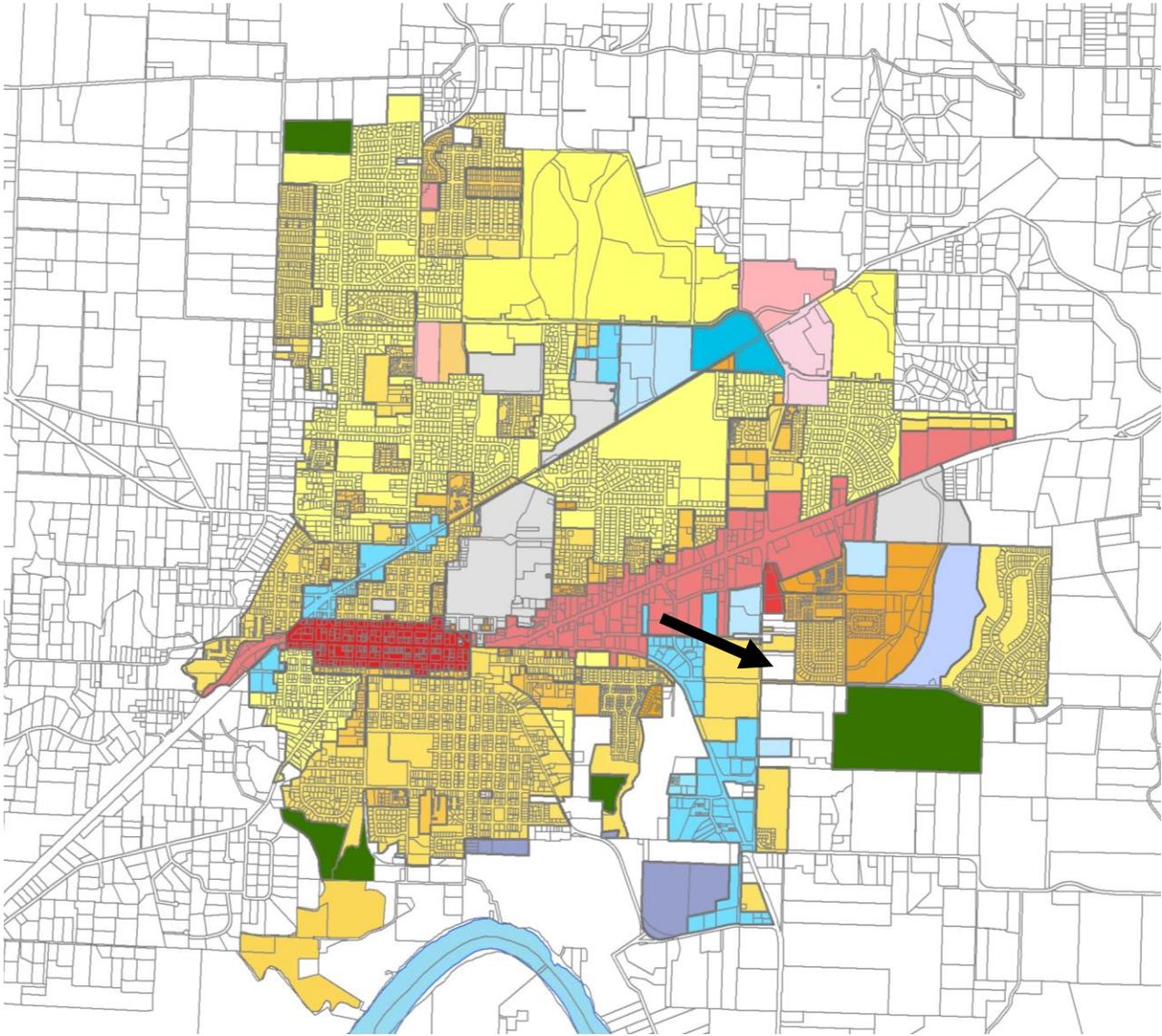
ABSENT:

ABSTAIN:

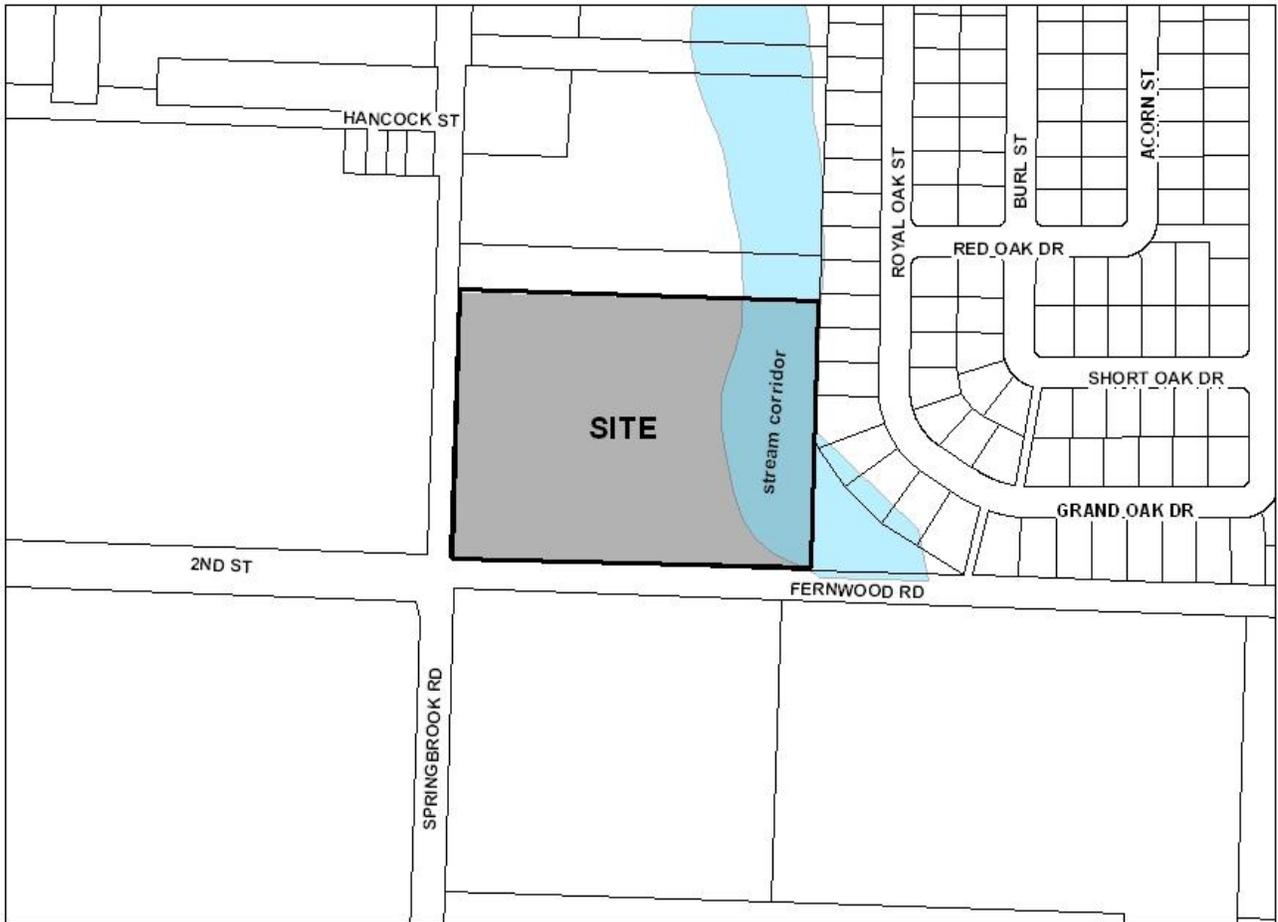
Planning Recording Secretary

Planning Commission Chair

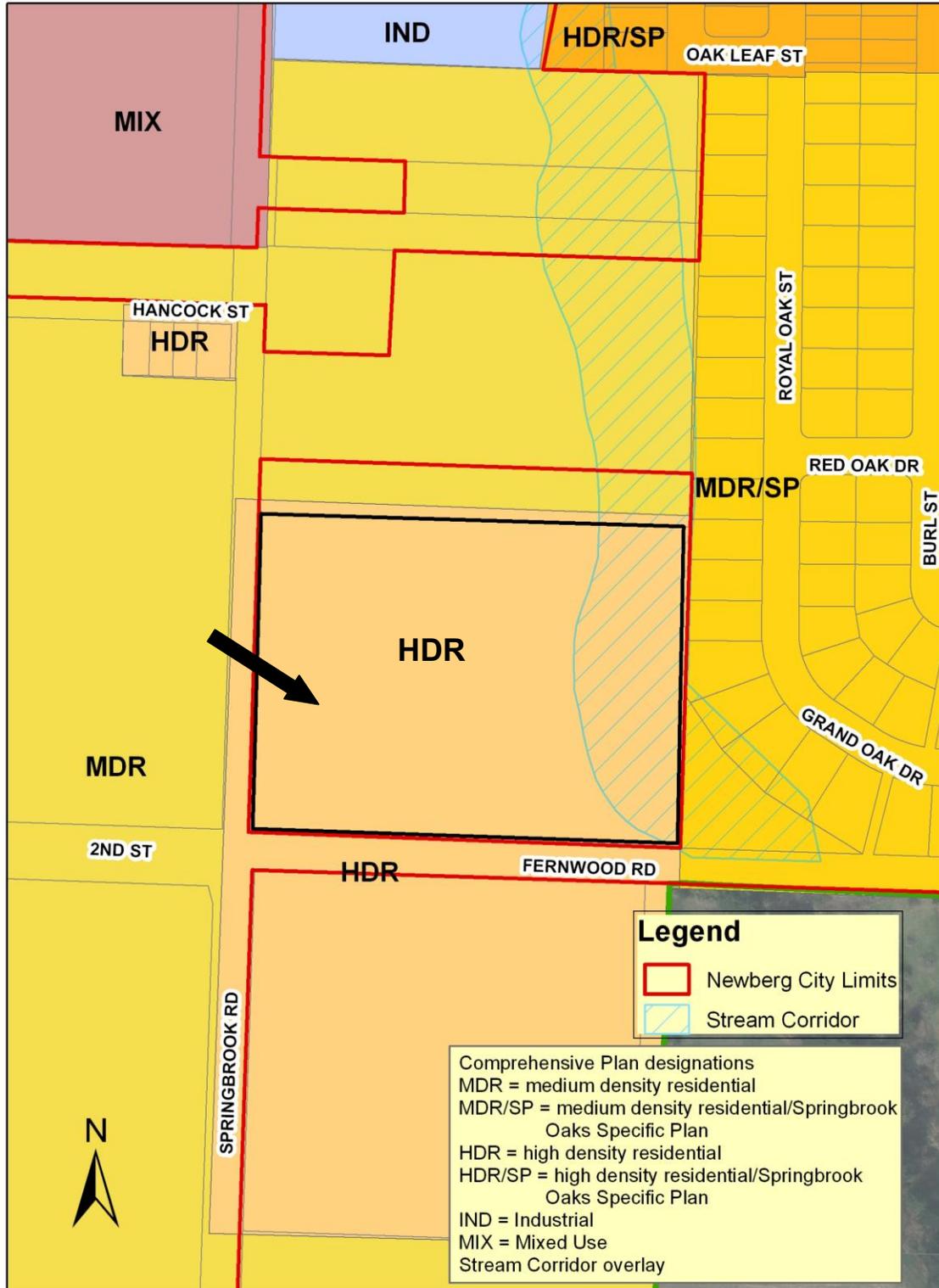
Attachment 3: Location overview



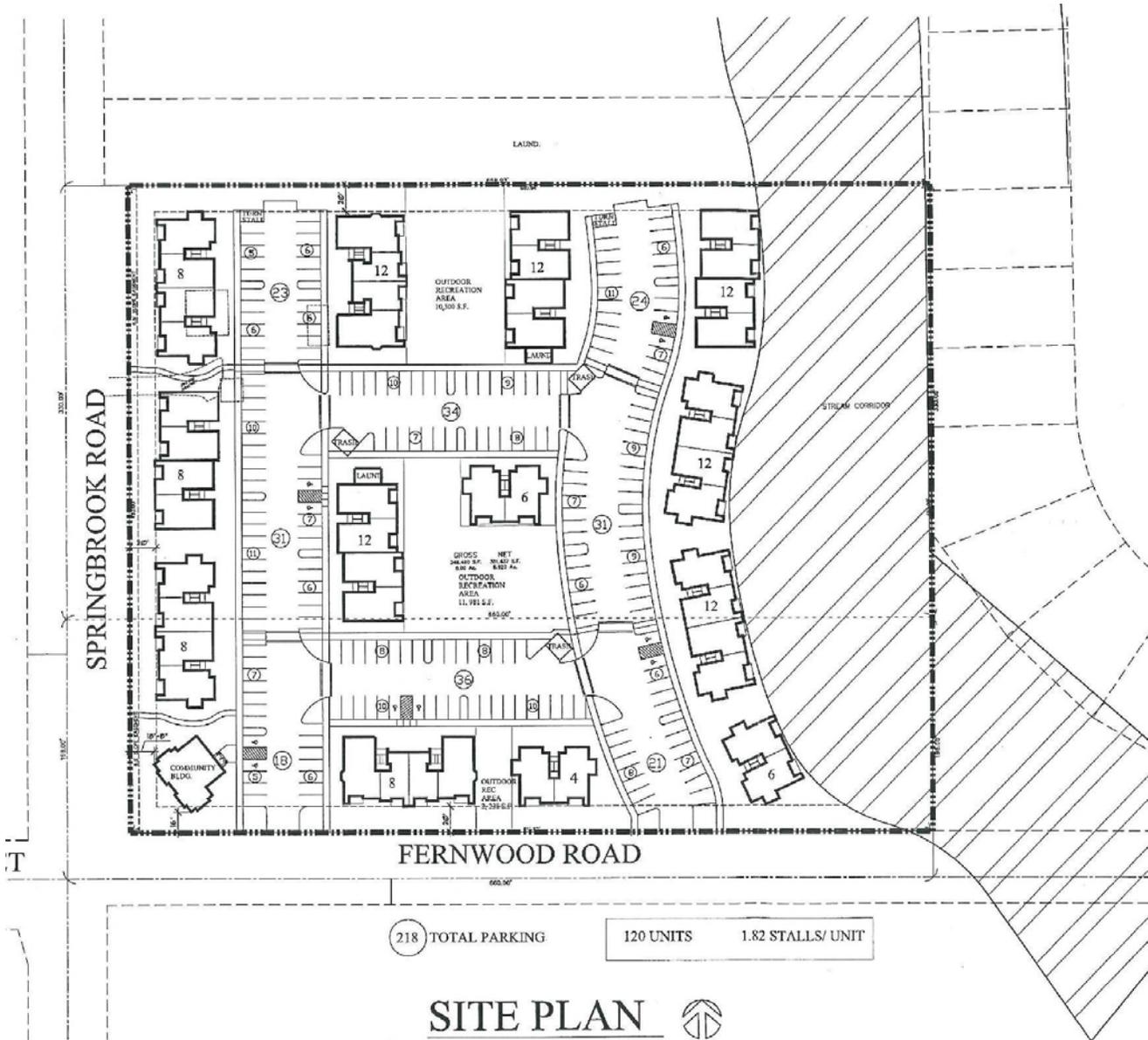
Attachment 4: Location map



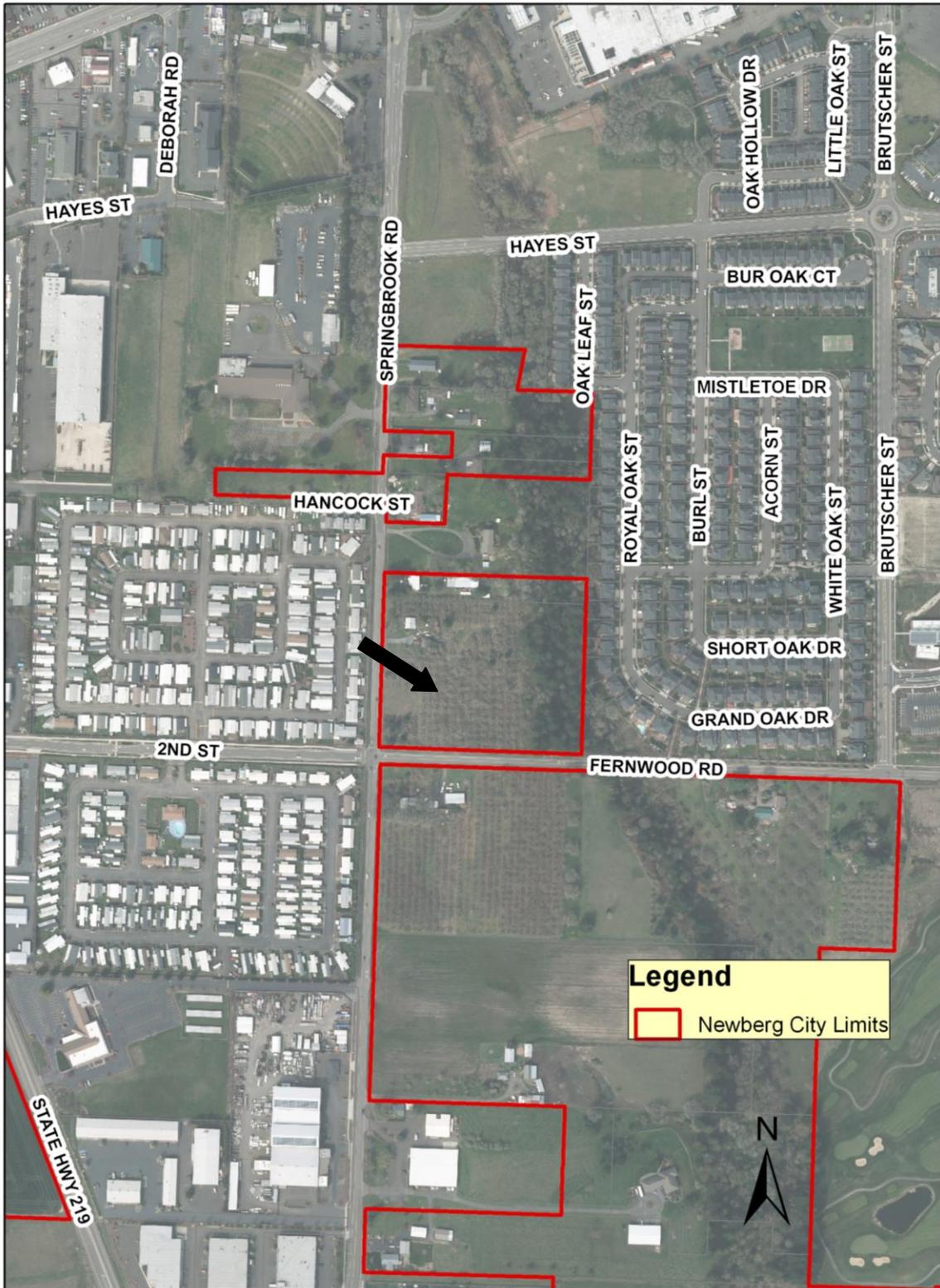
Attachment 5: Comprehensive Plan Map



Attachment 6: Concept Development Plan



Attachment 7: Aerial Photos





Attachment 8: Site Photos

Existing house



Springbrook Road frontage



Fernwood Road frontage



View east across site. Most hazelnut trees have been removed. The tall trees in the distance are in the stream corridor.



Attachment 9: Utilities



Attachment 10: Correspondence/written testimony received

Public comment

221 Royal Oak
Newberg, OR 97132
cjbeecheer@comcast.net
503.523.7981

26 December 2013

City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

RE: ANX-13-001

RECEIVED

DEC 30 2013

Initial: _____

To The Newberg City Council and the Planning and Building Department of Newberg:

I am writing this letter in response to a notice I received that discusses the annexation of Yamhill County tax lot 3221-900 that is to be rezoned from county VLDR-1 to city R-3. I have several concerns with this rezoning and the proposed multi-family housing that will go onto this tax lot. These concerns are the taking of property from existing homeowners, traffic concerns, and adverse environmental impact from the taking of a wet land like area.

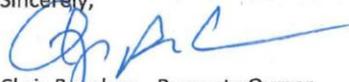
When we purchased our home over six years ago in the Oaks, a major decision point for us was that the home backed up to a green belt. The homes on the green belt were a bit more expensive than the homes that backed up to other homes within the neighborhood. By changing the zoning to allow for high density residential, the green belt will be removed and thereby take that additional premium we paid for when we bought the home. Also, if and when we sell, we will not be able to recoup that premium either due to the taking of the green belt.

As far as traffic concerns, when the new apartment's on Hayes were in the planning stage as well, a similar concern was raised about the traffic impact and parking. I raise it here again. The apartments on Hayes have only been available for a little over a month and the parking concerns that were raised by homeowners are starting to be seen with only minimal occupancy. Rather than use the garages and parking spots in the apartment complex, the renters are using the side streets, causing traffic flow concerns. The current standard for parking is inadequate and must be addressed as well as enforced. If the expectation of parking availability isn't changed for the new multi-family property, the same problem will exist. Traffic will be impacted on Springbrook and Fernwood roads, causing these roads to be inadequate for the volume of traffic. (15.250.030 B.2)

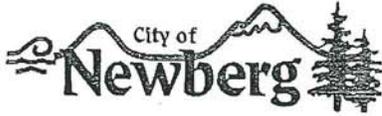
Finally, rezoning the area for multi-family will cause the stream corridor to be impacted. This wet land like area provides for a variety of plant and animal life. Sitting on our back patio, we have seen the diversity of animal life in this area and really enjoy the scenery. Before any rezoning or additional work is allowed to go forward, an environmental impact study needs to be conducted for this area. At a minimum, stipulations need to be put in the rezoning/annexation approval that the stream corridor is not to be impacted by building or improvement to the property.

I understand that only one of my concerns falls under 15.250.030. Yet the other two need to be stated and addressed. You will take property from homeowners with no consideration or compensation plan for those homeowners. Traffic will be impacted on key roads in the area if parking allocation is not revised. There will be an adverse environmental impact to the stream corridor if precautions aren't taken early on. I look to the Newberg City Council to address and provide guidance to the developers. I look forward to hearing a response to my concerns.

Sincerely,



Chris Beecher – Property Owner



TYPE III APPLICATION - 2013
(QUASI-JUDICIAL REVIEW)

File #: _____

TYPES - PLEASE CHECK ONE:

- Annexation
- Comprehensive Plan Amendment (site specific)
- Zoning Amendment (site specific)
- Historic Landmark Modification/alteration
- Conditional Use Permit
- Type III Major Modification
- Planned Unit Development
- Other: (Explain) _____

APPLICANT INFORMATION:

APPLICANT: Springbrook Investments LLC
 ADDRESS: PO Box 21209 - Keizer, OR 97307
 EMAIL ADDRESS: timotheycraigsmith@comcast.net
 PHONE: 503-390-2900 MOBILE: 503-580-6965 FAX: _____
 OWNER (if different from above): Estate of Jesse Charles Walker PHONE: _____
 ADDRESS: 108 Springbrook Road (3221-900)
 ENGINEER/SURVEYOR: Mark Grenz, P.E. PHONE: 503-363-9227
 ADDRESS: 1155 13th St SE - Salem, OR 97302

GENERAL INFORMATION:

PROJECT NAME: _____ PROJECT LOCATION: 108 Springbrook Road
 PROJECT DESCRIPTION/USE: Apartments
 MAP/TAX LOT NO. (i.e.3200AB-400): 3221-900 ZONE: VLDR-1 SITE SIZE: 7.67 SQ. FT. ACRE
 COMP PLAN DESIGNATION: HDR TOPOGRAPHY: _____
 CURRENT USE: Existing Single Family Dwelling
 SURROUNDING USES:
 NORTH: VLDR-1 Zone - Vacant SOUTH: VLDR-1 - SFD & Farm Land
 EAST: R-2/SP Zone - PUD/SUB WEST: R2- PUD/SUB

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: Fees Public Notice Information Current Title Report Written Criteria Response Owner Signature

For detailed checklists, applicable criteria for the written criteria response, and number of copies per application type, turn to:

Annexationp. 15
 Comprehensive Plan / Zoning Map Amendment (site specific)p. 19
 Conditional Use Permitp. 21
 Historic Landmark Modification/Alterationp. 23
 Planned Unit Developmentp.26

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

[Signature] 9-18-13
 Applicant Signature Date

x [Signature] PR 9-13-13
 Owner Signature Date

Tim C. Smith
 Print Name

Dolly Greenlund P.R.
 Print Name

Attachments: General Information, Fee Schedule, Noticing Procedures, Planning Commission Schedule, Criteria, Checklists

ANNEXATION CONSENT

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

The undersigned Dolly Greenland, Administrator of the
Estate of Jesse Charles Walker, deceased

being the sole owner of the real premises described in Exhibit A attached hereto and incorporated by reference herein, and generally known as (address) 108 NE Springbrook Rd and (tax lot) R 322 100900, does hereby consent to the annexation of such territory above described to the City of Newberg, Oregon.

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

This consent is binding upon the heirs, successors, and assigns of the above listed property.

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

IN WITNESS WHEREOF, Petitioner has caused these presents to be executed this 13th day of September, 2013

Dolly Greenland P.R.

STATE OF Washington, County of Wahkiakum ss 9 13 2013
Month / day / year

Personally appeared the above named Dolly M Greenland

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

Before me: [Signature]
Notary Public for Washington
My commission expires 7/25/16

[Signature]
TONI S. ROBINSON
NOTARY PUBLIC
STATE OF WASHINGTON
My commission expires: JULY 25, 2016

WAIVER OF EXPIRATION OF ANNEXATION CONSENT

WHEREAS: The undersigned

Dolly Greenland, Administrator of the
Estate of Jesse Charles Walker, deceased
_____ as

owner(s) of certain property have signed a consent to annex that property to the City of Newberg, Oregon, which consent is attached; and

WHEREAS: ORS 222.173 provides that "only statements of consent to annexation which are filed within any one-year period shall be effective, unless separate written agreement waiving the one-year period or prescribing some other period of time has been entered into between an owner of land or an elector and the city."; and

WHEREAS: The owner(s) desire that this consent to annex be valid until the property is annexed.

NOW, THEREFORE:

The undersigned do hereby request that the attached consent to annex be valid until the property is annexed to the City of Newberg, Oregon.

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

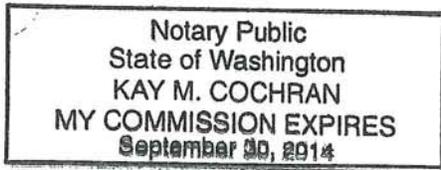
IN WITNESS WHEREOF, Petitioner has caused these presents to be executed this 30th day of September, 2013.

Dolly Mae Greenland

STATE OF Washington, County of Wahkiakum ss 9-30-2013
month/day/year

Personally appeared the above named Dolly Mae Greenland

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



Before me:

Kay M. Cochran

Notary Public for:

State of Washington

My commission expires:

Sept. 30, 2014

AFTER RECORDING RETURN TO:
 City of Newberg
 Planning and Building Department
 PO Box 970 – (414 E. First Street)
 Newberg, OR 97132

COVENANT OF WAIVER OF RIGHTS AND REMEDIES

Recitals

- 1) The undersigned, Dolly Greenlund PK and _____ (hereinafter referred to as "Owner" or "Owners") has/have petitioned the City of Newberg (hereinafter referred to as "City") to commence certain proceedings, relating to 108 N. Springbrook Rd, Newberg for the real property described in **Exhibit A** which is attached hereto and incorporated herein.
- 2) Pursuant to the enactment of **Ballot Measure 49** (adopted November 6, 2007), if a public entity enacts one or more land use regulations that restrict the residential use of private real property or a farming or forest practice and that reduce the fair market value of the property, then the owner of the property shall be entitled to just compensation from the public entity that enacted the land use regulation or regulations as provided in Measure 49.
- 3) There is the potential that the Oregon electors or the Oregon Legislature may, in the future, enact further statutory or constitutional amendments relating to compensation for the impact of local regulations upon real property, under certain circumstances.
- 4) City does not wish to approve the Owner's/Owners' requested proceedings if the result would or could arguably give rise to a later claim by the Owner or Owners, or the Owner's/Owners' successors or assigns for compensation for the land use regulations in effect upon the effective date of the proceedings, or would or could arguably require the City to waive the City's land use regulations in effect upon the effective date of the proceedings, which are being newly imposed upon the property by reason and result of the proceedings.
- 5) Owner(s) seek(s) to induce the City to proceed with the proceedings and therefore Owner(s) agree(s) to eliminate the potential of claim for compensation or the right to seek waiver from the City's land use regulations existing as of the effective date of the proceedings.

NOW THEREFORE, the undersigned Owner(s) warrant(s) that the Owner(s) executing this covenant hold(s) the full and complete present ownership or any interest therein in the property, and hereby agree(s) and covenant(s) as follows:

- 1) As inducement to the City to proceed with the following proceeding(s) affecting the subject real property: 108 N. Springbrook Rd, which may include designation of the property as subject to additional applicable overlay zones and districts, e.g., Limited Use Overlay District, (all inclusively referred to herein as "proceedings"), the undersigned Owner(s), on behalf of Owner(s), Owner's/Owners' heirs, devisees, executors, administrators, successors and assigns, agree(s) and covenant(s) to the City of Newberg, its officers, agents, employees and assigns that the undersigned hereby remises, waives, releases and forever discharges, and agrees that Owner(s) shall be estopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by any statutory or constitutional regulatory compensation or waiver provisions, including but not limited to Ballot Measure 49 (2007) or otherwise enacted after the date of this proceeding which would create a right of claim for compensation or waiver from City land use regulations that exist upon the effective date of the proceeding and which, by the approval of the proceeding, are then applicable to the property.
- 2) This waiver and release shall bind the undersigned's heirs, devisees, executors and administrators, successors in interests, and assigns. This covenant, waiver, release and discharge shall run with the land, and this instrument, or a memorandum hereof, may be recorded in the official records of the County in which the subject real property is located. This instrument may be terminated upon the filing of a Notice of Termination of Covenant filed by the City of Newberg.

- 3) If this instrument is given contemporaneous with a consent to future proceedings to be initiated by the City, Owner(s) acknowledge(s) that the proceedings may be initiated by the City of Newberg at any time in the discretion of the City of Newberg, and that this waiver and release is applicable to any ordinances adopted prior to the effective date of the proceeding.
- 4) This document is executed of my/our own free will and without duress. I, or if more than one, each of us respectively acknowledge that I/we have been advised to obtain legal advice prior to the execution of this document, and that either I, or each of us respectively, have either obtained legal advice or have independently elected not to seek legal advice prior to the execution of this document, recognizing that this document may affect my/our legal rights and remedies.

OWNER

OWNER

Dolly Greenlund P.R.

STATE OF OREGON

Washington
Wahkiakum ss.
County of Yamhill

This instrument was acknowledged before me on this 13 day of Sept, 2013, by Dolly Greenlund and _____

Notary Public for ~~Oregon~~ Washington
My Commission expires: 7/25/16


TONI S. ROBINSON NOTARY PUBLIC STATE OF WASHINGTON My commission expires: JULY 25, 2016

CITY OF NEWBERG

APPROVED AS TO FORM:

Norma I. Alley, City Recorder

Terrence D. Mahr, City Attorney

Dated: _____

Dated: _____

NEWBERG ANNEXATION



**Subject Property-108 Springbrook Road
(3221-Tax Lot 900)**

ANNEXATION REQUEST AND FINDINGS:

The following is the applicants' statement regarding the annexation criteria (Newberg Code 15.250.030) for annexation of approximately 7.2 acres (Net area) of territory (Yamhill County-Tax Parcel 32 21, tax parcel 900) for property at 108 N. Springbrook Road to the City of Newberg, Oregon.

The subject property is currently zoned VLDR-1 (Very Low Density Residential-1 acre minimum) and designated "HDR" (High Density Residential on the Newberg Comprehensive Plan Map.

There is an existing structure located on the site that is in the process of being removed. The applicant is proposing to develop the site with 120 apartment units. See attached General Land Use Plan.

The proposal provides for orderly growth of the City limits and once developed, public and private services will be available to the residents of the annexed territory. No new service districts are proposed. The Urban Growth Boundary is not proposed for expansion. The annexation will provide adequate land for residential development to meet the City's demand for urban development in an orderly, efficient and a timely manner.

The subject property is surrounded by City limits on the east, south, and west property lines. The annexation of the subject property may create an enclave of the property to the north. The annexation will permit new development. Private utilities will be provided with under grounding of electrical, gas, telephone and cable lines. It is timely to process the annexation of the subject property now, as it will be a minimum of one year before actual development can take place. **The public interest is best served by referring the matter to the voters in May 2014.**

Development Concept Statement and Positive/Negative Effects Statement:

The applicant is proposing to develop the site with 120 apartment units. The subject property will not only be a site that will contribute to the multi-family housing, but it is also a site that can help improve the neighborhood in the area by developing a vacant lot. The subject property when developed has the potential to provide street improvements such as sidewalks that will provide pedestrian connections throughout the neighborhood. The development of the site will encourage a mixture of housing types and higher densities within an infill lot. That is why this location is a suitably location for this type of development and a positive addition to the area..

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The proposed annexation/zone change will have a positive impact on the economy of the City of Newberg. There is not a high demand for single family homes right now. The rezone will allow the property to be developed, which will create employment along with a housing type that is a less expensive option for families.

Finally, according to City maps there are mapped wetlands and a waterway on the subject property. The City's applicable riparian, tree protection and wetland development standards will apply at the time of development. The stream corridor will not be affected by the development of the site. There will be no development within the riparian boundary as noted on the site plan. This area will remain as a natural area and will help to beautify the site. Therefore, being a positive addition to the site and neighborhood.

Annexation Criteria:

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

Response - The applicant is proposing a City designation of R-3. The proposed land use designation is consistent with the Newberg Area Comprehensive Plan "HDR" designation and applicable Statewide planning goals.

II. Goals and Policies

A. Citizen Involvement

The City's adopted Comprehensive Plan General Development Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City of Newberg. The City's Plan is acknowledged to be in compliance with this Goal. Notice of the proposal will be provided to property owners and public agencies. The published notice will identify the applicable criteria. A public hearing to consider the request will be held, along with voter approval. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision.

These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

B. Land-Use Planning

The City's adopted Comprehensive Plan implements the Statewide Land Use Planning Goal. The City's Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the goals, policies and procedures of the Newberg Comprehensive Plan and its implementing ordinance. A description of the proposal in relation to the intent of the Plan, its applicable goals and policies, the annexation and zone change criteria is part of this review. Facts and evidence have been provided that support and justify the proposed zone change, along with findings and evidence to support the annexation. For these reasons, the proposal conforms to the land use planning process established by this Goal.

E. Air, Water, and Land Resource Quality

The City's adopted Comprehensive Plan Growth Management, Scenic and Historic Areas, Natural Resources and Hazards, Commercial, Industrial and Transportation Goals and Policies along with adopted facilities plans implement this Goal.

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The proposed site is outside the noise contours of the air traffic, and that the facility will nevertheless utilize building materials that mitigate such noise, if any.

Considering the location of the site within the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land.

G. Open Space, Scenic, Natural Historic and Recreational Resources

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. According to City map there are mapped wetlands and a waterway on the subject property. The City's applicable riparian, tree protection and wetland development standards will apply at the time of development and will ensure compliance with this Goal.

The riparian corridor will not be affected by the development of the site. There will be no development within the riparian boundary as noted on the site plan. This area will remain as a natural area and will help to beautify the site. Therefore, being a positive addition to the site and neighborhood.

H. The Economy and I. Housing

The proposed annexation and zone change will have a positive impact on the economy and housing of the City of Newberg. There is not a high demand for single family homes right now. The annexation and rezone will allow the property to be developed, which will create employment along with a housing type that is a less expensive option for families.

The applicant is proposing to develop the site with 120 apartment units as shown on the site plan.

K. Transportation

The City's adopted Comprehensive Plan Transportation Goal and Policies implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The subject

property is located along Fernwood Road and Springbrook Road. The major streets are in place due to previous development.

The subject site is located along Springbrook Road and Fernwood Road. The City of Newberg's Transportation System Plan (TSP) is in compliance with the requirements of this Goal. The relationship of the proposal to the transportation system, and its impacts, have been described in the Traffic Impact Analysis (TIA) prepared by Dick Woelk and dated September 25, 2013.

The TIA also examines the proposal according to the requirements of the Transportation Planning Rule (TPR), OAR 660-012-0060. The TIA is included as a part of the application and was submitted to the City of Newberg on October 1, 2013. The TIA has determined that the impacts of the proposal, "...will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete." The TIA also indicates that the intersections studied do not warrant the need for a signal.

The TIA has determined that the impacts of the proposal on the transportation system can be mitigated with specific recommended improvements noted in the submitted TIA. One of these improvements is for a right in and right out driveway to be provided. Other improvements will be provided as development occurs in the area. In conclusion, the TIA indicates that, "The intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the Apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete."

With the recommended improvements the function of the transportation system will be maintained at acceptable standards and not have a negative impact on the neighborhood or existing street system.

For these reasons and the reasons presented in the TIA, the requirements of this Goal are met.

L. Public Facilities and Services

The City's adopted Comprehensive Plan Growth Management, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in this area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The Newberg School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the

population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested.

The proposed annexation is in compliance with the applicable Goals and Policies in the Comprehensive Plan.

(B) Urban Services

As stated above, the proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route, bicycle and pedestrian access, provides significant opportunity to reduce vehicle miles traveled. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the Newberg urban area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

(C) Police, Fire, Parks, and School Facilities

The Newberg School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested.

The development of the site will require the applicant to pay System Development Charges (SDC'S) that will contribute to parks and school facilities. Taxes that come from the development will help to provide the services of Police, Fire, and other required services.

ZONE CHANGE REQUEST AND FINDINGS:

The applicant is requesting an annexation into the City of Newberg. The subject property is currently zoned VLDR-1 in Yamhill County. The subject property is surrounded by City zoned R-3 and R-2 property. The applicant is requesting a zone change to R-3 upon annexation into the City of Newberg.

Zone Change Criteria

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

The proposed zone change is consistent with the Comprehensive Plan and Code. The subject property is designated as "HDR" (High Density Residential) on the Newberg Comprehensive Plan Map. The "HDR" designation is consistent with the R-3 zone, which is reserved for higher density development. The applicant is proposing to develop the site as apartments. The apartments will be consistent with the goals and policies of the "HDR" designation and the intent of the R-3 zone.

- b) ***Public Facilities and Services***

There are facilities to the site existing and available. As stated above, the City's adopted Comprehensive Plan Growth Management, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in this area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

Traffic from this site is diverted away from residential areas and has convenient access to the existing streets. Aesthetics and landscaping will be considered in the design of the circulation system to cut down on headlight glare, heat, and improved traffic direction.

The Newberg School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested.

c) Compliance with the State Transportation Planning Rule

The subject site is located along Springbrook Road and Fernwood Road. The City of Newberg's Transportation System Plan (TSP) is in compliance with the requirements of this Goal. The relationship of the proposal to the transportation system, and its impacts, have been described in the Traffic Impact Analysis (TIA) prepared by Dick Woelk and dated September 25, 2013.

The TIA also examines the proposal according to the requirements of the Transportation Planning Rule (TPR), OAR 660-012-0060. The TIA is included as a part of the application and was submitted to the City of Newberg on October 1, 2103. The TIA has determined that the impacts of the proposal, "...will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete." The TIA also indicates that the intersections studied do not warrant the need for a signal.

The TIA has determined that the impacts of the proposal on the transportation system can be mitigated with specific recommended improvements noted in the submitted TIA. One of these improvements is for a right in and right out driveway to be provided. Other improvements will be provided as development occurs in the area.

With the recommended improvements the function of the transportation system will be maintained at acceptable standards and not have a negative impact on the neighborhood or existing street system.

The major streets are in place due to previous development. The subject property will have the potential to have access to Fernwood Road to the south and Springbrook Road to the west.

The State TPR encourages a reduction in automobile trips by capitalizing on transit opportunities and by creating an environment that encourages people to walk. As the time of development of the site, the City will review the proposal for consistency with the State's TPR multi-modal connectivity requirements, mass transit services, and pedestrian connectivity.

As an infill proposal, the transportation network in the area is already established. Connections to the existing system are provided by existing streets and access to serve the new parcels. The subject property, as proposed, will be served with adequate transportation infrastructure, and the street system adjacent to the property provides for safe, orderly, and efficient circulation of traffic into and out of the property.

The development of 120 apartment units is estimated to generate approximately 851 trips per day. The TIA studied the existing transportation system and the intersection at Springbrook Road and Fernwood Road. It was determined that the annexation and development of the site will not affect the already existing street system. The development of the Apartments on Springbrook will not increase traffic to where the intersections studied will be reduced to unacceptable levels of service when complete.

Springbrook Road currently functions as a Minor Arterial and Fernwood Road functions as a Major Collector as classified in the Newberg Transportation Plan. As stated in the TIA, "The intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the Apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete." Therefore, the proposed development will not change the functional classification of the existing streets.

Furthermore, the Springbrook/Fernwood intersection in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. Based on the analysis provided in the TIA, the additional traffic increase will not affect the existing transportation system and therefore, does not warrant the need for a signal.

For these reasons and the reasons presented in the TIA, the requirements of this Goal are met.

This concludes the applicants' summary addressing the requirements of the code for annexation and zone change amendment. If you have any questions or need additional information, please call Mark Grenz, P.E., at Multi/Tech Engineering, Inc., Salem, OR at (503) 363-9227.

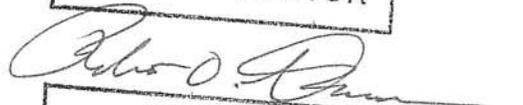
cc: File #5866

EXHIBIT "A"

Legal Description

Beginning at a point being 198.00 feet South and 660.00 feet East of the Southwest corner of the Sebastian Brutscher Donation Land Claim #51 in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said point also being on the centerline of County Road 46 (Fernwood Road); thence North 528.00 feet along the West line of Oaks at Springbrook No. 2, as recorded in Volume 12, Page 84, Yamhill County Plat Records, thence West 630.00 feet to the East right of way of Market Road No. 5 (Springbrook Road); thence along said right of way South 528.00 feet to the centerline of County Road 46 (Fernwood Road); thence along the Centerline of County Road 46 (Fernwood Road) East 630.00 feet to the Point of beginning and containing 7.636 acres more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 13, 2004
ROBERT D. HAMMAN
64202LS

EXPIRES: 6/30/2015



Fidelity National Title Company

Prepared For:

Prepared By: **Sherri Michl**

900 SW 5th Ave., Mezzanine Level - Portland, Oregon 97204

Phone: (503) 227-LIST (5478) Fax: (503) 274-5472

E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner : **Walker J C**
 CoOwner :
 Site Address : 108 S Springbrook Rd Newberg 97132
 Mail Address : 108 S Springbrook Rd Newberg Or 97132
 Telephone : 503-538-3276

Ref Parcel Number : R3221 00900
 T: 03S R: 02W S: 21 Q: QQ:
 Parcel Number : 62498
 County : **Yamhill (OR)**

SALES AND LOAN INFORMATION

Transferred :
 Document # : 8-0247
 Sale Price :
 Deed Type :
 % Owned :

Loan Amount :
 Lender :
 Loan Type :
 Interest Rate :
 Vesting Type :

PROPERTY DESCRIPTION

Map Page Grid : 713 F7
 Census Tract : 301.01 Block: 1
 Neighborhood : *UNKNOWN NEIGHBORHOOD CODE*
 Subdivision/Plat :
 Improv Type :
 Class Code :
 Land Use : 401 Tract,Imp
 Legal : 7.67 ACRES IN SEC 21 T3S R2W
 :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$326,707
 Mkt Structure : \$15,298
 Mkt Total : \$342,005
 %Improved : 4
 M50AssdTotal :
 Zoning : 40
 Levy Code :
 12-13Taxes : \$1,851.63
 Millage Rate : 12.4001

PROPERTY CHARACTERISTICS

Bedrooms : 2	Bldg SqFt : 936	Year Built : 1920
Bathrooms : 1.00	1stFlrSqFt : 936	Total Units :
Family Room :	2ndFlrSqFt :	LotAcres : 7.67
Kitchen :	AtticSqFt :	LotSqFt : 334,105
Dining Room :	BsmtFinSqFt :	Lot Dimen :
Utility Room :	BsmtUnFinSqFt :	Curb/Gutter :
Living Room :	BsmtTotalSqFt :	StAccess :
Other Rooms :	TotalLvngSqFt : 936	Paving Matl :
Floor Cov :	GarageSqFt :	ElecService :
Fireplace :	GarageSpaces :	Nuisance :
Cooling :	GarageType :	Sewer :
Heat Method :	Patio SqFt :	View Qlty :
Heat Source :	Patio :	Foundation :
WallMaterial :	Deck SqFt :	Roof Mat :
Water Source :	Deck :	Roof Shape: Gable
Bldg Style :	Stories :	Const Type :

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

Fidelity National Title Company / Yamhill (OR)

Ref Parcel #	Owner Name	Site Address	Phone #
R3221BB 00400	Mueller Gerald D	N Springbrook Rd Newberg 97132	
R3221BB 01100	Spencer John W & Janelle L	305 N Springbrook Rd Newberg 97132	
R3221BB 00901	Bessett Rachel	3208 E Hancock St (No Mail) Newberg 9	
R3221BB 00902	Newman Carol H Trustee	3214 E Hancock St Newberg 97132	
R3221BB 00903	Read John P	3220 E Hancock St Newberg 97132	
R3221BA 00124	Spearin Scott L	3626 Grand Oak Dr Newberg 97132	
R3221BA 00125	Frampton Paul D	3616 Grand Oak Dr Newberg 97132	
R3221BA 00126	James David P	3608 Grand Oak Dr Newberg 97132	971-832-8083
R3221BA 00127	Beene Nickolai A	3600 Grand Oak Dr Newberg 97132	
R3221BA 00128	Brady Bryce	3520 Grand Oak Dr Newberg 97132	
R3221BA 00129	Consenz Jacque	3510 Grand Oak Dr Newberg 97132	
R3221BA 00130	Dikeman Darren B	3511 Grand Oak Dr Newberg 97132	
R3221BA 00131	Didway Blair L	3521 Grand Oak Dr Newberg 97132	
R3221BA 00132	Whitehead Jill M	3611 Grand Oak Dr Newberg 97132	
R3221BA 00133	Hildreth Michael D	3621 Grand Oak Dr Newberg 97132	
R3221BA 00163	Petersen Scott	3616 Red Oak Dr Newberg 97132	
R3221BA 00164	Miller Kimberly A	3608 Red Oak Dr Newberg 97132	
R3221BA 00165	Tarkon Matthew/Rebekah	3611 Short Oak Dr Newberg 97132	
R3221BA 00166	Cunningham Jamie M	3621 Short Oak Dr Newberg 97132	
R3221BA 00173	White Sandra B	3616 Short Oak Dr Newberg 97132	
R3221BA 00174	Yoder Amy M	3608 Short Oak Dr Newberg 97132	
R3221BA 00175	Hulse Rachael F	111 Burl St Newberg 97132	
R3221BA 00176	Harding Darrin/Rhonda E	121 Burl St Newberg 97132	
R3221BA 00177	Pedden Jill B	131 Burl St Newberg 97132	
R3221BA 00178	Brenner Schon E	141 Burl St Newberg 97132	
R3221BA 00179	Nagle Scott	151 Burl St (No Mail) Newberg 97132	
R3221BA 00180	Daniel Scott	201 Acorn St Newberg 97132	
R3221BA 00195	Howard Glenn	216 Burl St Newberg 97132	
R3221BA 00196	Robertson Lynnette K	208 Burl St Newberg 97132	
R3221BA 00197	No Tae	200 Burl St Newberg 97132	
R3221BA 00198	Ferrell Cynthia L	201 Burl St Newberg 97132	
R3221BA 00199	Pehlke Jeanene E	211 Burl St Newberg 97132	
R3221BA 00200	Hampton Brent	221 Burl St Newberg 97132	
R3221BA 00201	Van Dordrecht Cornell J	231 Burl St Newberg 97132	
R3221BA 00202	Grimm Heather	241 Burl St Newberg 97132	
R3221BA 00222	Parker Virginia L	256 Royal Oak St Newberg 97132	
R3221BA 00223	Rummel Lawrence D & Linda D Truste	246 Royal Oak St Newberg 97132	
R3221BA 00224	Maskew Rodney M	236 Royal Oak St Newberg 97132	
R3221BA 00225	Stanley Tommy H	226 Royal Oak St Newberg 97132	
R3221BA 00226	Stockwell Heidi	216 Royal Oak St Newberg 97132	
R3221BA 00227	Obrien Kimberly	200 Royal Oak St Newberg 97132	
R3221BA 00228	Thomas Todd	176 Royal Oak St Newberg 97132	
R3221BA 00229	Hempfling Joseph M V	166 Royal Oak St Newberg 97132	
R3221BA 00230	Wilson C Todd	156 Royal Oak St Newberg 97132	
R3221BA 00231	Williams Shauna	146 Royal Oak St Newberg 97132	
R3221BA 00232	Mendoza Charlene	136 Royal Oak St Newberg 97132	
R3221BA 00233	Alloway Donald A II	121 Royal Oak St Newberg 97132	
R3221BA 00234	Rozcicha Lawrence	131 Royal Oak St Newberg 97132	
R3221BA 00235	Drew Chad	141 Royal Oak St Newberg 97132	
R3221BA 00236	Greenman Kenneth J & Barbara J Tru	151 Royal Oak St Newberg 97132	
R3221BA 00237	Wolff John F	161 Royal Oak St Newberg 97132	
R3221BA 00238	Mateski Timothy D/Camie	171 Royal Oak St Newberg 97132	
R3221BA 00239	Reed Aaron M	181 Royal Oak St Newberg 97132	
R3221BA 00240	Wilkinson Steven P	191 Royal Oak St Newberg 97132	
R3221BA 00241	Smith Torey D	201 Royal Oak St Newberg 97132	
R3221BA 00242	Maugeri Rose	211 Royal Oak St Newberg 97132	
R3221BA 00243	Beecher Christopher J	221 Royal Oak St Newberg 97132	
R3221BA 00244	Wells Jeffrey	231 Royal Oak St Newberg 97132	

The Information Provided Is Deemed Reliable, But Is Not Guaranteed.

Fidelity National Title Company / Yamhill (OR)

Ref Parcel #	Owner Name	Site Address	Phone #
R3221BA 00245	Harris Jacob E	241 Royal Oak St Newberg 97132	
R3221BA 00246	Flannigan Lynn M	251 Royal Oak St Newberg 97132	
R3221BA 00247	Andrews David W	261 Royal Oak St Newberg 97132	
R3221BA 00250	Chehalem Parks & Recreation District	4351 E Fernwood Rd Newberg 97132	
R3221BB 00300	Benton Jeraldine M	208 N Springbrook Rd Newberg 97132	
R3221BB 00500	Mueller Gerald D	204 N Springbrook Rd Newberg 97132	
R3221BB 00600	Stout Linda M	116 N Springbrook Rd Newberg 97132	
R3221BB 00700	Anderson Lawrence J	112 N Springbrook Rd Newberg 97132	
R3221BB 00800	Sam Roy & Patricia C	100 N Springbrook Rd Newberg 97132	
R3221 00900	Walker J C	108 S Springbrook Rd Newberg 97132	503-538-3276
R3221BB 01000	Spencer John W	*no Site Address*	
R3221BB 00900	Powers Kim	3202 E Hancock St Newberg 97132	
R3221 01200	Bauer David L & Patricia Co-Trustees	2901 E 2nd St Newberg 97132	
R3221 01300	Nut Tree Ranch LLC	2902 E 2nd St Newberg 97132	
R3221 03900	Rader Neil G & Glenice L	3312 E Fernwood Rd Newberg 97132	503-538-4095
R3221 04000	Anderson Lawrence W & Judith A	3700 E Fernwood Rd Newberg 97132	



Fidelity National Title Company of Oregon

8585 SW Cascade Avenue, Suite 200, Beaverton, OR 97008
(503)472-6101 FAX (877)470-2875

PRELIMINARY REPORT

TITLE OFFICER: Deborah Clark

ORDER NO.: 20130082800-FTPOR25

CUSTOMER NO.: FT130043552

TO: Fidelity National Title Company of Oregon
Attn: Deone Wilson
500 Liberty Street, Suite #200
Salem, OR 97301

OWNER/SELLER: Estate of Jesse C. Walker

BUYER/BORROWER: Timothy C. Smith

PROPERTY ADDRESS: 108 NE Springbrook Road
Newberg, Oregon 97132

EFFECTIVE DATE: August 20, 2013, 08:00 AM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	<u>AMOUNT</u>	<u>PREMIUM</u>
Owner's Standard	995,000.00	\$ 2,093.00
Governmental Service Fee		\$ 25.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

A Fee

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

The heirs and/or devisees of Jesse C. Walker, deceased

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF NEWBERG IN THE COUNTY OF YAMHILL, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:

SEE EXHIBIT "ONE" ATTACHED HERETO AND MADE A PART HEREOF

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PRELIMINARY REPORT
(Continued)

Order No.: 20130082800-FTPOR25

EXHIBIT "ONE"

Beginning at the Southwest corner of the Sebastian Brutscher Donation Land Claim No. 51 in Section 21, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; thence East 10.00 chains; thence North 5.00 chains; thence West 10.00 chains to the West line of said Claim; thence South 5.00 chains to the Point of Beginning.

ALSO: Part of Government Lots 1 and 2, Section 21, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the Northwest corner of United States Government Lot 1 of Section 21, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; thence East 10 chains; thence South 3 chains, more or less to the South line of Government Lot 2 of said Section 21; thence West 10 chains; thence North 3 chains, more or less to the Point of Beginning.

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Order No.: 20130082800-FTPOR25

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien or right to a lien for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2013-2014.
7. City Liens, if any, in favor of the City of Newberg. None found as of August 23, 2013.
8. Rights of the public to any portion of the Land lying within the area commonly known as NE Springbrook Road and NE Fernwood Road.
9. Due probate and administration of the estate shown below. Personal representative appointed in said estate has power to execute the forthcoming conveyance to a bona fide purchaser.

Estate of: Jesse Charles Walker, deceased
 Court: Circuit
 Probate No.: 13PB00107
 Personal Representative: Dolly Greenlund, Administrator
 Attorney for Estate: Truman A. Stone

An examination of said proceedings has been ordered. Upon completion the Company reserves the right to except additional items and/or make additional requirements.

10. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

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Order No.: 20130082800-FTPOR25

11. If requested to issue an extended coverage ALTA loan policy, the following matters must be addressed:
- a) The rights of tenants holding under unrecorded leases or tenancies
 - b) Any facts which would be disclosed by an accurate survey of the Land
 - c) Matters disclosed by a statement as to parties in possession and as to any construction, alterations or repairs to the Land within the last 75 days. The Company must be notified in the event that any funds are to be used for construction, alterations or repairs.

ADDITIONAL REQUIREMENTS/NOTES:

- A. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2012-2013
Amount: \$1,851.63
Levy Code: 29.2
Account No.: 62498
Map No.: R3221 00900

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

- B. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final 2006 ALTA policy unless removed prior to issuance.
- C. Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- D. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:
- Parties: Timothy C. Smith
- E. Note: No utility search has been made or will be made for water, sewer or storm drainage charges unless the City/Service District claims them as liens (i.e. foreclosable) and reflects them on its lien docket as of the date of closing. Buyers should check with the appropriate city bureau or water service district and obtain a billing cutoff. Such charges must be adjusted outside of escrow.
- F. PLEASE NOTE: ALL DOCUMENTS INTENDED FOR RECORDING IN THIS TRANSACTION SHOULD BE SENT TO:

Ticor Title Company
Attn: Recording Department
105 NE 4th Street
McMinnville, OR 97128
Phone: (503) 472-6101
Fax: (503) 434-5311
e-mail: or-ttc-yamhillrecording@ticortitle.com

FDOR0390.rdw

Order No.: 20130082800-FTPOR25

- G. Recording charge for a RESPA transaction (all transfer and loan documents):
RESPA Residential Sale and Purchase \$171.00
RESPA Residential Loan/Refinance \$133.00
RESPA Residential Sale and Purchase e-recording fee \$11.00
RESPA Residential Loan/Refinance e-recording fee \$7.00
RECORDING CHARGES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Note: For many real estate transactions, Federal law requires that a settlement statement show the allocation of title insurance charges between title insurer and title insurance agent. For the transaction that is the subject of this report, the allocation is as follows:

Fidelity National Title Company of Oregon (agent): 88%
Fidelity National Title Insurance Company (insurer): 12%

Note: When possible, the company will record electronically. The above charges apply to a document recorded electronically.

- H. Note: Effective January 1, 2008, Oregon law (ORS 314.258) mandates withholding of Oregon income taxes from sellers who do not continue to be Oregon residents or qualify for an exemption. Please contact your Escrow Closer for further information.
- I. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

FDOR0390.rdw

EXHIBIT A

2006 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (06-17-08)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to:
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters:
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, estate insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is:
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

SCHEDULE B- GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to:
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;
 or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters:
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
- (c) resulting in no loss or damage to the Insured Claimant;
- (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
- (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is:
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

SCHEDULE B- GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

Exhibit A (11/07)

Effective Date: 5/1/2008

Fidelity National Financial, Inc. Privacy Statement

Fidelity National Financial, Inc. and its subsidiaries ("FNF") respect the privacy and security of your non-public personal information ("Personal Information") and protecting your Personal Information is one of our top priorities. This Privacy Statement explains FNF's privacy practices, including how we use the Personal Information we receive from you and from other specified sources, and to whom it may be disclosed. FNF follows the privacy practices described in this Privacy Statement and, depending on the business performed, FNF companies may share information as described herein.

Personal Information Collected

We may collect Personal Information about you from the following sources:

- Information we receive from you on applications or other forms, such as your name, address, social security number, tax identification number, asset information, and income information;
- Information we receive from you through our Internet websites, such as your name, address, email address, Internet Protocol address, the website links you used to get to our websites, and your activity while using or reviewing our websites;
- Information about your transactions with or services performed by us, our affiliates, or others, such as information concerning your policy, premiums, payment history, information about your home or other real property, information from lenders and other third parties involved in such transaction, account balances, and credit card information; and
- Information we receive from consumer or other reporting agencies and publicly recorded documents.

Disclosure of Personal Information

We may provide your Personal Information (excluding information we receive from consumer or other credit reporting agencies) to various individuals and companies, as permitted by law, without obtaining your prior authorization. Such laws do not allow consumers to restrict these disclosures. Disclosures may include, without limitation, the following:

- To insurance agents, brokers, representatives, support organizations, or others to provide you with services you have requested, and to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure in connection with an insurance transaction;
- To third-party contractors or service providers for the purpose of determining your eligibility for an insurance benefit or payment and/or providing you with services you have requested;
- To an insurance regulatory authority, or a law enforcement or other governmental authority, in a civil action, in connection with a subpoena or a governmental investigation;
- To companies that perform marketing services on our behalf or to other financial institutions with which we have joint marketing agreements and/or
- To lenders, lien holders, judgment creditors, or other parties claiming an encumbrance or an interest in title whose claim or interest must be determined, settled, paid or released prior to a title or escrow closing.

We may also disclose your Personal Information to others when we believe, in good faith, that such disclosure is reasonably necessary to comply with the law or to protect the safety of our customers, employees, or property and/or to comply with a judicial proceeding, court order or legal process.

DISCLOSURE TO AFFILIATED COMPANIES - We are permitted by law to share your name, address and facts about your transaction with other FNF companies, such as insurance companies, agents, and other real estate service providers to provide you with services you have requested, for marketing or product development research, or to market products or services to you. We do not, however, disclose information we collect from consumer or credit reporting agencies with our affiliates or others without your consent, in conformity with applicable law, unless such disclosure is otherwise permitted by law.

DISCLOSURE TO NONAFFILIATED THIRD PARTIES - We do not disclose Personal Information about our customers or former customers to nonaffiliated third parties, except as outlined herein or as otherwise permitted by law.

Confidentiality and Security of Personal Information

Fidelity Privacy Statement (2008)

FDOR0134.rdw

Effective Date: 5/1/2008

Fidelity National Financial, Inc.
Privacy Statement
(continued)

We restrict access to Personal Information about you to those employees who need to know that information to provide products or services to you. We maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard Personal Information.

**Access to Personal Information/
Requests for Correction, Amendment, or Deletion of Personal Information**

As required by applicable law, we will afford you the right to access your Personal Information, under certain circumstances to find out to whom your Personal Information has been disclosed, and request correction or deletion of your Personal Information. However, FNF'S CURRENT POLICY IS TO MAINTAIN CUSTOMERS' PERSONAL INFORMATION FOR NO LESS THAN YOUR STATE'S REQUIRED RECORD RETENTION REQUIREMENTS FOR THE PURPOSE OF HANDLING FUTURE COVERAGE CLAIMS.

For your protection, ALL REQUESTS MADE UNDER THIS SECTION MUST BE IN WRITING AND MUST INCLUDE YOUR NOTARIZED SIGNATURE TO ESTABLISH YOUR IDENTITY. Where permitted by law, we may charge a reasonable fee to cover the costs incurred in responding to such requests. Please send requests to:

Chief Privacy Officer
Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, FL 32204

Changes to this Privacy Statement

This Privacy Statement may be amended from time to time consistent with applicable privacy laws. When we amend this Privacy Statement, we will post a notice of such changes on our website. The effective date of this Privacy Statement, as stated above, indicates the last time this Privacy Statement was revised or materially changed.

THIS INDENTURE, made this 19th day of October A. D. 19 59

by and between C. A. BUMP

the duly appointed, qualified and acting administrator of the estate of GEORGE PANAUTOPOLIS, also known as George Pappas, deceased, late of the County of Yamhill State of Oregon, the party of the first part, and JESSE C. WALKER and IRENE M. WALKER, husband and wife, of the County of Yamhill State of Oregon, the party of the second part

WITNESSETH:

6 THAT, WHEREAS, on the 30th day of December 19 57 the County Court of the State of Oregon, for Yamhill County, made an order supplemented by order made on March 27, 1958, authorizing the administrator to sell certain real property of said deceased, upon the terms and conditions in said order set out, which said order of sale is entered in volume No. of the Journal of the said Court on page thereof.

AND, WHEREAS, under and by virtue of said order of sale, and pursuant to legal notice given thereof, the said party of the first part on the 5th day of May 19 58

offered for sale lot for cash or cash and credit

and subject to confirmation by said County Court, the said real estate described in said order of sale; and at such sale the said party of the second part became the purchaser of the real property hereinafter described for the sum of Six Thousand and no/100ths - - - - Dollars, he being the highest and best bidder and that being the highest and best sum bid therefor.

AND, WHEREAS, the said County Court, upon due and legal return made by said party of the first part, under said order of sale, did, on the 14th day of July 19 58 make an order confirming said sale, and directing conveyances to be made to said purchaser, which said order of confirmation is entered in volume No. of the Journal of said Court on page thereof.

NOW, THEREFORE, the said party of the first part, pursuant to the order last aforesaid, and for and in consideration of the sum of Six Thousand and no/100ths - - - - Dollars to him in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said party of the second part, their heirs and assigns forever, all the right, title, interest and estate of the said George Panautopolis, also known as George Pappas,

deceased, at the time of his death, and all the right, title and interest that the said estate by operation of law or otherwise, may have acquired other than, or in addition to, that of said intestate at the time of his death, in and to that certain lot, piece or parcel of land situate, lying and being in the County of Yamhill, State of Oregon, and better known and described as follows, to-wit:

Beginning at the Southwest corner of the Sebastian Brutscher Donation Land Claim #51 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; thence East 10.00 chains; thence North 5.00 chains; thence West 10.00 chains to the West line of said Claim; thence South 5.00 chains to the place of beginning. ALSO: Part of Government Lots 1 and 2, Section 21, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at the Northwest corner of United States Government Lot 1 of Section 21, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; thence East 10 chains; thence South 3 chains, more or less, to the South line of Government Lot 2 of said Section; thence West 10 chains; thence North 3 chains, more or less, to the place of beginning,

6.60 I.R.S.



together with the tenements, hereditaments and appurtenances whatsoever thereunto belonging, or in anywise appertaining.

TO HAVE AND TO HOLD, all and singular the above mentioned and described premises, together with the appurtenances, unto the said parties of the second part, their heirs and assigns, to them and their sole use, benefit and behoof forever.

IN WITNESS WHEREOF, the said party of the first part has hereunto set

my hand and seal the day and year first above written.

Executed in the presence of

William Durr

[Signature] (SEAL)

(SEAL)

Administrator of the Estate of GEORGE PANAU TOPOLOS, also known as George Pappas, Deceased.

STATE OF OREGON,

County of Yamhill

ss.

VOL

8 PAGE 251

THIS CERTIFIES, That on this 19th day of October 19 59

before me, notary public in and for the said County and State, personally appeared the within named G. A. BUMP

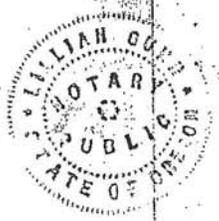
who is known to me to be the person described in and who executed the foregoing deed as the administrator of the said estate of GEORGE PANAUPOLOS, also known as George Pappas, deceased, and acknowledged to me that he as the administrator of the estate of GEORGE PANAUPOLOS, also known as George Pappas, deceased, executed the same freely and voluntarily for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and Notarial

Seal the day and year last above written.

Lillian Gunn
Notary Public for Oregon.

My Commission Expires May 21, 1960



STATE OF OREGON,

County of Yamhill,

ss.

59216

I, JACK BEELER, County Clerk in and for said County and State, do hereby certify that the within Instrument of Writing was received and has been by me duly recorded on Page 350 of Volume 8 of the Records of Deeds for said County on this 6 day of November 1959 at 1:00 o'clock, P.M.

In testimony whereof, I have heretofore subscribed my name and affixed my Official Seal.

JACK BEELER, County Clerk

By *Rice Sherrill*
Deputy

350

OREGON SECRETARY OF STATE
Corporation Division

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Business Name Search

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Business Entity Data

09-11-2013
09:09

Registry Nbr	Entity Type	Entity Status	Jurisdiction	Registry Date	Next Renewal Date	Renewal Due?
960683-91	DLLC	ACT	OREGON	08-28-2013	08-28-2014	
Entity Name	SPRINGBROOK INVESTMENTS LLC					
Foreign Name						

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Associated Names

Please click [here](#) for general information about registered agents and service of process.

Type	AGT	REGISTERED AGENT	Start Date	08-28-2013	Resign Date	
Name	TIMOTHY	C	SMITH			
Addr 1	5710 INLAND SHORES WAY					
Addr 2						
CSZ	KEIZER	OR	97303	Country	UNITED STATES OF AMERICA	

Type	MAL	MAILING ADDRESS				
Addr 1	PO BOX 21209					
Addr 2						
CSZ	KEIZER	OR	97303	Country	UNITED STATES OF AMERICA	

[New Search](#)

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Name History

Business Entity Name	Name Type	Name Status	Start Date	End Date
SPRINGBROOK INVESTMENTS LLC	EN	CUR	08-28-2013	

Please [read](#) before ordering [Copies](#).

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Summary History

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Fidelity National Financial, Inc.
Customer Service
900 SW 5th Ave, Mezzanine
Portland, OR 97204
tel: 503-796-6663 fax: 503-796-6631
csrequest@fnf.com

Thursday, September 19, 2013

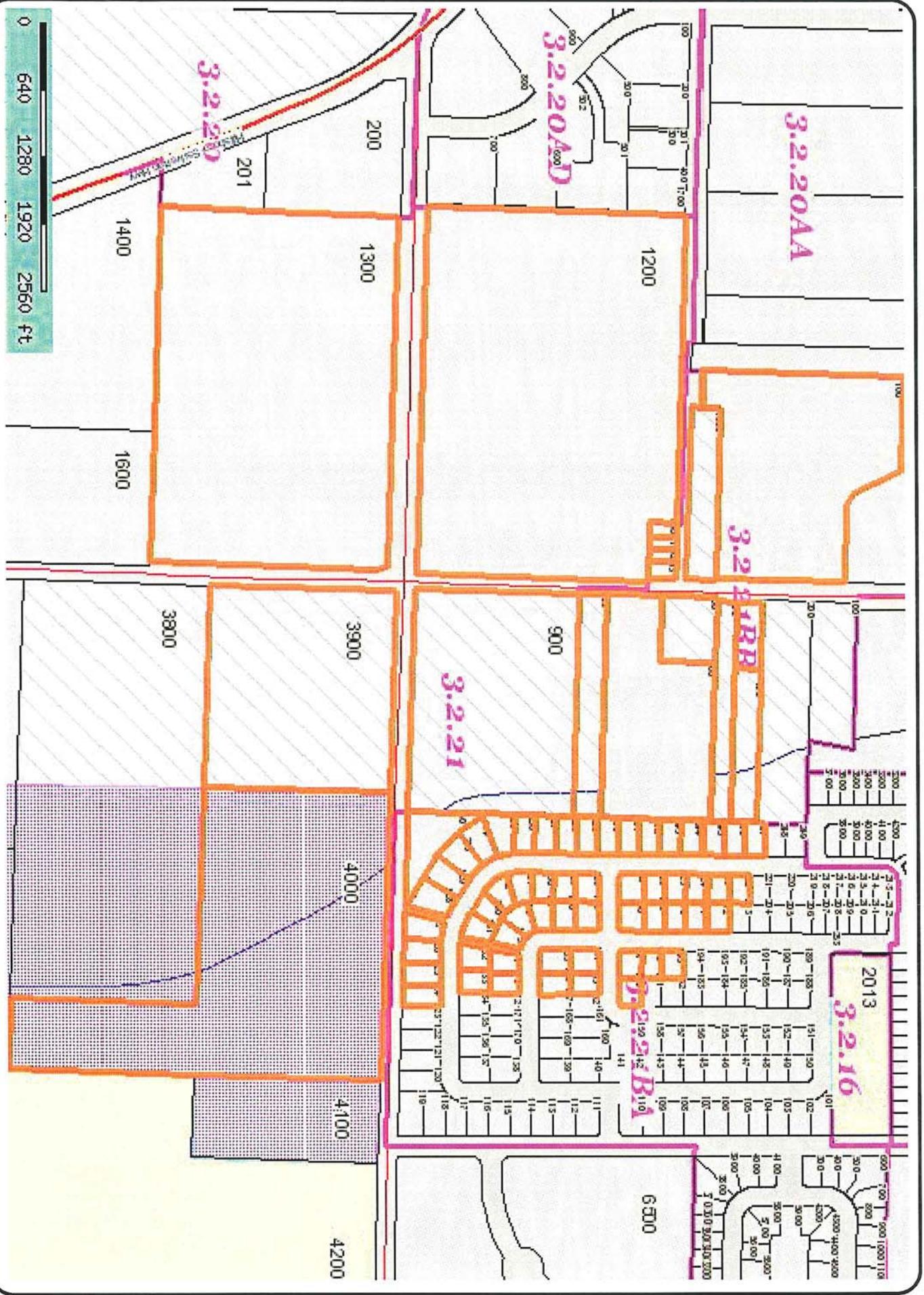
The enclosed radius search was created using the Yamhill County GIS and data purchased from Core Logic. This data is derived from county tax records and is deemed reliable, but is not guaranteed. Fidelity National Title cannot be held liable for any additions, deletions, or errors in this search.

This research was completed on the date stated above.

Thank you.

Enclosures:

- Data summary of parcels to be notified
- Map of subject parcel, radius, and parcels to be notified
- County assessor maps for parcels to be notified
- Labels



This map was produced using the Yamhill County GIS data. The GIS data is maintained by the county to support its governmental activities. The county is not responsible for map errors, omissions, misuse or misinterpretation

3.2.21 TL 00900
500' radius

Printed 09/19/2013



ATTACHMENT 11

R3221BB 00400
Gerald Mueller
204 N Springbrook Rd
Newberg, OR 97132-9273

R3221BB 01100
John & Janelle Spencer
305 N Springbrook Rd
Newberg, OR 97132-9263

R3221BB 00901
Rachel Bessett
3208 E Hancock St
Newberg, OR 97132

R3221BB 00902
Carol Newman
4227 Sheldon Cir
Pleasanton, CA 94588

R3221BB 00903
John Read
3220 E Hancock St
Newberg, OR 97132-9284

R3221BA 00124
Scott Spearin
3626 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00125
Paul Frampton
3616 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00126
David James
3608 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00127
Nicolai Beene
3600 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00128
Bryce Brady
3520 Grand Oak Dr
Newberg, OR 97132-7389

R3221BA 00129
Jacque Consenz
3510 Grand Oak Dr
Newberg, OR 97132-7389

R3221BA 00130
Darren Dikeman
3511 Grand Oak Dr
Newberg, OR 97132-7389

R3221BA 00131
Blair Didway
3521 Grand Oak Dr
Newberg, OR 97132-7389

R3221BA 00132
Jill Whitehead
3611 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00133
Michael Hildreth
3621 Grand Oak Dr
Newberg, OR 97132-7385

R3221BA 00163
Scott Petersen
3616 Red Oak Dr
Newberg, OR 97132-7415

R3221BA 00164
Kimberly Miller
3608 Red Oak Dr
Newberg, OR 97132-7415

R3221BA 00165
Matthew & Rebekah Tarkon
3611 Short Oak Dr
Newberg, OR 97132-7422

R3221BA 00166
Jamie Cunningham
3621 Short Oak Dr
Newberg, OR 97132-7422

R3221BA 00173
Sandra White
3616 Short Oak Dr
Newberg, OR 97132-7422

R3221BA 00174
Amy Yoder
3608 Short Oak Dr
Newberg, OR 97132-7422

R3221BA 00175
Rachael Hulse
111 Burl St
Newberg, OR 97132-7398

R3221BA 00176
Darrin & Rhonda Harding
121 Burl St
Newberg, OR 97132-7398

R3221BA 00177
Jill Pedden
131 Burl St
Newberg, OR 97132-7398

R3221BA 00178
Schon Brenner
141 Burl St
Newberg, OR 97132-7398

R3221BA 00179
Scott Nagle
151 Burl St
Newberg, OR 97132-7398

R3221BA 00180
Scott Daniel
201 Acorn St
Newberg, OR 97132-7411

R3221BA 00195
Glenn Howard
216 Burl St
Newberg, OR 97132-7399

R3221BA 00196
Lynnette Robertson
208 Burl St
Newberg, OR 97132-7399

R3221BA 00197
Tae No
200 Burl St
Newberg, OR 97132-7399

ATTACHMENT 11

R3221BA 00198
Cynthia Ferrell
201 Burl St
Newberg, OR 97132-7399

R3221BA 00199
Jeanene Pehlke
Po Box 821
Rufus, OR 97050-0821

R3221BA 00200
Brent Hampton
221 Burl St
Newberg, OR 97132-7399

R3221BA 00201
Cornell Van Dordrecht
231 Burl St
Newberg, OR 97132-7399

R3221BA 00202
Heather Grimm
Po Box 3147
Newberg, OR 97132-5147

R3221BA 00222
Virginia Parker
256 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00223
Lawrence Rummel
246 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00224
Rodney Maskew
236 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00225
Tommy Stanley
226 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00226
Heidi Stockwell
216 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00227
Kimberly Obrien
200 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00228
Todd Thomas
176 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00229
Joseph M V Hempfling
166 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00230
C Todd Wilson
15040 SW Augusta Ter
Tigard, OR 97224-0719

R3221BA 00231
Shauna Williams
146 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00232
Charlene Mendoza
136 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00233
Donald Alloway II
121 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00234
Lawrence Rozcicha
131 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00235
Chad Drew
141 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00236
Kenneth & Barbara Greenman
209 Greenlink Way
Newberg, OR 97132-7469

R3221BA 00237
John Wolff
161 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00238
Timothy & Camie Mateski
171 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00239
Aaron Reed
181 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00240
Steven Wilkinson
191 Royal Oak St
Newberg, OR 97132-7412

R3221BA 00241
Torey Smith
201 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00242
Rose Maugeri
211 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00243
Christopher Beecher
221 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00244
Jeffrey Wells
231 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00245
Jacob Harris
241 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00246
Lynn Flannigan
251 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00247
David Andrews
261 Royal Oak St
Newberg, OR 97132-7413

R3221BA 00250
Chehalem Parks & Recreation District
125 S Elliott Rd
Newberg, OR 97132-2295

ATTACHMENT 11
R3221BB 00300
Jeraldine Benton
208 N Springbrook Rd
Newberg, OR 97132-9273

R3221BB 00500
Gerald Mueller
204 N Springbrook Rd
Newberg, OR 97132-9273

R3221BB 00600
Linda Stout
116 N Springbrook Rd
Newberg, OR 97132-9272

R3221BB 00700
Lawrence Anderson
112 N Springbrook Rd
Newberg, OR 97132-9272

R3221BB 00800
Roy & Patricia Sam
Po Box 3235
Newberg, OR 97132-5235

R3221 00900
J C Walker
108 S Springbrook Rd
Newberg, OR 97132-7054

R3221BB 01000
John Spencer
Po Box 228
Newberg, OR 97132-0228

R3221BB 00900
Kim Powers
3202 E Hancock St
Newberg, OR 97132-9284

R3221 01200
David & Patricia Bauer
33030 NE Corral Creek Rd
Newberg, OR 97132-7007

R3221 01300
Nut Tree Ranch LLC
Po Box 820
Sebastopol, CA 95473-0820

R3221 03900
Neil & Glenice Rader
3312 E Fernwood Rd
Newberg, OR 97132-7066

R3221 04000
Lawrence & Judith Anderson
3700 E Fernwood Rd
Newberg, OR 97132-7065

PARCEL	REFPARCEL	OWNER
305262	R3221BB 00400	Gerald Mueller
493063	R3221BB 01100	John & Janelle Spencer
503914	R3221BB 00901	Rachel Bessett
503917	R3221BB 00902	Carol Newman
503920	R3221BB 00903	John Read
524269	R3221BA 00124	Scott Spearin
524272	R3221BA 00125	Paul Frampton
524275	R3221BA 00126	David James
524278	R3221BA 00127	Nickolai Beene
524281	R3221BA 00128	Bryce Brady
524284	R3221BA 00129	Jacque Consenz
524287	R3221BA 00130	Darren Dikeman
524290	R3221BA 00131	Blair Didway
524293	R3221BA 00132	Jill Whitehead
524296	R3221BA 00133	Michael Hildreth
525730	R3221BA 00163	Scott Petersen
525736	R3221BA 00164	Kimberly Miller
525739	R3221BA 00165	Matthew & Rebekah Tarkon
525742	R3221BA 00166	Jamie Cunningham
525763	R3221BA 00173	Sandra White
525766	R3221BA 00174	Amy Yoder
525769	R3221BA 00175	Rachael Hulse
525772	R3221BA 00176	Darrin & Rhonda Harding
525775	R3221BA 00177	Jill Pedden
525778	R3221BA 00178	Schon Brenner
525781	R3221BA 00179	Scott Nagle
525784	R3221BA 00180	Scott Daniel
525829	R3221BA 00195	Glenn Howard
525832	R3221BA 00196	Lynnette Robertson
525835	R3221BA 00197	Tae No
525838	R3221BA 00198	Cynthia Ferrell
525841	R3221BA 00199	Jeanene Pehlke
525844	R3221BA 00200	Brent Hampton
525847	R3221BA 00201	Cornell Van Dordrecht
525850	R3221BA 00202	Heather Grimm
525913	R3221BA 00222	Virginia Parker
525916	R3221BA 00223	Lawrence Rummel
525919	R3221BA 00224	Rodney Maskew
525922	R3221BA 00225	Tommy Stanley
525925	R3221BA 00226	Heidi Stockwell
525928	R3221BA 00227	Kimberly Obrien
525931	R3221BA 00228	Todd Thomas
525934	R3221BA 00229	Joseph M V Hempfling
525937	R3221BA 00230	C Todd Wilson
525940	R3221BA 00231	Shauna Williams
525943	R3221BA 00232	Charlene Mendoza

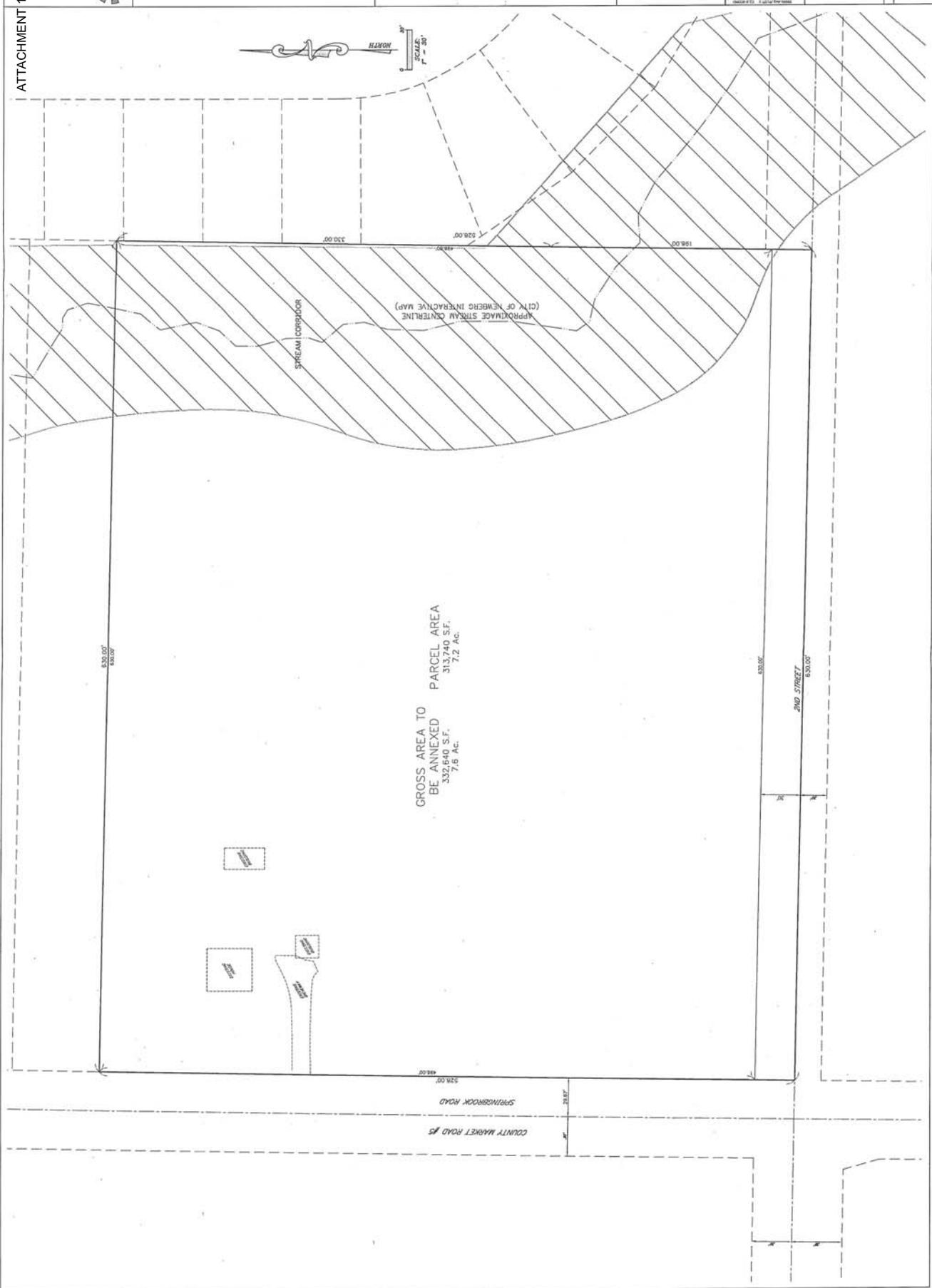
525946	R3221BA 00233	Donald Alloway II
525949	R3221BA 00234	Lawrence Rozcicha
525952	R3221BA 00235	Chad Drew
525955	R3221BA 00236	Kenneth & Barbara Greenman
525958	R3221BA 00237	John Wolff
525961	R3221BA 00238	Timothy & Camie Mateski
525964	R3221BA 00239	Aaron Reed
525967	R3221BA 00240	Steven Wilkinson
525970	R3221BA 00241	Torey Smith
525973	R3221BA 00242	Rose Maugeri
525976	R3221BA 00243	Christopher Beecher
525979	R3221BA 00244	Jeffrey Wells
525982	R3221BA 00245	Jacob Harris
525985	R3221BA 00246	Lynn Flannigan
525988	R3221BA 00247	David Andrews
525997	R3221BA 00250	Chehalem Parks & Recreation District
62390	R3221BB 00300	Jeraldine Benton
62407	R3221BB 00500	Gerald Mueller
62425	R3221BB 00600	Linda Stout
62434	R3221BB 00700	Lawrence Anderson
62470	R3221BB 00800	Roy & Patricia Sam
62498	R3221 00900	J C Walker
62559	R3221BB 01000	John Spencer
62577	R3221BB 00900	Kim Powers
62602	R3221 01200	David & Patricia Bauer
62639	R3221 01300	Nut Tree Ranch LLC
63086	R3221 03900	Neil & Glenice Rader
63095	R3221 04000	Lawrence & Judith Anderson

OWNERFIRST	OWNERLAST	SITEADDRESS	SITECITY	SITESTATE
Gerald	Mueller	N Springbrook Rd	Newberg	OR
John & Janelle	Spencer	305 N Springbrook Rd	Newberg	OR
Rachel	Bessett	3208 E Hancock St	Newberg	OR
Carol	Newman	3214 E Hancock St	Newberg	OR
John	Read	3220 E Hancock St	Newberg	OR
Scott	Spearin	3626 Grand Oak Dr	Newberg	OR
Paul	Frampton	3616 Grand Oak Dr	Newberg	OR
David	James	3608 Grand Oak Dr	Newberg	OR
Nickolai	Beene	3600 Grand Oak Dr	Newberg	OR
Bryce	Brady	3520 Grand Oak Dr	Newberg	OR
Jacque	Consenz	3510 Grand Oak Dr	Newberg	OR
Darren	Dikeman	3511 Grand Oak Dr	Newberg	OR
Blair	Didway	3521 Grand Oak Dr	Newberg	OR
Jill	Whitehead	3611 Grand Oak Dr	Newberg	OR
Michael	Hildreth	3621 Grand Oak Dr	Newberg	OR
Scott	Petersen	3616 Red Oak Dr	Newberg	OR
Kimberly	Miller	3608 Red Oak Dr	Newberg	OR
Matthew & Rebekah	Tarkon	3611 Short Oak Dr	Newberg	OR
Jamie	Cunningham	3621 Short Oak Dr	Newberg	OR
Sandra	White	3616 Short Oak Dr	Newberg	OR
Amy	Yoder	3608 Short Oak Dr	Newberg	OR
Rachael	Hulse	111 Burl St	Newberg	OR
Darrin & Rhonda	Harding	121 Burl St	Newberg	OR
Jill	Pedden	131 Burl St	Newberg	OR
Schon	Brenner	141 Burl St	Newberg	OR
Scott	Nagle	151 Burl St	Newberg	OR
Scott	Daniel	201 Acorn St	Newberg	OR
Glenn	Howard	216 Burl St	Newberg	OR
Lynnette	Robertson	208 Burl St	Newberg	OR
Tae	No	200 Burl St	Newberg	OR
Cynthia	Ferrell	201 Burl St	Newberg	OR
Jeanene	Pehlke	211 Burl St	Newberg	OR
Brent	Hampton	221 Burl St	Newberg	OR
Cornell	Van Dordrecht	231 Burl St	Newberg	OR
Heather	Grimm	241 Burl St	Newberg	OR
Virginia	Parker	256 Royal Oak St	Newberg	OR
Lawrence	Rummel	246 Royal Oak St	Newberg	OR
Rodney	Maskew	236 Royal Oak St	Newberg	OR
Tommy	Stanley	226 Royal Oak St	Newberg	OR
Heidi	Stockwell	216 Royal Oak St	Newberg	OR
Kimberly	Obrien	200 Royal Oak St	Newberg	OR
Todd	Thomas	176 Royal Oak St	Newberg	OR
Joseph	Hempfling	166 Royal Oak St	Newberg	OR
C Todd	Wilson	156 Royal Oak St	Newberg	OR
Shauna	Williams	146 Royal Oak St	Newberg	OR
Charlene	Mendoza	136 Royal Oak St	Newberg	OR

Donald	Alloway II	121 Royal Oak St	Newberg	OR
Lawrence	Rozcicha	131 Royal Oak St	Newberg	OR
Chad	Drew	141 Royal Oak St	Newberg	OR
Kenneth & Barbara	Greenman	151 Royal Oak St	Newberg	OR
John	Wolff	161 Royal Oak St	Newberg	OR
Timothy & Camie	Mateski	171 Royal Oak St	Newberg	OR
Aaron	Reed	181 Royal Oak St	Newberg	OR
Steven	Wilkinson	191 Royal Oak St	Newberg	OR
Torey	Smith	201 Royal Oak St	Newberg	OR
Rose	Maugeri	211 Royal Oak St	Newberg	OR
Christopher	Beecher	221 Royal Oak St	Newberg	OR
Jeffrey	Wells	231 Royal Oak St	Newberg	OR
Jacob	Harris	241 Royal Oak St	Newberg	OR
Lynn	Flannigan	251 Royal Oak St	Newberg	OR
David	Andrews	261 Royal Oak St	Newberg	OR
Chehalem Parks & Recreation District		4351 E Fernwood Rd	Newberg	OR
Jeraldine	Benton	208 N Springbrook Rd	Newberg	OR
Gerald	Mueller	204 N Springbrook Rd	Newberg	OR
Linda	Stout	116 N Springbrook Rd	Newberg	OR
Lawrence	Anderson	112 N Springbrook Rd	Newberg	OR
Roy & Patricia	Sam	100 N Springbrook Rd	Newberg	OR
J	Walker	108 S Springbrook Rd	Newberg	OR
John	Spencer	*no Site Address*		OR
Kim	Powers	3202 E Hancock St	Newberg	OR
David & Patricia	Bauer	2901 E 2nd St	Newberg	OR
Nut Tree Ranch LLC		2902 E 2nd St	Newberg	OR
Neil & Glenice	Rader	3312 E Fernwood Rd	Newberg	OR
Lawrence & Judith	Anderson	3700 E Fernwood Rd	Newberg	OR

SZIPANDZIP	MAILADDRES	MAILCITY	MAILSTATE	MZIPANDZIP
97132-0000	204 N Springbrook Rd	Newberg	OR	97132-9273
97132-9263	305 N Springbrook Rd	Newberg	OR	97132-9263
97132	3208 E Hancock St	Newberg	OR	97132
97132-9284	4227 Sheldon Cir	Pleasanton	CA	94588
97132-9284	3220 E Hancock St	Newberg	OR	97132-9284
97132-7385	3626 Grand Oak Dr	Newberg	OR	97132-7385
97132-7385	3616 Grand Oak Dr	Newberg	OR	97132-7385
97132-7385	3608 Grand Oak Dr	Newberg	OR	97132-7385
97132-7385	3600 Grand Oak Dr	Newberg	OR	97132-7385
97132-7389	3520 Grand Oak Dr	Newberg	OR	97132-7389
97132-7389	3510 Grand Oak Dr	Newberg	OR	97132-7389
97132-7389	3511 Grand Oak Dr	Newberg	OR	97132-7389
97132-7389	3521 Grand Oak Dr	Newberg	OR	97132-7389
97132-7385	3611 Grand Oak Dr	Newberg	OR	97132-7385
97132-7385	3621 Grand Oak Dr	Newberg	OR	97132-7385
97132-7415	3616 Red Oak Dr	Newberg	OR	97132-7415
97132-7415	3608 Red Oak Dr	Newberg	OR	97132-7415
97132-7422	3611 Short Oak Dr	Newberg	OR	97132-7422
97132-7422	3621 Short Oak Dr	Newberg	OR	97132-7422
97132-7422	3616 Short Oak Dr	Newberg	OR	97132-7422
97132-7422	3608 Short Oak Dr	Newberg	OR	97132-7422
97132-7398	111 Burl St	Newberg	OR	97132-7398
97132-7398	121 Burl St	Newberg	OR	97132-7398
97132-7398	131 Burl St	Newberg	OR	97132-7398
97132-7398	141 Burl St	Newberg	OR	97132-7398
97132-7398	151 Burl St	Newberg	OR	97132-7398
97132-7411	201 Acorn St	Newberg	OR	97132-7411
97132-7399	216 Burl St	Newberg	OR	97132-7399
97132-7399	208 Burl St	Newberg	OR	97132-7399
97132-7399	200 Burl St	Newberg	OR	97132-7399
97132-7399	201 Burl St	Newberg	OR	97132-7399
97132-7399	Po Box 821	Rufus	OR	97050-0821
97132-7399	221 Burl St	Newberg	OR	97132-7399
97132-7399	231 Burl St	Newberg	OR	97132-7399
97132-7399	Po Box 3147	Newberg	OR	97132-5147
97132-7413	256 Royal Oak St	Newberg	OR	97132-7413
97132-7413	246 Royal Oak St	Newberg	OR	97132-7413
97132-7413	236 Royal Oak St	Newberg	OR	97132-7413
97132-7413	226 Royal Oak St	Newberg	OR	97132-7413
97132-7413	216 Royal Oak St	Newberg	OR	97132-7413
97132-7413	200 Royal Oak St	Newberg	OR	97132-7413
97132-7412	176 Royal Oak St	Newberg	OR	97132-7412
97132-7412	166 Royal Oak St	Newberg	OR	97132-7412
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97132-7412	181 Royal Oak St	Newberg	OR	97132-7412
97132-7412	191 Royal Oak St	Newberg	OR	97132-7412
97132-7413	201 Royal Oak St	Newberg	OR	97132-7413
97132-7413	211 Royal Oak St	Newberg	OR	97132-7413
97132-7413	221 Royal Oak St	Newberg	OR	97132-7413
97132-7413	231 Royal Oak St	Newberg	OR	97132-7413
97132-7413	241 Royal Oak St	Newberg	OR	97132-7413
97132-7413	251 Royal Oak St	Newberg	OR	97132-7413
97132-7413	261 Royal Oak St	Newberg	OR	97132-7413
97132-7561	125 S Elliott Rd	Newberg	OR	97132-2295
97132-9273	208 N Springbrook Rd	Newberg	OR	97132-9273
97132-9273	204 N Springbrook Rd	Newberg	OR	97132-9273
97132-9272	116 N Springbrook Rd	Newberg	OR	97132-9272
97132-9272	112 N Springbrook Rd	Newberg	OR	97132-9272
97132-9272	Po Box 3235	Newberg	OR	97132-5235
97132-7054	108 S Springbrook Rd	Newberg	OR	97132-7054
00000-0000	Po Box 228	Newberg	OR	97132-0228
97132-9284	3202 E Hancock St	Newberg	OR	97132-9284
97132-9639	33030 NE Corral Creek Rd	Newberg	OR	97132-7007
97132-9641	Po Box 820	Sebastopol	CA	95473-0820
97132-7066	3312 E Fernwood Rd	Newberg	OR	97132-7066
97132-7065	3700 E Fernwood Rd	Newberg	OR	97132-7065



As-Built	
Scale	AS SHOWN
Date	SEP 2013
Checked	W.D.S.
Drawn	H.S.S.
Design	M.D.S.

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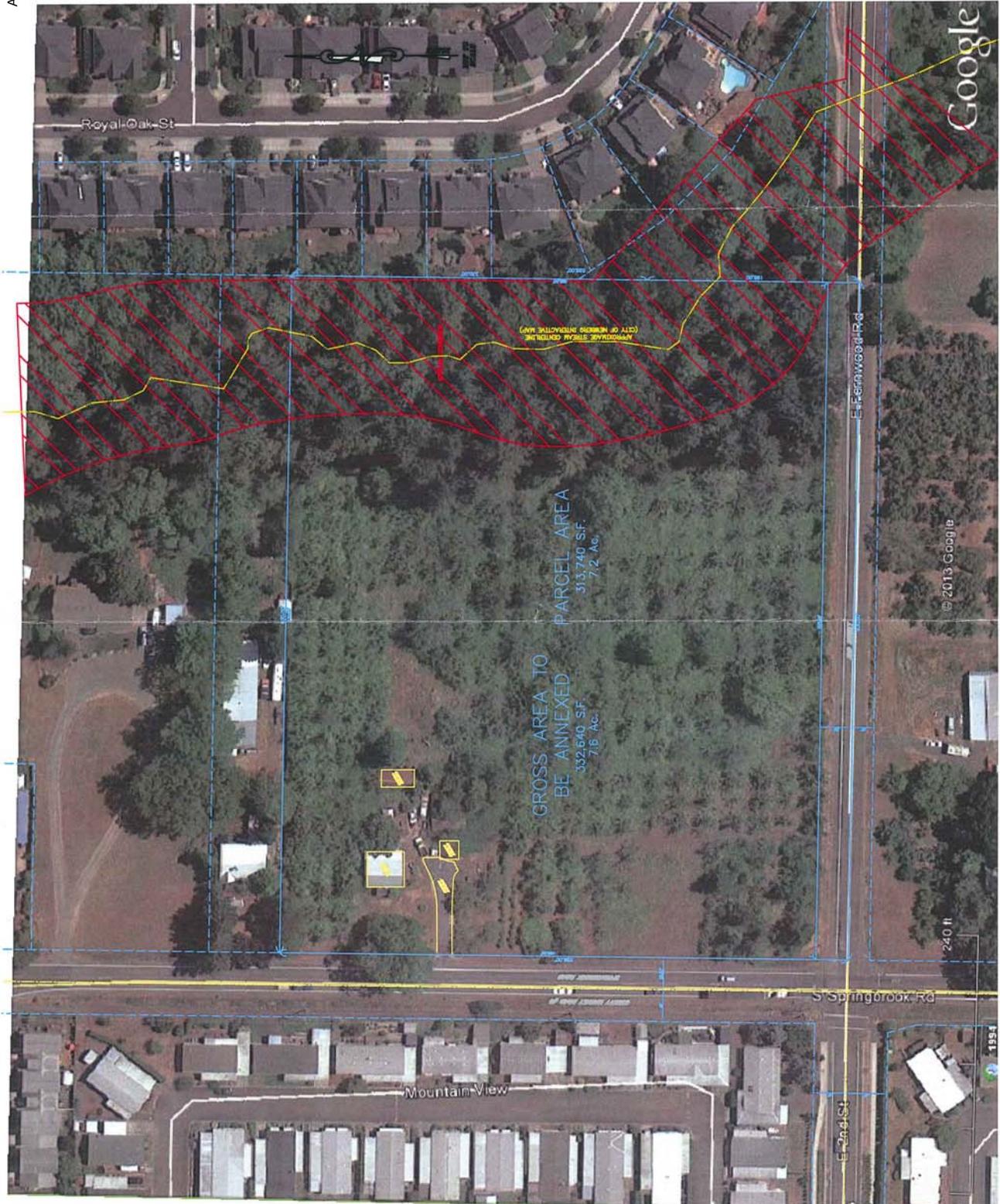
**SPRINGBROOK
ROAD
APARTMENTS**

**EXISTING
CONDITIONS
PLAN**

ENGINEERING SERVICES, INC.
1155 W. 97th St., Suite 100, Overland Park, KS 66207
TEL: 913.241.1100 FAX: 913.241.1101
www.esinc.com

MULTI/TECH

ATTACHMENT 11



DEVELOPMENT
CONCEPT
PLAN

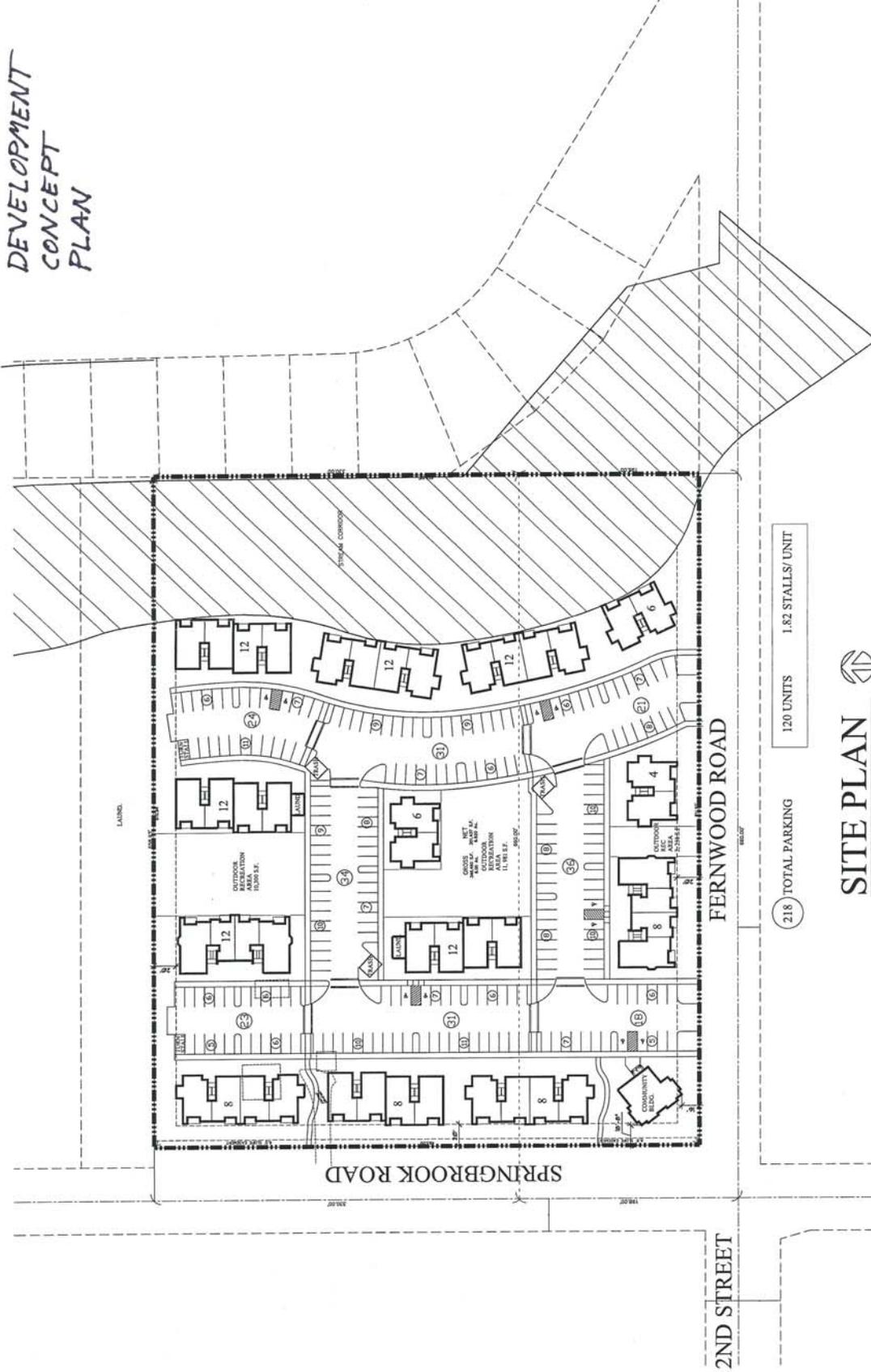
SCOTT R. BECK
ARCHITECT
361 N.E. Third Avenue
Cany, Oregon 97013
(503) 266-9270

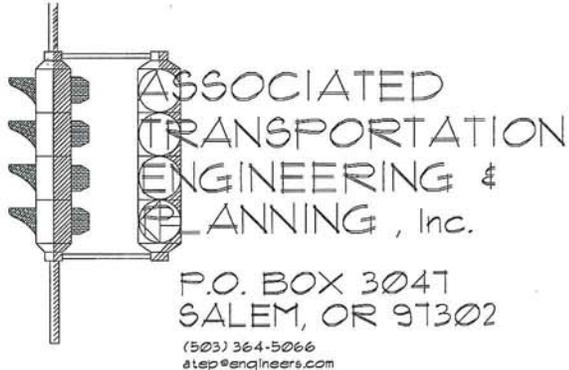
APARTMENTS ON SUNNYBROOK
SUNNYBROOK RD. & FERNWOOD RD.
NEWBERG, OREGON
DEVELOPERS:
SOTHUN & SMITH
P.O. BOX 21209
NEWBERG, OR 97137, TEL. (503) 390-2900

SITE PLAN

DATE: 10/20/11
SCALE: 1"=40'
DRAWN: E.B.S.
JOB NO: 1111

A1.1A





MEMORANDUM

DATE: October 3, 2013

TO: Mark Grenz, Multitech Service

FROM: Richard Woelk P.E., T.E. 

PROJECT: Apartments on Springbrook

SUBJECT: Left turn lane at Springbrook and Fernwood Rd intersection

Mark – as per the request from Steve Olson of the City of Newberg this memo describes the requirements for left turn lanes on Fernwood Road at Sunnybrook Road.

In reviewing the Traffic Design Report for Phase 1 of the Bypass prepared by ODOT, they analyzed the intersection without left turns on Fernwood Road. The requirements for the installation of a protected or protected/permissive left turn are outlined in the ODOT Signal Design manual Section IV Left Turn Signals. The following is a copy of Section IV and below I have shown the actual calculations required for the analysis.

Section IV. Turn Signals

Left and right turns at signalized intersections may be made in a protected-only mode, a protected-permissive mode, or a permissive mode.

A protected left turn is a vehicle movement made in the absence of conflicting vehicular and pedestrian movements and generally during the display of a steady green arrow. The term permissive phasing refers to turning movements made on a circular green or flashing yellow arrow indication after yielding to

vehicles and pedestrians.

A.

Left-Turn Phasing

The selection of the most appropriate form of left turn phasing should be supported by an engineering study that, at a minimum, investigates the considerations be low. These guidelines are written in the suggested order that an analyst might evaluate the left turn phasing options, (i.e., protected only, and protected/permissive). *If neither of those forms of left turn phasing is warranted, then permissive phasing is assumed to be appropriate.* As with other forms of traffic control, an effort should be made to identify the least restrictive form of intersection control that will safely accommodate all users.

1) Protected Only Left-Turn Phasing

- a) Protected only left-turn phasing shall be used when an engineering study indicates sight distance to oncoming traffic is less than the distances below.

Posted Speed (MPH)	Required Sight Distance (ft) One Opposing Through Lane	Required Sight Distance (ft) Two Opposing Through Lane
20	165	180
25	205	225
30	245	270
35	285	310
40	325	355
45	365	400
55 (*)	425	465
55 (*)	495	540

Source: A policy on Geometric Design of Highways and Streets 2001 Fourth Edition, AASHTO – Table 9-67.

(*) – For speeds higher than 45 mph, the Stopping Sight Distance (higher value from Table 9-67)

is used instead of Intersection

Sight Distance.

The above table is based on the AASHTO intersection sight distance for passenger cars. If the left turning traffic has a high percentage of trucks consult Tables 9-66 & 9-67 of “A policy on Geometric Design of Highways and Streets” 2001, Fourth Edition, AASHTO.

- b) Protected only left-turn phasing should be considered when an engineering study indicates one of the following conditions are present. Intersection capacity and
- 1) Crash history indicates 5 or more left-turning type crashes per approach in a consecutive 12-month period within the last three years (include left-turning crashes involving pedestrians). *TIA indicates 2 accidents within a 12 month period)*
 - 2) The signal is located in a traffic signal system and lead/lag phasing is required for efficient operation but a flashing yellow arrow display cannot be installed.
 - 3) Left-turn volume routinely exceeds 300 vehicles per hour or the product of opposing and left-turn hourly volumes exceeds: *See calculations below*
 - 150,000, if there is one opposing lane, or
 - 300,000, if there are two opposing lanes.
 - Where there is a significant lane imbalance, twice the highest single lane volume can be substituted for the total opposing hourly volume when making this calculation.
 - 4) The posted speed of opposing traffic exceeds 45 mph.
 - 5) The left-turn movement crosses three or more lanes of opposing through traffic.
 - 6) Multiple left-turn lanes are provided.
 - 7) U-turns are permitted

The numbers below were taken from the attached Syncho worksheet taken from the Newberg-Dundee Bypass Year 2016 Phase 1 report:

$$\text{EBL} + \text{EBT} + \text{EBR} = 190 \text{ vehicles, Opposing volumes } \text{WBL} + \text{WBT} + \text{WBR} = 160 + 65 + 19 = 244$$

$$\text{EBL} = 55 * 244 = 13,420 < 150,000 \text{ does not meet requirement.}$$

$$\text{WBL} + \text{WBT} + \text{WBR} = 195 \text{ vehicles, Opposing LT volumes} = 160 * 195 = 31,200 < 150,000$$

Does not meet the requirement.

Based on this analysis and the ODOT report, no left turn is required for Fernwood Road on the East and West legs.

If you have any other questions or comments, please contact me at 503.931.3770 or the office 503.364.5066.

Lanes, Volumes, Timings
2: Fernwood Rd & Springbrook Rd

7/22/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	55	85	55	160	65	19	20	425	131	45	570	50
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	600		0	300		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99			0.99			1.00	1.00
Frt		0.962			0.990			0.965			0.988	
Flt Protected		0.986			0.968		0.950			0.950		
Satd. Flow (prot)	0	1591	0	0	1655	0	1599	1607	0	1599	1657	0
Flt Permitted		0.856			0.599		0.238			0.267		
Satd. Flow (perm)	0	1377	0	0	1014	0	400	1607	0	449	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			4			17			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3889			4233			2397			1597	
Travel Time (s)		88.4			96.2			54.5			36.3	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	62	96	62	180	73	21	22	478	147	51	640	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	274	0	22	625	0	51	696	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		15	15		15	15		15	15		15
Number of Detectors	2	2		2	2		2	1		2	1	
Detector Template	Left	Left		Left	Left		Left	Thru		Left	Thru	
Leading Detector (ft)	78	78		78	78		78	183		78	183	
Trailing Detector (ft)	2	2		2	2		2	177		2	177	
Detector 1 Position(ft)	2	2		2	2		2	177		2	177	
Detector 1 Size(ft)	16	16		16	16		16	6		16	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	72	72		72	72		72			72		
Detector 2 Size(ft)	6	6		6	6		6			6		
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0			0.0		
Turn Type	Perm			Perm			D,P+P			D,P+P		

Newberg-Dundee Bypass Year 2016 Phase 1 Scenario
TST

Synchro 8 Report
Page 5

Associated Transportation Engineering & Planning, Inc

Apartments on Springbrook TIA

Traffic Impact Analysis

9/25/2013

Traffic Impact Analysis

Apartments on Springbrook

Newberg, Oregon

Prepared for:
Multi/Tech Engineering
Newberg Oregon, Oregon



Prepared by:
Associated Transportation Engineering & Planning, Inc. (ATEP)
PO Box 3047
Newberg Oregon, OR 97302

13-285

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APPENDIX

Appendix A –Traffic Counts

Appendix B –2013 Traffic Level Of Service Calculations

Appendix C – 2013 Apartments on Springbrook Total Traffic Calculations

Appendix D - 2016 Total Traffic Level of Service Calculations

TRANSPORTATION ANALYSIS
APARTMENTS ON SPRINGBROOK

LOCATED IN
NEWBERG, OREGON

INTRODUCTION

This document provides the assumptions and the conclusions of engineering analysis used for this Traffic Impact Analysis (TIA) for the Apartments on Springbrook. The property is located in Newberg Oregon on the northeast corner of SE Springbrook Road and Fernwood Road. The site has frontage on the east side of Springbrook Rd and on the north side of Fernwood Road. The eight acre site is zoned VLDR-1 (Very Low Density Residential-1 acre minimum) and will be annexed into the City with an R-3 zone which allows a maximum of 21.8 units per acre. The address is 108 Springbrook Road, Yamhill County Tax Map-3221/900.

This study responds to the City of Newberg scope of work for this TIA. Because no land use action is required to approve this development, the TIA examines current (2013) traffic conditions at development and in (2016) after development of the Dundee/Newberg Bypass.

The theme of this transportation analysis is to assess the transportation impacts from the proposed development on the surrounding street network based on three different scenarios:

- First, the current conditions within the study area;
- Second, the impact of development of the property with the existing land use, Existing, 2016.

The format used in this report was established in conversations Barton Brierley, AICP, Planning and Building Director, City of Newberg Oregon.

Specific traffic related issues discussed in this report include:

- Traffic analysis for the study area
- Existing land use and traffic conditions in the project area
- Existing land use and opening year traffic conditions in the project area
- Trip Generation estimates for the Apartments on Springbrook
- Site access locations and operations
- Safety considerations at the site access locations including, but not limited to sight distance analysis, turn lane and channelization needs

This report was prepared using the latest land use and transportation data available from the City of Newberg Oregon.

REPORT METHODOLOGY

Evening peak period turning movement traffic counts were conducted for this analysis and were used as a basis for this report. These traffic counts taken during the p.m. peak hour on May 8th and May 17, 2013 indicated that the evening peak hour was from 4:50 to 5:50 p.m. at Fernwood and Brutscher and 4:30 to 5:30 at Springbrook Rd and Fernwood Road.

The operating characteristics at each of the key signalized and unsignalized intersections during the peak periods were examined using the methods outlined in the 2010 Highway Capacity Manual utilizing the PTV Vistro computer software. The operating characteristics examined included the average vehicle delay, volume to capacity (v/c) ratio, level of service, and estimated queue length.

ASSUMPTIONS

Site Access Points

Access to the site will be from two improved driveways onto Fernwood Road. See Figure 1

INTERSECTION ANALYSIS ASSUMPTIONS

In order to analyze each intersection, there were certain common assumptions made. These assumptions, in general, are as follows:

1. Existing traffic signal timings* were used where the intersection level of service determined was level of service "D" or better. *(provided by the State of Oregon)
2. Peak hour factors used based on existing traffic counts ranged from 0.88 to 0.95 for the peak hour.
3. Truck percentages used in the analysis were based on the truck counts performed during turning movement counts.
4. Each intersection operates as an isolated intersection.

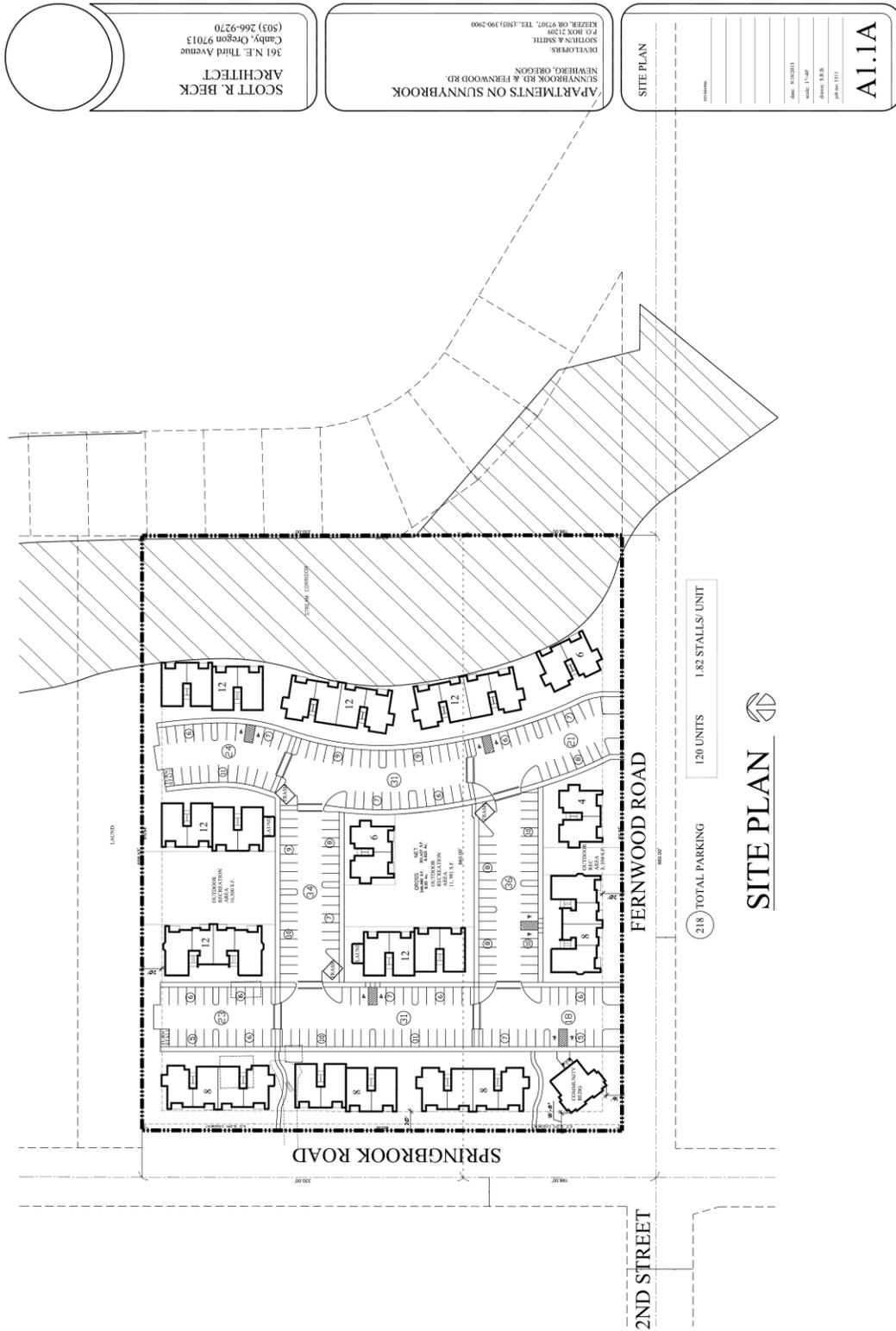


Figure 1 – Site Map

INTERSECTION ANALYSIS PROCEDURE

The analysis of the key intersections included three different traffic scenarios for the peak periods. These scenarios include:

- Scenario 1 - Existing Conditions
- Scenario 2 - Existing Conditions with the proposed development
- Scenario 2 – 2016 Conditions with Phase 1 of the Dundee/Newberg Bypass

SUMMARY OF FINDINGS

Based on the analysis found later in this report, the following findings are made:

- The intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the Apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete.

SCENARIO 1 – EXISTING TRAFFIC

EXISTING ROADWAYS

Table 1 - Existing Roadway Characteristics

Street	Classification	Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On-Street Parking
SE Springbrook Rd	Minor Arterial	2	35	No	No	No
Fernwood Road	Major Collector	2	25	No	No	No
Brutscher St.	Minor Collector	2	25	Yes	Yes	No

PEAK HOUR TRAFFIC VOLUMES AND OPERATIONS

Morning and evening peak hour turning movement traffic counts were conducted at the key intersections for the preparation of this report. These counts indicate the peak was from 4:50 to 5:50 p.m.

Upon review of these peak hour traffic counts, the p.m. peak period was determined to be the most critical time in terms of traffic impacts at the intersections in the study area.

LEVEL OF SERVICE

All level-of-service (LOS) analysis described in this report was performed in accordance with the procedures stated in the *2010 Highway Capacity Manual*. The appendix also indicates how level-of-service is measured and what is generally considered to be the acceptable range of level-of-service.

To ensure that this analysis was based on a worst-case scenario, the peak 15-minute flow rate during each of the study periods was used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during all other weekday time periods and throughout the weekend will likely operate under better conditions than described in this report.

Figure 2 shows the intersections included in the analysis. Figure 3 illustrates the lane configuration and Traffic Control. Figures 4 and 5 illustrate the volumes at the study intersections during the weekday peak hours.

Table 2 shows, during the peak periods the study intersections operates at acceptable level of service and v/c ratio.

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Version 2.00-01

Apartments on Sunnybrook Road

ATEP
9/27/2013

Study Intersections



Scenario 1: Scenario 2 w Newberg Apartments

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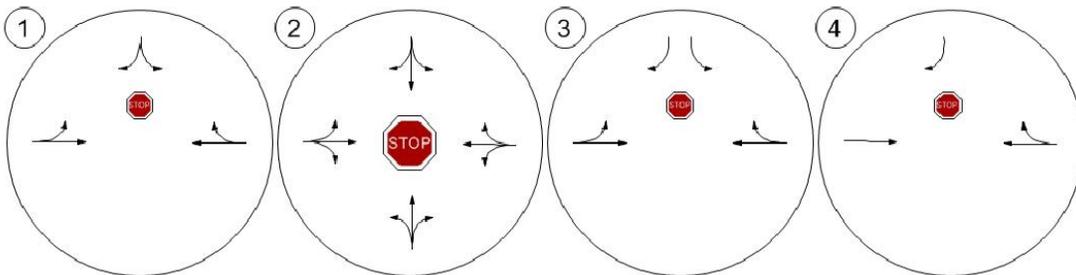
Figure 2 -Study Intersections

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Version 2.00-01

Apartments on Sunnybrook Road

ATEP
9/27/2013

Lane Configuration and Traffic Control



Scenario 1: Scenario 2 w Newberg Apartments

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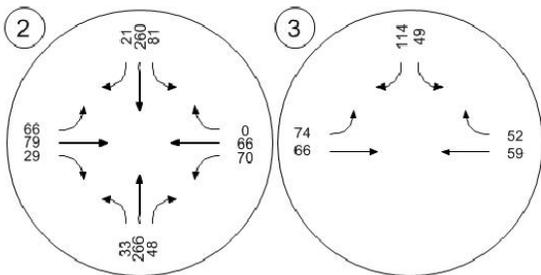
Figure 3 - Lane Configuration and Traffic Control

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Apartments at Sunnybrook

ATEP
9/27/2013

Traffic Volume - Base Volume



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RL Woelk

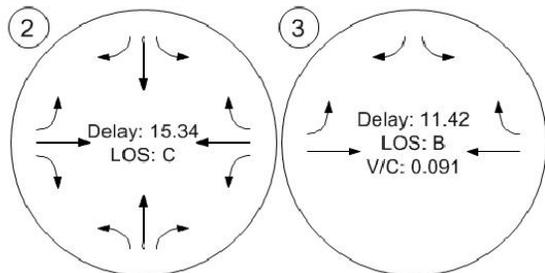
Figure 4 – 2013 Base Peak Traffic Volumes

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Apartments at Sunnybrook

ATEP
9/27/2013

Traffic Conditions



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RL Woelk

Figure 5 - Existing Peak Level of Service

Table 2 - 2013 Peak Level of Service

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Version 2.00-01		9/27/2013
Apartments at Sunnybrook		
Vistro File:	Scenario 2: Scenario 1	Existing w/o Newberg Apts
Report File: F:\...\Scenario 1 WO Newberg Apartments.pdf		9/27/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Springbrook Rd at Fernwood Rd.	All-way stop	HCM2010	SBT		15.3	C
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.091	11.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

SAFETY ANALYSIS

The Crash Data Unit of the Oregon Department of Transportation supplied accident data for the five year period between 2008 and 2012. During that period no accidents were recorded at the Fernwood Rd and Brutscher St intersection. Table 3 shows the accidents recorded at the Springbrook/Fernwood Rd intersection.

Table 3 - 2008 to 2012 Accident Records

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE Fernwood Road @ Springbrook Road / 2nd Street January 1, 2008 through December 31, 2012														
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: 2012														
REAR-END	0	1	0	1	0	3	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	2	0	2	0	2	0	0	2	1	1	2	0	0
2012 TOTAL	0	3	0	3	0	5	0	0	3	2	1	3	0	0
YEAR: 2011														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2011 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2010														
REAR-END	0	1	0	1	0	3	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2010 TOTAL	0	1	1	2	0	3	1	1	1	2	0	2	0	0
YEAR: 2009														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2009 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	6	1	7	0	10	1	3	4	6	1	7	0	0

Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers 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.

Table 2 indicates that 10 accidents occurred at the intersection of Springbrook Rd at Fernwood Rd between

2008 and 2012.

SCENARIO 2 – PROPOSED DEVELOPMENT

Under this scenario, the entire site would be developed as R3 Multifamily Apartments which would be comprised of 120 units. For the purposes of this report the total development of the site was considered. This was done to show as near as possible the total impact of the development on the surrounding street system.

TRIP GENERATION

Estimates of total daily peak hour driveway volumes for the existing uses were developed from empirical observations at many similar-sized facilities located throughout the United States. These empirical observations are summarized in a standard reference manual published by the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition* and the procedures and data provided in the *ITE Trip Generation Handbook*.

Estimating the number of vehicle trip ends that will be generated by the proposed development is of prime importance in order to accurately assess the impacts of development on the road network.

The figures shown in Table 4 below, represent the expected number of vehicle trip ends to be generated by the proposed development on a daily p.m. peak hour basis based on the mathematical regression equations found in Section 220 of the *Trip Generation Manual (9th Edition)*. This development is expected to generate approximately 851 trips per day

Land Use	Size	Peak Hour	
		Entry	Exit
220 - Apartments	120 Dwelling Units	55	29

For the purposes of this analysis, it is assumed that none of the home related person trips will be made by mass transit. This assumption ignores the recent statewide projections that 4-6 percent of all home based person trips for purposes unrelated to work will be made by transit. Therefore, this assumption tends to cause the analysis to reflect a worst-case condition, and over estimate the traffic impacts associated with this development.

TRIP DISTRIBUTION

The trip distribution for this report was determined from the traffic volumes shown in the field observation and review of the *Phase 1 Technical Report Addendum, Kittelson & Associates, Inc., September 2011*. See Figure 6.

Generated with PTV VISTRO

Apartments on Sunnybrook Road

ATEP

Version 2.00-01

9/27/2013

Trip Distribution



Scenario 1: 1: Scenario 2 ; w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

Figure 6 - Trip Distribution

The site-generated traffic shown in Figure 7 were combined with the 2013 base traffic volumes shown in Figure 4 to arrive at the total traffic for the proposed peak period shown in Figure 8. Figure 9 shows the level of service for each of the studied intersections with the Apartments on Springbrook.

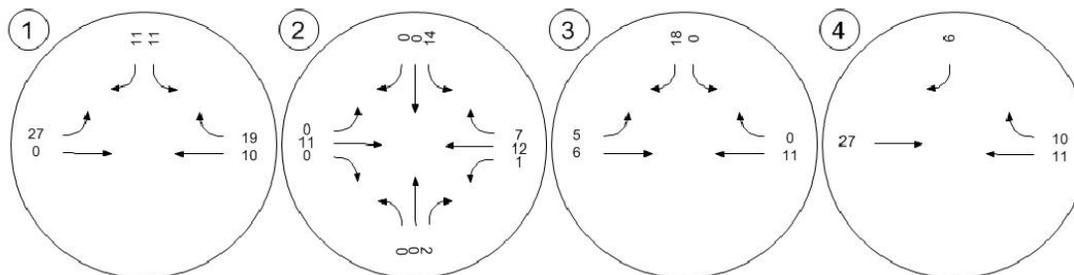
Peak hour level of service was determined at the intersections within the study area for the development of the site under the existing land use plan designations.

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Version 2.00-01

Apartments on Sunnybrook Road

ATEP
9/27/2013

Traffic Volume - Net New Site Trips



Scenario 1: Scenario 2 w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

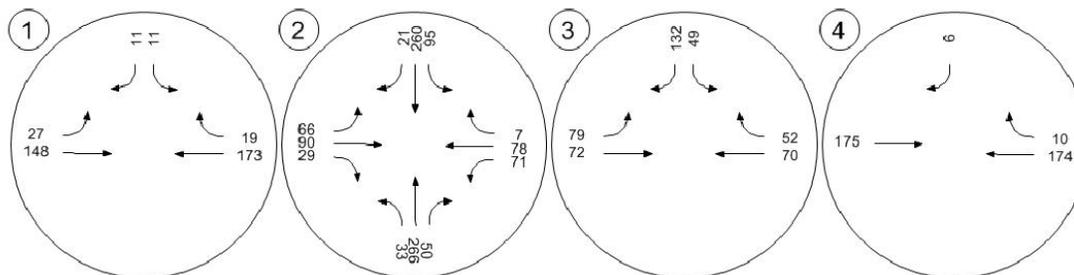
Figure 7 – Site Generated Peak Volumes

Generated with **PTV VISTRO**
Version 2.00-01

Apartments on Sunnybrook Road

ATEP
9/27/2013

Traffic Volume - Future Total Volume



Scenario 1: Scenario 2 : w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

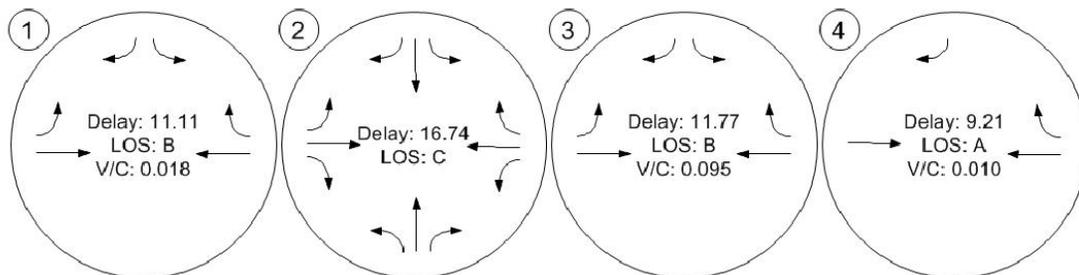
Figure 8 – Total Peak Hour Volumes

Generated with **PTV VISTRO**
Version 2.00-01

Apartments on Sunnybrook Road

ATEP
9/27/2013

Traffic Conditions



Scenario 1: Scenario 2 w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

Figure 9 – Total Peak Volumes Level of Service

Table 5 -Level of Service with the Apartments on Springbrook

Generated with **PTV VISTRO** Apartments on Sunnybrook Road ATEP
 Version 2.00-01 9/27/2013
 Apartments on Sunnybrook Road
 Vistro File: Scenario 1: Scenario 2 w Newberg Apartments
 Report File: F:\...\Scenario 2 with Newberg Apartments.pdf 9/27/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Fernwood Rd at Site Driveway	Two-way stop	HCM2010	SBL	0.018	11.1	B
2	Springbrook Rd at Fernwood Rd.	All-way stop	HCM2010	SBT		16.7	C
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.095	11.8	B
4	Fernwood RI/RO	Two-way stop	HCM2010	SBR	0.010	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Table 5 indicates that if the property were developed as proposed all of the intersections studies would operate at acceptable Mobility Standards for the current year.

SCENARIO 3 – Future 2016 with the Apartments on Springbrook

This scenario assumes that planned Apartments on Apartments on Springbrook is built and occupied and that the Newberg/Dundee Bypass is constructed and operational. Volumes used in the Scenario were taken from the *Phase 1 Technical Report Addendum, Kittelson & Associates, Inc., September 2011, figure 3A*. It is assumed that the volumes shown in Figure 3A do not include the volumes for the Apartments on Springbrook project.

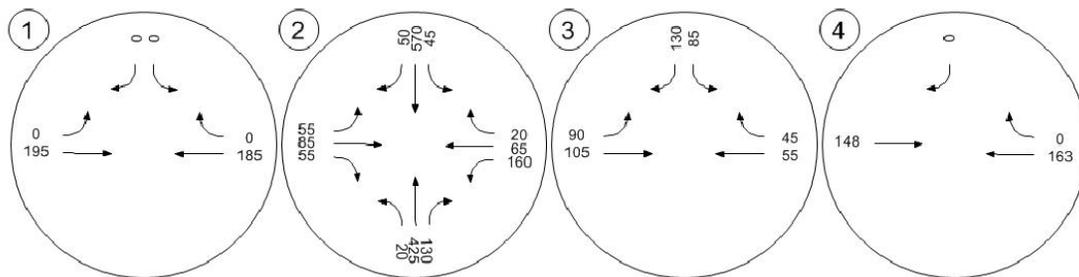
Figure 10 indicates the 2016 volumes shown in Figure 7 of the *Traffic Design Report Phase 1 of the Bypass Report, Kittelson & Associates, Inc., July 17, 2012*

Generated with **PTV VISTRO**
Version 2.00-01

Apartments on Springbrook

ATEP
9/30/2013

Traffic Volume - Base Volume



Report File: F:\...\Scenario 3 2016 with Apartments.pdf
RL Woelk

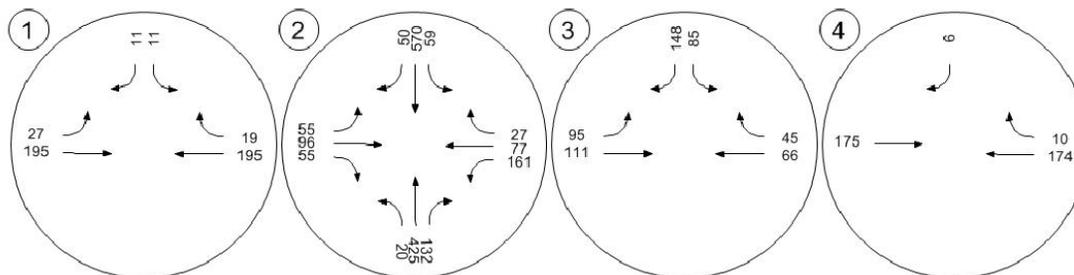
Figure 10 - 2016 Peak Volumes

Generated with **PTV VISTRO**
Version 2.00-01

Apartments on Springbrook

ATEP
9/30/2013

Traffic Volume - Future Total Volume



Report File: F:\...\Scenario 3 2016 with Apartments.pdf
RL Woelk

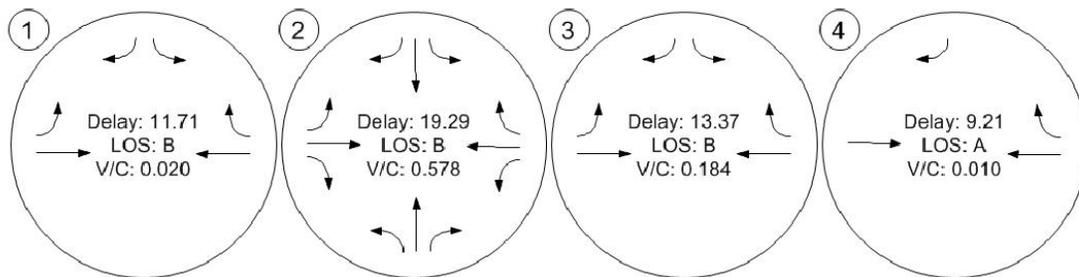
Figure 11 - Total 2016 Peak Volumes

Generated with **PTV VISTRO**
Version 2.00-01

Apartments on Springbrook

ATEP
9/30/2013

Traffic Conditions



Report File: F:\...\Scenario 3 2016 with Apartments.pdf
RL Woelk

Figure 12 - 2016 Level of Service

Table 6 - 2016 Peak Hour Level of Service

Generated with **PTV VISTRO** Apartments on Springbrook ATEP
 Version 2.00-01 9/30/2013
 Apartments on Springbrook
 Vistro File: Scenario 3: 3: Scenario 3 2016 Phase 1 Newberg Bypass w
 apts
 Report File: F:\...\Scenario 3 2016 with Apartments.pdf 9/30/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Fernwood Rd at Site Driveway	Two-way stop	HCM2010	SBL	0.020	11.7	B
2	Springbrook Rd at Fernwood Rd.	Signalized	HCM2010	WBL	0.578	19.3	B
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.184	13.4	B
4	Fernwood RI/RO	Two-way stop	HCM2010	SBR	0.010	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Signal Warrant Analysis

Preliminary signal warrant analysis was performed at the site driveway, Fernwood and Brutscher intersections to evaluate the potential need for new traffic signals.

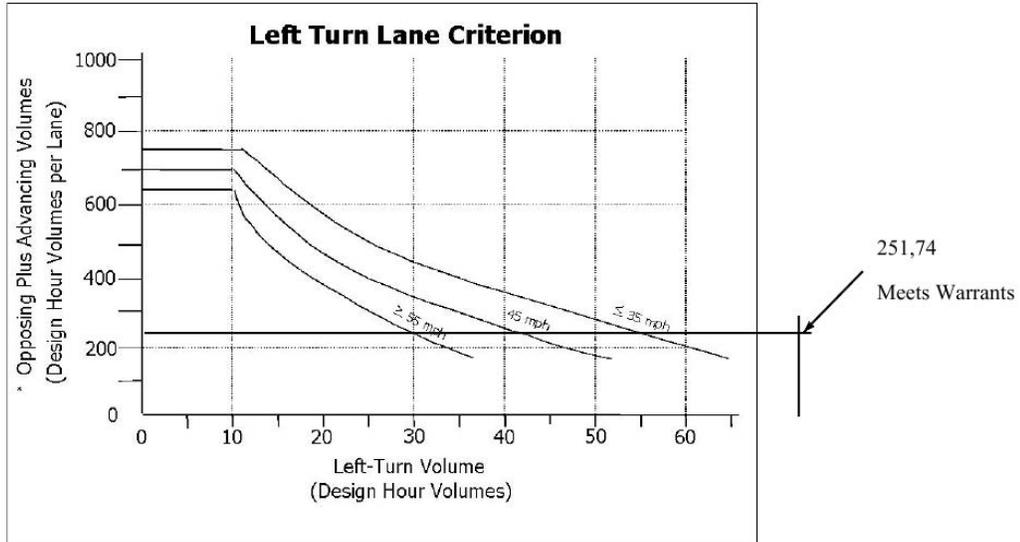
The Manual on Uniform Traffic Control Devices (MUTCD) lists nine traffic signal warrants to determine the need for a traffic signal at a particular intersection. Many of these warrants address specific concerns (e.g., school crossings, railroad crossings, etc.) and several are based strictly on vehicular volumes. No special concerns exist at these locations, therefore the primary consideration for a traffic signal at this location relates to traffic volumes and delay.

These two intersections did not meet Preliminary signal warrants for any of the Scenarios listed in this report. See individual scenario appendix for detailed analysis.

LEFT TURN WARRANTS

Table 7 – Scenario 1 Left Turn Warrant Analysis

Figure 7-1 Left Turn Lane Criterion (TTI)

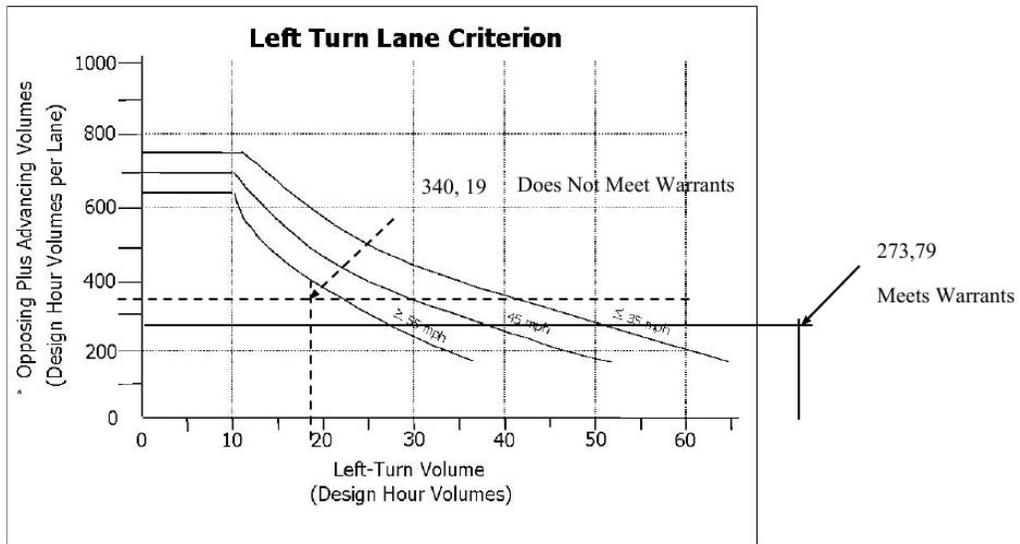


*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Fernwood Rd at Brutscher St.

Table 8 - Scenario 2 Left Turn Warrants

Figure 7-1 Left Turn Lane Criterion (TTI)



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

Fernwood Rd at Brutscher St.

Fernwood Rd at Main Site Driveway

Tables 7 and 8 indicate that the intersection of Fernwood Rd at Brutscher St meets the requirements for the installation of left turn pockets with or without the proposed Apartments on Springbrook

QUEUE ANALYSIS

Table 9 - Queue Analysis

	Eastbound	Southbound	Northbound	Westbound
Sunnybrook Rd at Fernwood RD	LTR	Left	Left	LTR
95th %ile Back of Queue [ft]	240	100	575	350

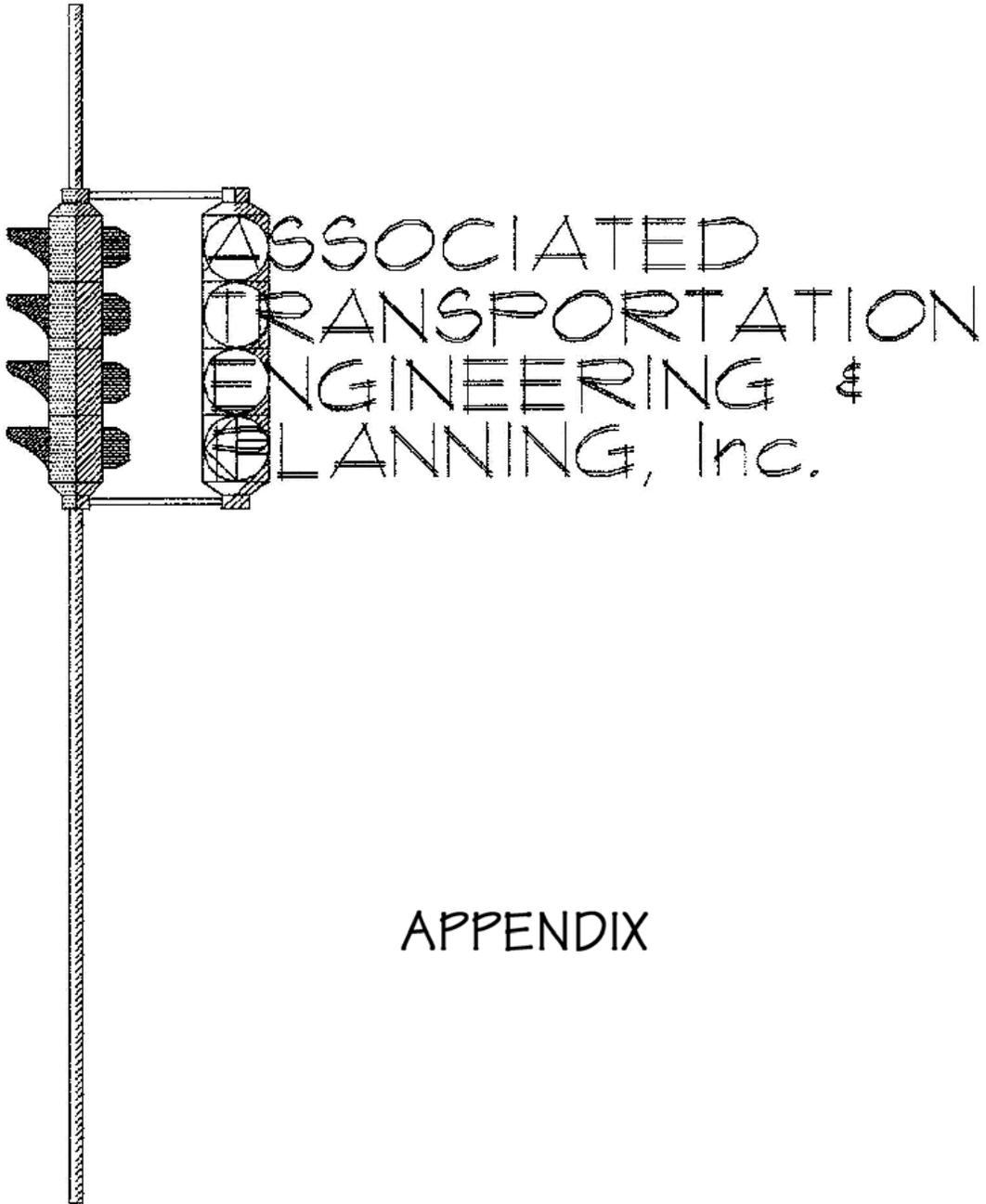
FINDINGS

The intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the Apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete. Queue analysis indicates that the main site driveway is located outside of the westbound queue (450 ft) in 2016.

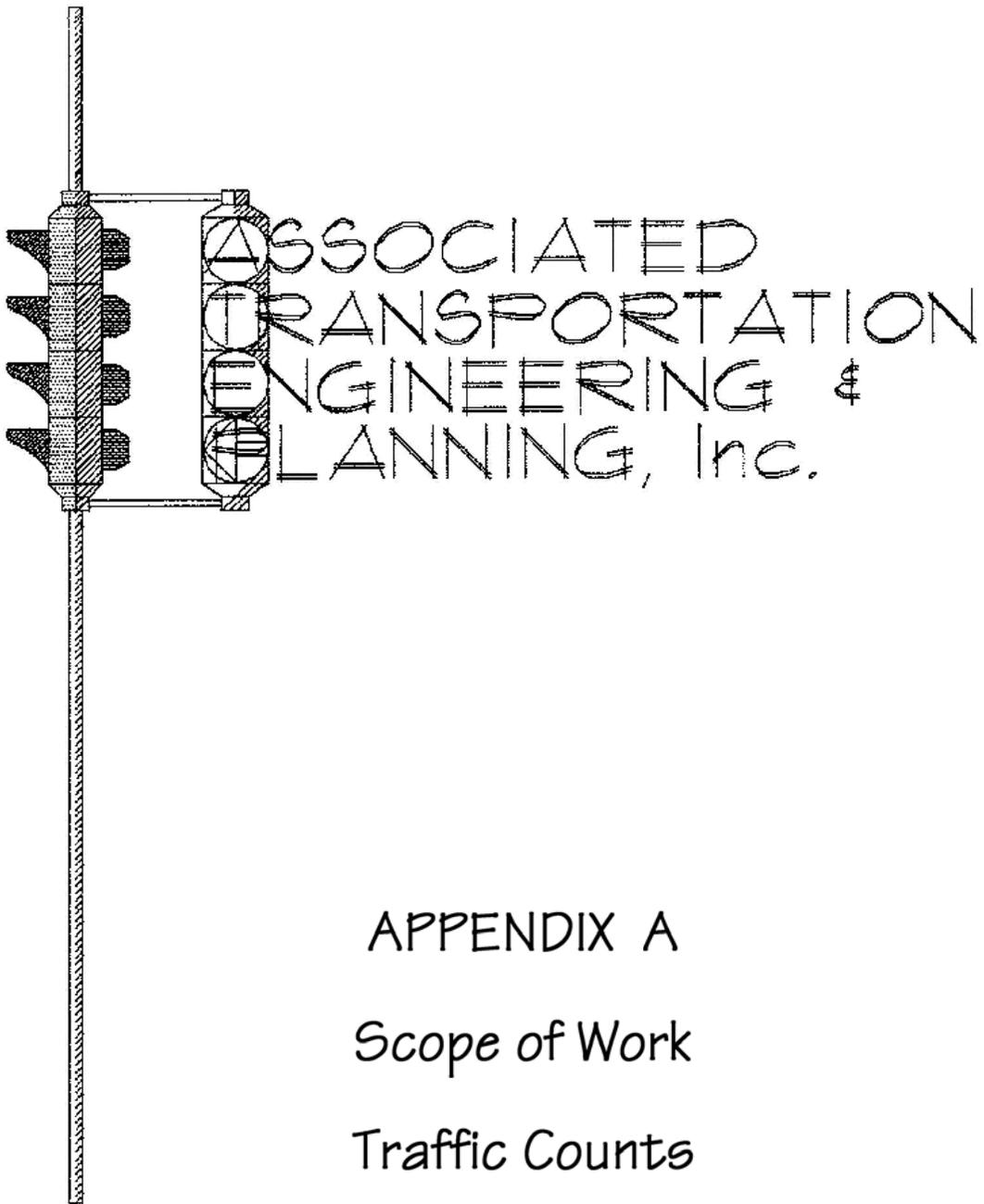
RECOMMENDATIONS

It is recommended that:

- The Apartments on Springbrook be developed with two driveways. The westerly driveway be developed as a right in and right out driveway.



APPENDIX



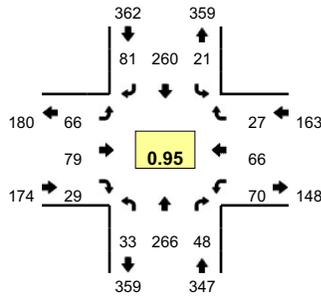
APPENDIX A
Scope of Work
Traffic Counts

Type of peak hour being reported: Intersection Peak

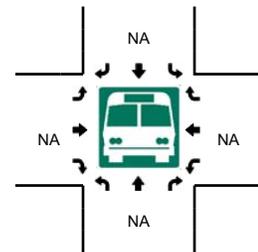
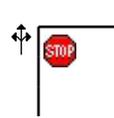
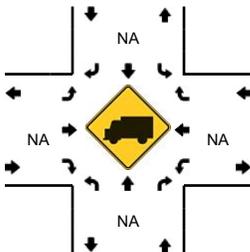
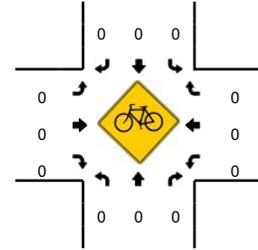
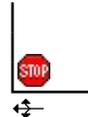
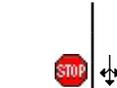
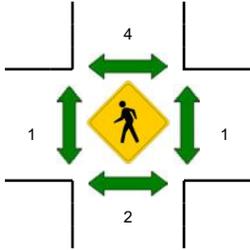
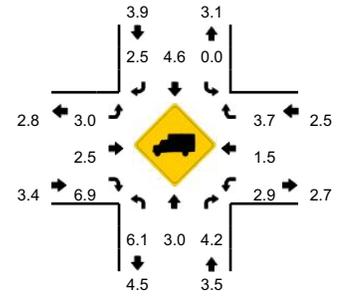
Method for determining peak hour: Total Entering Volume

LOCATION: S Springbrook Rd -- E 2nd St/E Fernwood Rd
CITY/STATE: Newberg, OR

QC JOB #: 11333301
DATE: Tue, Sep 17 2013



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



5-Min Count Period Beginning At	S Springbrook Rd (Northbound)				S Springbrook Rd (Southbound)				E 2nd St/E Fernwood Rd (Eastbound)				E 2nd St/E Fernwood 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	31	2	0	1	18	5	0	7	13	3	0	11	5	1	0	97	
4:05 PM	3	20	4	0	2	18	4	0	8	8	6	0	6	6	0	0	85	
4:10 PM	2	18	3	0	3	25	6	0	7	6	2	0	5	6	0	0	83	
4:15 PM	1	14	3	0	1	22	2	0	5	11	3	0	4	2	0	0	68	
4:20 PM	2	20	3	0	0	28	8	0	3	3	2	0	3	13	3	0	88	
4:25 PM	1	19	3	0	1	15	2	0	4	4	2	0	6	5	0	0	62	
4:30 PM	6	27	7	0	3	14	8	0	6	3	6	0	4	4	2	0	90	
4:35 PM	4	32	5	0	0	21	4	0	7	5	3	0	5	3	0	0	89	
4:40 PM	3	25	3	0	3	29	3	0	4	4	1	0	2	6	2	0	85	
4:45 PM	3	17	3	0	1	24	7	0	1	5	4	0	9	8	5	0	87	
4:50 PM	6	21	5	0	1	21	7	0	6	8	1	0	9	5	3	0	93	
4:55 PM	1	15	3	0	0	22	7	0	6	10	1	0	7	6	1	0	79	1006
5:00 PM	2	25	3	0	0	19	8	0	7	9	1	0	10	2	4	0	90	999
5:05 PM	1	12	1	0	4	17	11	0	0	9	4	0	7	6	2	0	74	988
5:10 PM	2	25	3	0	1	22	5	0	4	7	5	0	4	4	3	0	85	990
5:15 PM	3	17	5	0	2	22	3	0	9	10	2	0	6	5	1	0	85	1007
5:20 PM	2	27	6	0	4	25	10	0	7	4	1	0	1	9	1	0	97	1016
5:25 PM	0	23	4	0	2	24	8	0	9	5	0	0	6	8	3	0	92	1046
5:30 PM	1	18	9	0	2	21	6	0	3	8	2	0	7	5	3	0	85	1041
5:35 PM	1	23	1	0	0	23	8	0	4	4	2	0	4	6	2	0	78	1030
5:40 PM	1	24	3	0	3	24	5	0	4	15	2	0	2	4	1	0	88	1033
5:45 PM	0	19	5	0	3	25	4	0	4	5	1	0	3	6	1	0	76	1022
5:50 PM	1	13	2	0	1	24	8	0	4	4	1	0	3	9	1	0	71	1000
5:55 PM	1	25	3	0	4	19	9	0	4	5	0	0	8	6	1	0	85	1006
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	20	268	60	0	32	284	84	0	100	76	12	0	52	88	20	0	1096	
Heavy Trucks	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Appendix B

Intersection: Brutscher at Fernwood

PM Peak Hour Turning Movement Volumes

Count Date:

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				EBR
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	
<u>Total up to the end (15 minute total)</u>													
4:00 - 4:15 F	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30 F	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45 F	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00 F	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15 F	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30 F	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45 F	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00 F	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>15 Minute</u>	<u>SBR</u>	<u>SBT</u>	<u>SBL</u>	<u>Trucks</u>	<u>WBR</u>	<u>WBT</u>	<u>WBL</u>	<u>Trucks</u>	<u>NBR</u>	<u>NBT</u>	<u>NBL</u>	<u>Trucks</u>	<u>EBR</u>
4:00 - 4:15 F	24	0	10	0	8	18	0	0	0	0	0	0	0
4:15 - 4:30 F	20	0	13	0	13	18	0	0	0	0	0	0	0
4:30 - 4:45 F	28	0	8	0	16	12	0	0	0	0	0	0	0
4:45 - 5:00 F	26	0	19	0	13	17	0	0	0	0	0	0	0
5:00 - 5:15 F	27	0	12	0	10	17	0	0	0	0	0	0	0
5:15 - 5:30 F	33	0	10	0	13	13	0	0	0	0	0	0	0
5:30 - 5:45 F	24	0	16	0	11	14	0	0	0	0	0	0	0
5:45 - 6:00 F	27	0	14	0	14	8	0	0	0	0	0	0	0
<u>Hourly Total by 15 minutes</u>													
4:00 - 5:00 F	98	0	50	0	50	65	0	0	0	0	0	0	0
4:15 - 5:15 F	101	0	52	0	52	64	0	0	0	0	0	0	0
4:30 - 5:30 F	114	0	49	0	52	59	0	0	0	0	0	0	0
4:45 - 5:45 F	110	0	57	0	47	61	0	0	0	0	0	0	0
5:00 - 6:00 F	111	0	52	0	48	52	0	0	0	0	0	0	0
Peak Hour 4:30 - 5:30 PM	114	0	49	0	52	59	0	0	0	0	0	0	0
Peak Hour F	3	36	36			28	28		-	-			
		45	45			30	30		-	-			
		39	39			27	27		-	-			
		43	43			26	26		-	-			
		45				30			-				

Peak Hour Factor 0.91 | 0.93 | 0.00 |

September 11, 2013

74 52

EB

EBT	EBL	Trucks	Total
-----	-----	--------	-------

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

EBT	EBL	Trucks	Total
-----	-----	--------	-------

25	20	0	105
8	14	0	86
11	18	0	93
23	19	0	117
20	13	0	99
12	24	0	105
14	14	0	93
16	15	0	94

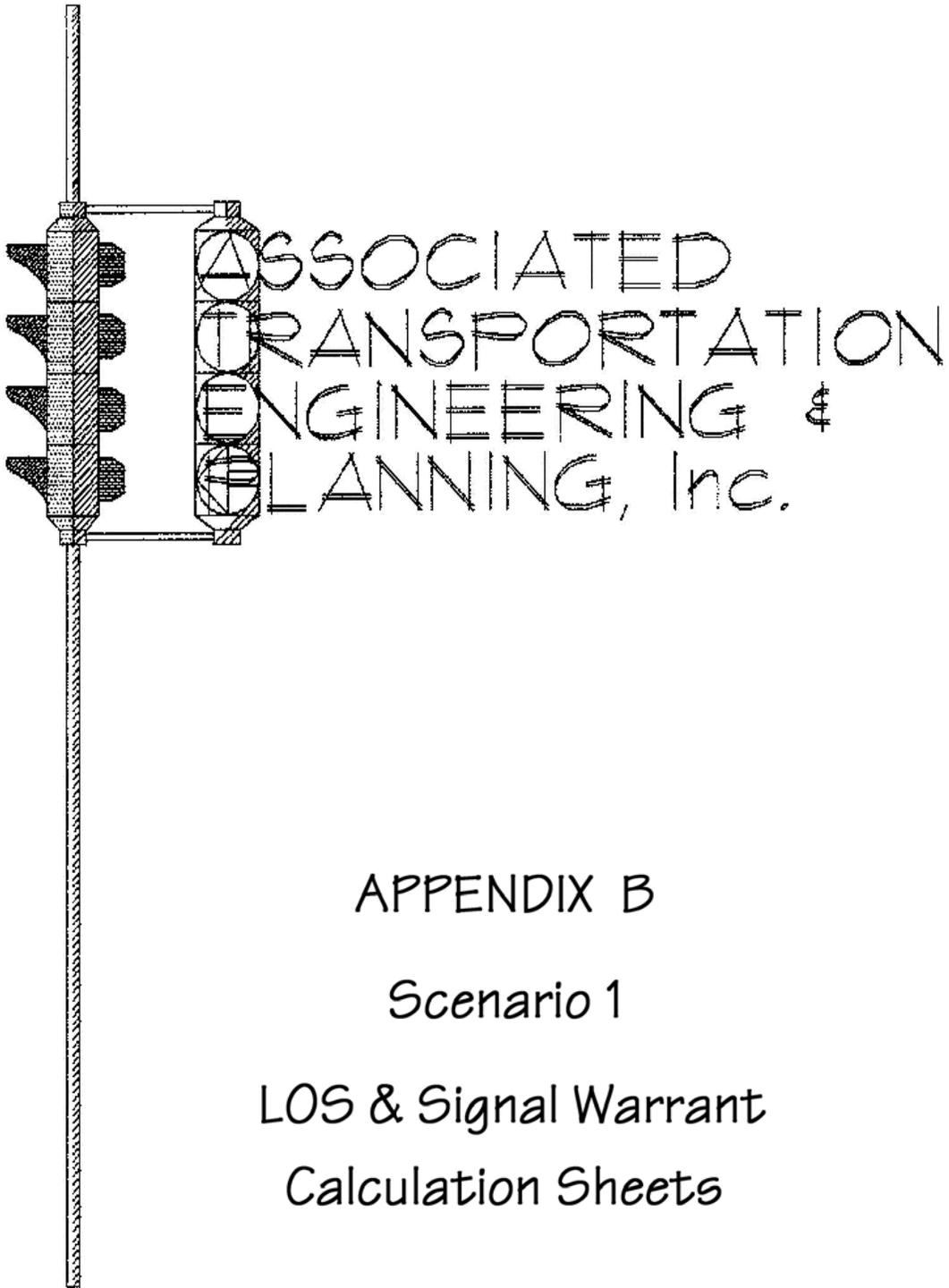
67	71	0	401
62	64	0	395
66	74	0	414
69	70	0	414
62	66	0	391

66	74	0	414
----	----	---	-----

29	29		93
42	42		117
33	33		99
36	36		105
42			117

0.83

| 0.88



APPENDIX B

Scenario 1

LOS & Signal Warrant
Calculation Sheets

Apartments at Sunnybrook

Vistro File:

Scenario 2: Scenario 1 2014 Existing w/o Newberg Apts

Report File: F:\...\Scenario 1 WO Newberg Apartments.pdf

9/27/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Springbrook Rd at Fernwood Rd.	All-way stop	HCM2010	SBT		15.3	C
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.091	11.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
#2: Springbrook Rd at Fernwood Rd.**

Control Type: All-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 15.3
Level Of Service: C

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	33	266	48	81	260	21	66	79	29	70	66	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.10	3.00	4.20	0.00	4.60	2.50	3.00	2.52	6.90	2.90	1.50	3.70
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	266	48	81	260	21	66	79	29	70	66	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	70	13	21	68	6	17	21	8	18	17	0
Total Analysis Volume [veh/h]	35	280	51	85	274	22	69	83	31	74	69	0
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			2			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

50th-Percentile Queue Length [veh]	1.64	1.81	0.64	0.48
50th-Percentile Queue Length [ft]	41.12	45.36	15.92	11.94
95th-Percentile Queue Length [veh]	3.70	4.08	1.42	1.05
95th-Percentile Queue Length [ft]	92.49	102.00	35.38	26.37
Approach Delay [s/veh]	16.18	17.15	12.53	12.02
Approach LOS	C	C	B	B
Intersection Delay [s/veh]	15.34			
Intersection LOS	C			

**Intersection Level Of Service Report
#3: Fernwood Rd at Brutscher St.**

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 11.4
Level Of Service: B
Volume to Capacity (v/c): 0.091

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	49	114	74	66	59	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	114	74	66	59	52
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	32	21	19	17	15
Total Analysis Volume [veh/h]	56	130	84	75	67	59
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.09	0.14	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.42	9.34	7.62	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.18	0.34	0.34	0.34	0.00	0.00
50th-Percentile Queue Length [ft]	4.44	8.43	8.41	8.41	0.00	0.00
95th-Percentile Queue Length [veh]	0.30	0.47	0.37	0.37	0.00	0.00
95th-Percentile Queue Length [ft]	7.46	11.70	9.14	9.14	0.00	0.00
d_A, Approach Delay [s/veh]	9.96		4.02		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.29					
Intersection LOS	B					

Apartments at Sunnybrook

Vistro File:

Scenario 2: Scenario 1 2014 Existing w/o Newberg Apts

Report File: F:\...\Scenario 1 WO Newberg Apartments.pdf

9/27/2013

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Springbrook Rd at Fernwood Rd.	33	266	48	81	260	21	66	79	29	70	66	0	1019

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	49	114	74	66	59	52	414

Apartments at Sunnybrook

Vistro File:

Scenario 2: Scenario 1 2014 Existing w/o Newberg Apts

Report File: F:\...\Scenario 1 WO Newberg Apartments.pdf

9/27/2013

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Springbrook Rd at Fernwood Rd.	Final Base	33	266	48	81	260	21	66	79	29	70	66	0	1019
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	33	266	48	81	260	21	66	79	29	70	66	0	1019

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	Final Base	49	114	74	66	59	52	414
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	49	114	74	66	59	52	414

Signal Warrants Report For Intersection #2: Springbrook Rd at Fernwood Rd.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	136	174	347	362
2	131	167	333	348
3	128	164	326	340
4	109	139	278	290
5	103	132	264	275
6	92	118	236	246
7	86	110	219	228
8	82	104	208	217
9	65	84	167	174
10	61	78	156	163
11	61	78	156	163
12	58	75	149	156
13	53	68	135	141
14	49	63	125	130
15	49	63	125	130
16	48	61	121	127
17	27	35	69	72
18	15	19	38	40
19	14	17	35	36
20	5	7	14	14
21	4	5	10	11
22	4	5	10	11
23	3	3	7	7
24	3	3	7	7

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	310	2	709	No	No	No	No	No	No	No	No	No	No
2	2	298	2	681	No	No	No	No	No	No	No	No	No	No
3	2	292	2	666	No	No	No	No	No	No	No	No	No	No
4	2	248	2	568	No	No	No	No	No	No	No	No	No	No
5	2	235	2	539	No	No	No	No	No	No	No	No	No	No
6	2	210	2	482	No	No	No	No	No	No	No	No	No	No
7	2	196	2	447	No	No	No	No	No	No	No	No	No	No
8	2	186	2	425	No	No	No	No	No	No	No	No	No	No
9	2	149	2	341	No	No	No	No	No	No	No	No	No	No
10	2	139	2	319	No	No	No	No	No	No	No	No	No	No
11	2	139	2	319	No	No	No	No	No	No	No	No	No	No
12	2	133	2	305	No	No	No	No	No	No	No	No	No	No
13	2	121	2	276	No	No	No	No	No	No	No	No	No	No
14	2	112	2	255	No	No	No	No	No	No	No	No	No	No
15	2	112	2	255	No	No	No	No	No	No	No	No	No	No
16	2	109	2	248	No	No	No	No	No	No	No	No	No	No
17	2	62	2	141	No	No	No	No	No	No	No	No	No	No
18	2	34	2	78	No	No	No	No	No	No	No	No	No	No
19	2	31	2	71	No	No	No	No	No	No	No	No	No	No
20	2	12	2	28	No	No	No	No	No	No	No	No	No	No
21	2	9	2	21	No	No	No	No	No	No	No	No	No	No
22	2	9	2	21	No	No	No	No	No	No	No	No	No	No
23	2	6	2	14	No	No	No	No	No	No	No	No	No	No
24	2	6	2	14	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.2	17.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:33	1:43
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	347	362
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1019	1019
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #3: Fernwood Rd at Brutscher St.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	111	140	163
2	107	134	156
3	104	132	153
4	89	112	130
5	84	106	124
6	75	95	111
7	70	88	103
8	67	84	98
9	53	67	78
10	50	63	73
11	50	63	73
12	48	60	70
13	43	55	64
14	40	50	59
15	40	50	59
16	39	49	57
17	22	28	33
18	12	15	18
19	11	14	16
20	4	6	7
21	3	4	5
22	3	4	5
23	2	3	3
24	2	3	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	251	2	163	No	No	No	No	No	No	No	No	No	No
2	2	241	2	156	No	No	No	No	No	No	No	No	No	No
3	2	236	2	153	No	No	No	No	No	No	No	No	No	No
4	2	201	2	130	No	No	No	No	No	No	No	No	No	No
5	2	190	2	124	No	No	No	No	No	No	No	No	No	No
6	2	170	2	111	No	No	No	No	No	No	No	No	No	No
7	2	158	2	103	No	No	No	No	No	No	No	No	No	No
8	2	151	2	98	No	No	No	No	No	No	No	No	No	No
9	2	120	2	78	No	No	No	No	No	No	No	No	No	No
10	2	113	2	73	No	No	No	No	No	No	No	No	No	No
11	2	113	2	73	No	No	No	No	No	No	No	No	No	No
12	2	108	2	70	No	No	No	No	No	No	No	No	No	No
13	2	98	2	64	No	No	No	No	No	No	No	No	No	No
14	2	90	2	59	No	No	No	No	No	No	No	No	No	No
15	2	90	2	59	No	No	No	No	No	No	No	No	No	No
16	2	88	2	57	No	No	No	No	No	No	No	No	No	No
17	2	50	2	33	No	No	No	No	No	No	No	No	No	No
18	2	27	2	18	No	No	No	No	No	No	No	No	No	No
19	2	25	2	16	No	No	No	No	No	No	No	No	No	No
20	2	10	2	7	No	No	No	No	No	No	No	No	No	No
21	2	7	2	5	No	No	No	No	No	No	No	No	No	No
22	2	7	2	5	No	No	No	No	No	No	No	No	No	No
23	2	5	2	3	No	No	No	No	No	No	No	No	No	No
24	2	5	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

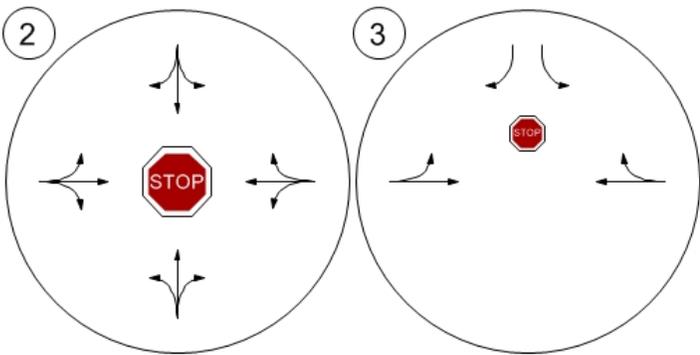
Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:27
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	163
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	414
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

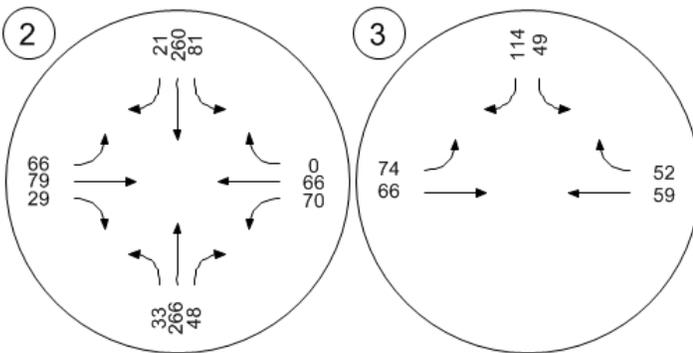
Study Intersections



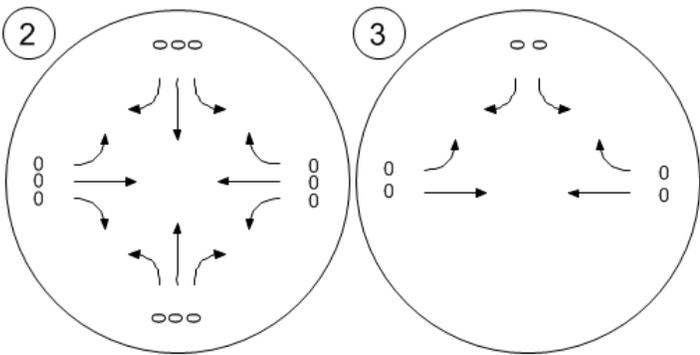
Lane Configuration and Traffic Control



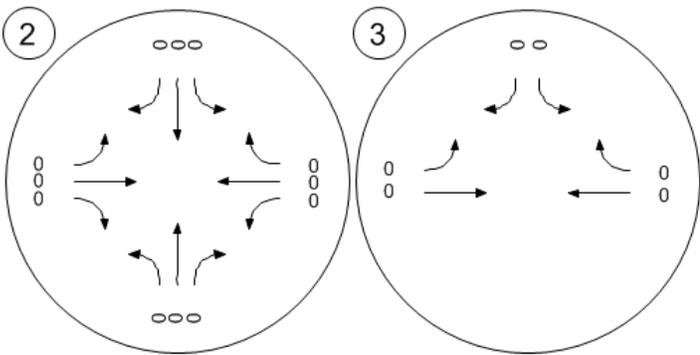
Traffic Volume - Base Volume



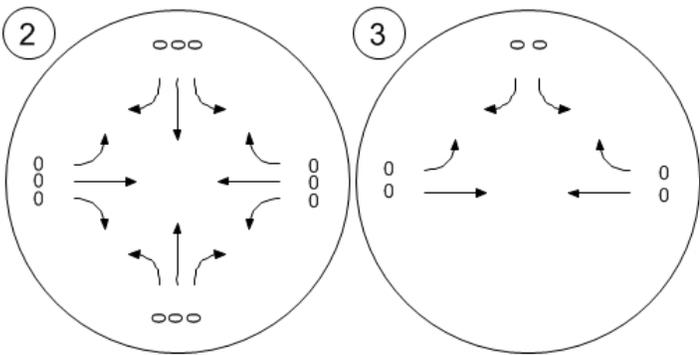
Traffic Volume - In-Process Volume



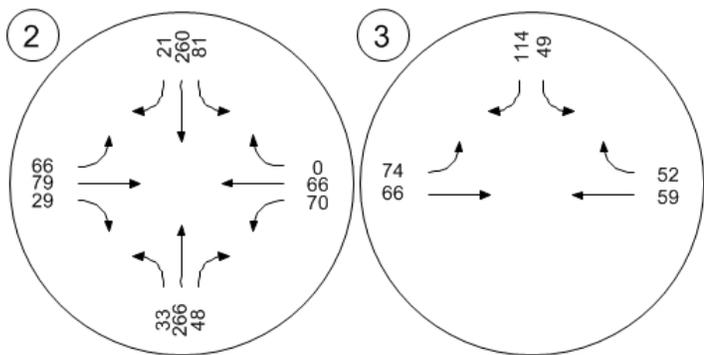
Traffic Volume - Net New Site Trips



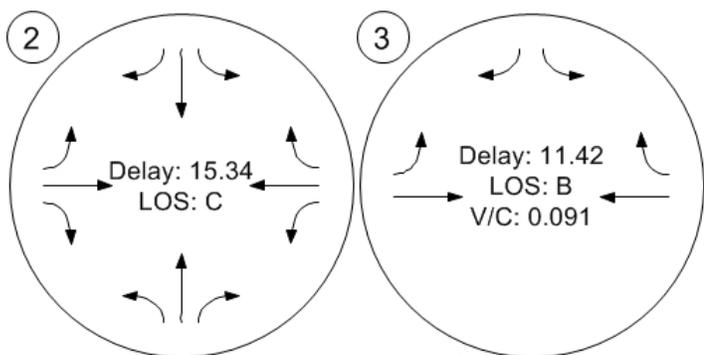
Traffic Volume - Other Volume

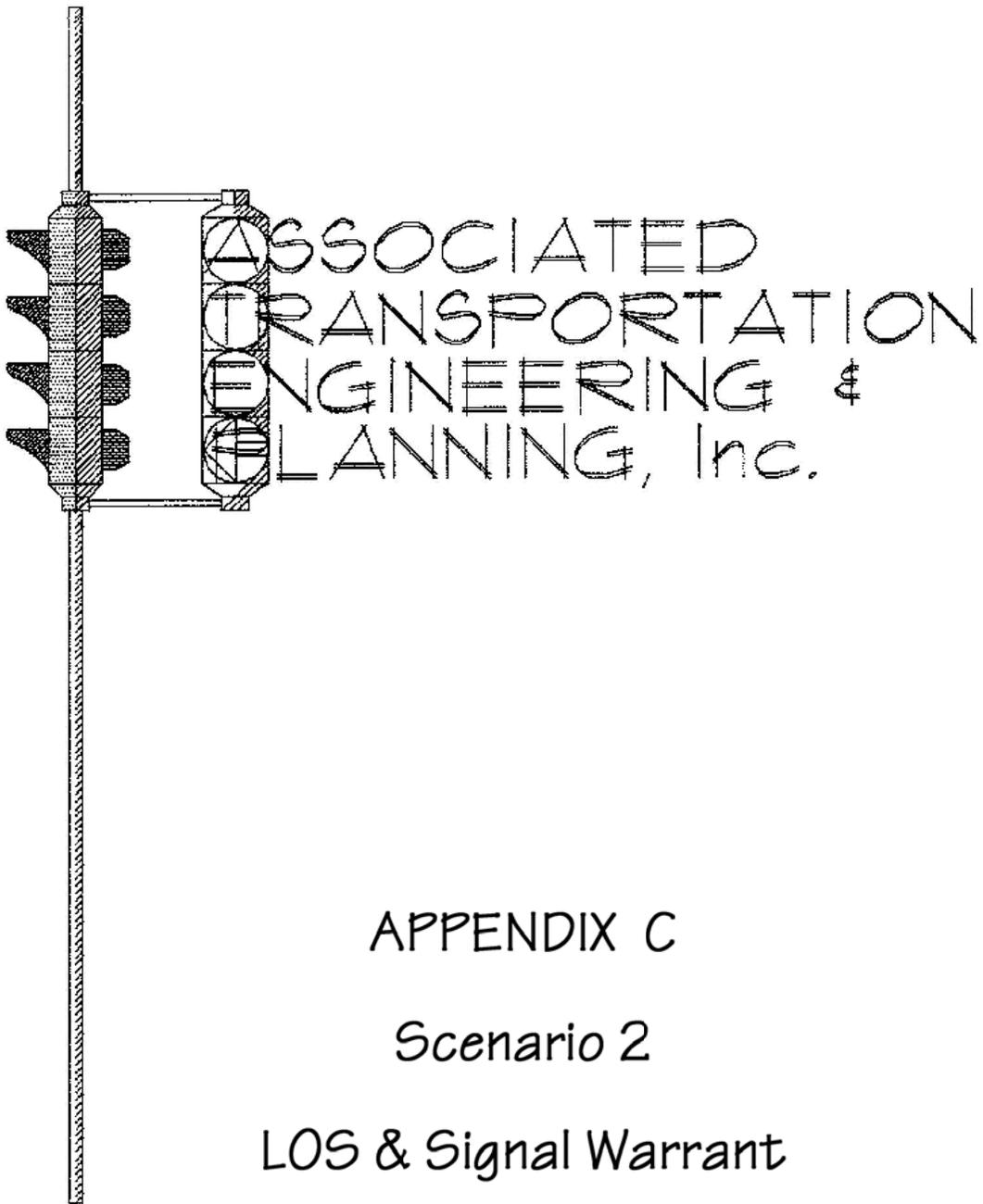


Traffic Volume - Future Total Volume



Traffic Conditions





APPENDIX C

Scenario 2

LOS & Signal Warrant

Calculation Sheets

Apartments on Sunnybrook Road

Vistro File: Scenario 1: Scenario 2 w Newberg Apartments
 Report File: F:\...\Scenario 2 with Newberg Apartments.pdf 9/27/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Fernwood Rd at Site Driveway	Two-way stop	HCM2010	SBL	0.018	11.1	B
2	Springbrook Rd at Fernwood Rd.	All-way stop	HCM2010	SBT		16.7	C
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.095	11.8	B
4	Fernwood RI/RO	Two-way stop	HCM2010	SBR	0.010	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
#1: Fernwood Rd at Site Driveway**

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 11.1
Level Of Service: B
Volume to Capacity (v/c): 0.018

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	148	163	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	11	27	0	10	19
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	11	27	148	173	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	7	37	43	5
Total Analysis Volume [veh/h]	11	11	27	148	173	19
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.02	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.11	9.35	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.06	0.06	0.37	0.37	0.00	0.00
50th-Percentile Queue Length [ft]	1.56	1.56	9.31	9.31	0.00	0.00
95th-Percentile Queue Length [veh]	0.10	0.10	0.43	0.43	0.00	0.00
95th-Percentile Queue Length [ft]	2.39	2.39	10.85	10.85	0.00	0.00
d_A, Approach Delay [s/veh]	10.23		1.18		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.11					
Intersection LOS	B					

**Intersection Level Of Service Report
#2: Springbrook Rd at Fernwood Rd.**

Control Type: All-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 16.7
Level Of Service: C

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	+			+			+			+		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	33	266	48	81	260	21	66	79	29	70	66	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.10	3.00	4.20	0.00	4.60	2.50	3.00	2.52	6.90	2.90	1.50	3.70
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	14	0	0	0	11	0	1	12	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	266	50	95	260	21	66	90	29	71	78	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	70	13	25	68	6	17	24	8	19	21	2
Total Analysis Volume [veh/h]	35	280	53	100	274	22	69	95	31	75	82	7
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			2			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

50th-Percentile Queue Length [veh]	1.79	2.13	0.72	0.58
50th-Percentile Queue Length [ft]	44.68	53.21	18.03	14.60
95th-Percentile Queue Length [veh]	4.03	4.76	1.62	1.31
95th-Percentile Queue Length [ft]	100.75	119.11	40.59	32.71
Approach Delay [s/veh]	17.48	19.35	13.32	12.82
Approach LOS	C	C	B	B
Intersection Delay [s/veh]	16.74			
Intersection LOS	C			

**Intersection Level Of Service Report
#3: Fernwood Rd at Brutscher St.**

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	49	114	74	66	59	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	5	6	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	132	79	72	70	52
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	38	22	20	20	15
Total Analysis Volume [veh/h]	56	150	90	82	80	59
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.10	0.16	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.77	9.53	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.18	0.40	0.37	0.37	0.00	0.00
50th-Percentile Queue Length [ft]	4.58	9.93	9.15	9.15	0.00	0.00
95th-Percentile Queue Length [veh]	0.31	0.56	0.40	0.40	0.00	0.00
95th-Percentile Queue Length [ft]	7.86	14.09	10.11	10.11	0.00	0.00
d_A, Approach Delay [s/veh]	10.14		4.01		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.37					
Intersection LOS	B					

**Intersection Level Of Service Report
#4: Fernwood RI/RO**

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.2
Level Of Service: A
Volume to Capacity (v/c): 0.010

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↱		↑		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	148	163	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	27	11	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	9	0	175	174	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	44	44	3
Total Analysis Volume [veh/h]	0	9	0	175	174	10
Presence of On-Street Parking	no		no		no	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.21	0.00	0.00	0.00	0.00
Movement LOS		A		A	A	A
50th-Percentile Queue Length [veh]	0.00	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.58	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.21		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]				0.23		
Intersection LOS				A		

Apartments on Sunnybrook Road

Vistro File:

Scenario 1: Scenario 2

w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

9/27/2013

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Fernwood Rd at Site Driveway	11	11	27	148	173	19	389

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Springbrook Rd at Fernwood Rd.	33	266	50	95	260	21	66	90	29	71	78	7	1066

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	49	132	79	72	70	52	454

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Right		Thru		Thru	Right	
4	Fernwood RI/RO	9		175		174	10	368

Apartments on Sunnybrook Road

Vistro File:

Scenario 1: Scenario 2

w Newberg Apartments

Report File: F:\...\Scenario 2 with Newberg Apartments.pdf

9/27/2013

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	Fernwood Rd at Site Driveway	Final Base	0	0	0	148	163	0	311
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	11	11	27	0	10	19	78
		Other	0	0	0	0	0	0	0
		Future Total	11	11	27	148	173	19	389

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Springbrook Rd at Fernwood Rd.	Final Base	33	266	48	81	260	21	66	79	29	70	66	0	1019
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	2	14	0	0	0	11	0	1	12	7	47
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	33	266	50	95	260	21	66	90	29	71	78	7	1066

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	Final Base	49	114	74	66	59	52	414
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	5	6	11	0	40
		Other	0	0	0	0	0	0	0
		Future Total	49	132	79	72	70	52	454

ID	Intersection Name	Volume Type	Southbound	Eastbound	Westbound		Total Volume
			Right	Thru	Thru	Right	
4	Fernwood RI/RO	Final Base	0	148	163	0	311
		Growth Rate	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	9	27	11	10	57
		Other	0	0	0	0	0
		Future Total	9	175	174	10	368

Signal Warrants Report For Intersection #1: Fernwood Rd at Site Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	Yes
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	4	4	0
2	4	4	0
3	6	5	1
4	6	5	1
5	8	7	1
6	19	18	2
7	21	19	2
8	38	35	4
9	67	61	8
10	69	63	8
11	69	63	8
12	75	68	9
13	83	75	9
14	86	79	10
15	86	79	10
16	92	84	11
17	115	105	13
18	121	110	14
19	131	119	15
20	146	133	17
21	154	140	18
22	180	165	21
23	184	168	21
24	192	175	22

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	8	1	0	No	No	No	No	No	No	No	No	No	No
2	2	8	1	0	No	No	No	No	No	No	No	No	No	No
3	2	11	1	1	No	No	No	No	No	No	No	No	No	No
4	2	11	1	1	No	No	No	No	No	No	No	No	No	No
5	2	15	1	1	No	No	No	No	No	No	No	No	No	No
6	2	37	1	2	No	No	No	No	No	No	No	No	No	No
7	2	40	1	2	No	No	No	No	No	No	No	No	No	No
8	2	73	1	4	No	No	No	No	No	No	No	No	No	No
9	2	128	1	8	No	No	No	No	No	No	No	No	No	No
10	2	132	1	8	No	No	No	No	No	No	No	No	No	No
11	2	132	1	8	No	No	No	No	No	No	No	No	No	No
12	2	143	1	9	No	No	No	No	No	No	No	No	No	No
13	2	158	1	9	No	No	No	No	No	No	No	No	No	No
14	2	165	1	10	No	No	No	No	No	No	No	No	No	No
15	2	165	1	10	No	No	No	No	No	No	No	No	No	No
16	2	176	1	11	No	No	No	No	No	No	No	No	No	No
17	2	220	1	13	No	No	No	No	No	No	No	No	No	No
18	2	231	1	14	No	No	No	No	No	No	No	No	No	No
19	2	250	1	15	No	No	No	No	No	No	No	No	No	No
20	2	279	1	17	No	No	No	No	No	No	No	No	No	No
21	2	294	1	18	No	No	No	No	No	No	No	No	No	No
22	2	345	1	21	No	No	No	No	No	No	No	No	No	No
23	2	352	1	21	No	No	No	No	No	No	No	No	No	No
24	2	367	1	22	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	22
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	389
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #2: Springbrook Rd at Fernwood Rd.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	156	185	349	376
2	150	178	335	361
3	147	174	328	353
4	125	148	279	301
5	119	141	265	286
6	106	126	237	256
7	98	117	220	237
8	94	111	209	226
9	75	89	168	180
10	70	83	157	169
11	70	83	157	169
12	67	80	150	162
13	61	72	136	147
14	56	67	126	135
15	56	67	126	135
16	55	65	122	132
17	31	37	70	75
18	17	20	38	41
19	16	19	35	38
20	6	7	14	15
21	5	6	10	11
22	5	6	10	11
23	3	4	7	8
24	3	4	7	8

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	341	2	725	No	No	No	Yes	No	No	No	No	No	No
2	2	328	2	696	No	No	No	No	No	No	No	No	No	No
3	2	321	2	681	No	No	No	No	No	No	No	No	No	No
4	2	273	2	580	No	No	No	No	No	No	No	No	No	No
5	2	260	2	551	No	No	No	No	No	No	No	No	No	No
6	2	232	2	493	No	No	No	No	No	No	No	No	No	No
7	2	215	2	457	No	No	No	No	No	No	No	No	No	No
8	2	205	2	435	No	No	No	No	No	No	No	No	No	No
9	2	164	2	348	No	No	No	No	No	No	No	No	No	No
10	2	153	2	326	No	No	No	No	No	No	No	No	No	No
11	2	153	2	326	No	No	No	No	No	No	No	No	No	No
12	2	147	2	312	No	No	No	No	No	No	No	No	No	No
13	2	133	2	283	No	No	No	No	No	No	No	No	No	No
14	2	123	2	261	No	No	No	No	No	No	No	No	No	No
15	2	123	2	261	No	No	No	No	No	No	No	No	No	No
16	2	120	2	254	No	No	No	No	No	No	No	No	No	No
17	2	68	2	145	No	No	No	No	No	No	No	No	No	No
18	2	37	2	79	No	No	No	No	No	No	No	No	No	No
19	2	35	2	73	No	No	No	No	No	No	No	No	No	No
20	2	13	2	29	No	No	No	No	No	No	No	No	No	No
21	2	11	2	21	No	No	No	No	No	No	No	No	No	No
22	2	11	2	21	No	No	No	No	No	No	No	No	No	No
23	2	7	2	15	No	No	No	No	No	No	No	No	No	No
24	2	7	2	15	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	1	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.5	19.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:41	2:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	349	376
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1066	1066
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection #3: Fernwood Rd at Brutscher St.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	122	151	181
2	117	145	174
3	115	142	170
4	98	121	145
5	93	115	138
6	83	103	123
7	77	95	114
8	73	91	109
9	59	72	87
10	55	68	81
11	55	68	81
12	52	65	78
13	48	59	71
14	44	54	65
15	44	54	65
16	43	53	63
17	24	30	36
18	13	17	20
19	12	15	18
20	5	6	7
21	4	5	5
22	4	5	5
23	2	3	4
24	2	3	4

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	273	2	181	No	No	No	No	No	No	No	No	No	No
2	2	262	2	174	No	No	No	No	No	No	No	No	No	No
3	2	257	2	170	No	No	No	No	No	No	No	No	No	No
4	2	219	2	145	No	No	No	No	No	No	No	No	No	No
5	2	208	2	138	No	No	No	No	No	No	No	No	No	No
6	2	186	2	123	No	No	No	No	No	No	No	No	No	No
7	2	172	2	114	No	No	No	No	No	No	No	No	No	No
8	2	164	2	109	No	No	No	No	No	No	No	No	No	No
9	2	131	2	87	No	No	No	No	No	No	No	No	No	No
10	2	123	2	81	No	No	No	No	No	No	No	No	No	No
11	2	123	2	81	No	No	No	No	No	No	No	No	No	No
12	2	117	2	78	No	No	No	No	No	No	No	No	No	No
13	2	107	2	71	No	No	No	No	No	No	No	No	No	No
14	2	98	2	65	No	No	No	No	No	No	No	No	No	No
15	2	98	2	65	No	No	No	No	No	No	No	No	No	No
16	2	96	2	63	No	No	No	No	No	No	No	No	No	No
17	2	54	2	36	No	No	No	No	No	No	No	No	No	No
18	2	30	2	20	No	No	No	No	No	No	No	No	No	No
19	2	27	2	18	No	No	No	No	No	No	No	No	No	No
20	2	11	2	7	No	No	No	No	No	No	No	No	No	No
21	2	9	2	5	No	No	No	No	No	No	No	No	No	No
22	2	9	2	5	No	No	No	No	No	No	No	No	No	No
23	2	5	2	4	No	No	No	No	No	No	No	No	No	No
24	2	5	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:30
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	181
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	454
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Apartments on Sunnybrook Road

Vistro File: Scenario 1: Scenario 2 w Newberg Apartments
Report File: F:\...\Scenario 2 with Newberg Apartments.pdf 9/27/2013

Trip generation summary

Added Trips

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Apartments	220		1.000	84.000	65.00	35.00	55	29	84	100.00
Added Trips Total								55	29	84	100.00

Apartments on Sunnybrook Road

Vistro File: Scenario 1: Scenario 2 w Newberg Apartments
Report File: F:\...\Scenario 2 with Newberg Apartments.pdf 9/27/2013

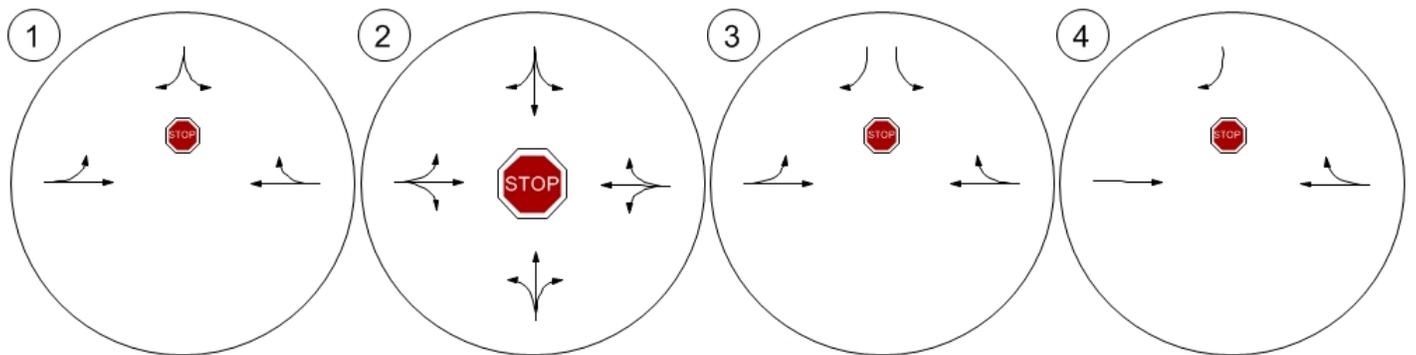
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	25.00	14	25.00	7
3: Gate	5.00	3	5.00	1
4: Gate	25.00	14	25.00	7
5: Gate	25.00	14	25.00	7
6: Gate	20.00	11	20.00	6
Total	100.00	56	100.00	28

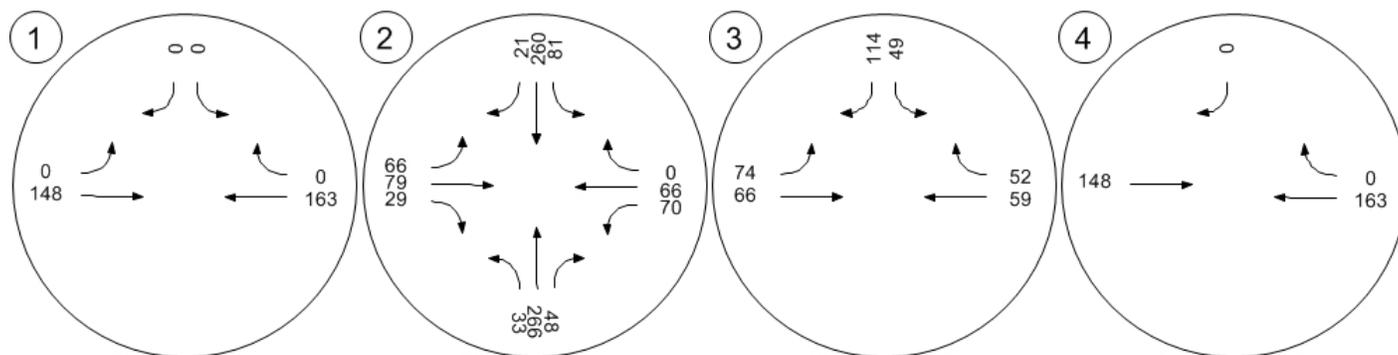
Study Intersections



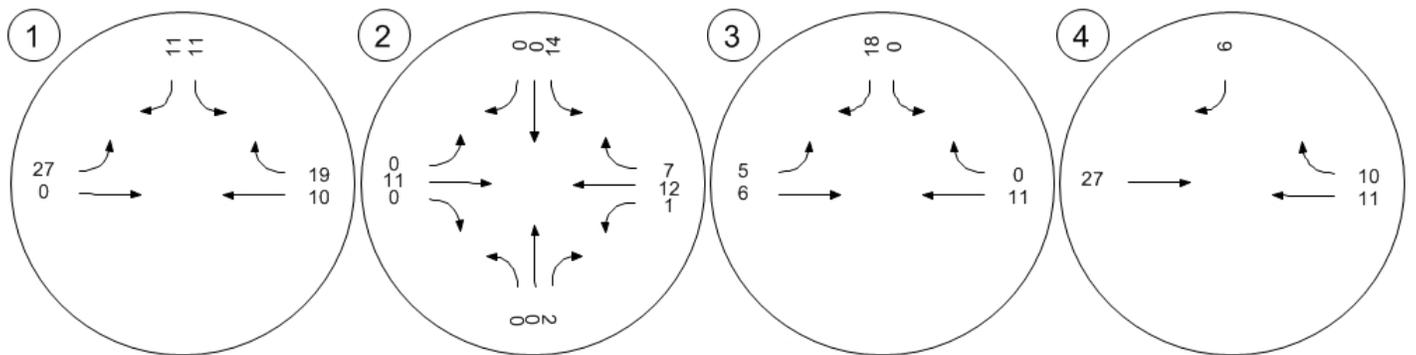
Lane Configuration and Traffic Control



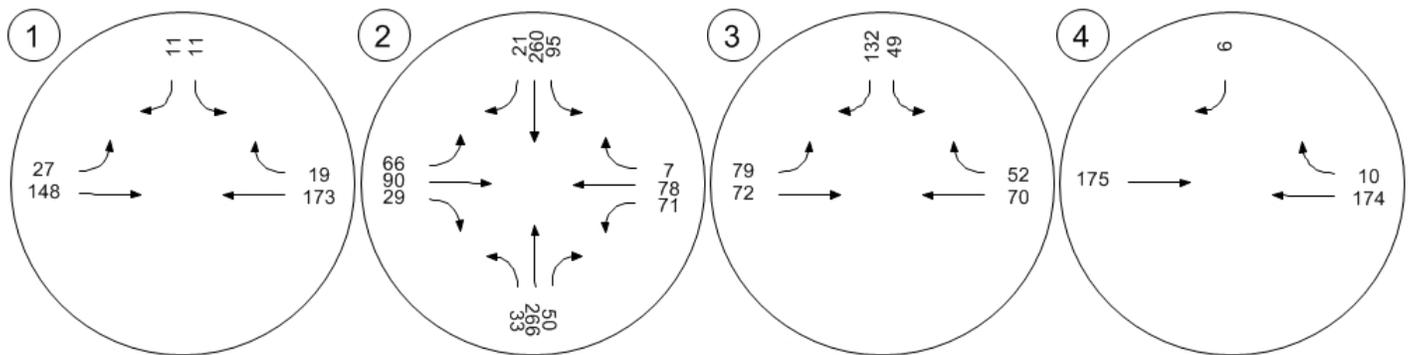
Traffic Volume - Base Volume



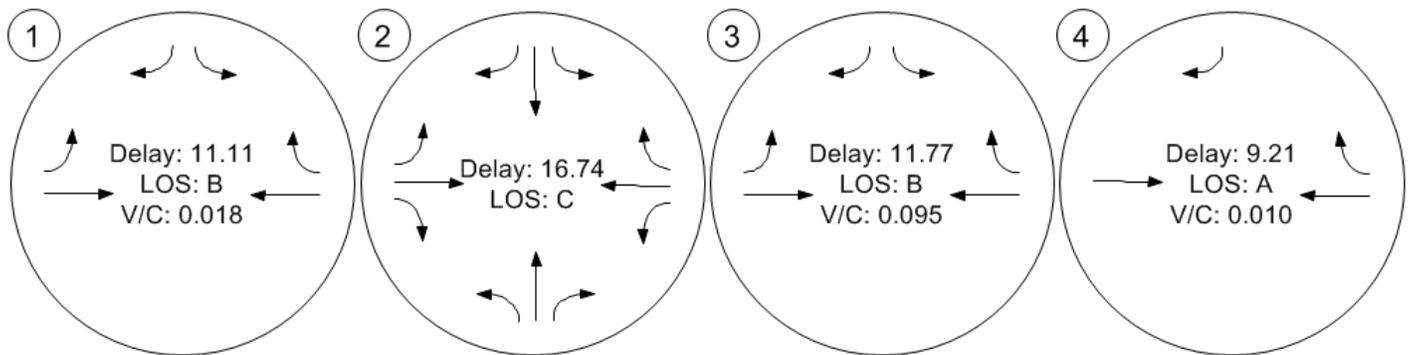
Traffic Volume - Net New Site Trips

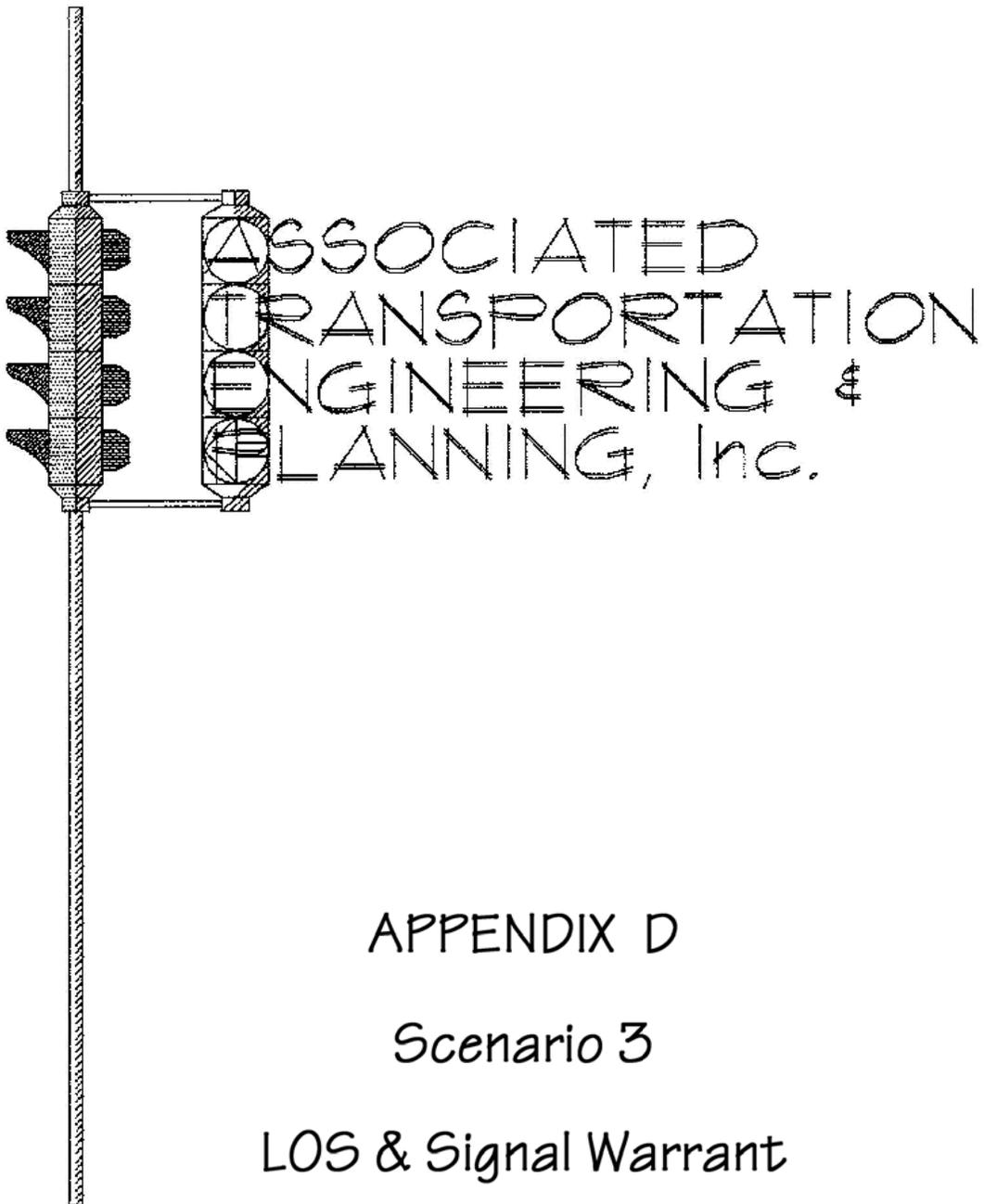


Traffic Volume - Future Total Volume



Traffic Conditions





APPENDIX D

Scenario 3

LOS & Signal Warrant
Calculation Sheets

Apartments on Springbrook

Vistro File:

Scenario 3: 3: Scenario 3 2016 Phase 1 Newberg Bypass w
apts

Report File: F:\...\Scenario 3 2016 with Apartments.pdf

9/30/2013

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Fernwood Rd at Site Driveway	Two-way stop	HCM2010	SBL	0.020	11.7	B
2	Springbrook Rd at Fernwood Rd.	Signalized	HCM2010	WBL	0.578	19.3	B
3	Fernwood Rd at Brutscher St.	Two-way stop	HCM2010	SBL	0.184	13.4	B
4	Fernwood RI/RO	Two-way stop	HCM2010	SBR	0.010	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
#1: Fernwood Rd at Site Driveway**

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 11.7
Level Of Service: B
Volume to Capacity (v/c): 0.020

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	195	185	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	11	27	0	10	19
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	11	27	195	195	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	7	49	49	5
Total Analysis Volume [veh/h]	11	11	27	195	195	19
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane	no		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.02	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.71	9.49	7.71	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.06	0.06	0.48	0.48	0.00	0.00
50th-Percentile Queue Length [ft]	1.62	1.62	11.88	11.88	0.00	0.00
95th-Percentile Queue Length [veh]	0.10	0.10	0.58	0.58	0.00	0.00
95th-Percentile Queue Length [ft]	2.56	2.56	14.62	14.62	0.00	0.00
d_A, Approach Delay [s/veh]	10.60		0.94		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

**Intersection Level Of Service Report
#2: Springbrook Rd at Fernwood Rd.**

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔			↔			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	600.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	20	425	130	45	570	50	55	85	55	160	65	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.10	3.00	4.20	0.00	4.60	2.50	3.00	2.52	6.90	2.90	1.50	3.70
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	14	0	0	0	11	0	1	12	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	425	132	59	570	50	55	96	55	161	77	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	112	35	16	150	13	14	25	14	42	20	7
Total Analysis Volume [veh/h]	21	447	139	62	600	53	58	101	58	169	81	28
Presence of On-Street Parking	no		no	no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	4			2			1			1		
Bicycle Volume [bicycles/h]	0			0			0			0		

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	87.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

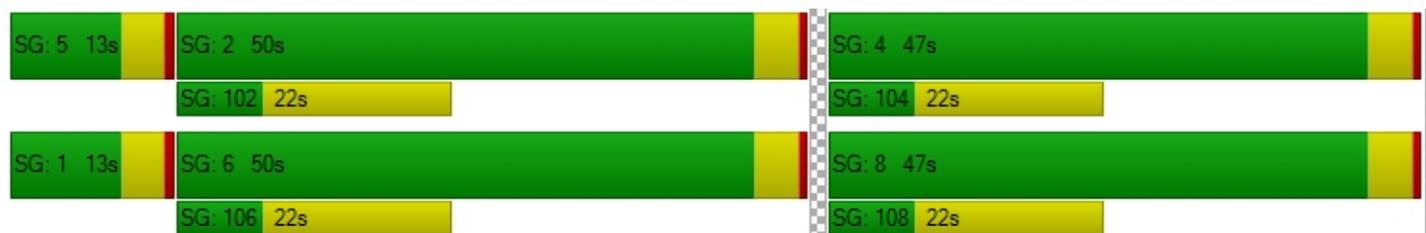
Control Type	Protecte	Permiss	Permiss	Protecte	Permiss							
Signal Group	5	2	0	1	6	0	0	4	0	0	8	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	5	0	0	5	0
Maximum Green [s]	9	46	0	9	46	0	0	43	0	0	43	0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	0.0	3.5	0.0	0.0	3.5	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Split [s]	13	50	0	13	50	0	0	47	0	0	47	0
Vehicle Extension [s]	2.0	2.7	0.0	2.0	2.7	0.0	0.0	2.5	0.0	0.0	2.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	0	15	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	no	no		no	no			no			no	
Maximum Recall	no	no		no	no			no			no	
Pedestrian Recall	no	no		no	no			no			no	
Detector Location [ft]	78.0	183.0	0.0	78.0	183.0	0.0	0.0	78.0	0.0	0.0	78.0	0.0
Detector Length [ft]	16.0	6.0	0.0	16.0	6.0	0.0	0.0	16.0	0.0	0.0	16.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group	L	C	L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	76	82	75	20	20
g / C, Green / Cycle	0.75	0.70	0.75	0.68	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.04	0.37	0.12	0.16
s, saturation flow rate [veh/h]	1750	1750	1750	1750	1750	1750
c, Capacity [veh/h]	1055	1216	1119	1192	354	365
d1, Uniform Delay [s]	3.51	7.71	3.60	8.92	42.38	44.13
k, delay calibration	0.04	0.50	0.04	0.50	0.08	0.08
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	1.37	0.01	1.81	1.28	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

X, volume / capacity	0.02	0.48	0.06	0.55	0.61	0.76
d, Delay for Lane Group [s/veh]	3.51	9.07	3.60	10.73	43.66	46.61
Lane Group LOS	A	A	A	B	D	D
Critical Lane Group	no	no	yes	yes	no	yes
50th-Percentile Queue Length [veh]	0.11	6.32	0.32	7.97	5.69	7.67
50th-Percentile Queue Length [ft]	2.68	158.12	8.11	199.14	142.20	191.78
95th-Percentile Queue Length [veh]	0.19	10.45	0.58	12.59	9.60	12.21
95th-Percentile Queue Length [ft]	4.83	261.24	14.59	314.86	239.98	305.34

d_M, Delay for Movement [s/veh]	3.51	9.07	9.07	3.60	10.73	10.73	43.66	43.66	43.66	46.61	46.61	46.61
Movement LOS	A	A	A	A	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.88			10.11			43.66			46.61		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	19.29											
Intersection LOS	B											
Intersection V/C	0.578											

Ring 1	2	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report
#3: Fernwood Rd at Brutscher St.**

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	85	130	90	105	55	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	5	6	11	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	148	95	111	66	45
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	42	27	32	19	13
Total Analysis Volume [veh/h]	97	168	108	126	75	51
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.18	0.18	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.37	9.57	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
50th-Percentile Queue Length [veh]	0.36	0.45	0.50	0.50	0.00	0.00
50th-Percentile Queue Length [ft]	9.01	11.17	12.45	12.45	0.00	0.00
95th-Percentile Queue Length [veh]	0.67	0.64	0.57	0.57	0.00	0.00
95th-Percentile Queue Length [ft]	16.72	15.91	14.26	14.26	0.00	0.00
d_A, Approach Delay [s/veh]	10.96		3.54		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.97					
Intersection LOS	B					

**Intersection Level Of Service Report
#4: Fernwood RI/RO**

Control Type: Two-way stop
Analysis Method: HCM2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.2
Level Of Service: A
Volume to Capacity (v/c): 0.010

Name	Southbound		Eastbound		Westbound	
Approach						
Lane Configuration	↻		↑		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Name	Southbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	0	148	163	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	27	11	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	9	0	175	174	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	44	44	3
Total Analysis Volume [veh/h]	0	9	0	175	174	10
Presence of On-Street Parking		no		no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.21	0.00	0.00	0.00	0.00
Movement LOS		A		A	A	A
50th-Percentile Queue Length [veh]	0.00	0.02	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.58	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.21		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Apartments on Springbrook

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	Fernwood Rd at Site Driveway	11	11	27	195	195	19	458

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Springbrook Rd at Fernwood Rd.	20	425	132	59	570	50	55	96	55	161	77	27	1727

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	85	148	95	111	66	45	550

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Right		Thru		Thru	Right	
4	Fernwood RI/RO	9		175		174	10	368

Apartments on Springbrook

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	Fernwood Rd at Site Driveway	Final Base	0	0	0	195	185	0	380
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	11	11	27	0	10	19	78
		Other	0	0	0	0	0	0	0
		Future Total	11	11	27	195	195	19	458

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2	Springbrook Rd at Fernwood Rd.	Final Base	20	425	130	45	570	50	55	85	55	160	65	20	1680	
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Net New Trips	0	0	2	14	0	0	0	0	11	0	1	12	7	47
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	20	425	132	59	570	50	55	96	55	161	77	27	1727	

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
3	Fernwood Rd at Brutscher St.	Final Base	85	130	90	105	55	45	510
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	5	6	11	0	40
		Other	0	0	0	0	0	0	0
		Future Total	85	148	95	111	66	45	550

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Right	Thru	Thru	Right			
4	Fernwood RI/RO	Final Base	0	148	163	0	311		
		Growth Rate	1.00	1.00	1.00	1.00	-		
		In Process	0	0	0	0	0		
		Net New Trips	9	27	11	10	57		
		Other	0	0	0	0	0		
		Future Total	9	175	174	10	368		

Apartments on Springbrook

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Fair Share Volumes

Intersection 1: Fernwood Rd at Site Driveway							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	11	11	27	0	11	19	79
Total Volume	11	11	27	0	11	19	
Total Analysis Volume	11	11	27	195	195	19	

Intersection 2: Springbrook Rd at Fernwood Rd.													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	2	14	0	0	0	11	0	1	12	7	47
Total Volume	0	0	2	14	0	0	0	11	0	1	12	7	
Total Analysis Volume	21	447	139	62	600	53	58	101	58	169	81	28	

Intersection 3: Fernwood Rd at Brutscher St.							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	19	5	6	11	0	41
Total Volume	0	19	5	6	11	0	
Total Analysis Volume	97	168	108	126	75	51	

Intersection 4: Fernwood RI/RO							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Right	Thru	Thru	Right			
1: Zone	9	27	11	11			58
Total Volume	9	27	11	11			
Total Analysis Volume	9	175	174	10			

Apartments on Springbrook

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Fair Share % of Total Analysis

Intersection 1: Fernwood Rd at Site Driveway							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	49.44%	50.56%	50.7%	0	5.13%	50.99%	45.16%
Total	49.44%	50.56%	50.70%	0.00%	5.13%	50.99%	

Intersection 2: Springbrook Rd at Fernwood Rd.													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	1.59%	18.42%	0	0	0	9.42%	0	0.44%	13.14%	20.71%	3.51%
Total	0.00%	0.00%	1.59%	18.42%	0.00%	0.00%	0.00%	9.42%	0.00%	0.44%	13.14%	20.71%	

Intersection 3: Fernwood Rd at Brutscher St.							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0	9.97%	4.64%	4.55%	12.5%	0	5.07%
Total	0.00%	9.97%	4.64%	4.55%	12.50%	0.00%	

Intersection 4: Fernwood RI/RO						
Zone ID: Name	Southbound		Eastbound	Westbound		Total
	Right		Thru	Thru	Right	
1: Zone	51.39%		13.51%	6.07%	53.16%	33.73%
Total	51.39%		13.51%	6.07%	53.16%	

Signal Warrants Report For Intersection #1: Fernwood Rd at Site Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	Yes
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	4	4	0
2	4	4	0
3	6	7	1
4	6	7	1
5	9	9	1
6	21	22	2
7	24	24	2
8	43	44	4
9	75	78	8
10	77	80	8
11	77	80	8
12	83	87	9
13	92	95	9
14	96	100	10
15	96	100	10
16	103	107	11
17	128	133	13
18	135	140	14
19	146	151	15
20	163	169	17
21	171	178	18
22	201	209	21
23	205	213	21
24	214	222	22

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	8	1	0	No	No	No	No	No	No	No	No	No	No
2	2	8	1	0	No	No	No	No	No	No	No	No	No	No
3	2	13	1	1	No	No	No	No	No	No	No	No	No	No
4	2	13	1	1	No	No	No	No	No	No	No	No	No	No
5	2	18	1	1	No	No	No	No	No	No	No	No	No	No
6	2	43	1	2	No	No	No	No	No	No	No	No	No	No
7	2	48	1	2	No	No	No	No	No	No	No	No	No	No
8	2	87	1	4	No	No	No	No	No	No	No	No	No	No
9	2	153	1	8	No	No	No	No	No	No	No	No	No	No
10	2	157	1	8	No	No	No	No	No	No	No	No	No	No
11	2	157	1	8	No	No	No	No	No	No	No	No	No	No
12	2	170	1	9	No	No	No	No	No	No	No	No	No	No
13	2	187	1	9	No	No	No	No	No	No	No	No	No	No
14	2	196	1	10	No	No	No	No	No	No	No	No	No	No
15	2	196	1	10	No	No	No	No	No	No	No	No	No	No
16	2	210	1	11	No	No	No	No	No	No	No	No	No	No
17	2	261	1	13	No	No	No	No	No	No	No	No	No	No
18	2	275	1	14	No	No	No	No	No	No	No	No	No	No
19	2	297	1	15	No	No	No	No	No	No	No	No	No	No
20	2	332	1	17	No	No	No	No	No	No	No	No	No	No
21	2	349	1	18	No	No	No	No	No	No	No	No	No	No
22	2	410	1	21	No	No	No	No	No	No	No	No	No	No
23	2	418	1	21	No	No	No	No	No	No	No	No	No	No
24	2	436	1	22	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	22
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	458
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection #3: Fernwood Rd at Brutscher St.

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	111	206	233
2	107	198	224
3	104	194	219
4	89	165	186
5	84	157	177
6	75	140	158
7	70	130	147
8	67	124	140
9	53	99	112
10	50	93	105
11	50	93	105
12	48	89	100
13	43	80	91
14	40	74	84
15	40	74	84
16	39	72	82
17	22	41	47
18	12	23	26
19	11	21	23
20	4	8	9
21	3	6	7
22	3	6	7
23	2	4	5
24	2	4	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	317	2	233	No	No	No	No	No	No	No	No	No	No
2	2	305	2	224	No	No	No	No	No	No	No	No	No	No
3	2	298	2	219	No	No	No	No	No	No	No	No	No	No
4	2	254	2	186	No	No	No	No	No	No	No	No	No	No
5	2	241	2	177	No	No	No	No	No	No	No	No	No	No
6	2	215	2	158	No	No	No	No	No	No	No	No	No	No
7	2	200	2	147	No	No	No	No	No	No	No	No	No	No
8	2	191	2	140	No	No	No	No	No	No	No	No	No	No
9	2	152	2	112	No	No	No	No	No	No	No	No	No	No
10	2	143	2	105	No	No	No	No	No	No	No	No	No	No
11	2	143	2	105	No	No	No	No	No	No	No	No	No	No
12	2	137	2	100	No	No	No	No	No	No	No	No	No	No
13	2	123	2	91	No	No	No	No	No	No	No	No	No	No
14	2	114	2	84	No	No	No	No	No	No	No	No	No	No
15	2	114	2	84	No	No	No	No	No	No	No	No	No	No
16	2	111	2	82	No	No	No	No	No	No	No	No	No	No
17	2	63	2	47	No	No	No	No	No	No	No	No	No	No
18	2	35	2	26	No	No	No	No	No	No	No	No	No	No
19	2	32	2	23	No	No	No	No	No	No	No	No	No	No
20	2	12	2	9	No	No	No	No	No	No	No	No	No	No
21	2	9	2	7	No	No	No	No	No	No	No	No	No	No
22	2	9	2	7	No	No	No	No	No	No	No	No	No	No
23	2	6	2	5	No	No	No	No	No	No	No	No	No	No
24	2	6	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	11
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:42
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	233
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	550
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Apartments on Springbrook

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Trip generation summary

Added Trips

Zone ID: Name	Land use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips out	Total trips	% of Total Trips
1: Zone	Apartments	220		1.000	84.000	65.00	35.00	55	29	84	100.00
Added Trips Total								55	29	84	100.00

Apartments on Springbrook

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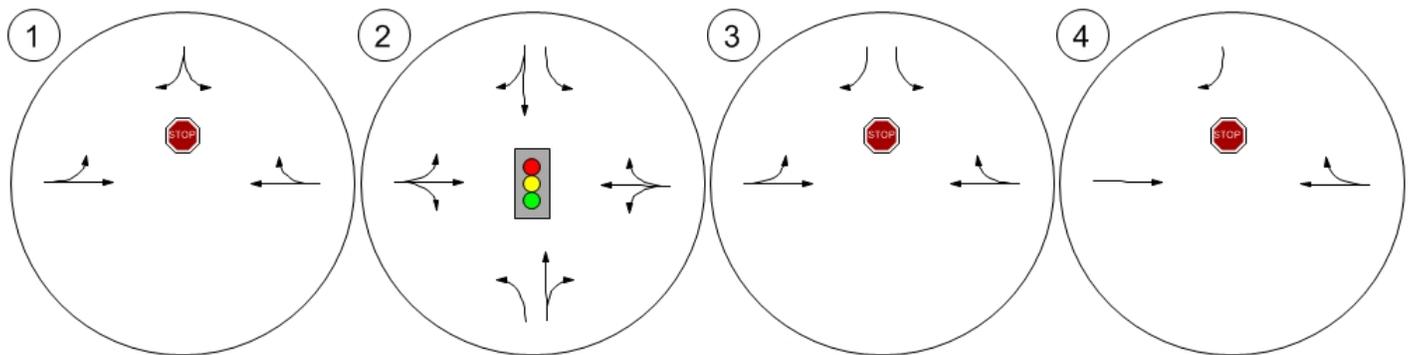
Trip distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	25.00	14	25.00	7
3: Gate	5.00	3	5.00	1
4: Gate	25.00	14	25.00	7
5: Gate	25.00	14	25.00	7
6: Gate	20.00	11	20.00	6
Total	100.00	56	100.00	28

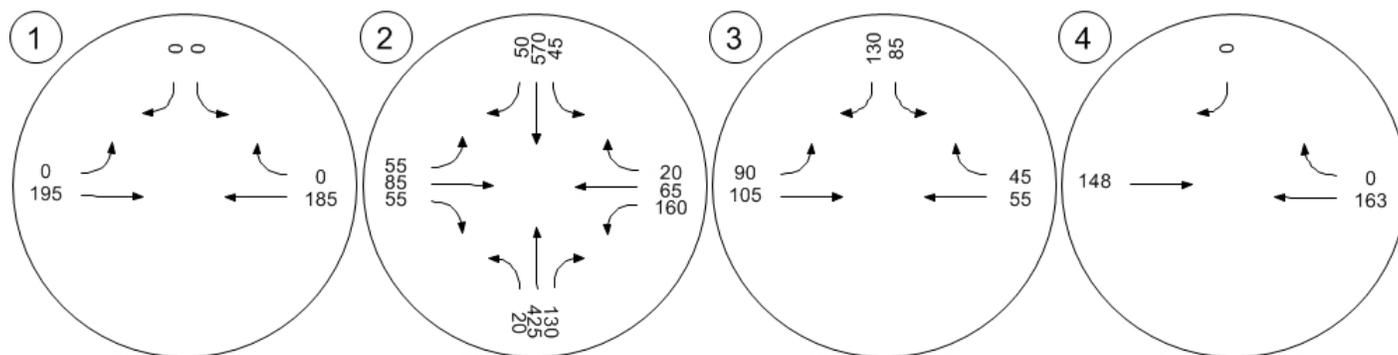
Study Intersections



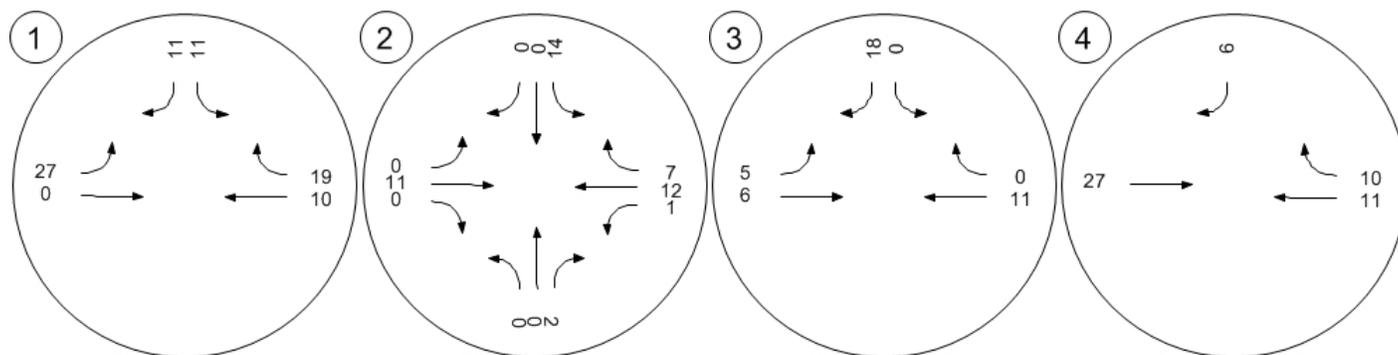
Lane Configuration and Traffic Control



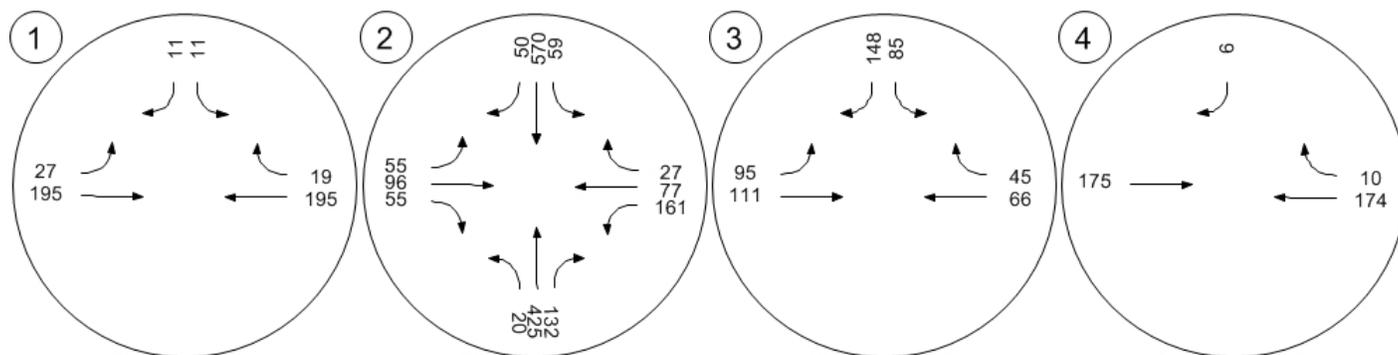
Traffic Volume - Base Volume



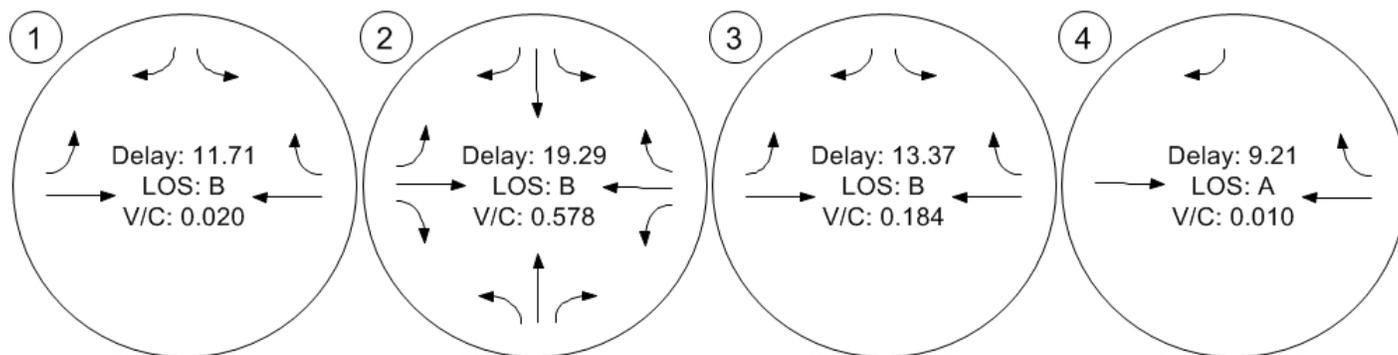
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions





ORDER No. 2014-0033

AN ORDER FINDING PROPERTY LOCATED AT 108 S. SPRINGBROOK ROAD, YAMHILL COUNTY TAX LOT 3221-900, MEETS THE APPLICABLE NEWBERG DEVELOPMENT CODE CRITERIA TO BE ANNEXED INTO THE CITY AND TO CHANGE THE ZONING DESIGNATION FROM YAMHILL COUNTY VLDR-1 TO CITY R-3

RECITALS:

1. On September 24, 2013, Springbrook Investments LLC submitted an application to annex one parcel (approximately 7.2 acres) located at 108 S. Springbrook Road, Yamhill County tax lot 3221-900, into the City of Newberg with a concurrent zone change from county VLDR-1 to city R-3, with a stream corridor overlay zone on the eastern part of the site and an airport inner horizontal surface overlay.
2. The Newberg Planning Commission heard the annexation request on December 12, 2013, took public testimony, and found that the request met the applicable Newberg Development Code criteria. The planning commission recommended approval of the annexation and concurrent zone change, and withdrawal of the parcel from the Newberg Rural Fire Protection District.
3. After proper notice, on January 21, 2014, the Newberg City Council held a hearing to consider the annexation request.
4. The city council finds that the applicable criteria have been met, and that approval of the annexation is in the best interests of the community.

THE CITY OF NEWBERG ORDERS AS FOLLOWS:

1. The city council finds the annexation and concurrent zone change meet the Newberg Development Code criteria and adopts the findings attached hereto as Exhibit A and by this reference incorporated.
2. Annexation requires the city council to adopt an ordinance annexing the property, and requires approval at a public vote. If the annexation is approved through these procedures, then the city orders the following:
 - A. The zoning of the property shown in Exhibit B and described in Exhibit C is changed to R-3 (high density residential), with a stream corridor overlay zone and an airport inner horizontal surface overlay zone as shown in Exhibit D. Exhibits B, C and D are hereby adopted and by this reference incorporated.
 - B. The following conditions will also apply:
 1. Connect existing house to sewer and water within three years or remove the house.

2. Transportation:
 - a. A left turn pocket at Brutscher/Fernwood will be required at time of development.
 - b. The Fernwood Road frontage will need to be improved to city standards at the time of development, which could include additional paving, curb, gutter, planter strip, sidewalk, and utility undergrounding.
 - c. Future access to the site will be limited to Fernwood Road. If the site is developed it should include two driveways, and the westerly driveway should be right-in/right-out only.

➤ **EFFECTIVE DATE** of this order is the day after the adoption date, which is: January 22, 2014.

ADOPTED by the City Council of the City of Newberg, Oregon, this 21st day of January, 2014.

Norma I. Alley, MMC, City Recorder

ATTEST by the Mayor this 23rd day of January, 2014.

Bob Andrews, Mayor

Exhibits:

- Exhibit A: Findings
- Exhibit B: Annexation map
- Exhibit C: Legal description
- Exhibit D: Zoning map

Exhibit A: Findings

A. 15.250.020 Conditions for annexation.

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

A. The subject site must be located within the Newberg urban growth boundary or Newberg urban reserve areas.

B. The subject site must be contiguous to the existing city limits.

Finding: The subject site is within the Newberg urban growth boundary and is contiguous to the existing city limits on the east and west sides. The Fernwood Road right of way is within the city limits, so the south side of the site is also contiguous to the city limits.

B. 15.250.030 Quasi-judicial annexation criteria.

The following criteria shall apply to all annexation requests:

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

Finding: The Newberg comprehensive plan map designation for the site is HDR (high density residential), with a Stream Corridor overlay on the eastern edge of the site. The requested R-3 zoning matches the HDR comprehensive plan designation, and will also include a Stream Corridor overlay on the eastern edge of the site and an Airport Inner Horizontal Surface overlay. The applicant's concept development plan shows a multifamily housing development, which is an allowed use in the R-3 zone. The proposed use therefore complies with the Newberg Comprehensive Plan and the designation on the comprehensive plan map.

B. An adequate level of urban services must be available, or made available, within three years' time of annexation, except as noted in subsection (E) of this section. An adequate level of urban services shall be defined as:

1. Municipal wastewater and water service meeting the requirements enumerated in the Newberg comprehensive plan for provision of these services.

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

Finding: There are public water, stormwater and sanitary sewer lines in the rights of way adjacent to the site, so the site has the ability to connect to city services within three years of annexation.

a. Sanitary Sewer: 15 inch line in Springbrook, 12 inch force main line in Fernwood

- b. Water: 12 inch lines in Springbrook and Fernwood
- c. Storm: 24 inch line in Fernwood

The Public Works - Maintenance Superintendent has noted that any utility access from Springbrook Road will need to be completed prior to the bypass project reconstruction, otherwise it will be a several year "no cut" moratorium on the pavement.

The applicant plans to remove the existing house on the site. The existing house will need to be either removed or be connected to sanitary sewer and water lines within three years

The Springbrook Road frontage of the property will be improved by ODOT as part of the Newberg-Dundee Bypass project (2014-2016). Springbrook will be widened and repaved to include a center turn lane, bike lanes, curbs, planter strips and sidewalks. ODOT will also install a traffic signal at the Springbrook Road/Fernwood Road intersection.

The Fernwood Road frontage will need to be improved to city standards at the time of development, which could include additional paving, curb, gutter, planter strip, sidewalk, and utility undergrounding. The traffic impact analysis was prepared by a professional engineer and analyzed the potential impact of a 120-unit apartment project on the Springbrook/Fernwood intersection, at two driveway location on Fernwood, and at the Fernwood/Brutscher intersection. Springbrook Road is a minor arterial and Fernwood Road is a major collector, so city staff indicated that access would need to be taken solely from Fernwood Road. The major finding of the TIA is that:

The intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the Apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete.

Specifically, the TIA projected that the Springbrook/Fernwood intersection, the eastern site driveway, and the Brutscher/Fernwood intersection would have a level of service (LOS) of B in 2016. The western site driveway would have a LOS of A. The queue analysis indicated that the main (eastern) site driveway will be located outside of the westbound queue on Fernwood Road; the TIA recommended that the site be developed with two driveways, and that the westerly driveway be developed as a right-in/right-out driveway. The TIA also performed a left turn warrant analysis and determined that the intersection of Fernwood Road and Brutscher Road meets the requirements for the installation of left turn pockets with or without the proposed apartment project. In order for the road to have adequate design capacity the left turn pocket at Fernwood and Brutscher needs to be in place at time of development.

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

Finding: Police services are currently provided to the area by Yamhill County Sheriff's Office. Fire service is provided by Newberg Rural Fire District. The proposed annexation will shift police and fire services to the city. Neither agency noted an inability to serve the property. Development of the site would ultimately increase the city tax base, which would help fund police and fire services. An increase in population will also increase the city's allocation of state revenue-sharing funds, which is part of the

city budget, and will help fund these services.

The Chehalem Park and Recreation District collects a fee when new residential units are developed (currently set at \$1475.00 per unit in multifamily developments). This revenue is for the development of new parks, so future development will help fund future parks in the district.

The Newberg School District receives state funding on a per pupil basis, so future population increases due to development should increase future funding. The school district also collects a construction excise tax on new development (currently set at \$1.00 per square foot of new residential buildings). This construction excise tax revenue is for development of new schools, so new development will help fund new school construction within the district.

Overall, adequate public facilities and services exist to support the proposed annexation.

D. The burden for providing the findings for subsections (A), (B) and (C) of this section is placed upon the applicant.

Finding: The applicant has provided findings for this section.

E. The city council may annex properties where urban services are not and cannot practically be made available within the three-year time frame noted in subsection (B) of this section, but where annexation is needed to address a health hazard, to annex an island, to address wastewater or water connection issues for existing development, to address specific legal or contract issues, to annex property where the timing and provision of adequate services in relation to development is or will be addressed through legislatively adopted specific area plans or similar plans, or to address similar situations. In these cases, absent a specific legal or contractual constraint, the city council shall apply an interim zone, such as a limited-use overlay, that would limit development of the property until such time as the services become available.

Finding: This criterion is not applicable to this application.

C. 15.302.030(A) Zoning map amendment criteria.

3. Amendment Criteria. The owner must demonstrate compliance with the following criteria:

- a. The proposed change is consistent with and promotes the goals and policies of the Newberg comprehensive plan and this code;***
- b. Public facilities and services are or can be reasonably made available to support the uses allowed by the proposed change;***

Finding: As noted in an earlier finding, the proposed zoning change from County VLDR-1 to City R-3 is consistent with and promotes the goals and policies of the development code and the comprehensive plan because it matched the HDR comprehensive plan designation of the site. Also as noted earlier, public facilities and services are available to support the uses allowed by the proposed change.

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

660-012-0060

Plan and Land Use Regulation Amendments

(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.

Finding: The proposed annexation would change the city zoning map for the site to R-3. This matches the adopted and acknowledged city comprehensive plan map, which has a HDR (high density residential) designation for the site. The traffic impact analysis for the annexation was prepared by a professional engineer and analyzed the potential impact of a 120-unit apartment project. The study found that the intersections in this study are currently functioning with levels of service that are within generally accepted standards during the peak hour. The development of the apartments on Springbrook will not increase traffic to the point where the intersections studied will be reduced to unacceptable levels of service when complete.

Specifically, the TIA projected that the Springbrook/Fernwood intersection, the eastern site driveway, and the Brutscher/Fernwood intersection would have a level of service (LOS) of B in 2016. The western site driveway would have a LOS of A. The proposed annexation will therefore not significantly affect an existing or planned transportation facility, and no major mitigation (such as a trip cap) is required to meet the Transportation Planning Rule.

D. Coordination process:

15.250.090 Coordination.

Annexation requests shall be coordinated with affected public and private agencies, including, but not limited to, Yamhill County, Chehalem Park and Recreation District, Newberg School District, Northwest Natural Gas, Portland General Electric, and, where appropriate, various state agencies. Coordination shall be made by referral of annexation request to these bodies sufficiently in advance of final city action to allow for reviews and recommendations to be incorporated into the city records. [Ord. 2745 § 1 (Exh. A), 7-18-11; Ord. 2451, 12-2-96. Code 2001 § 151.268.]

Finding: The annexation request was forwarded to Yamhill County, Chehalem Park and Recreation District, Newberg School District, relevant utilities, DLCD, Oregon Dept. of Transportation, and Oregon Dept. of State Lands for their review and comment. All comments received as of the date of this report are included within this staff report and findings.

- E. Conclusion:** Based on the above-mentioned findings, the application meets criteria, goals and policies within the Newberg Comprehensive Plan and Development Code with the following conditions.

CONDITIONS OF APPROVAL: ANX-13-001

1. Connect existing house to sewer and water within three years or remove the house.
2. Transportation:
 - a. A left turn pocket at Brutscher/Fernwood will be required at time of development.
 - b. The Fernwood Road frontage will need to be improved to city standards at the time of development, which could include additional paving, curb, gutter, planter strip, sidewalk, and utility undergrounding.
 - c. Future access to the site will be limited to Fernwood Road. If the site is developed it should include two driveways, and the westerly driveway should be right-in/right-out only.

Development notes:

1. Any utility access from Springbrook Road will need to be completed prior to the bypass project reconstruction, otherwise it will be a several year "no cut" moratorium on the pavement.
2. Wetland delineation: The Department of State Lands (DSL) has commented that there is a wetland/waterway on the property, and that a state permit is required for 50 cubic yards or more of removal/fill in wetlands. They noted that the wetland extent may be greater than what is mapped on the National Wetland Inventory. A wetland delineation is needed to determine precise wetland boundaries, and should be submitted to DSL for review and approval.

Exhibit B: Annexation Map

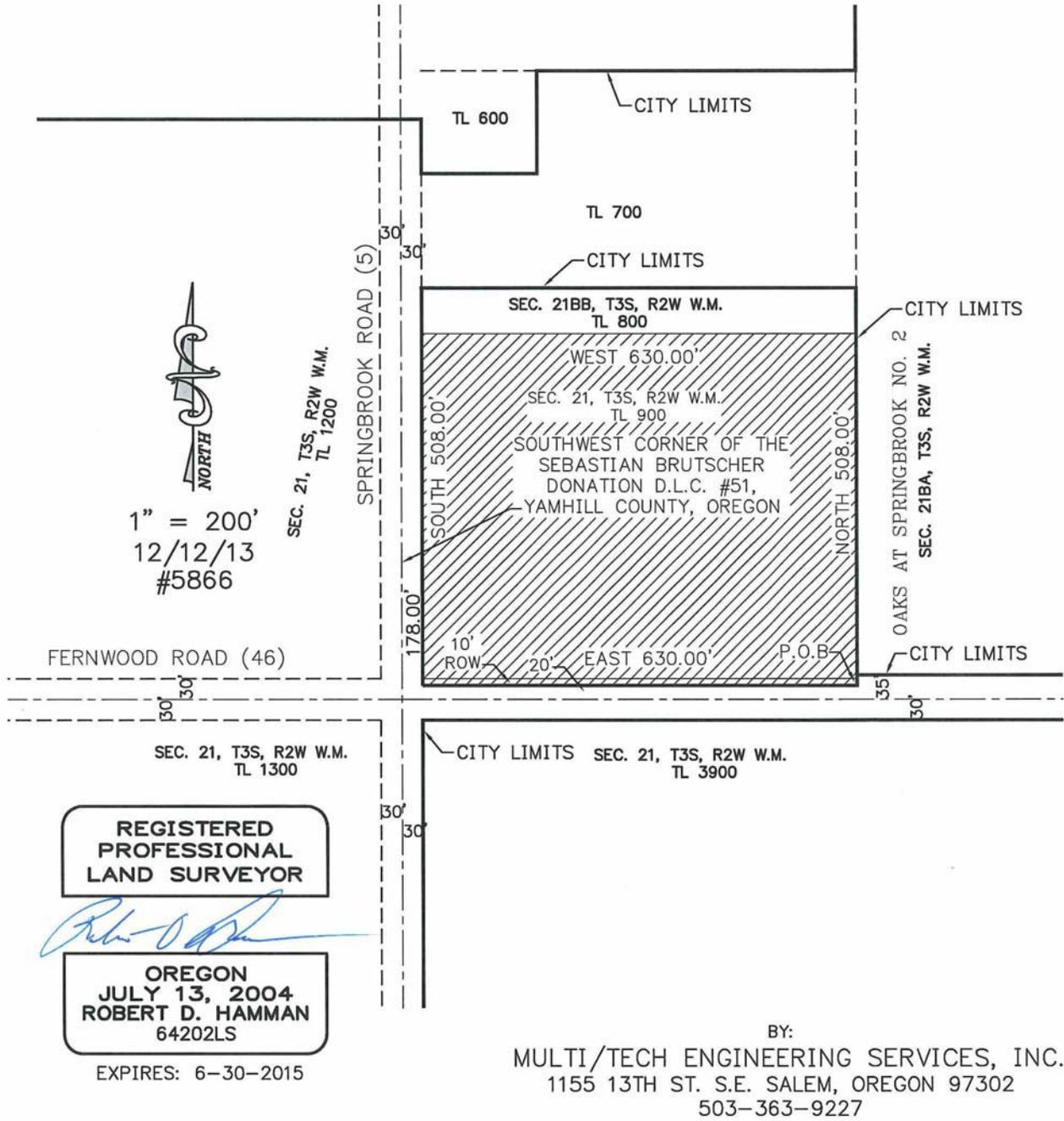


Exhibit C: Legal Description

Beginning at a point being 178.00 feet South and 660.00 feet East of the Southwest corner of the Sebastian Brutscher Donation Land Claim #51 in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said point also being 20.00 feet North of the centerline of County Road 46 (Fernwood Road); thence along the City Limits North 508.00 feet along the West line of Oaks at Springbrook No. 2, as recorded in Volume 12, Page 84, Yamhill County Plat Records; thence leaving the City Limits West 630.00 feet to City Limits on the East right of way of Market Road No. 5 (Springbrook Road); thence along the City Limits and said right of way South 508.00 feet to the City Limits; thence along the City Limits East 630.00 feet to the Point of beginning and containing 7.347 acres more or less.

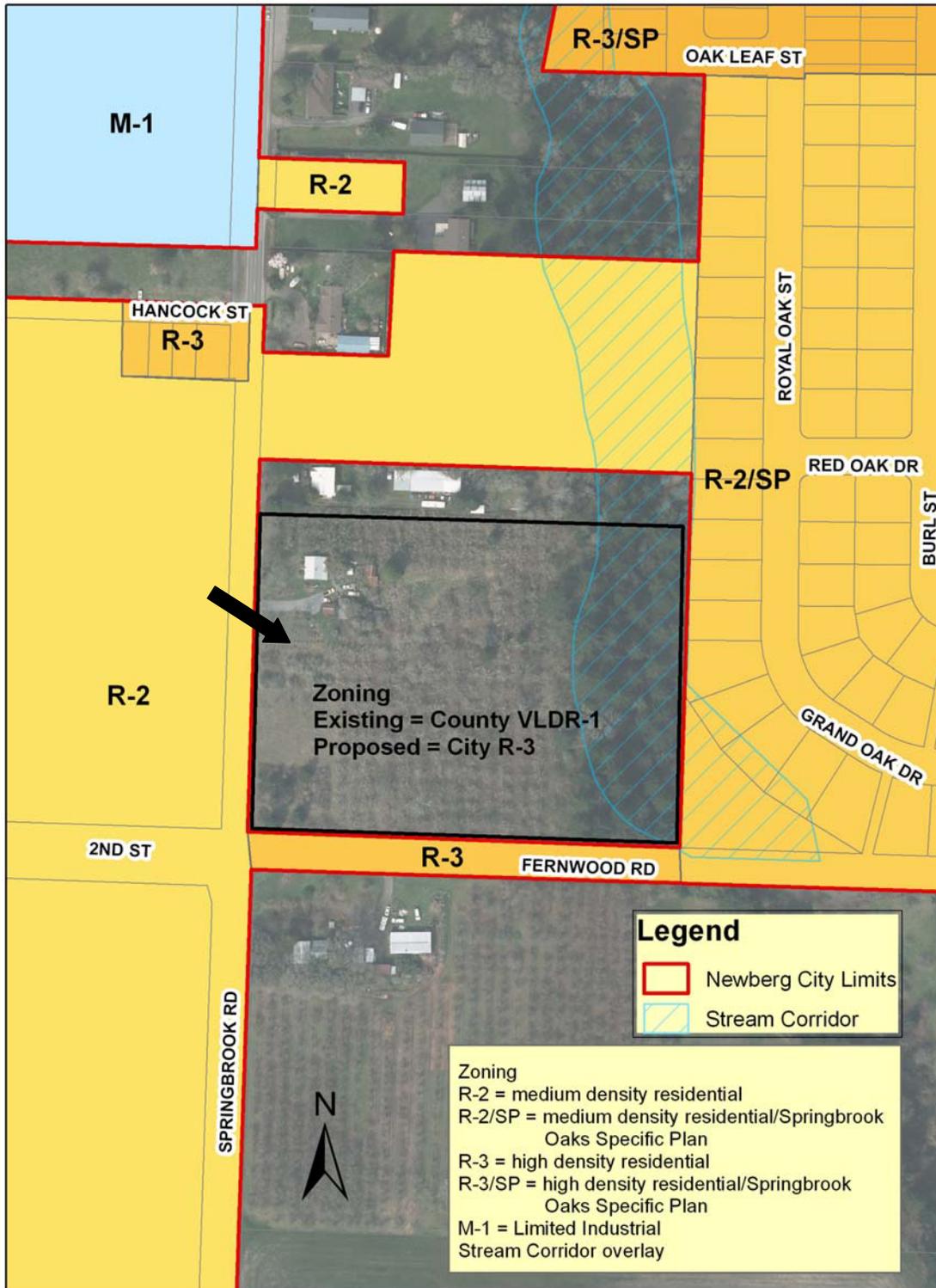
REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 13, 2004
ROBERT D. HAMMAN
64202LS

EXPIRES: 6/30/2015

Exhibit D: Zoning Map



AN ORDINANCE DECLARING PROPERTY LOCATED AT 108 S. SPRINGBROOK ROAD, YAMHILL COUNTY TAX LOT 3221-900, BE ANNEXED INTO THE CITY OF NEWBERG AND WITHDRAWN FROM THE NEWBERG RURAL FIRE PROTECTION DISTRICT SUBJECT TO A PUBLIC VOTE, AND AUTHORIZING AND DIRECTING THE CITY RECORDER TO CERTIFY TO THE YAMHILL COUNTY CLERK A BALLOT TITLE FOR THE MEASURE TO BE SUBMITTED TO THE ELECTORATE OF THE CITY OF NEWBERG FOR THEIR APPROVAL OF AN ANNEXATION FOR THIS SAME PROPERTY

RECITALS:

1. On September 24, 2013, Springbrook Investments LLC submitted an application for annexation of property located at 108 S. Springbrook Road, Yamhill County tax lot 3221-900.
2. After proper notice, on January 21, 2014, the city council held a public hearing on the item: accurately stated objections to jurisdiction, bias, and ex-parte contact; considered public testimony; examined the record; heard the presentation from staff; examined and discussed the appropriate criteria to judge the project (as listed in the staff report); considered all relevant information regarding the item; and deliberated.
3. On January 21, 2014, the city council adopted Order No. 2014-0033, which affirmed the annexation met the applicable Newberg Development Code criteria.
4. The City of Newberg Charter requires territory may be annexed into the City of Newberg only upon approval by a majority vote among the electorate of the city.

THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

1. The question of annexing the property shown in Exhibit A and described in Exhibit B shall be submitted to the electorate of the city at the May 20, 2014, general election. Exhibits A and B are hereby adopted and by this reference incorporated.
2. The city council directs all costs associated with placing the item on the ballot be paid for by the applicant. This includes but is not limited to noticing, signage, advertising, and costs assessed by the Yamhill County Clerk to place the item on the ballot.
3. The city recorder is hereby authorized and directed to certify to the Yamhill County Clerk the ballot title for the annexation measure to be placed before the voters. Further, the city recorder is directed to give all necessary notices of the ballot title and do all other necessary acts and deeds which may be required to place the matter before the voters of the City of Newberg at said election.
4. The city attorney is directed to have prepared and review the explanatory statement, which shall be

submitted to the Yamhill County Clerk with the ballot title. Such explanatory statement shall be filed with the city recorder and the city recorder is further directed to certify this explanatory statement to the Yamhill County Clerk.

5. The city recorder is authorized to do all other necessary acts and deeds which may be required to conduct the election concerning this measure.
6. Should this annexation request be approved by a majority of the electorate of the City of Newberg at the identified election date, the property shown in Exhibit A and described in Exhibit B, shall be annexed into the city and withdrawn from the Newberg Rural Fire Protection District, and the following events will occur:
 - A. The City of Newberg land use inventory data and GIS data, including the comprehensive plan map and zoning map, will be updated to reflect the new addition.
 - B. The Recorder of the City of Newberg is hereby authorized and directed to make and submit to the Secretary of State, the Department of Revenue, the Yamhill County Elections Officer, and the Assessor of Yamhill County a certified copy of this ordinance.

➤ **EFFECTIVE DATE** of this ordinance is 30 days after the adoption date, which is: February 21, 2014.

ADOPTED by the City Council of the City of Newberg, Oregon, this 21st day of January, 2014, by the following votes: **AYE:** **NAY:** **ABSENT:** **ABSTAIN:**

Norma I. Alley, MMC, City Recorder

ATTEST by the Mayor this 23rd day of January, 2014.

Bob Andrews, Mayor

Exhibits:

- Exhibit A: Annexation Map
- Exhibit B: Legal Description

Exhibit A: Annexation Map

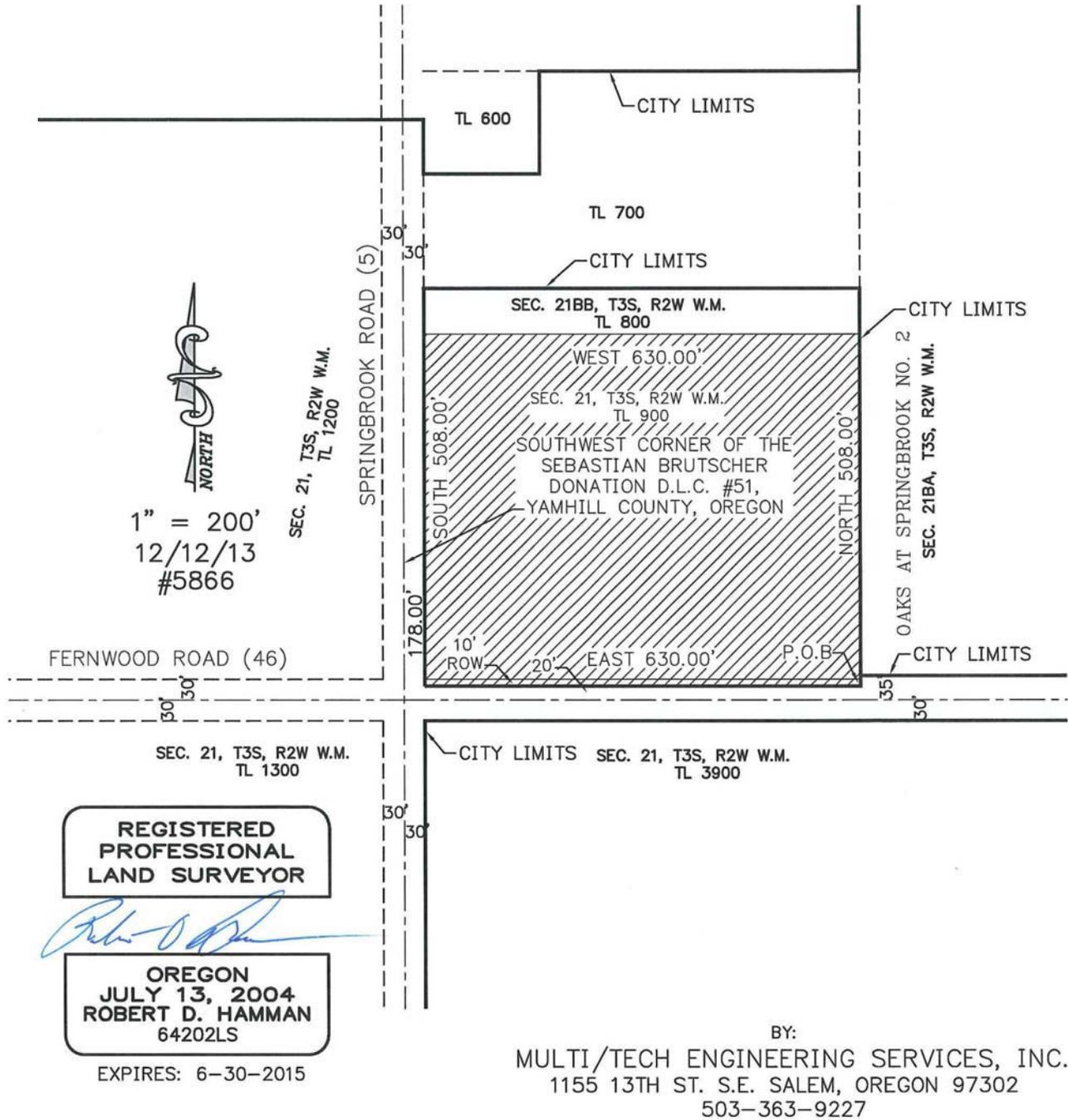


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