

NOTICE OF DECISION
Catalyst High School Addition – 1421 N Deborah Road
Design Review – DR221-0010

February 25, 2022

Brad Kilby, AICP
Harper Houf Peterson Righellis, Inc.
205 SE Spokane Street
Portland, OR 97202

Dear Mr. Kilby,

The Newberg Community Development Director has approved the proposed design review DR221-0010 for the Catalyst High School addition at 1421 N Deborah Road, Tax Lot R3217 02500, subject to the conditions listed in the attached report. The decision will become effective on March 12, 2022, unless an appeal is filed.

You may appeal this decision to the Newberg Planning Commission within 14 calendar days of this decision in accordance with Newberg Development Code 15.100.170. All appeals must be in writing on a form provided by the Planning Division. Anyone wishing to appeal must submit the written appeal form together with the required fee of \$550.20 to the Planning Division within 14 days of the date of this decision.

The deadline for filing an appeal is 4:30 pm on March 11, 2022.

At the conclusion of the appeal period, please remove all notices from the site.

Design review approval is only valid for one year from the effective date above. If building or construction permits are not issued within this time period, then the design review approval becomes null, and void and no construction may take place. If you are approaching the expiration date, contact the Planning Division regarding extension opportunities.

Please note that final building plans submitted for building permit review must comply with the attached conditions. You must comply with all conditions required through the design review process before final occupancy will be granted.

If you have any questions, please contact me at ashley.smith@newbergoregon.gov or 503-554-7768.

Sincerely,

A handwritten signature in blue ink that reads "Ashley Smith".

Ashley Smith
Assistant Planner
City of Newberg
Direct: 503.554.7768
Pronouns: she/her/hers

DECISION AND FINDINGS
Catalyst High School Addition – 1421 N Deborah Road
Design Review – DR221-0010

FILE NO: DR221-0010

REQUEST: Approval of a 13,440 square foot addition.

LOCATION: 1421 N Deborah Road

TAX LOT: R3217 02500

APPLICANT: Brad Kilby, HHPR

OWNER: Newberg School District

ZONE: R-1 Low Density Residential

OVERLAY: Airport Overlay (Airport Inner Horizontal Surface) Subdistrict Airport Inner Horizontal Surface (AIHS)

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Section I: Application Information
Section II: Exhibit A Findings
Section III: Exhibit B Conditions

Attachments:

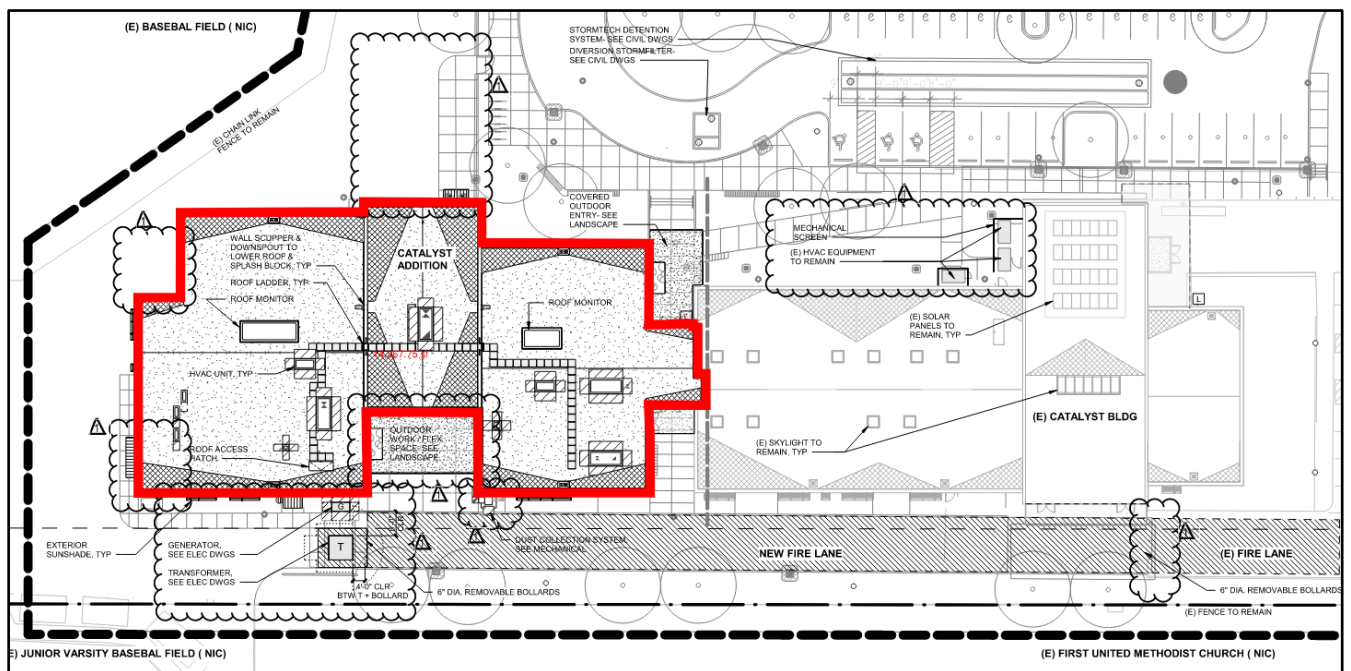
1. Application Material and Supplemental Material
2. Agency Comments
3. Public Comments

Section I: Application Information

A. DESCRIPTION OF APPLICATION:

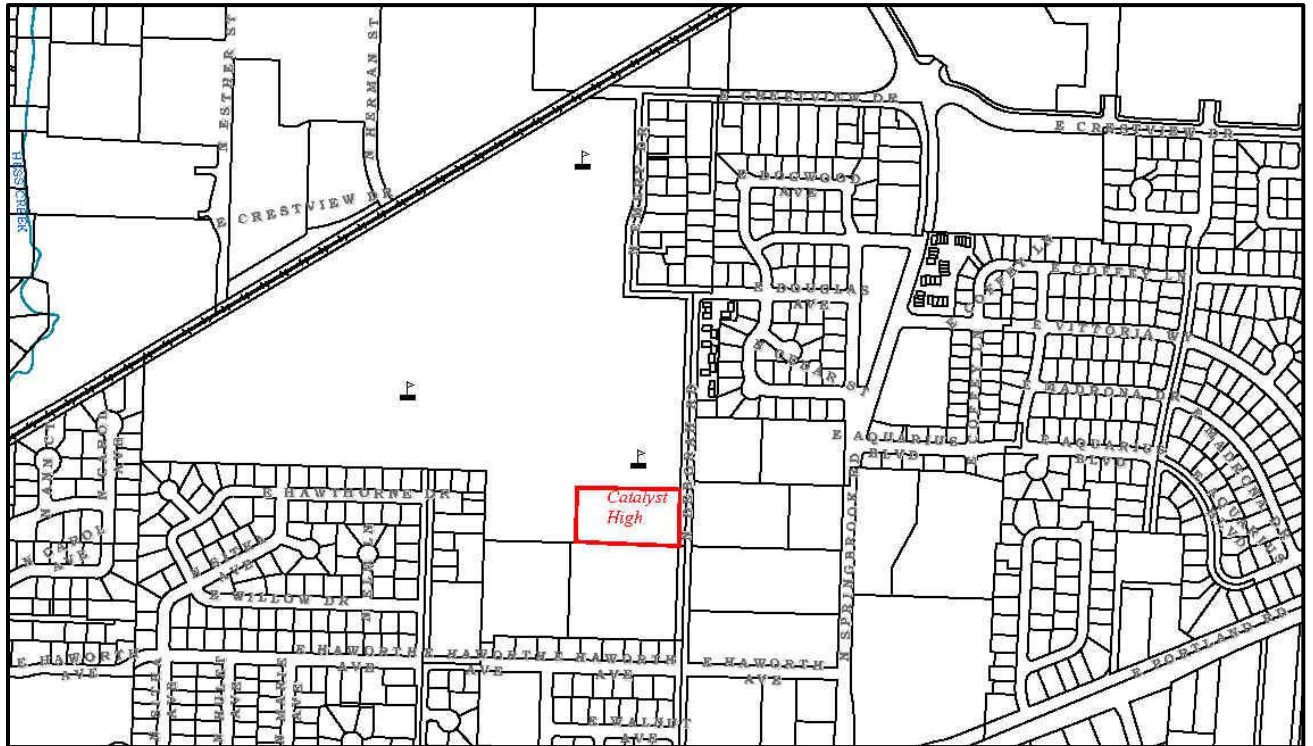
The applicant seeks approval of a 13,440 square foot building addition. The development will include a modification to the existing north parking lot, an addition of another drop-off zone, a second school entry with a new entrance hall, a large multipurpose room, fabrication lab, additional offices, and classrooms.

The property is located on N Deborah Road on the Newberg Public School Campus that includes Newberg High School, Mountainview Middle School and Mable Rush Elementary School. Catalyst High School was originally constructed in 2012. There is minimal landscaping on the site. The site is zoned R-1 (Low Density Residential) and is also located within the Airport Overlay (AO) Subdistrict Airport Inner Horizontal Surface (AIHS).



B. SITE INFORMATION:

1. Location: 1421 N Deborah Road



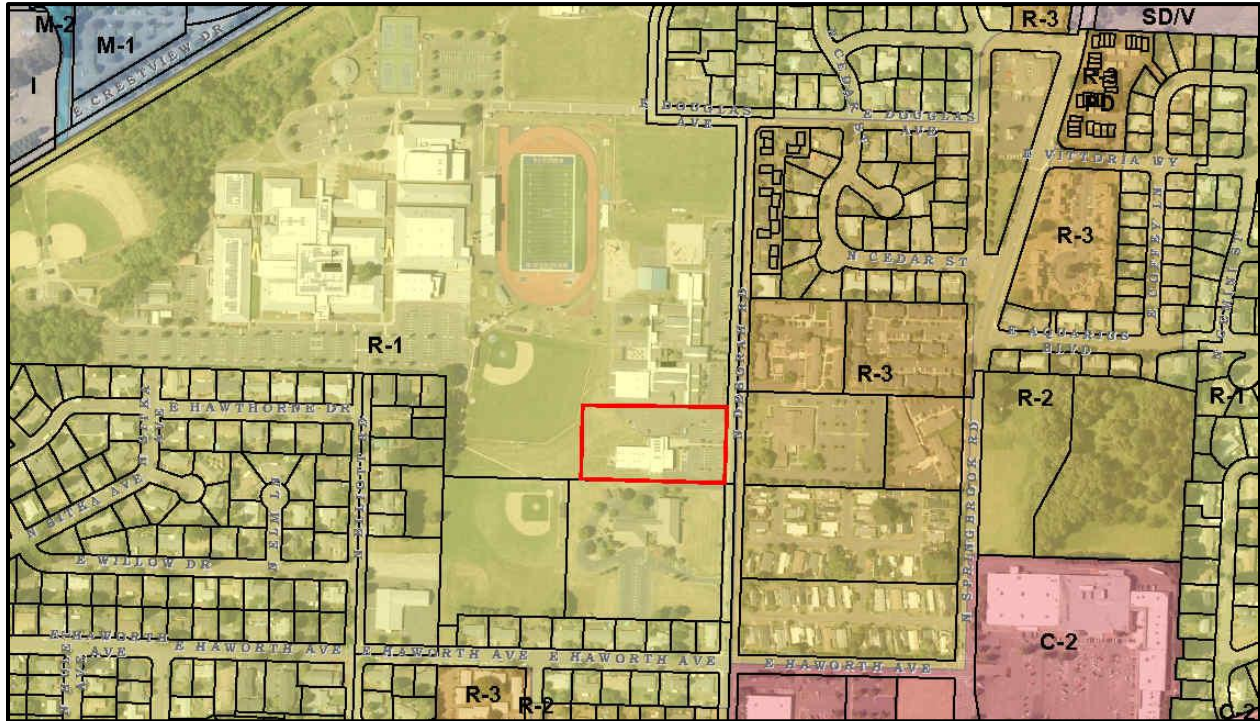
2. Size: Area of work 3.25 acres.
3. Current Land Uses: High School. Note, the school is located on a campus that is also home to Newberg High School, Mountainview Middle School and Mabel Rush Elementary School.
4. Natural Features: None

5. Adjacent Land Uses:



- a. North: Mable Rush Elementary School
- b. South: First United Methodist Church
- c. East: Church of Jesus Christ of Latter-Day Saints
- d. West: Newberg High Baseball fields

2. Zoning: The following zoning districts about the subject property.



- a. North: Low Density Residential (R-1)
 - b. East: Medium Density Residential (R-2)
 - c. South: Low Density Residential (R-1)
 - d. West: Low Density Residential (R-1)
3. Access and Transportation: This property has frontage along N Deborah Road (Major Collector). Access to the site is taken from two driveways on N Deborah Road.
 4. Utilities:
 - a. Water: The City's GIS system shows there is a 6-inch water line in N Deborah Road and two public water lines that run east-west across the property.
 - b. Wastewater: The City's GIS system shows there is a 6-inch wastewater line that runs east-west through the school property.

- c. Stormwater: The City's GIS system shows there is a 15-inch stormwater line in N Deborah Road.
- d. Overhead Lines: There are overhead utilities running parallel to the property frontage. Any new connection the property will need to be undergrounded. See NMC 15.430.010 for exception provisions.

C. PROCESS: The Design Review request is a Type II application and follows the procedures in Newberg Development Code 15.100.030. Following a 14-day public comment period, the Community Development Director makes a decision on the application based on the criteria listed in the attached findings. The Director's decision is final unless appealed.

Important dates related to this application are as follows:

- 1. 11/22/21: The Community Development Director deemed the application complete.
- 2. 11/23/21: The applicant mailed notice to the property owners within 500 feet of the site.
- 3. 11/23/21: The applicant posted notice on the site.
- 4. 12/07/21: The 14-day public comment period ended.
- 5. 2/25/22: The Community Development Director issued a decision on the application.

D. AGENCY COMMENTS: The application was routed to several public agencies for review and comment (Attachment 1). Comments and recommendations from city departments have been incorporated into the findings and conditions. As of the writing of this report, the city received the following agency comments:

- 1. Police: Reviewed, no conflict.
- 2. Public Works Director: Reviewed, no conflict.
- 3. Public Works Maintenance: Reviewed, no conflict.
- 4. Building Official: Reviewed, no conflict.
- 5. Finance Department: Reviewed, no conflict.
- 6. Ziplly Fiber: Reviewed, no conflict.
- 7. City Manager: Reviewed, no conflict.

8. Public Works Maintenance Superintendent: Commenting on Sheet A1.01 “Storm water filter detention is to be privately maintained annually in order to meet the city’s TMDL (Total Maximum Daily Load). See Attachment 2.
9. Public Works Maintenance Supervisor: Reviewed, no conflict.
10. Tualatin Valley Fire and Rescue: Extensive comments. See Attachment 2.

E. PUBLIC COMMENTS:

1. A comment was received from Rev. Casey Banks of the Newberg First United Methodist Church. Rev. Banks supports the project but requested that construction activities not occur on Sunday mornings between 9:30 to 10:30 during church services. The full text of the comments is in Attachment 3.

Staff Response – The construction activity request will be shared with the School District.

2. A comment was received from Jean A. Wittrock. Ms. Wittrock commented the following, “I am in favor of all these improvements”. Her comment can be viewed in Attachment 3.

**Section II: Findings – File DR221-0010
Design Review – Catalyst High School Addition**

15.220 Site Design Review

15.220.020 Site design review applicability.

A. Applicability of Requirements. Site design review shall be required prior to issuance of building permits or commencement of work for all improvements noted below. Site design review permits shall be processed as either Type I or Type II, as noted below.

2. Type II.

a. Any new development or remodel which is not specifically identified within subsection (A)(1) of this section.

b. Telecommunications facilities.

Finding: This is an addition to an institutional building which includes parking lot modifications, landscaping, lighting installations, trash enclosure construction, and screening for mechanical equipment. The narrative explains that 13,440 square feet will be added to the existing school structure. The addition size qualifies the project for a Type II design review. The applicant has submitted a Type II application.

This criterion is met.

15.220.050 Criteria for design review (Type II process).

B. Type II. The following criteria are required to be met in order to approve a Type II design review request:

1. Design compatibility. The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.

Finding: Plans and narrative show that the new addition will match the existing buildings wood soffit, brick veneer, metal panel, and exterior canopy. Elevation drawings also show that the new addition will match the existing buildings roof design and overall height except for the multipurpose room. The multipurpose room is centrally located within the addition and will be 4'10" taller than its accompanying addition and the existing building. This is a common institutional design which matches the other school buildings located on this shared campus.

These criteria are met.

15.425 Exterior Lighting

15.425.020 Applicability and exemptions.

A. Applicability. Outdoor lighting shall be required for safety and personal security in areas of assembly, parking, and traverse, as part of multifamily residential, commercial, industrial, public, recreational and institutional uses. The applicant for any Type I or Type II development permit shall submit, as part of the site plan, evidence that the proposed outdoor lighting plan will comply with this section. This information shall contain but not be limited to the following:

- 1. The location, height, make, model, lamp type, wattage, and proposed cutoff angle of each outdoor lighting fixture.***
- 2. Additional information the director may determine is necessary, including but not limited to illuminance level profiles, hours of business operation, and percentage of site dedicated to parking and access.***
- 3. If any portion of the site is used after dark for outdoor parking, assembly or traverse, an illumination plan for these areas is required. The plan must address safety and personal security.***

Finding: The applicants site plan does contain all required information in subsection 1. The narrative also states that the area will be used for extra circular activities that can occur during the evening hours. The proposed plan shows a variety of lighting equally distanced across the exiting parking lot and pedestrian pathways, and the modifications to the north lot and pathways. Per Section 1 10.50.178 of Ordinance No. 2000-2537 Amendment to the Newberg Development Code Regarding Exterior Lighting any light structure over 15 feet in height must use shielding apparatus and not exceed .5 foot-candle at the property line. In the provided plans, sheet E0.11L Land Use – Site Plan – Photometrics, show that the foot-candle is exceeding .5 along the south property line in several areas. To meet the exterior lighting requirements of 15.425.040 the project will need to ensure that all exterior lights requiring shielding follow 15.425.040 and light trespass does not exceed .5 foot-candle at the property line.

If the aforementioned is applied, this criterion will be met.

2. Parking and On-Site Circulation. Parking areas shall meet the requirements of NMC 15.440.010. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in NMC 15.440.010. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the

public streets with a minimum impact on the functioning of the public street.

Finding: See Finding of 15.440.010

15.440.010 Required off-street parking.

A. Off-street parking shall be provided on the lot or development site for all R-1, C-1, M-1, M-2 and M-3 zones. In all other zones, the required parking shall be on the lot or development site or within 400 feet of the lot or development site which the parking is required to serve. All required parking must be under the same ownership as the lot or development site served except through special covenant agreements as approved by the city attorney, which bind the parking to the lot or development site.

Finding: Catalyst High School is located within the R-1 zone therefore is required to provided off-street parking on site. Part of this proposed project includes a parking lot modification to the existing overflow parking lot just north of Catalyst and south of Mabel Rush Elementary School. This configuration will be addressed further in the section. All proposed parking will be under the same ownership lot and located on site.

This criterion is met.

15.440.020 Parking area and service drive design.

A. All public or private parking areas, parking spaces, or garages shall be designed, laid out and constructed in accordance with the minimum standards as set forth in NMC 15.440.070.

B. Groups of three or more parking spaces, except those in conjunction with a single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, townhouse dwelling or cottage cluster project on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrian and vehicular traffic on the site, but in no case shall two-way and one-way service drives be less than 20 feet and 12 feet, respectively. Service drives shall be improved in accordance with the minimum standards as set forth in NMC 15.440.060.

Finding: The configuration of the proposed parking lot allows for a full circle flow and would not require backward movement or maneuvering within a street.

This criterion is met.

15.440.030 Parking spaces required.

Schools	High schools, 1-1/2 for each teaching station, plus 8 for every classroom, or 1 for every 28 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area
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The applicant performed a parking needs analysis through DKS Associates based on the proposed Catalyst auditorium's square footage. Using the parking calculation for an assembly area versus the calculation based on number of students and teachers, is more applicable to this project since Catalyst High School has students that also attend Newberg High School located on the same campus.

The proposed auditorium's square footage is 2,565 square feet, with the high school requirement being 1 parking stall for every 28 square feet. That results in the need for 92 parking stalls. Per the applicants revised site plan, sheet A1.01, submitted on January 14, 2022, the applicant is proposing 95 stalls. 45 stalls will be in the modified overflow parking lot north of Catalyst High School and south of Mable Rush Elementary School. The remaining 50 will be located in the existing parking lot, east of the school. The existing parking lot was associated with Catalyst initial construction in 2012 and provided four more spaces than required at that time.

In 2003, Mabel Rush Elementary School went through an extensive modification which updated their parking requirements. With the modification they were required to have 107 parking spaces. The project created 114 and included in that count were 49 parking spaces in the overflow parking, which Catalyst High School is now proposing to modify. The 2003 Mable Rush Elementary modification also created 65 parking spaces to the east of the school, for a total of 114 spaces, seven more than required.

With this information we can see that both schools would like to count the overflow parking towards their individual total parking requirements. While both schools are surpassing their parking requirement separately, when both schools include the overflow parking area, there is an overall deficit of 39 parking spaces.

School	Required Parking Spaces	Existing Parking Lot Spaces	Current Overflow Spaces	Proposed Overflow Spaces	Existing Spaces and Overflow Use Per School	Surplus/ Deficit of Spaces
Mable Rush	107	65	49	45	110 (using proposed overflow number)	+3
Catalyst	92	50	0	45	95	+3
					Total Parking Spaces Between All Proposed Lots	
Total Spaces	199	115	0	45	160	-39 Overall

Recognizing that the campus is a limited space, the benefits of preserving greenspace and reducing paved areas, and presuming that both schools are currently utilizing the overflow parking and possibly all parking lots interchangeably, staff agree that this parking configuration meets the criteria for creating adequate parking. Furthermore, the new configuration will only improve traffic flow in the overflow area, along with pedestrian safety, lighting, landscaping, and ADA accessibility to Catalyst High School. The modification does not alter any traffic circulation patterns within the existing adjacent parking lots or right-of-way accesses.

To limit the potential impact of multiple school events happening at the same time, which could result in attendees parking within the neighborhood, we encourage the schools to coordinate their large events to ensure onsite parking will be adequate for the number of expected attendees.

15.440.060 Parking area and service drive improvements.

All public or private parking areas, outdoor vehicle sales areas, and service drives shall be improved according to the following:

A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust-free surfacing materials may be approved by the director for infrequently used parking areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.

Finding: The narrative states that all existing and proposed parking areas will meet these standards by being made of approved materials and graded appropriately to prevent stormwater runoff. If this criterion is fulfilled as stated, it will be met.

B. All parking areas shall be designed not to encroach on public streets, alleys, and other rights-of-way. Parking areas shall not be placed in the area between the curb and sidewalk or, if there is no sidewalk, in the

public right-of-way between the curb and the property line. The director may issue a permit for exceptions for unusual circumstances where the design maintains safety and aesthetics.

Finding: No modifications are being proposed to the existing parking lots that do have access to the public right-of-way. The proposed parking lot modification is occurring in the interior of the lot and is accessed only through an existing parking lot.

This criterion is met.

C. All parking areas, except those required in conjunction with a single-family detached, duplex, triplex, quadplex or townhouse dwelling, or cottage cluster project, shall provide a substantial bumper which will prevent cars from encroachment on abutting private and public property.

Finding: The narrative states that the proposed parking area will include a curb that will prevent cars from encroaching onto landscaped areas, sidewalks, or adjacent public and private property. If this proposal is applied as stated, this criterion will be met.

D. All parking areas, including service drives, except those required in conjunction with single-family detached, duplex, triplex, quadplex or townhouse dwellings or cottage cluster projects, shall be screened in accordance with NMC 15.420.010(B).

Finding: Please refer to findings addressed under 15.420.010 Required minimum standards.

E. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.

Finding: Please refer to findings previously addressed under 15.425 Exterior Lighting.

F. All service drives and parking spaces shall be substantially marked and comply with NMC 15.440.070.

Finding: The applicants narrative acknowledges the need to clearly mark all parking spaces. The plans also clearly show parking space configuration as well as ADA spaces and compact spaces. This criterion is met.

G. Parking areas for residential uses shall not be located in a required front yard, except as follows:

1. Single-family detached, duplex, triplex, quadplex, and townhouse dwellings: parking is authorized in a front yard on a service drive which provides access to an improved parking area outside the front yard.

Finding: This is not a residential use. This criterion does not apply.

H. A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. For high turnover uses, such as convenience stores or fast-food restaurants, at the discretion of the director, all stalls will be required to be full-sized.

Finding: According to the resubmitted site plan of January 14, 2022, the applicant is proposing 13 of the 95 spaces will be used for compact cars. This is approximately 14% of the total spaces being reduced in size.

This criterion is met.

15.440.080 Off-street loading.

A. Buildings to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use.

Finding: This building is for institutional use and will not be distributing materials and merchandise. While it is expected they will receive delivers, it most likely will not be at the volume this code was intended for. Also, the school has noted that any delivers that will occur, to the best of their ability, will scheduled outside the typical drop off and pickup times of the school. Therefore, this criterion does not apply.

15.440.100 Facility requirements.

Bicycle parking facilities shall be provided for the uses shown in the following table. Fractional space requirements shall be rounded up to the next whole number.

New commercial, industrial, office, and institutional developments, including additions that total 4,000 square feet or more	One bicycle parking space for every 10,000 square feet of gross floor area . In C-4 districts, two bicycle parking spaces , or one per 5,000 square feet of building area , must be provided, whichever is greater
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Finding: The proposed Catalyst High School addition puts the total square footage at approximately 29,212. This means a total of three bicycle parking spaces would be required. The proposed project will add six bicycle parking spaces.

This criterion is met.

15.440.110 Design.

A. Bicycle parking facilities shall consist of one or more of the following:

- 1. A firmly secured loop, bar, rack, or similar facility that accommodates locking the bicycle frame and both wheels using a cable or U-shaped lock.***
- 2. An enclosed locker.***
- 3. A designated area within the ground floor of a building, garage, or storage area. Such area shall be clearly designated for bicycle parking.***
- 4. Other facility designs approved by the director.***

B. All bicycle parking spaces shall be at least six feet long and two and one-half feet wide. Spaces shall not obstruct pedestrian travel.

C. All spaces shall be located within 50 feet of a building entrance of the development.

D. Required bicycle parking facilities may be located in the public right-of-way adjacent to a development subject to approval of the authority responsible for maintenance of that right-of-way.

Finding: The applicants narrative states that the proposed bicycle parking area will meet all these criteria by including a secured loop system that will be placed in concrete, the area will be within 50 feet of the building entrance and will meet the dimensional requirements while not hindering pedestrian traffic.

These criteria have been met.

3. Setbacks and General Requirements. The proposal shall comply with NMC 15.415.010 through 15.415.060 dealing with height restrictions and public access; and NMC 15.405.010 through 15.405.040 and NMC 15.410.010 through 15.410.070 dealing with setbacks, coverage, vision clearance, and yard requirements.

Finding: This criterion is addressed in the following findings.

15.415.020 Building height limitation.

A. Residential.

- 1. In the R-1 district, no main building shall exceed 30 feet in height.***

Finding: The maximum height of the proposed Catalyst High School addition is 22'6".

This criterion is met.

15.415.030 Building height exemptions.

Finding: The proposed height of the new addition is 22'6". A mechanical unit will be placed on top of the structure. Per the plans scale, the mechanical unit will be 5'10". Mechanical units are exempt from adding to building height if they do not increase the structure height by over 18 feet of the maximum height allowed in the zone. The total height of the structure with the mechanical unit will be 28'4". The maximum height for the R-1 zone is 30". An exemption is not needed.

This criterion does not apply.

15.405.010 Minimum and maximum lot area.

A. In the following districts, each lot or development site shall have an area as shown below except as otherwise permitted by this code: ...

Finding: This code section applies to minimum lot area for dwelling units. This project is for an institutional building within the R-1 zone, not a dwelling and is an existing lot of record. Therefore, the criteria in this section does not apply.

15.405.040 Lot coverage and parking coverage requirements

C. All other districts and uses not listed in subsection (B) of this section shall not be limited as to lot coverage and parking coverage except as otherwise required by this code.

Finding: The subject property is an institutional use in a residential zone which is a use not listed in subsection B. Therefore, lot coverage and parking coverage requirements are not applicable to this project.

This criterion is met.

15.410.030 Interior yard setback.

A. Residential.

- 1. All lots or development sites in the AR, R-1, R-2 and R-3 districts shall have interior yards of not less than five feet, except that where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.***
- 2. All lots or development sites in the RP district shall have interior yards of not less than eight feet.***

Finding: The site is located in the R-1 zone and setbacks are regulated by NMC 15.410.040 because it is a school.

15.410.040 Setback and yard restrictions as to schools, churches, public buildings.

A. Building Setback. No buildings shall be erected, used or maintained for a school, church or public or semi-public building or use, institution or similar use under the regulations of this code unless such building is removed at least 25 feet from every boundary line of any property included in any residential district.

Finding: Per the applicant's site plan, the addition, at its closet point, is approximately 32 feet from the south property line. The existing Catalyst High School building that will be directly east of the addition, and closet to the east property line that parallels N Deborah Road, is currently approximately 166 feet from the property line. Catalyst High School is located in the southeastern portion of an approximate 70-acre campus and is well within the required setbacks for the north and west property lines.

This criterion is met.

B. Required Yard. No required front or interior yard of the lot on which such building or use is located shall be used for play or parking purposes.

Finding: The front yard and interior yards along the north, east, and west are beyond the required standards. No parking or play areas are proposed within the 25-foot setback requirement of the south property line. The east parking lot was approved during the 2012 design review for the initial school site and use.

This criterion is met.

15.410.050 Special setback requirements to planned rights-of-way.

C. A lot or parcel of land in any district adjoining a street for which the planned right-of-way width and alignment have been determined shall have a building setback line equal to the yard required in the district, plus a distance of:

- 1. Fifty feet from and parallel with the centerline of expressways.***
- 2. Thirty-five feet from and parallel with the centerline of major and minor arterials.***
- 3. Thirty feet from and parallel with the centerline of multifamily, commercial and industrial streets and single-family***

collector streets.

4. Thirty feet from and parallel with the centerline of single-family local streets.

5. Twenty-five feet from and parallel with the centerline of single-family hillside, cul-de-sacs and local streets which will never be extended more than 2,400 feet in length and which will have a relatively even division of traffic to two or more exits.

Finding: There are no planned future rights-of-way that would impact the proposed Catalyst High School addition. These criteria are not applicable.

15.410.060 Vision clearance setback.

The following vision clearance standards shall apply in all zones (see Appendix A, Figure 9).

A. At the intersection of two streets, including private streets, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 50 feet in length.

B. At the intersection of a private drive and a street, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 25 feet in length.

C. Vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line. Where curbs are absent, the edge of the asphalt or future curb location shall be used as a guide, whichever provides the greatest amount of vision clearance.

Finding: The addition to Catalyst High School is on the interior of the lot and all work occurring will be out the vision clearance triangle area. The applicant does note that there may be landscaping work that will occur within the triangle, but all standards will be shown to be met in the site permitting applications.

The criteria of this section are met.

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

The following intrusions may project into required yards to the extent and under the conditions and limitations indicated:

A. Depressed Areas. In any district, open work fences, hedges, guard railings or other landscaping or architectural devices for safety protection around depressed ramps, stairs or retaining walls may be located in required yards; provided, that such devices are not more than three and one-half feet in height.

B. Accessory Buildings. *In front yards on through lots, where a through lot has a depth of not more than 140 feet, accessory buildings may be located in one of the required front yards; provided, that every portion of such accessory building is not less than 10 feet from the nearest street line.*

C. Projecting Building Features. *The following building features may project into the required front yard no more than five feet and into the required interior yards no more than two feet; provided, that such projections are no closer than three feet to any interior lot line:*

- 1. Eaves, cornices, belt courses, sills, awnings, buttresses or other similar features.***
- 2. Chimneys and fireplaces, provided they do not exceed eight feet in width.***
- 3. Porches, platforms or landings which do not extend above the level of the first floor of the building.***
- 4. Mechanical structures (heat pumps, air conditioners, emergency generators and pumps).***

Finding: The proposed plans do not show any depressed areas, accessory buildings or projecting building features within the required yard setbacks. Plans do show a utility transformer placed within 14 feet of the south property line. Utility transformers are exempt from setback requirements.

The criteria of this section are met.

D. Fences and Walls.

1. In the residential district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

a. Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six-foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in NMC 15.410.060.

b. Not to exceed four feet in height. Located or maintained within all other front yards.

Finding: The project is not proposing any fence or wall along any property line or within the required yard setbacks. This criterion is not applicable.

2. In any commercial or industrial district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows: ...

Finding: The site is located in a residential district. The criterion is not applicable.

3. If chain link (wire-woven) fences are used, they are manufactured of corrosion-proof materials of at least 11-1/2 gauge.

Finding: Per the revision letter submitted to the City on January 14, 2022, the applicant states existing mechanical units will be provided with 6'0" mechanical screens but the associated plans do not list the specific materials. If chain link (wire-woven) fences are used within this project, it must meet the criteria of NMC 15.410.070(D)(3).

4. The requirements of vision clearance shall apply to the placement of fences.

Finding: See response to NMC 15.410.060.

E. Parking and Service Drives (Also Refer to NMC 15.440.010 through 15.440.080).

Finding: See response to NMC 15.440.010.

F. Public Telephone Booths and Public Transit Shelters. Public telephone booths and public transit shelters shall be permitted; provided, that vision clearance is maintained for vehicle requirements for vision clearance.

Finding: This criterion is not applicable because the applicant is not proposing any public telephone booths or public transit shelters. The standard is not applicable.

4. Landscaping Requirements. The proposal shall comply with NMC 15.420.010 dealing with landscape requirements and landscape screening.

15.420.010 Required minimum standards.

B. Required Landscaped Area. The following landscape requirements are established for all developments except single-family dwellings:

1. A minimum of 15 percent of the lot area shall be landscaped; provided, however, that computation of this minimum may include areas landscaped under subsection (B)(3) of this section.

Development in the C-3 (central business district) zoning district and M-4 (large lot industrial) zoning district is exempt from the 15 percent landscape area requirement of this section. Additional landscaping requirements in the C-4 district are described in NMC 15.352.040(K). In the AI airport industrial district, only a five percent landscaping standard is required with the goal of “softening” the buildings and making the development “green” with plants, where possible. The existence of the runway, taxiway, and approach open areas already provide generally for the 15 percent requirement. Developments in the AI airport industrial district with a public street frontage shall have said minimum landscaping between the front property line and the front of the building.

Finding: The applicant submitted a landscaping plan and narrative stating that the overall work site is 141,380 square feet with proposed plans showing 32,093 square feet to be landscaped. That calculates to 22% of the overall area will be landscaped with this project, surpassing the 15% minimum requirement.

This criterion is met.

2. All areas subject to the final design review plan and not otherwise improved shall be landscaped.

3. The following landscape requirements shall apply to the parking and loading areas:

a. A parking or loading area providing 10 or more spaces shall be improved with defined landscaped areas totaling no less than 25 square feet per parking space.

b. A parking, loading area, or drive aisle which runs adjacent to a property line shall be separate from any lot line adjacent to a street by a landscaped strip at least 10 feet in interior width or the width of the required yard, whichever is greater, and any other lot line by a landscaped strip of at least five feet in interior width. See subsections (B)(3)(c) and (d) of this section for material to plant within landscape strips.

c. A landscaped strip separating a parking area, loading area, or drive aisle from a street shall contain street trees spaced as appropriate to the species, not to exceed 50 feet apart on average, and a combination of shrubs and ground cover, or lawn. This

landscaping shall provide partial screening of these areas from the street.

d. A landscaped strip separating a parking area, loading area, or drive aisle from an interior lot line shall contain any combination of trees, shrubs, ground cover or lawn. Plant material shall be selected from at least two different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs).

Finding: The current parking layout approved in 2012 has existing landscaping along the east property line and this project will not be altering those spaces in anyway. The submitted landscaping plan shows a 10-foot-wide irrigated landscape strip between the south property line and the proposed fire access lane that will contain two different shrub types and a tree variety meeting the requirements of NMC 15.420.101(B). Furthermore, the proposed parking modifications to the north overflow area will create 45 parking spaces. At the requirement of 25 square feet per parking space this creates the need for 1,175 square feet of associated landscaping. The applicants plans and narrative show that within the parking modification area there will be 3,682 square feet of landscaping provided in combination by the six individual parking islands.

There are no street tree requirements for this modification because this parking lot is not adjacent to a street, therefore does not have an associated landscape strip for separation. In 2012 with the approval of the east parking lot, street trees were installed along N Deborah Street. The applicant is not proposing to remove any of the existing trees.

The criterion of subsections a - d are met.

e. Landscaping in a parking or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.

f. Landscaping areas in a parking lot, service drive or loading area shall have an interior width of not less than five feet.

Finding: The applicants landscape plan shows an equal distribution of landscaped areas throughout the parking lot. All areas have a width of at least five feet, mostly all are exceeding that minimum. The criteria of subsections e and f are met.

g. All multifamily, institutional, commercial, or industrial parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement

within 12 months after initial installation. Adequate provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.

Finding: The project site is located within the R-1, Low Density Residential zone, and work will take place along the south property line which is shared by the adjacent church property. The applicant has stated that there is an existing “ornamental metal fence” that parallels the south property line. In addition to it, there is a 10-foot-wide irrigated landscape strip that will contain shrubs and trees. Landscape plans submitted with the building permit application will need to show specifically how the site-obscuring installation along the south property line will meet the 75 percent opaque requirement of 15.420.010(B)(3)(g) and how the installation will be protected from vehicle damage. If vegetation is used, plans must show that the plantings will meet the screening requirement within 12 months after initial installation. This plan will be reviewed during the building permit application to determine if this criterion is met.

h. An island of landscaped area shall be located to separate blocks of parking spaces. At a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. No more than seven parking spaces may be grouped together without an island separation unless otherwise approved by the director based on the following alternative standards:

i. Provision of a continuous landscaped strip, with a five-foot minimum width, which runs perpendicular to the row of parking spaces (see Appendix A, Figure 13).

ii. Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, within areas proposed for back-to-back parking (see Appendix A, Figure 14).

Finding: The applicants landscape plan does show a landscape island placed between every seven parking spaces. Each landscape island also includes at least one deciduous shade tree, noted as an Armstrong Red Maple.

This criterion is met.

4. Trees, Shrubs and Ground Covers. *The species of street trees required under this section shall conform to those authorized by the city council through resolution. The director shall have the responsibility for preparing and updating the street tree species list which shall be adopted in resolution form by the city council.*

a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement

of two feet up from the base and shall be balled and burlapped or boxed.

b. Collector and local street trees shall be spaced approximately 35 to 40 feet on center. These trees shall have a minimum of a one and one-half or one and three-fourths inch tree trunk or stalk and shall be balled and burlapped or boxed.

c. Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab-apple, Hawthorne and the like. These trees shall have a minimum one and one-half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.

d. All broad-leafed evergreen shrubs and deciduous shrubs shall have a minimum height of 12 to 15 inches and shall be balled and burlapped or come from a two-gallon can. Gallon-can size shrubs will not be allowed except in ground covers. Larger sizes of shrubs may be required in special areas and locations as specified by the design review board. Spacing of these shrubs shall be typical for the variety, three to eight feet, and shall be identified on the landscape planting plan.

e. Ground Cover Plant Material. Ground cover plant material such as greening juniper, cotoneaster, minor Bowles, English ivy, hypericum and the like shall be one of the following sizes in specified spacing for that size:

<i>Gallon cans</i>	<i>3 feet on center</i>
<i>4" containers</i>	<i>2 feet on center</i>
<i>2-1/4" containers</i>	<i>18" on center</i>
<i>Rooted cuttings</i>	<i>12" on center</i>

Finding: This project is not making any modifications to street frontage along N Deborah Road, other than repairing broken sidewalk panels and will not be creating space for additional street trees. The existing street trees, accent trees, shrubs, and ground cover were previously approved in the 2012 design review of the original school site. Existing trees within project site have been marked on plans to “protect and remain”.

For new required landscaping on the project site, which is completely on the interior of the lot, the applicant’s narrative and landscaping plans show that all trees, shrubs, and ground cover will meet or exceed the size minimums, spacing density, and planting protection standards of this section. Trees will be 2” in caliber and reach an average mature height of 45’. 1- and 2-gallon ground cover and shrubs will be planted at 24” – 30” on center, with an average height of approximately 2’ 1/2”. Root barriers, jute netting, and proper distance spacing from hard surfaces will be implemented to protect plantings.

The criterion of 15.425.010(4) are met.

5. Automatic, underground irrigation systems shall be provided for all areas required to be planted by this section. The director shall retain the flexibility to allow a combination of irrigated and nonirrigated areas. Landscaping material used within nonirrigated areas must consist of drought-resistant varieties. Provision must be made for alternative irrigation during the first year after initial installation to provide sufficient moisture for plant establishment.

Finding: The landscape plans and narrative submitted with application state that all new landscaping will have underground irrigation systems installed.

This criterion is met.

6. Required landscaping shall be continuously maintained.

Finding: The applicant states that the new landscaping will be incorporated into the Newberg School Districts current maintenance program.

This criterion is met.

7. Maximum height of tree species shall be considered when planting under overhead utility lines.

Finding: All new utilities per Engineering's findings will be placed underground. No trees are proposed to be planted under existing lines.

This criterion is met.

8. Landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) will apply to development proposals unless the institution has addressed the requirements and standards by an approved site development master plan. With an approved site development master plan, the landscape requirements will be reviewed through an administrative Type I review process.

Finding: The applicant has addressed this criterion under subsection (B)(3) of this section and is not proposing the use of a site development master plan. This criterion is not applicable.

9. In the M-4 zone, landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) do not apply unless within 50 feet of a residential district.

Finding: This project is located in the R-1 zone. This criterion is not applicable.

C. Installation of Landscaping. All landscaping required by these provisions shall be installed prior to the issuance of occupancy permits,

unless security equal to 110 percent of the cost of the landscaping as determined by the director is filed with the city, insuring such installation within six months of occupancy. A security – cash, certified check, time certificates of deposit, assignment of a savings account, bond or such other assurance of completion as shall meet with the approval of the city attorney – shall satisfy the security requirements. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the director, the security may be used by the city to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the city shall be returned to the applicant.

Finding: The applicant acknowledges that landscaping will need to be installed prior to occupancy and plans to do so. If that is not achievable, they will provide the appropriate security bond.

This criterion is met.

5. Signs. Signs shall comply with NMC 15.435.010 et seq dealing with signs

15.435.030 Permit required.

A. Except as follows, no person or entity shall place any sign within the city without first obtaining a permit from the director.

B. The following do not require sign permits, but must otherwise comply with the standards of this chapter:...

Finding: No signage is being proposed at this time. The applicant acknowledged in their narrative that they will apply for signs in the future if needed.

This criterion is met.

6. Manufactured Dwelling, Mobile Home and RV Parks. Manufactured dwelling and mobile home parks shall also comply with the standards listed in NMC 15.445.075 through 15.445.100 in addition to the other clear and objective criteria listed in this section. RV parks also shall comply with NMC 15.445.170 in addition to the other criteria listed in this section.

Finding: The criteria of NMC 445.075 through 15.445.100 do not apply because a manufactured dwelling or mobile home park is not proposed.

7. Zoning District Compliance. The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in NMC 15.305.010 through 15.336.020. Through this site review process, the director may make a determination that a use is determined to be

similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.

Finding: The site is located in the R-1, Low Density Residential District. Catalyst High School is a secondary school. Secondary schools are a permitted use within this district.

The criterion is met.

8. Subdistrict Compliance. Properties located within subdistricts shall comply with the provisions of those subdistricts located in NMC 15.340.010 through 15.348.060.

Finding: The project site is located within the Airport Overlay (Airport Inner Horizontal Surface) Subdistrict and Airport Inner Horizontal Surface (AIHS). A school is a use that is permitted within the primary zone of R-1, and this project does not create any prohibited interference, impaired visibility, hazards, or other endangerments within the airport approach safety zone. This criterion is met.

9. Alternative Circulation, Roadway Frontage Improvements and Utility Improvements

Finding: The project is not proposing any changes to the current vehicle and pedestrian access points from N Deborah Road. The applicant's narrative explains that the existing driveway approaches will remain at their current location but will be improved to meet the American with Disabilities Act. Any damaged sidewalk panels will be replaced as well.

This criterion is met.

15.430.010 Underground utility installation.

A. All new utility lines, including but not limited to electric, communication, natural gas, and cable television transmission lines, shall be placed underground. This does not include surface-mounted transformers, connections boxes, meter cabinets, service cabinets, temporary facilities during construction, and high-capacity electric lines operating at 50,000 volts or above.

B. Existing utility lines shall be placed underground when they are relocated, or when an addition or remodel requiring a Type II design review is proposed, or when a developed area is annexed to the city.

C. The director may make exceptions to the requirement to underground utilities based on one or more of the following criteria:

1. The cost of undergrounding the utility is extraordinarily expensive.

- 2. There are physical factors that make undergrounding extraordinarily difficult.*
- 3. Existing utility facilities in the area are primarily overhead and are unlikely to be changed.*

Finding: The applicant's narrative and proposed plans show new utilities installed underground.

This requirement is met.

15.505 Public Improvements Standards

15.505.020 Applicability.

The provision and utilization of public facilities and services within the City of Newberg shall apply to all land developments in accordance with this chapter. No development shall be approved unless the following improvements are provided for prior to occupancy or operation, unless future provision is assured in accordance with NMC 15.505.030(E).

A. Public Works Design and Construction Standards. The design and construction of all improvements within existing and proposed rights-of-way and easements, all improvements to be maintained by the city, and all improvements for which city approval is required shall comply with the requirements of the most recently adopted Newberg public works design and construction standards.

B. Street Improvements. All projects subject to a Type II design review, partition, or subdivision approval must construct street improvements necessary to serve the development.

Finding: N Deborah Road is improved. These criteria are met.

C. Water. All developments, lots, and parcels within the City of Newberg shall be served by the municipal water system as specified in Chapter 13.15 NMC.

Finding: The site is already served by the municipal water system. No new connection is proposed.

This criterion is met.

D. Wastewater. All developments, lots, and parcels within the City of Newberg shall be served by the municipal wastewater system as specified in Chapter 13.10 NMC.

Finding: The proposed plans show the demolition of a portion (97 feet) of a private wastewater line that connects to a public wastewater line that runs east-west on the property. It is not clear if an easement exists for this public wastewater line. This criterion will be met if all wastewater improvements necessary to service the development meet City standards and are completed, see conditions in Section 15.505.040(F).

E. Stormwater. All developments, lots, and parcels within the City of Newberg shall manage stormwater runoff as specified in Chapters 13.20 and 13.25 NMC.

Finding: The proposed development will create 40,000 square feet of new impervious area. The applicant has submitted a preliminary stormwater report. In that report the applicant decided against Low Impact Development Alternatives (LIDA) because of the size of the facilities that would require to manage the stormwater runoff, the slope of the resulting stormwater collection lines, and costs. They are proposing the use of proprietary stormwater management facilities instead. Because a final stormwater management report has not been submitted, a final stormwater management report will be required as part of the permit application. This criterion will be met if all stormwater improvements necessary to service the development meet City standards and are completed, see conditions in Section 15.505.050.

F. Utility Easements. Utility easements shall be provided as necessary and required by the review body to provide needed facilities for present or future development of the area.

Finding: There are existing easements identified in the title report submitted by the applicant. One of them is for the public water line that extends across the property. Another is a 60-foot-long public utility easement on the frontage of the property. There is no easement shown for the public wastewater line that extends into the property. The existing 60-foot public utility easement will need to be extended along the project frontage of the property and a public utility easement over the east-west public wastewater line will be required. This criterion will be met when all required easements are recorded, see conditions in Section 15.505.040(F).

G. City Approval of Public Improvements Required. No building permit may be issued until all required public facility improvements are in place and approved by the director, or are otherwise bonded for in a manner approved by the review authority, in conformance with the provisions of this code and the Newberg Public Works Design and Construction Standards. [Ord. 2810 § 2 (Exhs. B, C), 12-19-16.]

Finding: Any required public improvement permit(s) for this project must be submitted, approved, and issued prior to building permits being issued. This criterion will be met as part of the permit review process.

15.505.030 Street standards.

A. Purpose. The purpose of this section is to:

- 1. Provide for safe, efficient, and convenient multi-modal transportation within the City of Newberg.*
- 2. Provide adequate access to all proposed and anticipated developments in the City of Newberg. For purposes of this section, “adequate access” means direct routes of travel between destinations; such destinations may include residential neighborhoods, parks, schools, shopping areas, and employment centers.*
- 3. Provide adequate area in all public rights-of-way for sidewalks, wastewater and water lines, stormwater facilities, natural gas lines, power lines, and other utilities commonly and appropriately placed in such rights-of-way. For purposes of this section, “adequate area” means space sufficient to provide all required public services to standards defined in this code and in the Newberg public works design and construction standards.*

B. Applicability. The provisions of this section apply to:

- 1. The creation, dedication, and/or construction of all public streets, bike facilities, or pedestrian facilities in all subdivisions, partitions, or other developments in the City of Newberg.*
- 2. The extension or widening of existing public street rights-of-way, easements, or street improvements including those which may be proposed by an individual or the city, or which may be required by the city in association with other development approvals.*
- 3. The construction or modification of any utilities, pedestrian facilities, or bike facilities in public rights-of-way or easements.*
- 4. The designation of planter strips. Street trees are required subject to Chapter 15.420 NMC.*
- 5. Developments outside the city that tie into or take access from city streets.*

C. Layout of Streets, Alleys, Bikeways, and Walkways. Streets, alleys, bikeways, and walkways shall be laid out and constructed as shown in the Newberg transportation system plan. In areas where the transportation system plan or future street plans do not show specific transportation improvements, roads and streets shall be laid out so as to conform to previously approved subdivisions, partitions, and other developments for adjoining properties, unless it is found in the public interest to modify these patterns. Transportation improvements shall conform to the standards within the Newberg Municipal Code, the Newberg public works design and construction standards, the Newberg transportation system plan, and other adopted city plans.

D. Construction of New Streets. Where new streets are necessary to serve a new development, subdivision, or partition, right-of-way dedication and full street improvements shall be required. Three-quarter streets may be approved in lieu of full street improvements when the city finds it to be practical to require the completion of the other one-quarter street improvement when the adjoining property is developed; in such cases, three-quarter street improvements may be allowed by the city only where all of the following criteria are met:

- 1. The land abutting the opposite side of the new street is undeveloped and not part of the new development; and***
- 2. The adjoining land abutting the opposite side of the street is within the city limits and the urban growth boundary.***

Finding: The applicant is not proposing construction of new streets. These criteria do not apply.

E. Improvements to Existing Streets.

- 1. All projects subject to partition, subdivision, or Type II design review approval shall dedicate right-of-way sufficient to improve the street to the width specified in subsection (G) of this section.***

Finding: N Deborah Road, classified as a major collector north of E Haworth Avenue, is fully improved on both sides of the street along the project site's frontage with a curb-to-curb pavement width of 36-feet and a right-of way width of 60-feet.

This criterion is met.

- 2. All projects subject to partition, subdivision, or Type II design review approval must construct a minimum of a three-quarter street improvement to all existing streets adjacent to, within, or necessary to serve the development. The director may waive or modify this requirement where the applicant demonstrates that the condition of existing streets to serve the development meets city standards and is in satisfactory condition to handle the projected traffic loads from the development. Where a development has frontage on both sides of an existing street, full street improvements are required.***

Finding: N Deborah Road is fully improved on both sides of the street along the project site's frontage with a curb-to-curb pavement width of 36-feet and a right-of way width of 60-feet. The condition of the existing street serving this development is in satisfactory condition to handle the projected traffic loads from the development.

This criterion is met.

3. In lieu of the street improvement requirements outlined in NMC 15.505.040(B), the review authority may elect to accept from the applicant monies to be placed in a fund dedicated to the future reconstruction of the subject street(s). The amount of money deposited with the city shall be 100 percent of the estimated cost of the required street improvements (including any associated utility improvements), and 10 percent of the estimated cost for inflation. Cost estimates used for this purpose shall be based on preliminary design of the constructed street provided by the applicant's engineer and shall be approved by the director.

Finding: There are no street improvements proposed or required for this proposed development. This criterion is not applicable.

F. Improvements Relating to Impacts. Improvements required as a condition of development approval shall be roughly proportional to the impact of the development on public facilities and services. The review body must make findings in the development approval that indicate how the required improvements are roughly proportional to the impact. Development may not occur until required transportation facilities are in place or guaranteed, in conformance with the provisions of this code. If required transportation facilities cannot be put in place or be guaranteed, then the review body shall deny the requested land use application.

Finding: There are no street improvements proposed or required for this proposed development. This criterion is not applicable.

G. Street Width and Design Standards.

1. Design Standards. All streets shall conform with the standards contained in Table 15.505.030(G). Where a range of values is listed, the director shall determine the width based on a consideration of the total streets section width needed, existing streets widths, and existing development patterns. Preference shall be given to the higher value. Where values may be modified by the director, the overall width shall be determined using the standards under subsections (G)(2) through (10) of this section.

Table 15.505.030(G) Street Design Standards

<i>Type of Street</i>	<i>Right-of-way Width</i>	<i>Curb-to-Curb Pavement Width</i>	<i>Motor Vehicle Travel Lanes</i>	<i>Median Type</i>	<i>Striped Bike Lane (Both Sides)</i>	<i>On-Street Parking</i>
Arterial Streets						
<i>Expressway**</i>	<i>ODOT</i>	<i>ODOT</i>	<i>ODOT</i>	<i>ODOT</i>	<i>ODOT</i>	<i>ODOT</i>
<i>Major Arterial</i>	<i>95 – 100 feet</i>	<i>74 feet</i>	<i>4 lanes</i>	<i>TWLTL or median*</i>	<i>Yes</i>	<i>No*</i>
<i>Minor Arterial</i>	<i>69 – 80 feet</i>	<i>48 feet</i>	<i>2 lanes</i>	<i>TWLTL or median*</i>	<i>Yes</i>	<i>No*</i>
Collectors						
<i>Major</i>	<i>57 – 80 feet</i>	<i>36 feet</i>	<i>2 lanes</i>	<i>None*</i>	<i>Yes</i>	<i>No*</i>
<i>Minor</i>	<i>61 – 65 feet</i>	<i>40 feet</i>	<i>2 lanes</i>	<i>None*</i>	<i>Yes*</i>	<i>Yes*</i>
Local Streets						
<i>Local residential</i>	<i>54 – 60 feet</i>	<i>32 feet</i>	<i>2 lanes</i>	<i>None</i>	<i>No</i>	<i>Yes</i>
<i>Limited residential, parking both sides</i>	<i>44 – 50 feet</i>	<i>28 feet</i>	<i>2 lanes</i>	<i>None</i>	<i>No</i>	<i>Yes</i>
<i>Limited residential, parking one side</i>	<i>40 – 46 feet</i>	<i>26 feet</i>	<i>2 lanes</i>	<i>None</i>	<i>No</i>	<i>One side</i>
<i>Local commercial/ industrial</i>	<i>55 – 65 feet</i>	<i>34 feet</i>	<i>2 lanes</i>	<i>None*</i>	<i>No*</i>	<i>Yes*</i>

** May be modified with approval of the director. Modification will change overall curb-to-curb and right-of-way width. Where a center turn lane is not required, a landscaped median shall be provided instead, with turning pockets as necessary to preserve roadway functions.*

Table 15.505.030(G) Street Design Standards

<i>Type of Street</i>	<i>Right-of-way Width</i>	<i>Curb-to-Curb Pavement Width</i>	<i>Motor Vehicle Travel Lanes</i>	<i>Median Type</i>	<i>Striped Bike Lane (Both Sides)</i>	<i>On-Street Parking</i>
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**** All standards shall be per ODOT expressway standards.**

Finding: N Deborah Road is fully improved on both sides of the street between E Haworth Avenue and E Douglas Avenue, including along the project site’s frontage, with a curb-to-curb pavement width of 36-feet and a right-of way width of 60-feet. Parking is currently allowed on both sides of the street as N Deborah Road between E Haworth Avenue and E Douglas Avenue and does not have marked bike lanes. The existing configuration consists of 5-foot wide curb tight sidewalks and the 36-feet of pavement width currently provides 11-foot-wide travel lanes and 7-foot-wide parking lanes. The existing narrower travel lanes contribute to desirable lower vehicle speeds near schools. It is expected that bike lanes will be marked by the city at a future date when a continuous installation of the bike lane can be implemented.

This criterion is met.

2. Motor Vehicle Travel Lanes. Collector and arterial streets shall have a minimum width of 12 feet.

Finding: N Deborah Road is fully improved on both sides of the street between E Haworth Avenue and E Douglas Avenue, including along the project site’s frontage, with a curb-to-curb pavement width of 36-feet and a right-of way width of 60-feet. Parking is currently allowed on both sides of the street as N Deborah Road between E Haworth Avenue and E Douglas Avenue and does not have marked bike lanes. The existing configuration consists of 5-foot wide curb tight sidewalks and the 36-feet of pavement width currently provides 11-foot-wide travel lanes and 7-foot-wide parking lanes. There is adequate lane width. The existing narrower travel lanes contribute to desirable lower vehicle speeds near schools. This criterion does not apply.

3. Bike Lanes. Striped bike lanes shall be a minimum of six feet wide. Bike lanes shall be provided where shown in the Newberg transportation system plan.

Finding: N Deborah Road between E Haworth Avenue and E Douglas Avenue does not have marked bike lanes. Because the project site's frontage is on street that requires bike lanes and bike lanes are not currently marked, the applicant will not be required to install pavement markings to delineate a 6-foot bike lane at this time, instead the city will mark the bike lanes at a future date when a continuous installation of the bike lane can be implemented.

This criterion is met.

4. Parking Lanes. Where on-street parking is allowed on collector and arterial streets, the parking lane shall be a minimum of eight feet wide.

Finding: Parking is currently allowed on both sides of the street as N Deborah Road between E Haworth Avenue and E Douglas Avenue and does not have marked bike lanes. The existing 36-foot of pavement width currently provides 11-foot-wide travel lanes and 7-foot-wide parking lanes. The existing narrower travel lanes contribute to desirable lower vehicle speeds near schools. It is expected that bike lanes will be marked by the city at a future date when a continuous installation of the bike lane can be implemented.

This criterion is met.

5. Center Turn Lanes. Where a center turn lane is provided, it shall be a minimum of 12 feet wide.

Finding: N Deborah Road is improved. No center turn lanes are proposed and none are required. This criterion does not apply.

6. Limited Residential Streets. Limited residential streets shall be allowed only at the discretion of the review authority, and only in consideration of the following factors:

- a. The requirements of the fire chief shall be followed.***
- b. The estimated traffic volume on the street is low, and in no case more than 600 average daily trips.***
- c. Use for through streets or looped streets is preferred over cul-de-sac streets.***
- d. Use for short blocks (under 400 feet) is preferred over longer blocks.***
- e. The total number of residences or other uses accessing the street in that block is small, and in no case more than 30 residences.***

f. On-street parking usage is limited, such as by providing ample off-street parking, or by staggering driveways so there are few areas where parking is allowable on both sides.

Finding: There are no limited residential streets proposed as part of this project. These criteria do not apply.

7. Sidewalks. Sidewalks shall be provided on both sides of all public streets. Minimum width is five feet.

Finding: Existing sidewalks along the project site's frontage are 5-feet wide. Any sidewalks along the N Deborah Road frontage which are in poor repair or do not meet City standards or ADA requirements are to be replaced with upgrades compliant with city standards and ADA requirements. Because final construction plans have not been submitted, Determination of any sidewalk replacements required for compliance with NMC 12.05.090 will be part of the permit plan review process. This criterion will be met when any sidewalk improvements that are necessary are completed according to City standards and ADA requirements.

8. Planter Strips. Except where infeasible, a planter strip shall be provided between the sidewalk and the curb line, with a minimum width of five feet. This strip shall be landscaped in accordance with the standards in NMC 15.420.020. Curb-side sidewalks may be allowed on limited residential streets. Where curb-side sidewalks are allowed, the following shall be provided:

- a. Additional reinforcement is done to the sidewalk section at corners.*
- b. Sidewalk width is six feet.*

Finding: N Deborah Road is improved with 5-foot-wide curb side sidewalks and no planter strips. The sidewalk width of six feet is for providing clearance at obstacles installed within the sidewalk. There are no existing obstacles installed within the sidewalk, and none are proposed. No improvements to this configuration are proposed or required. This criterion does not apply.

9. Slope Easements. Slope easements shall be provided adjacent to the street where required to maintain the stability of the street.

Finding: The applicant is not proposing a slope easement. This criterion does not apply.

10. Intersections and Street Design. The street design standards in the Newberg public works design and construction standards shall

apply to all public streets, alleys, bike facilities, and sidewalks in the city.

Finding: The applicant is not proposing modifications to the intersections or street design of N Deborah Road. This criterion does not apply.

11. The planning commission may approve modifications to street standards for the purpose of ingress or egress to a minimum of three and a maximum of six lots through a conditional use permit.

Finding: The applicant is not proposing modifications to street standards. This criterion does not apply.

H. Modification of Street Right-of-Way and Improvement Width. The director, pursuant to the Type II review procedures of Chapter 15.220 NMC, may allow modification to the public street standards of subsection (G) of this section, when the criteria in both subsections (H)(1) and (2) of this section are satisfied:

1. The modification is necessary to provide design flexibility in instances where:

a. Unusual topographic conditions require a reduced width or grade separation of improved surfaces; or

b. Lot shape or configuration precludes accessing a proposed development with a street which meets the full standards of this section; or

c. A modification is necessary to preserve trees or other natural features determined by the city to be significant to the aesthetic character of the area; or

d. A planned unit development is proposed and the modification of street standards is necessary to provide greater privacy or aesthetic quality to the development.

2. Modification of the standards of this section shall only be approved if the director finds that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes.

Finding: The applicant is not proposing modifications to the street right-of-way or improvement width and improvements are not required. These criteria do not apply.

I. Temporary Turnarounds. Where a street will be extended as part of a future phase of a development, or as part of development of an abutting property, the street may be terminated with a temporary turnaround in lieu of a standard street connection or circular cul-de-sac bulb. The director and fire chief shall approve the temporary turnaround. It shall have an all-weather surface, and may include a hammerhead-type turnaround meeting fire apparatus access road standards, a paved or graveled circular turnaround, or a paved or graveled temporary access road. For streets extending less than 150 feet and/or with no significant access, the director may approve the street without a temporary turnaround. Easements or right-of-way may be required as necessary to preserve access to the turnaround.

Finding: The applicant is not proposing a temporary turnaround. This criterion does not apply.

J. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of this code.

Finding: The applicant is not proposing new layouts of streets. This criterion does not apply.

K. Future Extension of Streets. All new streets required for a subdivision, partition, or a project requiring site design review shall be constructed to be “to and through”: through the development and to the edges of the project site to serve adjacent properties for future development.

Finding: There are no possible future street extensions as part of this project. This criterion does not apply.

L. Cul-de-Sacs.

1. Cul-de-sacs shall only be permitted when one or more of the circumstances listed in this section exist. When cul-de-sacs are justified, public walkway connections shall be provided wherever practical to connect with another street, walkway, school, or similar destination.

a. Physical or topographic conditions make a street connection impracticable. These conditions include but are not limited to controlled access streets, railroads, steep slopes, wetlands, or water bodies where a connection could not be reasonably made.

- b. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering the potential for redevelopment.*
 - c. Where streets or accessways would violate provisions of leases, easements, or similar restrictions.*
 - d. Where the streets or accessways abut the urban growth boundary and rural resource land in farm or forest use, except where the adjoining land is designated as an urban reserve area.*
- 2. Cul-de-sacs shall be no more than 400 feet long (measured from the centerline of the intersection to the radius point of the bulb).*
 - 3. Cul-de-sacs shall not serve more than 18 single-family dwellings. Each cul-de-sac shall have a circular end with a minimum diameter of 96 feet, curb-to-curb, within a 109-foot minimum diameter right-of-way. For residential uses, a 35-foot radius may be allowed if the street has no parking, a mountable curb, curbside sidewalks, and sprinkler systems in every building along the street.*

Finding: The applicant is not proposing a cul-de-sac. These criteria do not apply.

M. Street Names and Street Signs. Streets that are in alignment with existing named streets shall bear the names of such existing streets. Names for new streets not in alignment with existing streets are subject to approval by the director and the fire chief and shall not unnecessarily duplicate or resemble the name of any existing or platted street in the city. It shall be the responsibility of the land divider to provide street signs.

Finding: The applicant is not impacting street names or street signs. This criterion does not apply.

N. Platting Standards for Alleys.

- 1. An alley may be required to be dedicated and constructed to provide adequate access for a development, as deemed necessary by the director.*
- 2. The right-of-way width and paving design for alleys shall be not less than 20 feet wide. Slope easements shall be dedicated in accordance with specifications adopted by the city council under NMC 15.505.010 et seq.*

3. *Where two alleys intersect, 10-foot corner cut-offs shall be provided.*
4. *Unless otherwise approved by the city engineer where topographical conditions will not reasonably permit, grades shall not exceed 12 percent on alleys, and centerline radii on curves shall be not less than 100 feet.*
5. *All provisions and requirements with respect to streets identified in this code shall apply to alleys the same in all respects as if the word “street” or “streets” therein appeared as the word “alley” or “alleys” respectively.*

Finding: The applicant is not proposing alleys. These criteria do not apply.

O. Platting Standards for Blocks.

1. *Purpose. Streets and walkways can provide convenient travel within a neighborhood and can serve to connect people and land uses. Large, uninterrupted blocks can serve as a barrier to travel, especially walking and biking. Large blocks also can divide rather than unite neighborhoods. To promote connected neighborhoods and to shorten travel distances, the following minimum standards for block lengths are established.*
2. *Maximum Block Length and Perimeter. The maximum length and perimeters of blocks in the zones listed below shall be according to the following table. The review body for a subdivision, partition, conditional use permit, or a Type II design review may require installation of streets or walkways as necessary to meet the standards below.*

Zone(s)	Maximum Block Length	Maximum Block Perimeter
R-1	800 feet	2,000 feet
R-2, R-3, RP, I	1,200 feet	3,000 feet

3. ***Exceptions.***
 - a. *If a public walkway is installed mid-block, the maximum block length and perimeter may be increased by 25 percent.*

b. Where a proposed street divides a block, one of the resulting blocks may exceed the maximum block length and perimeter standards provided the average block length and perimeter of the two resulting blocks do not exceed these standards.

c. Blocks in excess of the above standards are allowed where access controlled streets, street access spacing standards, railroads, steep slopes, wetlands, water bodies, preexisting development, ownership patterns or similar circumstances restrict street and walkway location and design. In these cases, block length and perimeter shall be as small as practical. Where a street cannot be provided because of these circumstances but a public walkway is still feasible, a public walkway shall be provided.

d. Institutional campuses located in an R1 zone may apply the standards for the institutional zone.

e. Where a block is in more than one zone, the standards of the majority of land in the proposed block shall apply.

f. Where a local street plan, concept master site development plan, or specific plan has been approved for an area, the block standards shall follow those approved in the plan. In approving such a plan, the review body shall follow the block standards listed above to the extent appropriate for the plan area.

Finding: The applicant is not proposing blocks. These criteria do not apply.

P. Private Streets. New private streets, as defined in NMC 15.05.030, shall not be created, except as allowed by NMC 15.240.020(L)(2).

Finding: The applicant is not proposing private streets. These criteria do not apply.

Q. Traffic Calming.

1. The following roadway design features may be required in new street construction where traffic calming needs are anticipated:

a. Serpentine alignment.

b. Curb extensions.

c. Traffic diverters/circles.

d. Raised medians and landscaping.

e. Other methods shown effective through engineering studies.

2. Traffic-calming measures such as speed humps should be applied to mitigate traffic operations and/or safety problems on existing streets. They should not be applied with new street constructions.

Finding: The applicant is not proposing traffic calming and traffic calming is not required. These criteria do not apply.

R. Vehicular Access Standards.

1. Purpose. The purpose of these standards is to manage vehicle access to maintain traffic flow, safety, roadway capacity, and efficiency. They help to maintain an adequate level of service consistent with the functional classification of the street. Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city. Access is limited and managed on these roads to promote efficient through movement. Local streets and alleys provide access to individual properties. Access is managed on these roads to maintain safe maneuvering of vehicles in and out of properties and to allow safe through movements. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.

2. Access Spacing Standards. Public street intersection and driveway spacing shall follow the standards in Table 15.505.R below. The Oregon Department of Transportation (ODOT) has jurisdiction of some roadways within the Newberg city limits, and ODOT access standards will apply on those roadways.

Table 15.505.R. Access Spacing Standards

Roadway Functional Classification	Area¹	Minimum Public Street Intersection Spacing (Feet)²	Driveway Setback from Intersecting Street³
Expressway	<i>All</i>	<i>Refer to ODOT Access Spacing Standards</i>	<i>NA</i>
Major Arterial	<i>Urban CBD</i>	<i>Refer to ODOT Access Spacing Standards</i>	
Minor Arterial	<i>Urban CBD</i>	<i>500 200</i>	<i>150 100</i>
Major Collector	<i>All</i>	<i>400</i>	<i>150</i>

Roadway Functional Classification	Area¹	Minimum Public Street Intersection Spacing (Feet)²	Driveway Setback from Intersecting Street³
Minor Collector	<i>All</i>	300	100

¹ ***“Urban” refers to intersections inside the city urban growth boundary outside the central business district (C-3 zone).***

“CBD” refers to intersections within the central business district (C-3 zone).

“All” refers to all intersections within the Newberg urban growth boundary.

² ***Measured centerline to centerline.***

³ ***The setback is based on the higher classification of the intersecting streets. Measured from the curb line of the intersecting street to the beginning of the driveway, excluding flares. If the driveway setback listed above would preclude a lot from having at least one driveway, including shared driveway or driveways on adjoining streets, one driveway is allowed as far from the intersection as possible.***

Finding: The project site has an existing driveway located more than 500-feet north E Haworth Street, classified as a major collector. This criterion is met.

3. Properties with Multiple Frontages. Where a property has frontage on more than one street, access shall be limited to the street with the lesser classification.

Finding: The applicant is not proposing a new access. This criterion does not apply.

4. Driveways. More than one driveway is permitted on a lot accessed from either a minor collector or local street as long as there is at least 40 feet of lot frontage separating each driveway approach. More than one driveway is permitted on a lot accessed from a major collector as long as there is at least 100 feet of lot frontage separating each driveway approach.

Finding: The applicant is not proposing a new driveway. There are two existing driveway accesses that are approximately 170-feet apart. This criterion does not apply.

5. Alley Access. *Where a property has frontage on an alley and the only other frontages are on collector or arterial streets, access shall be taken from the alley only. The review body may allow creation of an alley for access to lots that do not otherwise have frontage on a public street provided all of the following are met:*

a. The review body finds that creating a public street frontage is not feasible.

b. The alley access is for no more than six dwellings and no more than six lots.

c. The alley has through access to streets on both ends.

d. One additional parking space over those otherwise required is provided for each dwelling. Where feasible, this shall be provided as a public use parking space adjacent to the alley.

Finding: The proposed development does not have alley access. This criterion does not apply.

6. Closure of Existing Accesses. *Existing accesses that are not used as part of development or redevelopment of a property shall be closed and replaced with curbing, sidewalks, and landscaping, as appropriate.*

Finding: The applicant is not proposing closure of existing access and closure of an existing access is not required. This criterion does not apply.

7. Shared Driveways.

a. The number of driveways onto arterial streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes. Where there is an abutting developable property, a shared driveway shall be provided as appropriate. When shared driveways are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway temporarily ends at the property line, but may be accessed or extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

- b. Access easements (i.e., for the benefit of affected properties) and maintenance agreements shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.*
- c. No more than four lots may access one shared driveway.*
- d. Shared driveways shall be posted as no parking fire lanes where required by the fire marshal.*
- e. Where three lots or three dwellings share one driveway, one additional parking space over those otherwise required shall be provided for each dwelling. Where feasible, this shall be provided as a common use parking space adjacent to the driveway.*

Finding: The applicant is not proposing a shared driveway. These criteria do not apply.

8. Frontage Streets and Alleys. The review body for a partition, subdivision, or design review may require construction of a frontage street to provide access to properties fronting an arterial or collector street.

Finding: The applicant's project is not proposing frontage streets or alleys. This criterion does not apply.

9. ODOT or Yamhill County Right-of-Way. Where a property abuts an ODOT or Yamhill County right-of-way, the applicant for any development project shall obtain an access permit from ODOT or Yamhill County.

Finding: The applicant's project is not located proximate to ODOT or Yamhill County right-of-way. This criterion is not applicable.

10. Exceptions. The director may allow exceptions to the access standards above in any of the following circumstances:

- a. Where existing and planned future development patterns or physical constraints, such as topography, parcel configuration, and similar conditions, prevent access in accordance with the above standards.*
- b. Where the proposal is to relocate an existing access for existing development, where the relocated access is closer to conformance with the standards above and does not increase the type or volume of access.*

c. Where the proposed access results in safer access, less congestion, a better level of service, and more functional circulation, both on street and on site, than access otherwise allowed under these standards.

11. Where an exception is approved, the access shall be as safe and functional as practical in the particular circumstance. The director may require that the applicant submit a traffic study by a registered engineer to show the proposed access meets these criteria.

Finding: The applicant is not proposing any exceptions. These criteria are not applicable.

S. Public Walkways.

1. Projects subject to Type II design review, partition, or subdivision approval may be required to provide public walkways where necessary for public safety and convenience, or where necessary to meet the standards of this code. Public walkways are meant to connect cul-de-sacs to adjacent areas, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other community destinations or public areas. Where practical, public walkway easements and locations may also be used to accommodate public utilities.

2. Public walkways shall be located within a public access easement that is a minimum of 15 feet in width.

3. A walk strip, not less than 10 feet in width, shall be paved in the center of all public walkway easements. Such paving shall conform to specifications in the Newberg public works design and construction standards.

4. Public walkways shall be designed to meet the Americans with Disabilities Act requirements.

5. Public walkways connecting one right-of-way to another shall be designed to provide as short and straight of a route as practical.

6. The developer of the public walkway may be required to provide a homeowners' association or similar entity to maintain the public walkway and associated improvements.

7. Lighting may be required for public walkways in excess of 250 feet in length.

8. The review body may modify these requirements where it finds that topographic, preexisting development, or similar constraints exist.

Finding: The applicant is not proposing public walkways and public walkways are not required. These criteria are not applicable.

T. Street Trees. Street trees shall be provided for all projects subject to Type II design review, partition, or subdivision. Street trees shall be installed in accordance with the provisions of NMC 15.420.010(B)(4).

Finding: There are no street improvements proposed or required for this proposed development. The existing street trees adjacent to the east parking lot along N Deborah Road were installed as part of the 2012 initial approval of the school site and use. The applicant is not proposing any modifications to the existing street trees. This criterion is met.

U. Street Lights. All developments shall include underground electric service, light standards, wiring and lamps for street lights according to the specifications and standards of the Newberg public works design and construction standards. The developer shall install all such facilities and make the necessary arrangements with the serving electric utility as approved by the city. Upon the city's acceptance of the public improvements associated with the development, the street lighting system, exclusive of utility-owned service lines, shall be and become property of the city unless otherwise designated by the city through agreement with a private utility.

Finding: It is unclear if the street lighting along N Deborah Road is meets current City standards. Because final plans have not been submitted, final plans which include an analysis of street lighting on N Deborah Road demonstrating the existing lighting meets city standards or plans to install any additional PGE Option A street lights necessary to meet City standards to be submitted with the permit application. This criterion will be met when any street lighting necessary to meet city standards is installed.

V. Transit Improvements. Development proposals for sites that include or are adjacent to existing or planned transit facilities, as shown in the Newberg transportation system plan or adopted local or regional transit plan, shall be required to provide any of the following, as applicable and required by the review authority:

- 1. Reasonably direct pedestrian connections between the transit facility and building entrances of the site. For the purpose of this section, “reasonably direct” means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.*
- 2. A transit passenger landing pad accessible to disabled persons.*
- 3. An easement of dedication for a passenger shelter or bench if such facility is in an adopted plan.*
- 4. Lighting at the transit facility.*

Finding: The applicant is not proposing transit improvements and the site is not adjacent to existing or planned transit facilities. These criteria do not apply.

15.505.040 Public utility standards.

A. Purpose. The purpose of this section is to provide adequate services and facilities appropriate to the scale and type of development.

B. Applicability. This section applies to all development where installation, extension or improvement of water, wastewater, or private utilities is required to serve the development or use of the subject property.

C. General Standards.

1. The design and construction of all improvements within existing and proposed rights-of-way and easements, all improvements to be maintained by the city, and all improvements for which city approval is required shall conform to the Newberg public works design and construction standards and require a public improvements permit.

2. The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site. Installation of all proposed public and private utilities shall be coordinated by the developer and be approved by the city to ensure the orderly extension of such utilities within public right-of-way and easements.

D. Standards for Water Improvements. All development that has a need for water service shall install the facilities pursuant to the requirements of the city and all of the following standards. Installation of such facilities shall be coordinated with the extension or improvement of necessary wastewater and stormwater facilities, as applicable.

1. All developments shall be required to be linked to existing water facilities adequately sized to serve their intended area by the construction of water distribution lines, reservoirs and pumping stations which connect to such water service facilities. All necessary easements required for the construction of these facilities shall be

obtained by the developer and granted to the city pursuant to the requirements of the city.

2. Specific location, size and capacity of such facilities will be subject to the approval of the director with reference to the applicable water master plan. All water facilities shall conform with city pressure zones and shall be looped where necessary to provide adequate pressure and fire flows during peak demand at every point within the system in the development to which the water facilities will be connected. Installation costs shall remain entirely the developer's responsibility.

3. The design of the water facilities shall take into account provisions for the future extension beyond the development to serve adjacent properties, which, in the judgment of the city, cannot be feasibly served otherwise.

4. Design, construction and material standards shall be as specified by the director for the construction of such public water facilities in the city.

Finding: The applicant's plans do not include any new water service connections. Because construction plans have not yet been submitted and it is unclear if fire flows have been verified for the new construction, the applicant will be required to verify that adequate fire flow exists in accordance with requirements of the Fire Marshal. Results of a fire flow test is to be submitted with building permit applications.

The criterion will be met if the aforementioned condition of approval is adhered to.

E. Standards for Wastewater Improvements. All development that has a need for wastewater services shall install the facilities pursuant to the requirements of the city and all of the following standards. Installation of such facilities shall be coordinated with the extension or improvement of necessary water services and stormwater facilities, as applicable.

1. All septic tank systems and on-site sewage systems are prohibited. Existing septic systems must be abandoned or removed in accordance with Yamhill County standards.

Finding: There is no indication of a septic tank on the property. This criterion does not apply.

2. All properties shall be provided with gravity service to the city wastewater system, except for lots that have unique topographic or other natural features that make gravity wastewater extension impractical as determined by the director. Where gravity service is impractical, the developer shall provide all necessary pumps/lift stations and other improvements, as determined by the director.

3. All developments shall be required to be linked to existing wastewater collection facilities adequately sized to serve their intended area by the construction of wastewater lines which connect to existing adequately sized wastewater facilities. All necessary easements required for the construction of these facilities shall be obtained by the developer and granted to the city pursuant to the requirements of the city.

4. Specific location, size and capacity of wastewater facilities will be subject to the approval of the director with reference to the applicable wastewater master plan. All wastewater facilities shall be sized to provide adequate capacity during peak flows from the entire area potentially served by such facilities. Installation costs shall remain entirely the developer's responsibility.

5. Temporary wastewater service facilities, including pumping stations, will be permitted only if the director approves the temporary facilities, and the developer provides for all facilities that are necessary for transition to permanent facilities.

6. The design of the wastewater facilities shall take into account provisions for the future extension beyond the development to serve upstream properties, which, in the judgment of the city, cannot be feasibly served otherwise.

7. Design, construction and material standards shall be as specified by the director for the construction of such wastewater facilities in the city.

Finding: The proposed plans show the demolition of a portion (97 feet) of a private wastewater line that connects to a public wastewater line that runs east-west on the property. It is not clear if an easement exists for this public wastewater line. The applicant's plans do not include any new wastewater service connections. This criterion will be met if all wastewater improvements necessary to service the development meet City standards and are completed, see conditions in Section 15.505.040(F).

F. Easements. Easements for public and private utilities shall be provided as deemed necessary by the city, special districts, and utility companies. Easements for special purpose uses shall be of a width deemed appropriate by the responsible agency. Such easements shall be recorded on easement forms approved by the city and designated on the final plat of all subdivisions and partitions. Minimum required easement width and locations are as provided in the Newberg public works design and construction standards.

Finding: The title report shows a public utility easement for the water line that extends across the property. The public wastewater line will require an easement. The existing 60-foot-long easement on the N Deborah Road frontage will need to be extended. Because the applicant has not provided verification that all required utility easements exist, the applicant will be required to submit recorded documents that include necessary utility easements meeting the specifications and standards of the City’s Public Works Design and Construction Standards, but not necessarily limited to:

- A) A minimum 15-foot-wide public utility easement centered on the east-west public wastewater line.
- B) An extension of the 60-foot long, 10-foot-wide existing public utility easement across the entire project frontage along N Deborah Road.

This criterion will be met when the required recorded easements are submitted.

15.505.050 Stormwater system standards.

A. Purpose. The purpose of this section is to provide for the drainage of surface water from all development; to minimize erosion; and to reduce degradation of water quality due to sediments and pollutants in stormwater runoff.

B. Applicability. The provisions of this section apply to all developments subject to site development review or land division review and to the reconstruction or expansion of such developments that increases the flow or changes the point of discharge to the city stormwater system. Additionally, the provisions of this section shall apply to all drainage facilities that impact any public storm drain system, public right-of-way or public easement, including but not limited to off-street parking and loading areas.

C. General Requirement. All stormwater runoff shall be conveyed to a public storm wastewater or natural drainage channel having adequate capacity to carry the flow without overflowing or otherwise causing damage to public and/or private property. The developer shall pay all costs associated with designing and constructing the facilities necessary to meet this requirement.

Finding: The applicant’s plans and preliminary stormwater report show the runoff from new impervious area to be treated, detained, and conveyed to the public stormwater line in N Deborah Road. Because final construction plans have not been submitted, final plans showing the onsite stormwater system conveying runoff from new impervious surfaces to the public stormwater line in N Deborah Road shall be submitted with the building permit application.

The criterion will be met if the aforementioned condition of approval is adhered to.

D. Plan for Stormwater and Erosion Control. No construction of any facilities in a development included in subsection (B) of this section shall be permitted until an engineer registered in the State of Oregon prepares a stormwater report and erosion control plan for the project. This plan shall contain at a minimum:

- 1. The methods to be used to minimize the amount of runoff, sedimentation, and pollution created from the development both during and after construction.***
- 2. Plans for the construction of stormwater facilities and any other facilities that depict line sizes, profiles, construction specifications, and other such information as is necessary for the city to review the adequacy of the stormwater plans.***
- 3. Design calculations shall be submitted for all drainage facilities. These drainage calculations shall be included in the stormwater report and shall be stamped by a licensed professional engineer in the State of Oregon. Peak design discharges shall be computed based upon the design criteria outlined in the public works design and construction standards for the city.***

Finding: The applicant's plans show site disturbance of greater than one acre. Because the applicant has not provided documentation of an erosion and sedimentation control permit for the development site, the applicant will be required to obtain and submit a DEQ 1200-C permit prior to issuance of a building permit.

The criterion will be met if the aforementioned condition of approval is adhered to.

E. Development Standards. Development subject to this section shall be planned, designed, constructed, and maintained in compliance with the Newberg public works design and construction standards.

Finding: The applicant has submitted a preliminary stormwater report. The report explains the choice to use proprietary stormwater filters and detention systems instead of Low Impact Development Approaches (LIDA). The design relies on treatment of proxy existing impervious areas where new impervious areas are difficult to drain to the proposed treatment and detention facilities. Because final construction plans have not been submitted, the applicant will be required to submit a final stormwater management report and construction plans meeting NMC 13.25 Stormwater Management requirements and the City's Public Works Design and Construction Standards with the building permit application. The report is to include addressing the Facility Selection Hierarchy in Section 4.6.8 of the Public Works Design and Construction

Standards. The applicant will also need to record a Private Stormwater Maintenance Agreement with the City for private onsite treatment and detention systems.

The criterion will be met if the aforementioned condition of approval is adhered to.

10. Traffic Study Improvements. If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the director.

15.220.030 Site design review requirements.

14. Traffic Study. A traffic study shall be submitted for any project that generates in excess of 40 trips per p.m. peak hour. This requirement may be waived by the director when a determination is made that a previous traffic study adequately addresses the proposal and/or when off-site and frontage improvements have already been completed which adequately mitigate any traffic impacts and/or the proposed use is not in a location which is adjacent to an intersection which is functioning at a poor level of service. A traffic study may be required by the director for projects below 40 trips per p.m. peak hour where the use is located immediately adjacent to an intersection functioning at a poor level of service. The traffic study shall be conducted according to the City of Newberg design standards. [Ord. 2619, 5-16-05; Ord. 2451, 12-2-96. Code 2001 § 151.192.]

Finding: A traffic memo written by DKS Associates was submitted by the applicant. The memo finds 14 new peak pm trips are created by the proposed use. These 14 new peak pm trips are less than the threshold of 40 peak pm trips required for a comprehensive traffic study. A comprehensive traffic study will not be required.

This requirement is met.

CONCLUSION:

Based on the above findings, the project meets the criteria required within the Newberg Development Code, subject to completion of the attached conditions.

Section III: Conditions – File DR221-0010
Design Review – Catalyst High School Addition

A. THE FOLLOWING MUST BE COMPLETED BEFORE THE CITY WILL ISSUE A BUILDING PERMIT:

1. **Permit Submittal:** Submit a building permit application and two (2) complete working drawing sets of the proposed project. Show all the features of the plan approved through design review, including the following:
 - a. Any required public improvement permit(s) for this project must be submitted, approved, and issued prior to building permits being issued.
2. **Conditions of Approval:** Either write or otherwise permanently affix the conditions of approval contained within this report onto the first page of the plans submitted for building permit review.
3. **Exterior Lighting:**
 - a. To meet the exterior lighting requirements of 15.425.040 the project will need to ensure that all exterior lights requiring shielding follow 15.425.040 and light trespass does not exceed .5 foot-candle at the property line.
4. **Fences:**
 - a. If chain link (wire-woven) fences are used within this project, it must meet the criteria of NMC 15.410.070(D)(3).
5. **Landscaping:**
 - a. Landscape plans submitted with the building permit application will need to show specifically how the site-obscuring installation along the south property line will meet the 75 percent opaque requirement of 15.420.010(B)(3)(g) and how the installation will be protected from vehicle damage. If vegetation is used, plans must show that the plantings will meet the screening requirement within 12 months after initial installation.
6. **Permits:**
 - a. The applicant will be required to obtain and submit a DEQ 1200-C permit prior to issuance of a building permit.
7. **Streets/Sidewalks:**
 - a. Determination of any sidewalk replacements required for compliance with NMC 12.05.090 will be part of the permit plan review process.
 - b. Final plans which include an analysis of street lighting on N Deborah Road demonstrating the existing lighting meets city standards or plans to

install and additional PGE Option A street lights necessary to meet City standards to be submitted with the permit application.

8. **Stormwater:**

- a. A final stormwater management report will be required as part of the permit application.
- b. Final plans showing the onsite stormwater system conveying runoff from new impervious surfaces to the public stormwater line in N Deborah Road shall be submitted with the building permit application.
- c. The applicant will be required to submit a final stormwater management report and construction plans meeting NMC 13.25 Stormwater Management requirements and the City's Public Works Design and Construction Standards with building permit application. The report is to include addressing the Facility Selection Hierarchy in Section 4.6.8 of the Public Works Design and Construction Standards.
- d. The applicant will also need to record a Private Stormwater Maintenance Agreement with the City for private onsite treatment and detention systems.

9. **Fire Flow:**

- a. The applicant will be required to verify that adequate fire flow exists in accordance with requirements of the Fire Marshal. Results of a fire flow test is to be submitted with building permit applications.

10. **Easements:**

- a. The applicant will be required to submit recorded documents that include necessary utility easements meeting the specifications and standards of the City's Public Works Design and Construction Standards, but not necessarily limited to:
 1. A minimum 15-foot-wide public utility easement centered on the east-west public wastewater line.
 2. An extension of the 60-foot long, 10-foot-wide existing public utility easement across the entire project frontage along N Deborah Road.

B. THE FOLLOWING MUST BE ACCOMPLISHED PRIOR TO OCCUPANCY

1. **Fire Department Requirements:** This project is subject to compliance with all Fire Department (TVF&R) standards relating to access and fire protection.
2. **Design Review Conditions:** Contact the Planning Division (503-537-1240) to verify that all design review conditions have been completed.

3. **Site Inspection:** Contact the Building Division (503-537-1240) for Building, Mechanical, and Plumbing final inspections. Contact the TVF&R (503-649-8577) for Fire Safety final inspections. Contact Yamhill County (503-538-7302) for electrical final inspections. Contact the Planning Division (503-537-1240) for landscaping final inspections.

C. DEVELOPMENT NOTES

1. Systems development charges (SDCs) will be collected when building permits are issued. For questions regarding SDCs please contact the Engineering Division.

Attachment 1: Application Material



TYPE II APPLICATION – LAND USE

File #: _____

TYPES – PLEASE CHECK ONE:

- Design review
- Tentative Plan for Partition
- Tentative Plan for Subdivision
- Type II Major Modification
- Variance _____
- Other: (Explain) _____

APPLICANT INFORMATION:

APPLICANT: Harper Houf Peterson Righellis, Inc. - Attn: Brad Kilby, AICP
 ADDRESS: 205 SE Spokane Street, Portland, OR 97202
 EMAIL ADDRESS: brack@hhpr.com
 PHONE: 503-221-1131 MOBILE: _____ FAX: _____
 OWNER (if different from above): Newberg Public Schools - Attn: Nikki Fowler, Director of Finance PHONE: 503-554-5004
 ADDRESS: 714 East 6th Street, Newberg, OR 97132
 ENGINEER/SURVEYOR: Emerio Design - Steve Hansen, PE PHONE: 503-746-8812
 ADDRESS: 6107 SW Murray Blvd. No. 147, Beaverton, OR 97008

GENERAL INFORMATION:

PROJECT NAME: Catalyst High School Addition PROJECT LOCATION: 1421 Deborah Road
 PROJECT DESCRIPTION/USE: High School Addition PROJECT VALUATION: _____
 MAP/TAX LOT NO. (i.e. 3200AB-400): 3217-2500 ZONE: R-1 SITE SIZE: ~72 Ac SQ. FT. ACRE
 COMP PLAN DESIGNATION: PQ TOPOGRAPHY: slopes between 0-3%
 CURRENT USE: Existing Catalyst High School - Mixed School Campus
 SURROUNDING USES:
 NORTH: Newberg High School SOUTH: Religious Institution
 EAST: Religious Institution/SF Homes WEST: Sports fields/SF Homes

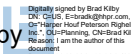
SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED


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:

- Design Reviewp. 12
- Partition Tentative Platp. 14
- Subdivision Tentative Platp. 17
- Variance Checklistp. 20

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.

 10142021
 Applicant Signature Date
 Brad Kilby, AICP
 Print Name

 Oct 14, 2021
 Owner Signature Date
 Nikki Fowler
 Print Name

Catalyst High School Modification

Land Use Application

Owner: Newberg School District
c/o: Nikki Fowler, Director of Operations and Finance
714 East 5th Street
Newberg, OR 97132

Planner: Harper Houf Peterson Righellis Inc.
Brad Kilby, AICP
205 SE Spokane Street, Suite 200
Portland, OR 97202
(503) 221-1131
brack@hhpr.com

Engineer: Emerio Design, LLC
6445 SW Fallbrook Place #100
Beaverton, OR 97008
Steve Hansen, PE
(503) 746-8812
steveh@emeriodesign.com

Architect: BRIC Architecture, Inc.
Klaudia Zarakowski, AIA, LEED
1233 NW Northrup Street, Suite 100
Portland, OR 97209
(503) 595-4939
ed.herrera@bric-arch.com

Site Location: 1421 Deborah Road
Newberg, OR 97132

Tax Lot(s): 3S2W1702500

Site Size: The overall campus is approximately 72 acres
The work area is approximately 3.25 acres and is reflected in the
attached plan set.

Zoning: R-1 (Low Density Residential)



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I. DESCRIPTION OF PROPOSAL

Existing Conditions

Catalyst High School is located at 1421 East Deborah Road in Newberg and is zoned R-1. The high school serves the Cities of Newberg and Dundee and parts of rural Yamhill, Clackamas, and Washington County. Currently, there are 130 students enrolled at the school and up to 21 staff members on site. Instruction includes on-line instruction, small group learning, one-on-one support, and blended learning.

Project Site Map



Proposal

The applicant, Newberg School District (“the District”) is proposing to construct an addition to the existing Catalyst High School, which shares a campus with Newberg High School. The proposed improvements include modifications to the existing north parking lot, an addition of another drop off zone, a second school entry with a new entrance hall, a large multipurpose room, fabrication lab, additional offices, and classrooms. All utilities to serve the new addition will be extended from existing on-site services, and the access points off Deborah Road to the site will not be changed. Any disturbances during grading and construction will be repaired, including landscaping and sidewalk repair. Sidewalk panels along Deborah Road that are in disrepair will be replaced.



II. RESPONSE TO APPLICABLE NEWBERG DEVELOPMENT CODE STANDARDS AND APPROVAL CRITERIA

Chapter 15 – DEVELOPMENT CODE

Note: Only those standards that are applicable to the proposed development are addressed below. Standards of the Development Code that are were not found to be applicable to the proposed improvements have not been responded to.

15.100 Land Use Processes and Procedures

Response: The area of the campus where the proposed additions will occur is located within the R-1 zoning district. According to Section 15.305.020 Zoning Use Table – Use Districts, primary and secondary schools are permitted outright within the R-1 zone. Catalyst High School is an existing school, and the proposed improvements are modifications to the campus. As indicated in the pre-application conference with the City of Newberg and based on the Newberg Development Code, the proposed development will be processed under a Type II review.

15.220 Site Design Review

B. Type II. The following information is required to be submitted with all Type II applications for site design review:

1. Site **Development Plan**. A site **development plan** shall be to scale and shall indicate the following as appropriate to the nature of the use:
 - a. **Access** to site from adjacent **right-of-way, streets and arterials**;
 - b. Parking and circulation areas;
 - c. Location and design of **buildings and signs**;
 - d. Orientation of windows and doors;
 - e. Entrances and exits;
 - f. Private and shared outdoor recreation spaces;
 - g. Pedestrian circulation;
 - h. Outdoor play areas;
 - i. Service areas for **uses** such as mail delivery, trash disposal, above-ground **utilities**, loading and delivery;
 - j. Areas to be landscaped;
 - k. Exterior lighting;
 - l. Special provisions for handicapped **persons**;
 - m. Other site elements and spaces which will assist in the evaluation of site development;
 - n. Proposed grading, slopes, and proposed drainage;
 - o. Location and **access** to **utilities** including hydrant locations; and
 - p. **Streets, driveways, and sidewalks**.

Response: The land use application includes this narrative, as well as a site plan demonstrating access locations, civil plans that show grading and utilities, parking and circulation areas, landscape plans that include tree protection, planting plans, details, and architectural plans demonstrating

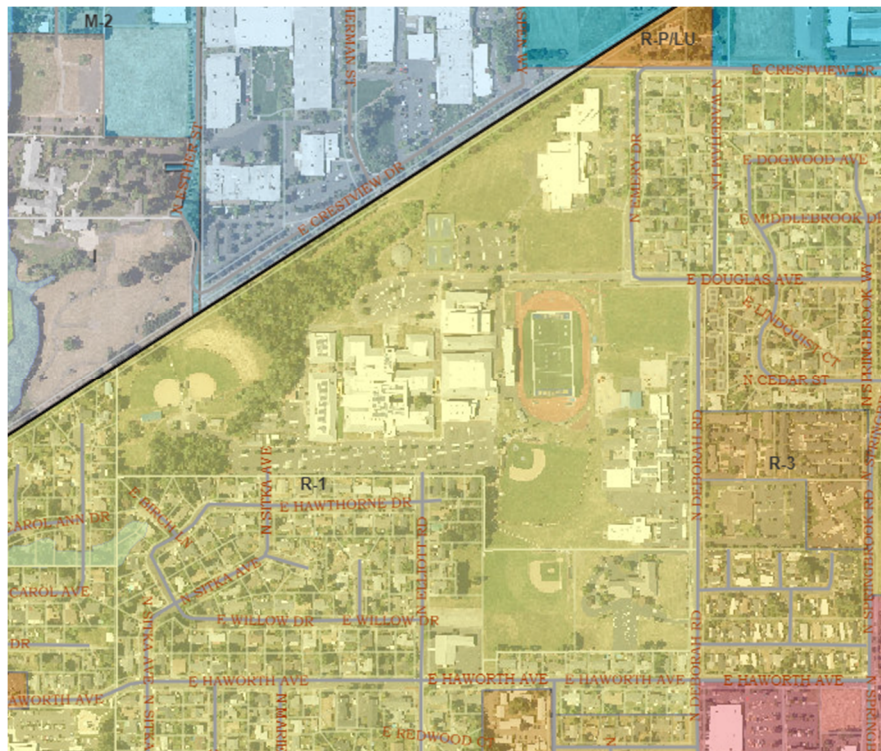


building elevations. Access locations are not proposed to be changed, but on-site circulation will be affected by modifications to off-street parking in the north parking lot. Please see the plan sets for details.

2. *Site Analysis Diagram. A site analysis diagram shall be to scale and shall indicate the following characteristics on the site and within 100 feet of the site:*

- a. Relationship of adjacent lands;*
- b. Location of species of trees greater than four inches in diameter at four feet above ground level;*
- c. Existing and proposed topography;*
- d. Natural drainage and proposed drainage and grading;*
- e. Natural features and **structures** having a visual or other significant relationship with the site.*

Response: The above requirements are included in the attached plans and includes the existing conditions and demolition plans a proposed site plan, grading plan, and utility plan. Additionally, below is an image showing the adjacent properties zoning districts. Bordering the overall site (Tax Lot 02500), the zoning districts include R-1 to the west and south, R-3 to the east, and R-P/LU and M-1 to the north. However, R-1 and R-3 are the only zoning district adjacent to the Catalyst High School area of work. The R-3 zone is separated from the campus by Deborah Road.



3. *Architectural Drawings. Architectural drawings shall be prepared which identify floor plans and elevations.*



Response: The architectural drawings, including floor plans and building elevations, are included with this application in sheets A1.01-A3.13. The architectural plans include floor plans, exterior elevations and an perspective rendering. The reviewer will notice that there is a base bid, this is the building improvements that will occur with this funding package, and a “bid alternative” which would be constructed if the cost estimates on the base bid are low enough that the district can include the alternative. For the purposes of this application, we have assumed that both the base and alternate designs would be constructed

4. **Landscape Plan.** The **landscape** plan shall indicate:

- a. The size, species and approximate locations of plant materials to be retained or placed on the site together with a statement which indicates the mature size and canopy shape of all plant materials;
- b. Proposed site contouring; and
- c. A calculation of the percentage of the site to be landscaped.

Response: The landscape plans can be found in the attached plan set in sheets L0.01 L4.05. The landscape plans include tree protection, materials for the landscaping, proposed planting layout and landscaping details.

5. **Special Needs for Handicapped.** Where appropriate, the design review plan shall indicate compliance with handicapped accessibility requirements including, but not limited to, the location of handicapped **parking spaces**, the location of accessible routes from the entrance to the public way, and ramps for wheelchairs.

Response: The site has previously been designed to be compliant with the Americans with Disabilities Act (ADA). Any modifications to existing pedestrian routes and circulation have been designed to meet ADA standards.

6. **Existing Features and Natural Landscape.** The plans shall indicate existing landscaping and existing **grades**. Existing trees or other features intended to be preserved or removed shall be indicated on the plans.

Response: The submittal includes existing conditions plans and grading plans illustrating existing and proposed grades. There are three existing trees associated with previously approved landscaping within the site area. None of these trees are proposed to be removed as a result of the proposed improvements. In fact, additional trees and landscaping will be provided to the site as a result of this project.

7. **Drives, Parking and Circulation.** Proposed vehicular and pedestrian circulation, **parking spaces**, parking aisles, and the location and number of **access** points shall be indicated on the plans. Dimensions shall be provided on the plans for parking aisles, back-up areas, and other items as appropriate.

Response: The proposed vehicular circulation, parking spaces, and drop off area in the north parking lot are shown in detail on Sheets C2.00, C2.01, L1.01, L2.01, and A1.01. The access points onto



Deborah Road are not proposed to be altered except to bring the driveway drops into conformance with ADA standards.

8. *Drainage. The direction and location of on- and off-site drainage shall be indicated on the plans. This shall include, but not be limited to, site drainage, parking **lot** drainage, size and location of storm drain lines, and any retention or detention facilities necessary for the project.*

Response: All of the new improvements will have stormwater extended to serve and drain the site. Stormwater filters, pipes and catch basins are proposed to be installed in the new vehicular parking area in the northern lot and are shown on the attached Utility Plan, Sheet C3.00. Details of the stormwater management plan are found in Attachment 004, the preliminary stormwater report.

9. *Buffering and Screening. Buffering and screening of areas, **structures** and facilities for storage, machinery and equipment, services (mail, refuse, utility wires, and the like), loading and parking and similar accessory areas and **structures** shall be shown on the plans.*

Response: The landscape plans have been designed to screen all above ground equipment including the trash enclosure, and mechanical equipment proposed to be provided on the high school campus. The trash enclosure and mechanical equipment (i.e. transformer and generator) are relocated to be internal to the campus at the northeast portion of the redesigned parking lot. The Loading area at the rear of the school will be fenced and supplemented with new trees and landscape. See sheets L1.01 and L3.01 for specific details.

10. ***Signs** and Graphics. The location, colors, materials, and lighting of all exterior **signs**, graphics or other informational or directional features shall be shown on the plans.*

Response: The above criterion does not apply to this project. There are no new signs proposed with this application. Any new signage proposed for the campus will be applied for at a future date.

11. *Exterior Lighting. Exterior lighting within the design review plan shall be indicated on the plans. The direction of the lighting, size and type of fixtures, and an indication of the amount of lighting shall be shown on the plans.*

Response: Lighting is proposed for the improvements and have been detailed along with a photometrics plan in Sheets E0.01-E0.11. Lighting will be directed to the ground and shielded to ensure there is no off-site light trespass.

12. *Trash and Refuse Storage. All trash or refuse storage areas, along with appropriate screening, shall be indicated on the plans. Refuse storage areas must be constructed of brick, concrete **block** or other similar products as approved by the **director**.*

Response: The proposed trash enclosure area is to be constructed of 8-foot tall CMU blocks near the generator and transformers which will be closed in with 8-foot tall chain link fencing with slats. These improvements and associated screening are shown on the attached Site Plan and Landscaping Plan, Sheets A1.01, L2.01 and L3.01.



13. *Roadways and **Utilities**. The proposed plans shall indicate any public improvements that will be constructed as part of the project, including, but not limited to, roadway and utility improvements.*

Response: Deborah Road abuts the project site and is already improved with utilities and sidewalks. The only public improvements proposed with this application is the repair of any damaged or broken sidewalk panels on Deborah Road and if needed, ADA upgrades at the existing driveway locations.

14. *Traffic Study. A traffic study shall be submitted for any project that generates in excess of 40 trips per p.m. peak hour. This requirement may be waived by the **director** when a determination is made that a previous traffic study adequately addresses the proposal and/or when off-site and frontage improvements have already been completed which adequately mitigate any traffic impacts and/or the proposed **use** is not in a location which is adjacent to an intersection which is functioning at a poor level of service. A traffic study may be required by the **director** for projects below 40 trips per p.m. peak hour where the **use** is located immediately adjacent to an intersection functioning at a poor level of service. The traffic study shall be conducted according to the **City** of Newberg design standards. [Ord. 2619, 5-16-05; Ord. 2451, 12-2-96. Code 2001 § 151.192.]*

Response: Catalyst High School is an alternative school that provides a mix of on-line and in-person instruction to middle and high school students within the district. The District also provides instruction through the Chehalem Online Academy via hardware housed at Catalyst which serves approximately 270 students district wide. This is an on-line school that provides services to students in grade levels K-12 throughout the district. It is rare that students attending the Online Academy would need to be on campus. These students typically receive in-person instruction at their respective home schools.

According to District representatives, the school currently provides daily in-person services to approximately 130 HS/MS students and 15-20 full time staff on-site. As a result of this expansion, in person instruction would increase to 230 students increasing the daily on-site attendance by 100 students.

The hours of operation are between 9:00 AM and 2:40 for onsite students/staff. Some of the 130 HS/MS students attending the campus move back and forth from the High School to Catalyst using the existing walkways between the two schools.

Overall, traffic generated from the proposed modifications and existing school are not expected to generate more than 40 trips in the PM peak hour. Attachment 008, is a traffic memorandum prepared by Lacy Brown, Ph. D., P.E. and Jenna Boggert, P.E. both of whom are licensed and professional traffic engineers with DKS and Associates. The purpose of the memorandum is to discuss traffic generation from the proposed modifications and to discuss the needed parking for the use. Their analysis, included along with this application concludes that the proposed modifications will add approximately 14 vehicular trips during the PM peak hour.



15.220.050 Criteria For Design Review (Type II Process)

B. Type II. The following criteria are required to be met in order to approve a Type II design review request:

1. Design Compatibility. The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.

Response: The project complies with this standard. All of the proposed improvements, including the building expansion and the parking improvements and landscaping, are compatible with the existing high school and overall design of the surrounding area. Similar building materials and colors are proposed to be used, and the proposed landscaping is intended to supplement the existing landscaping throughout the overall campus.

2. Parking and On-Site Circulation. Parking areas shall meet the requirements of NMC 15.440.010. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in NMC 15.440.010. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.

Response: The project complies with this standard. The parking and circulation standards within Section 15.440.010 applicable to high schools are complied with by the proposed improvements. The proposed reconfiguration of the north parking lot improves on-site circulation and provides additional parking spaces to serve the site. Please see the responses in Section 15.440 of this narrative for additional details.

3. Setbacks and General Requirements. The proposal shall comply with NMC 15.415.010 through 15.415.060 dealing with height restrictions and public access; and NMC 15.405.010 through 15.405.040 and 15.410.010 through 15.410.070 dealing with setbacks, coverage, vision clearance, and yard requirements.

Response: The project complies with the above standard. All height restrictions, public access, and the general lot standards meet the requirements of the R-1 zoning district. Please see the corresponding sections within this narrative and the attached plans for details on compliance.

4. Landscaping Requirements. The proposal shall comply with NMC 15.420.010 dealing with landscape requirements and landscape screening.

Response: The project complies with this standard. All landscaping requirements, including the standards outlined in Section 15.420.010 of the Newberg Municipal Code, are met with the proposed plan. Please see the corresponding section within this narrative and the attached landscaping plans for details on compliance.

5. Signs. Signs shall comply with NMC 15.435.010 et seq. dealing with signs.



Response: No new signs are proposed with this application. Therefore, this criterion does not apply to the project.

6. Manufactured Dwelling, Mobile Home and RV Parks. Manufactured dwelling and mobile home parks shall also comply with the standards listed in NMC 15.445.075 through 15.445.100 in addition to the other clear and objective criteria listed in this section. RV parks also shall comply with NMC 15.445.170 in addition to the other criteria listed in this section.

Response: There are no manufactured dwellings, mobile homes, or RV parks proposed on the project site. Therefore, this criterion does not apply to the project.

7. Zoning District Compliance. The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in NMC 15.305.010 through 15.336.020. Through this site review process, the director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.

Response: The project complies with this standard. Primary and Secondary Schools are listed as permitted uses in the R-1 Zoning District as found on the Zoning Use Table in Section 15.305.020. All of the proposed improvements are modifications to the existing school and are associated with the primary uses of the site.

8. Subdistrict Compliance. Properties located within subdistricts shall comply with the provisions of those subdistricts located in NMC 15.340.010 through 15.348.060.

Response: The property is not located within a subdistrict. Therefore, the above criterion does not apply to this project.

9. Alternative Circulation, Roadway Frontage Improvements and Utility Improvements. Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with city street standards and the standards contained in the transportation plan. At the discretion of the city, these improvements may be deferred through use of a deferred improvement agreement or other form of security.

Response: The proposed improvements to Catalyst High School do not include changing the previously approved pedestrian and vehicular access points. The two existing driveways onto Deborah Street and the existing sidewalks will remain in place with the improvements. Where damaged, sidewalk panels will be replaced. Further, improvements will be made to the two existing driveways onto Deborah Street to bring them into compliance with the Americans with Disabilities Act.



10. *Traffic Study Improvements. If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the director. [Ord. 2763 § 1 (Exh. A § 7), 9-16-13; Ord. 2747 § 1 (Exh. A § 5), 9-6-11; Ord. 2451, 12-2-96. Code 2001 § 151.194.]*

Response: Pursuant to the requirements of subsection (9) above, a full traffic study is not warranted by this proposal. Improvements to the existing on-site circulation, sidewalks, and driveways where deficient will be corrected through the proposed modifications.

15.302 Districts and their Amendment

15.302.032 Purposes Of Each Zoning District

A. R-1 Low Density Residential District.

- 1. The purpose of this land use designation is to provide for low density urban single-family residential uses at an average overall density of 4.4 units per gross buildable acre in the district. It is intended to provide a stable and healthful environment together with the full range of urban services.*
- 2. Typical housing types will include single-family dwellings, duplex dwellings and planned unit developments. The district also is intended to allow low intensity institutional uses that operate consistent with peaceful enjoyment of residential neighborhoods. The R-1 district is intended to be consistent with the low density residential (LDR) designation of the comprehensive plan.*

Response: The proposed development is located within the R-1 Low Density Residential. Catalyst High School is a pre-existing approved use. Neither density nor housing types associated with the districts purpose statement are proposed with this development. These criteria are not applicable to the proposal.

15.302.040 Subdistricts

Subdistricts of each of the use districts may be established. The parent residential district requirements shall apply to those respective subdistricts except those regulations pertaining to lot area per dwelling unit or density.

Response: None of the subject site is located within a subdistrict or overlay. The standards in this section are not applicable to the proposed development.

15.303 Use Categories

This section speaks to the uses that are outright permitted, conditionally permitted, or not permitted within a specific zoning classification.

Response: Section 15.303.331 defines secondary schools as “public and private schools, secular or parochial, at the primary, elementary, middle, junior high, or high school level that provide state mandated basic education primarily to minors.” Accessory uses include, “play areas, cafeterias, recreational and sport facilities, auditoriums, and before- or after-school day care, and administrative offices.” The proposed development would include construction of accessory uses to an already permitted use.

15.305 Zoning Use Table



Response: As indicated previously in this narrative, primary and secondary schools are listed as permitted uses within the R-1 Zoning district.

15.405 Lot Requirements

15.405.010 Lot Area – Lot Areas Per Dwelling Unit

15.404.010.B.1. In the R-1 district, there shall have a minimum area of 5,000 square feet or as may be established by a subdistrict. The average size of lots in a subdivision intended for single-family or duplex dwelling development shall not exceed 10,000 square feet.

Response: There are no existing or proposed dwellings on the project site. Therefore, the above criterion does not apply to this project. The overall high school campus is approximately 72 acres in size. The site work area associated with this modification is ~3.25 acres.

15.405.040 Lot Coverage And Parking Coverage Requirements

Response: According to Section 15.405.040(C), lot and parking coverage associated with primary and secondary schools is not limited. It should be noted that the amount of parking and coverage over the entire campus is well below the maximums provided by section 15.405.040. Within the site work area associated with these modifications, approximately 21% of the 3.25 acres will be landscaped.

15.410 Yard Setback Requirements

15.410.020.A.1 R-1 districts shall have a front yard not less than 15 feet. Said yard shall be maintained and landscaped.

Response: Catalyst High School has frontage on Deborah Road on the eastern side of the property. All of the proposed improvements will be occurring west of the existing building and will not decrease the existing front yard setback along that frontage. All structures are well in excess of the prescribed 15 feet. The closest building is approximately 168 feet from the Deborah Road right-of-way. The front and side yard setbacks are shown on Sheet A.1.01 and the landscape plans. All other setbacks are interior to the overall campus and well away from any adjacent property line.

15.410.030.A.1 All lots or development sites in the AR, R-1, R-2 and R-3 districts shall have interior yards of not less than five feet, except where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.

Response: The proposed improvements will be located more than 5-feet beyond all interior yards. The proposed improvements to the school, including the building expansion, are well over 100 feet away from the nearest north and west property lines. The closest portion of the improvements along the south yard is approximately 32 feet away from the property line shared with First United Methodist Church south of the school. Please refer to the attached Site Plan, Sheet A1.01 and the landscape plans for setback details.

15.410.040 Setback and yard restrictions as to schools, churches, public buildings.

A. Building Setback. No buildings shall be erected, used or maintained for a school, church or public or semi-public building or use, institution or similar use under the regulations of this code



unless such building is removed at least 25 feet from every boundary line of any property included in any residential district.

Response: The property includes Catalyst High School and is therefore required to be setback at least 25 feet from every boundary line. The school building, including the extent of the proposed improvements, is approximately 32 feet from the southern property line (shared with First United Methodist Church) and approximately 168 feet from the eastern property line. Catalyst High School is located in the southeast corner of a large tax lot that includes multiple schools, including Newberg High School and Mable Rush Elementary School. Therefore, the setbacks to the northern and western property line are significantly over 25 feet. Please refer to the attached Site Plan, Sheet A1.01 and the landscape plans which illustrate the setbacks to the east and south property lines.

15.410.050.B Required Yard. No required front or interior yard of the lot on which such building or use is located shall be used for play or parking purposes.

Response: There are no proposed play or parking areas within the required yards associated with these site improvements and modifications. The parking lot located in the front yard is existing and was previously approved and appears to include the front portion of the existing parking lot. If these improvements were constructed under these original setbacks, the reduced setback along the frontage could have been the result of right of way improvements to Deborah Road. All proposed parking improvements are located on the north side of the building and outside of the required 25-foot setback. There is no play or parking areas provided within the southern yard.

15.410.050.C A lot or parcel of land in any district adjoining a street for which the planned right-of-way width and alignment have been determined shall have a building setback line equal to the yard required in the district, plus a distance of:

- 1. Fifty feet from and parallel with the centerline of expressways.*
- 2. Thirty-five feet from and parallel with the centerline of major and minor arterials.*
- 3. Thirty feet from and parallel with the centerline of multifamily, commercial and industrial streets and single-family collector streets.*
- 4. Thirty feet from and parallel with the centerline of single-family local streets.*
- 5. Twenty-five feet from and parallel with the centerline of single-family hillside, cul-de-sacs and local streets which will never be extended more than 2,400 feet in length and which will have a relatively even division of traffic to two or more exits.*

Response: Based on Newberg's Transportation Systems Plan, Deborah Street is classified as a minor collector, requiring 62 feet of right-of-way and 36 feet of pavement. The standard right-of-way width is already dedicated, but the pavement width is slightly narrower than 36 feet. However, based on the pre-application conference, expanding the pavement width is not required with this application and the City will evaluate the widening and redevelopment of Deborah Street in the future. None of the improvements or building additions will be constructed closer to the right-of-way than the existing building.

15.410.060 The following vision clearance standards shall apply in all zones (see Appendix A, Figure 9).

- A. At the intersection of two streets, including private streets, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 50 feet in length.*



- B. At the intersection of a private drive and a street, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 25 feet in length.*
- C. Vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line. Where curbs are absent, the edge of the asphalt or future curb location shall be used as a guide, whichever provides the greatest amount of vision clearance.*

Response: All of the proposed improvements are happening outside of the existing vision clearance zones. There is landscaping along the sites frontage that may need to be trimmed back with construction. A site distance certification will be submitted with the site work permit materials once the land use entitlements are secured. There is no evidence to suggest that these standards are not already satisfied. However, the proposed modifications do not affect the existing conditions.

15.415 Building and Design Standards

15.415.010 Main Buildings and Uses as Accessory Buildings

D. Institutional. The maximum height of any building or structure will be 75 feet except as follows:

- 1. Within 50 feet of an interior property line abutting a C-1, R-1, R-2 or R-P district, no main building may exceed 30 feet.*
- 2. Within 50 feet of an interior property line abutting an R-3 district, no main building may exceed 45 feet.*
- 3. Within 100 feet of a property line abutting a public street or railroad right-of-way, or within 100 feet of property lines abutting parcels with an R-1, R-2, R-3, R-P, C-1, C-2, C-3, M-1, M-2, or M-3 zoning designation, no main building may exceed 50 feet in height.*
- 4. To utilize the maximum permitted height standard, at least 80 percent of the building's ground coverage must be beyond the setback area designated in subsection (D)(3) of this section. The maximum encroachment may not exceed 25 feet.*

Response: The project complies with this standard. The proposed building will not exceed 30-feet. The proposed height of modifications to Catalyst High School, is 28 feet six inches and the building footprint of the school is outside of the prescribed setback areas as discussed earlier in this narrative. Please refer to sheet A3.10 for the existing building height and Sheets A3.11 and A3.12 for details on the proposed building height. Mechanical equipment, setback from the edge of the roof line will exceed the building height. This was discussed in the pre-app and it was determined that mechanical equipment could extend beyond the building height.

15.420 Landscaping and Outdoor Areas

15.420.010 Required Minimum Standards

- B. Required Landscaped Area. The following landscape requirements are established for all developments except single-family dwellings and duplex dwellings:*
 - 1. A minimum of 15 percent of the lot area shall be landscaped; provided, however, that computation of this minimum may include areas landscaped under subsection (B)(3) of this section.*
 - 2. All areas subject to the final design review plan and not otherwise improved shall be landscaped.*



Response: The project complies with this standard. The project site is approximately 141,380 square feet and there is approximately 32,093 square feet of landscaping provided with these modifications. This is approximately 21% of the total Catalyst High School site work area included within this application. As proposed, the landscaping would meet the minimum standard of 15%.

3. *The following landscape requirements shall apply to the parking and loading areas:*
 - a. *A parking or loading area providing 10 or more spaces shall be improved with defined landscaped areas totaling no less than 25 square feet per parking space.*

Response: The improvements to the parking area north of the school building includes approximately 47 new spaces, requiring a minimum of 1,175 square feet of landscaping area around the parking area. There is approximately 3,682 square feet of landscaping provided within the modified parking area, meeting the above standard. Please see the attached landscaping planting plan, Sheet L3.01 for additional details on parking area landscaping.

- b. *A parking, loading area, or drive aisle which runs adjacent to a property line shall be separate from any lot line adjacent to a street by a landscaped strip at least 10 feet in interior width or the width of the required yard, whichever is greater, and any other lot line by a landscaped strip of at least five feet in interior width. See subsections (B)(3)(c) and (d) of this section for material to plant within landscape strips.*
- c. *A landscaped strip separating a parking area, loading area, or drive aisle from a street shall contain street trees spaced as appropriate to the species, not to exceed 50 feet apart on average, and a combination of shrubs and ground cover, or lawn. This landscaping shall provide partial screening of these areas from the street.*
- d. *A landscaped strip separating a parking area, loading area, or drive aisle from an interior lot line shall contain any combination of trees, shrubs, ground cover or lawn. Plant material shall be selected from at least two different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs).*

Response: Acknowledged by the applicant. The eastern property line runs along Deborah Road and the parking area adjacent to that property line has an existing landscaped strip that contains street trees previously approved by the City. This application is not proposing to alter this area of the site in anyway. The southern property line has some parking area and a fire line adjacent to it, and is proposed to be landscaped with a 10 foot wide strip. The western and northern property lines are not adjacent to the Catalyst High School campus, but rather closer to Newberg High School and Mabel Rush Elementary School. Please see the attached landscaping planting plan, Sheet L3.01 for additional details.

- e. *Landscaping in a parking or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.*
- f. *Landscaping areas in a parking lot, service drive or loading area shall have an interior width of not less than five feet.*

Response: The project complies with this standard. The areas proposed to be landscaped in the parking and loading areas are defined and uniformly distributed throughout the modified parking lot north of the school building. The proposed landscaped areas and islands have all been designed to meet or



exceed 5 feet in width. Please see the attached landscaping planting plan, Sheet L3.01 for additional details.

- g. All multifamily, institutional, commercial, or industrial parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after initial installation. Adequate provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.*

Response: The project complies with this standard. There is an existing ornamental metal fence that runs along the southern property line and an existing evergreen hedge along Deborah Road. This application is not proposing to alter the existing fence or hedge in anyway. Additional landscaping, including a combination of trees and shrubs will be planted along the southern property line to screen the fire and loading zone from the adjacent church. Please see sheet L3.01 for additional detail.

- h. An island of landscaped area shall be located to separate blocks of parking spaces. At a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. No more than seven parking spaces may be grouped together without an island separation unless otherwise approved by the director based on the following alternative standards:
 - i. Provision of a continuous landscaped strip, with a five-foot minimum width, which runs perpendicular to the row of parking spaces (see Appendix A, Figure 13).*
 - ii. Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, within areas proposed for back-to-back parking (see Appendix A, Figure 14).**

Response: The project complies with this standard. There are 47 new parking spaces proposed in the northern parking lot improvements, with no more than seven parking spaces between a landscaped island separation. There are a total of ten new deciduous shade trees proposed to be planted in the northern parking lot, exceeding the minimum of one tree per seven parking spaces. Tree species are proposed to be Armstrong Red Maples and Katsura Trees. Each of the proposed landscaped islands are over 16 square feet in size. Please see the attached landscaping planting plan, Sheet L3.01 for additional details on the parking island distribution and landscaping areas within the parking lot.

- 4. Trees, Shrubs and Ground Covers. The species of street trees required under this section shall conform to those authorized by the city council through resolution. The director shall have the responsibility for preparing and updating the street tree species list which shall be adopted in resolution form by the city council.
 - a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.**



- b. *Collector and local street trees shall be spaced approximately 35 to 40 feet on center. These trees shall have a minimum of a one and one-half or one and three-fourths inch tree trunk or stalk and shall be balled and burlapped or boxed.*
- c. *Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab-apple, Hawthorne and the like. These trees shall have a minimum one and one-half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.*
- d. *All broad-leafed evergreen shrubs and deciduous shrubs shall have a minimum height of 12 to 15 inches and shall be balled and burlapped or come from a two-gallon can. Gallon-can size shrubs will not be allowed except in ground covers. Larger sizes of shrubs may be required in special areas and locations as specified by the design review board. Spacing of these shrubs shall be typical for the variety, three to eight feet, and shall be identified on the landscape planting plan.*
- e. *Ground Cover Plant Material. Ground cover plant material such as greening juniper, cotoneaster, minor Bowles, English ivy, hypericum and the like shall be one of the following sizes in specified spacing for that size.*

Response: Acknowledged by the applicant. The street trees, shrubs, and ground coverings planted on the project site along Deborah Road have been previously approved by the City, and this application is not proposing to remove or modify the existing landscaping along that frontage.

- 5. *Automatic, underground irrigation systems shall be provided for all areas required to be planted by this section. The director shall retain the flexibility to allow a combination of irrigated and nonirrigated areas. Landscaping material used within nonirrigated areas must consist of drought-resistant varieties. Provision must be made for alternative irrigation during the first year after initial installation to provide sufficient moisture for plant establishment.*
- 6. *Required landscaping shall be continuously maintained.*

Response: All proposed landscaped areas will be installed with underground irrigation systems and be included within the existing maintenance program of the Newberg School District.

- 7. *Maximum height of tree species shall be considered when planting under overhead utility lines.*

Response: Acknowledged. There are no new trees proposed to be planted under overhead utility lines.

- 8. *Landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) will apply to development proposals unless the institution has addressed the requirements and standards by an approved site development master plan. With an approved site development master plan, the landscape requirements will be reviewed through an administrative Type I review process.*

Response: Acknowledged by the applicant. The proposed project complies with the requirements and standards for landscaping within parking and loading areas.



- C. *Installation of Landscaping. All landscaping required by these provisions shall be installed prior to the issuance of occupancy permits, unless security equal to 110 percent of the cost of the landscaping as determined by the director is filed with the city, insuring such installation within six months of occupancy. A security – cash, certified check, time certificates of deposit, assignment of a savings account, bond or such other assurance of completion as shall meet with the approval of the city attorney – shall satisfy the security requirements. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the director, the security may be used by the city to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the city shall be returned to the applicant.*

Response: Acknowledged by the applicant. All approved landscaping proposed with this application is planned to be installed prior to the issuance of occupancy permits. If for some reason, this cannot be accomplished, the district will provide a security bond as required.

15.425 Exterior Lighting

15.425.020 Applicability and Exemptions

- A. *Applicability. Outdoor lighting shall be required for safety and personal security in areas of assembly, parking, and traverse, as part of multifamily residential, commercial, industrial, public, recreational and institutional uses. The applicant for any Type I or Type II development permit shall submit, as part of the site plan, evidence that the proposed outdoor lighting plan will comply with this section. This information shall contain but not be limited to the following:*
- 1. The location, height, make, model, lamp type, wattage, and proposed cutoff angle of each outdoor lighting fixture.*
 - 2. Additional information the director may determine is necessary, including but not limited to illuminance level profiles, hours of business operation, and percentage of site dedicated to parking and access.*
 - 3. If any portion of the site is used after dark for outdoor parking, assembly or traverse, an illumination plan for these areas is required. The plan must address safety and personal security.*

Response: There are extracurricular and after-hours activities (i.e. parent/teacher conferences, sporting events, open houses) that occur on the school campus. In the interest of safety and security, outdoor lighting is proposed with these modifications. Lighting plans along with specific lighting types and photometrics are provided with this application in Sheets E0.01-E0.11.

15.430 Underground Utility Installation

15.430.010 Underground Utility Installation

- A. *All new utility lines, including but not limited to electric, communication, natural gas, and cable television transmission lines, shall be placed underground. This does not include surface-mounted transformers, connections boxes, meter cabinets, service cabinets, temporary facilities during construction, and high-capacity electric lines operating at 50,000 volts or above.*



- B. Existing utility lines shall be placed underground when they are relocated, or when an addition or remodel requiring a Type II design review is proposed, or when a developed area is annexed to the city.
- C. The director may make exceptions to the requirement to underground utilities based on one or more of the following criteria:
 1. The cost of undergrounding the utility is extraordinarily expensive.
 2. There are physical factors that make undergrounding extraordinarily difficult.
 3. Existing utility facilities in the area are primarily overhead and are unlikely to be changed.

[Ord. 2537, 11-6-00. Code 2001 § 151.589.]

Response: Acknowledged by the applicant. All new utility lines will be undergrounded and extended from the existing building on site. Please see the attached site utility plan, Sheet C3.00, for details on proposed utilities.

15.440 Off-Street Parking, Bicycle Parking, and Private Walkways

15.440.010 Required Off Street Parking

- A. Off-street parking shall be provided on the development site for all R-1, C-1, M-1, M-2 and M-3 zones. In all other zones, the required parking shall be on the development site or within 400 feet of the development site which the parking is required to serve. All required parking must be under the same ownership as the development site served except through special covenant agreements as approved by the city attorney, which bind the parking to the development site.
 1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.

Response: The project site is located within the R-1 zoning district and therefore, all required parking must be on or within 400 feet of the development site. As proposed, all of the required on-site parking is located on the same property as Catalyst High School in parking lots located to the north and east of the school building. Please refer to the attached site plan for details on parking location.

- F. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to NMC 15.440.030, multiplied by a factor of:
 1. One and one-fifth spaces for uses fronting a street with adjacent on-street parking spaces; or
 2. One and one-half spaces for uses fronting no street with adjacent on-street parking; or
 3. A factor determined according to a parking analysis.

Table 15.440.030 Parking Spaces Required

<u>Use</u>	<u>Minimum Parking Spaces Required</u>
Schools	High schools, 1-1/2 for each teaching station, plus 8 for every classroom, or 1 for every 28 sq. ft. of seating area where there are no fixed seats in an auditorium or assembly area



Response: Because of the nature of the operations related to this specific school and at staff's suggestion, the District, requested that DKS analyze the parking needs of the site as part of the traffic generation evaluation. That analysis is attached to this application as Attachment 008. The analysis looked at both the City Code requirements as well as parking demand rates from the Institute of Transportation Engineers (ITE) Parking Generation manual to determine the parking demand for the site. The DKS analysis looked at high school rates because they have a higher demand than middle schools and determined that the high school students would be the predominant users of the on-site parking for this facility. Based on the development code methodology, the parking demand was based on the assembly room which resulted in a requirement of 61 and 92 parking stalls. The ITE Parking generation manual bases the parking demand on 0.25 vehicles per student which resulted in a need for 58 parking stalls (230 on-site students x 0.25). The District proposes to provide 98 parking stalls on-site to meet the parking demand of the facility which exceeds the minimum parking requirements under both methods. The District plans to share the additional parking provided on this site to off-set parking stalls that will need to be removed for the High School expansion on the same campus. This approach makes sense because as mentioned previously, some of the high school students also attend classes at Catalyst as part of their curriculum.

15.440.060 Parking Area and Service Drive Improvements

All public or private parking areas, outdoor vehicle sales areas, and service drives shall be improved according to the following:

- A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust-free surfacing materials may be approved by the director for infrequently used parking areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.*

Response: The project complies with this standard. All of the parking areas existing and proposed on the project site will be asphalt, concrete, or cement concrete and graded to prevent any stormwater drainage onto public sidewalks and abutting properties.

- B. All parking areas shall be designed not to encroach on public streets, alleys, and other rights-of-way. Parking areas shall not be placed in the area between the curb and sidewalk or, if there is no sidewalk, in the public right-of-way between the curb and the property line. The director may issue a permit for exceptions for unusual circumstances where the design maintains safety and aesthetics.*

Response: The existing parking lot is located between the high school and Deborah Road, the public street that Catalyst takes access from. There is no existing or proposed encroachment of the parking areas onto any adjacent right-of-way. All parking areas on the project site are located completely outside of the right-of-way. Please see the attached site plan, Sheets A1.01 and C3.00, for details on parking area location.

- C. All parking areas, except those required in conjunction with single-family or duplex dwellings, shall provide a substantial bumper which will prevent cars from encroachment on abutting private and public property.*



Response: The perimeter of the proposed parking areas will be provided with an extruded curb to prevent cars from encroaching onto landscaped areas, sidewalks, or adjacent public and private property.

- D. *All parking areas, including service drives, except those required in conjunction with single-family or duplex dwellings, shall be screened in accordance with NMC 15.420.010(B).*

Response: The project complies with this standard. Please see the responses in Section 15.420.010 of this narrative for details.

- E. *Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.*

Response: As mentioned previously, outdoor lighting is proposed with these modifications. Lighting plans along with specific lighting types and photometrics are provided with this application in Sheets E0.01-E0.11. Proposed lighting will be directed down and shielded to prevent light trespass onto nearby residential uses.

- F. *All service drives and parking spaces shall be substantially marked and comply with NMC 15.440.070.*
- G. *Parking areas for residential uses shall not be located in a required front yard, except as follows: [...]*
- H. *A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. For high turnover uses, such as convenience stores or fast-food restaurants, at the discretion of the director, all stalls will be required to be full-sized.*

Response: All service drives and parking areas will be clearly marked on the site. As proposed, 13 of the 98 (13%) parking spaces on site will be marked as compact. Those spaces will be located at the front of the lot nearest to the building entrance for convenience. Please see Sheet A1.01 for specific locations.

15.440.080 Off-Street Loading

- A. *Buildings to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use.*
 - 1. *The following standards shall be used in establishing the minimum number of berths required:*

Gross Floor Area of the Building in Square Feet	No. of Berths
Up to 10,000	1
10,000 and over	2



2. *A loading berth shall contain a space 10 feet wide and 35 feet long and have a vertical clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.*

Response: As mentioned, the ultimate size of the proposed Catalyst High School under consideration for these modifications is approximately 29,212 square feet in size, requiring two loading berths. As proposed, these two spaces will be provided along the proposed drop off area in the northern parking lot. A separate fire lane is provided along the rear of the building. The drop off/loading area is approximately 290 feet long, 28 feet wide, and no vertical coverings – plenty of room for two loading berths. Please see the attached site plan for details on location and dimensions. The District has indicated that there will be no deliveries during pick up/drop off times which would eliminate any conflicts with commercial loading and unloading for the site.

B. The following provisions shall apply to off-street loading facilities:

1. *The provision and maintenance of off-street loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of loading space required by this code. Should the owner or occupant of any building change the use to which the building is put, thereby increasing off-street loading requirements, it shall be unlawful and a violation of this code to begin or maintain such altered use until such time as the increased off-street loading requirements are met.*
2. *Owners of two or more buildings may agree to utilize jointly the same loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city attorney in the form of deeds, leases or contracts to establish the joint use.*
3. *A plan drawn to scale, indicating how the off-street loading requirements are to be fulfilled, shall accompany an application for a building permit.*
4. *Design Requirements for Loading Areas.*
 - a. *Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces of asphaltic concrete or Portland cement concrete, maintained adequately for all-weather use and so drained as to avoid flow of water across the sidewalks.*
 - b. *Loading areas adjacent to residential zones designed to minimize disturbance of residents.*
 - c. *Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.*
 - d. *Access aisles shall be of sufficient width for all vehicular turning and maneuvering.*
 - e. *Vision clearance standards as identified in NMC 15.410.060 shall apply.*

Response: The project complies with this standard. The required loading spaces are located on the property and will be maintained by the District. The loading area has ample room for standing and maneuvering of vehicles and is placed interior to the site to minimize disturbances to surrounding property owners. All vision clearance and lighting standards are met. Please see the attached site plan, sheet A1.01 for details on loading area location.



15.440.100 Facility Requirements

Bicycle parking facilities shall be provided for the uses shown in the following table. Fractional spaces requirements shall be rounded to the next whole number.

<u>Use</u>	<u>Minimum Number of Bicycle Parking Spaces Required</u>
New commercial, industrial, office, and institutional developments, including additions that total 4,000 square feet or more	One bicycle parking space for every 10,000 square feet of gross floor area. In C-4 districts, two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater

Response: After the building expansion, the total floor area of Catalyst High School will be approximately 29,212 SF if all of the improvements under consideration are constructed. This will require 3 parking spaces based on Table 15.440.100 above. There is an existing bike rack to remain near the main entrance on the east side of the building and six new bicycle parking spots near the westernmost entrance of the proposed building expansion. Therefore, the proposed development meets the minimum required bicycle parking space.

15.440.110 Design

- A. *Bicycle parking facilities shall consist of one or more of the following:*
 - 1. *A firmly secured loop, bar, rack, or similar facility that accommodates locking the bicycle frame and both wheels using a cable or U-shaped lock.*
 - 2. *An enclosed locker.*
 - 3. *A designated area within the ground floor of a building, garage, or storage area. Such area shall be clearly designated for bicycle parking.*
 - 4. *Other facility designs approved by the director.*
- B. *All bicycle parking spaces shall be at least six feet long and two and one-half feet wide. Spaces shall not obstruct pedestrian travel.*
- C. *All spaces shall be located within 50 feet of a building entrance of the development.*
- D. *Required bicycle parking facilities may be located in the public right-of-way adjacent to a development subject to approval of the authority responsible for maintenance of that right-of-way.*

Response: The project complies with this standard. The proposed bicycle parking is a firmly secured loop set in concrete that bike frames can be locked to easily. The bicycle parking facilities are all within 50 feet of a building entrance – both the existing bicycle racks and the proposed ones – and meet the



dimensional standards without any obstruction to pedestrian travel. Please see Sheet L1.01 for exact bicycle parking location and Sheet L4.04 for specifics on bicycle parking facility design.

15.505 Public Improvement Standards

15.505.030 Street Standards

Response: As mentioned previously in this narrative, Deborah Street is classified as a minor collector, requiring 62 feet of right-of-way and 36 feet of pavement. The standard right-of-way width is already dedicated, but the pavement width is slightly narrower than 36 feet. However, based on the pre-application conference, expanding the pavement width is not required with this application and the City will evaluate the widening and redevelopment of Deborah Street in the future. None of the improvements or building additions will be constructed closer to the right-of-way than the existing building already is.

15.505.040 Public Utility Standards

C. General Standards.

- 1. The design and construction of all improvements within existing and proposed rights-of-way and easements, all improvements to be maintained by the city, and all improvements for which city approval is required shall conform to the Newberg public works design and construction standards and require a public improvements permit.*
- 2. The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site. Installation of all proposed public and private utilities shall be coordinated by the developer and be approved by the city to ensure the orderly extension of such utilities within public right-of-way and easements.*

Response: The project complies with this standard. All required utilities, including sanitary sewer and stormwater, will be extended from the existing building and surrounding utility lines from the eastern portion of the site, allowing for minimum disturbance of the soil on site. Please refer to the attached utility plan, Sheet C3.00, for details on utility connections.

F. Easements. Easements for public and private utilities shall be provided as deemed necessary by the city, special districts, and utility companies. Easements for special purpose uses shall be of a width deemed appropriate by the responsible agency. Such easements shall be recorded on easement forms approved by the city and designated on the final plat of all subdivisions and partitions. Minimum required easement width and locations are as provided in the Newberg public works design and construction standards.

Response: Acknowledged by the applicant. Any required easements, including PUE's, will be prepared and recorded as required on the project site.

15.505.050 Stormwater System Standards

C. General Requirement. All stormwater runoff shall be conveyed to a public storm wastewater or natural drainage channel having adequate capacity to carry the flow without overflowing or otherwise causing damage to public and/or private property. The developer shall pay all costs associated with designing and constructing the facilities necessary to meet this requirement.



Response: The project complies with this standard. Lynch styled catch basins are proposed to be installed under the parking lot and discharged to the existing storm sewer lines on the property, as well as a contech peak diversion storm filter and a stormtech detention system. All stormwater on site will be conveyed to a public storm wastewater channel in Deborah Road to the east. Please see the preliminary stormwater report attached as Attachment 004, and the attached site utility plan, Sheet C3.00, for details on pipe and stormwater facility location.

D. Plan for Stormwater and Erosion Control. No construction of any facilities in a development included in subsection (B) of this section shall be permitted until an engineer registered in the State of Oregon prepares a stormwater report and erosion control plan for the project. This plan shall contain at a minimum:

- 1. The methods to be used to minimize the amount of runoff, sedimentation, and pollution created from the development both during and after construction.*
- 2. Plans for the construction of stormwater facilities and any other facilities that depict line sizes, profiles, construction specifications, and other such information as is necessary for the city to review the adequacy of the stormwater plans.*
- 3. Design calculations shall be submitted for all drainage facilities. These drainage calculations shall be included in the stormwater report and shall be stamped by a licensed professional engineer in the State of Oregon. Peak design discharges shall be computed based upon the design criteria outlined in the public works design and construction standards for the city.*

Response: A preliminary stormwater report, prepared by Steve Hansen a licensed and professional engineer with Emerio Design is provided as Attachment 004 to this application. The preliminary report includes all of the required elements as required in this section.

III. CONCLUSION

This summary of the request and attachments demonstrate compliance with the City of Newberg applicable approval criteria for the proposed design review. The applicant respectfully requests that the City approve this request.





320 Church St. NE, Salem, OR 97301
PHONE (503)581-1431 FAX (503)364-8716

STATUS OF RECORD TITLE

FSBO Customer Yamhill
FSBO

October 21, 2021
Title Number: 500298AM
Title Officer: Michele Harris
Fee: \$200.00

Your Reference No.

We have searched the status of record title as to the following described property:

See attached Exhibit 'A'

Vestee:

Consolidated School District No. 29 who also acquired title as School District No. 29

and dated as of **October 12, 2021** at 7:30 a.m.

Said property is subject to the following on record matters:

1. [Taxes](#) assessed under Code No. 29.0 Account No. 33895 Map No. 03S-02W-17 2500, including the current fiscal year, not assessed because of School Exemption. If the exempt status is terminated an additional tax may be levied.
2. [Taxes](#) assessed under Code No. 29.0 Account No. 521257 Map No. 03S-02W-17 2500U1
The 2021-2022 Taxes: \$1,524.88, plus interest, unpaid.
3. City liens, if any, of the City of Newberg.
4. The property lies within and is subject to the levies and assessments of the Yamhill Soil and Water Conservation District.
5. Right, title and interest of the public in and to those portions of the Land lying within roads, streets or highways.
6. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Recorded: July 12, 1954
[Instrument No.](#): Volume: 173 Page: 723
7. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Recorded: August 2, 1959
[Instrument No.](#): FV: 6 Page: 863

8. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: City of Newberg
Recorded: October 13, 1989
[Instrument No.:](#) FV: 237 Page: 429
9. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: City of Newberg
Recorded: October 13, 1989
[Instrument No.:](#) FV: 237 Page: 430
10. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein and such other exceptions as may appear necessary upon recording thereof,
Lessor: Newberg School district 29Jt
Lessee: US West Wireless, LLC
Disclosed by: Newberg High Short Form of Lease
Date: November 10, 1989
Recorded: April 7, 2000
[Instrument No.:](#) 2000-04737

Assignment of Lessee's interest in Lease
Assignor: Qwest Wireless, LLC
Assignee: Sprint Spectrum L.P.
Recorded: October 26, 2004
[Instrument No.:](#) 2004-21758

Assignment of Lessee's interest in Lease
Assignor: Sprint Spectrum Realty Company LP
Assignee: Sprint Spectrum LP
Recorded: October 21, 2008
[Instrument No.:](#) 2008-17559

Assignment of Lessee's interest in Lease
Assignor: Tower Entity 2 LLC
Assignee: Towerco Assets LLC
Recorded: March 31, 2009
[Instrument No.:](#) 2009-04507

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: October 13, 2021
[Instrument No.:](#) 2021-20381
11. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: City of Newberg
Recorded: June 2, 2005
[Instrument No.:](#) 2005-11311
12. An easement including the terms and provisions thereof, affecting the portion of said premises and for the purposes stated therein as set forth in instrument:
Granted To: City of Newberg
Recorded: September 7, 2005
[Instrument No.:](#) 2005-19614

13. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein and such other exceptions as may appear necessary upon recording thereof,
Lessor: Consolidated School District No. 29, etal
Lessee: New Cingular Wireless PCS, LLC
Disclosed by: Memorandum of Lease
Date: July 21, 2006
Recorded: August 7, 2006
[Instrument No.:](#) 2006-18092
14. Right of First Refusal Agreement, including the terms and provisions thereof,
Recorded: February 7, 2012
[Instrument No.:](#) 2012-01510
15. A Deed of Trust, including the terms and provisions thereof, to secure the amount noted below and other amounts secured thereunder, if any:
Amount: \$3,170,000,000.00
Trustor/Grantor: SBA 2012 T C Assets LLC
Trustee: Stewart Title of Oregon, Inc.
Beneficiary: Deutsche Bank Trust Company Americas
Dated: April 18, 2013
Recorded: September 25, 2013
[Instrument No.:](#) 2013-15161

This Deed of Trust secures an equity line of credit and/or revolving loan. The Company requires satisfactory written statement from the existing lender confirming; (a) the payoff amount, (b) that the line of credit has been closed, and no further draws/advances will be permitted and/or the right to future advances has been terminated, and (c) agreeing to deliver a full satisfaction/release upon payment of the outstanding balance, (d) satisfactory documentation from the borrower to close the account.

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: April 3, 2015
[Instrument No.:](#) 2015-04305

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: April 28, 2016
[Instrument No.:](#) 2016-06010

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: September 26, 2016
[Instrument No.:](#) 2016-15040

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: July 26, 2017
[Instrument No.:](#) 2017-12022

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: May 5, 2020
[Instrument No.:](#) 2020-07153

An agreement to modify the terms and provisions of said Deed of Trust as therein provided:
Recorded: December 3, 2020
[Instrument No.:](#) 2020-21898

16. If title insurance is requested, this company will require a confirming deed noting legal ownership of record for Parcel 5 of this report.

17. Personal property taxes, if any.
18. Rights of tenants under existing leases or tenancies.

NOTE: Any map or sketch enclosed as an attachment herewith is furnished for information purposes only to assist in property location with reference to streets and other parcels. No representation is made as to accuracy and the company assumes no liability for any loss occurring by reason of reliance thereon.

THIS IS NOT A TITLE REPORT, A COMMITMENT TO ISSUE TITLE INSURANCE OR A GUARANTEE OF ANY KIND. No liability is assumed with this report. The fee charged for this service does not include supplemental reports or other services. Further dissemination of the information in this report in a form purporting to insure title to the herein described land is prohibited by law.

"Superior Service with Commitment and Respect for Customers and Employees"

EXHIBIT 'A'

File No. 500298AM

PARCEL 1: Tracts 13, 14, 15, 16, and 17, EAST NEWBERG SUBDIVISION, Yamhill County, Oregon.

PARCEL 2: That portion of the Donation Land Claim of Richard Everest and wife, Notification #1474, Claim No. 52, in Township 3 South, Range 2 West, Willamette Meridian, Yamhill county, Oregon described as follows:

Beginning at the Northwest corner of said claim; thence South 13.065 chains; thence East 24.15 chains; thence North 13.065 chains; thence West along the North line of said claim 24.15 chains to the point of beginning.

Except that portion lying northwesterly of the southeasterly margin of the Southern Pacific Railroad right of way.

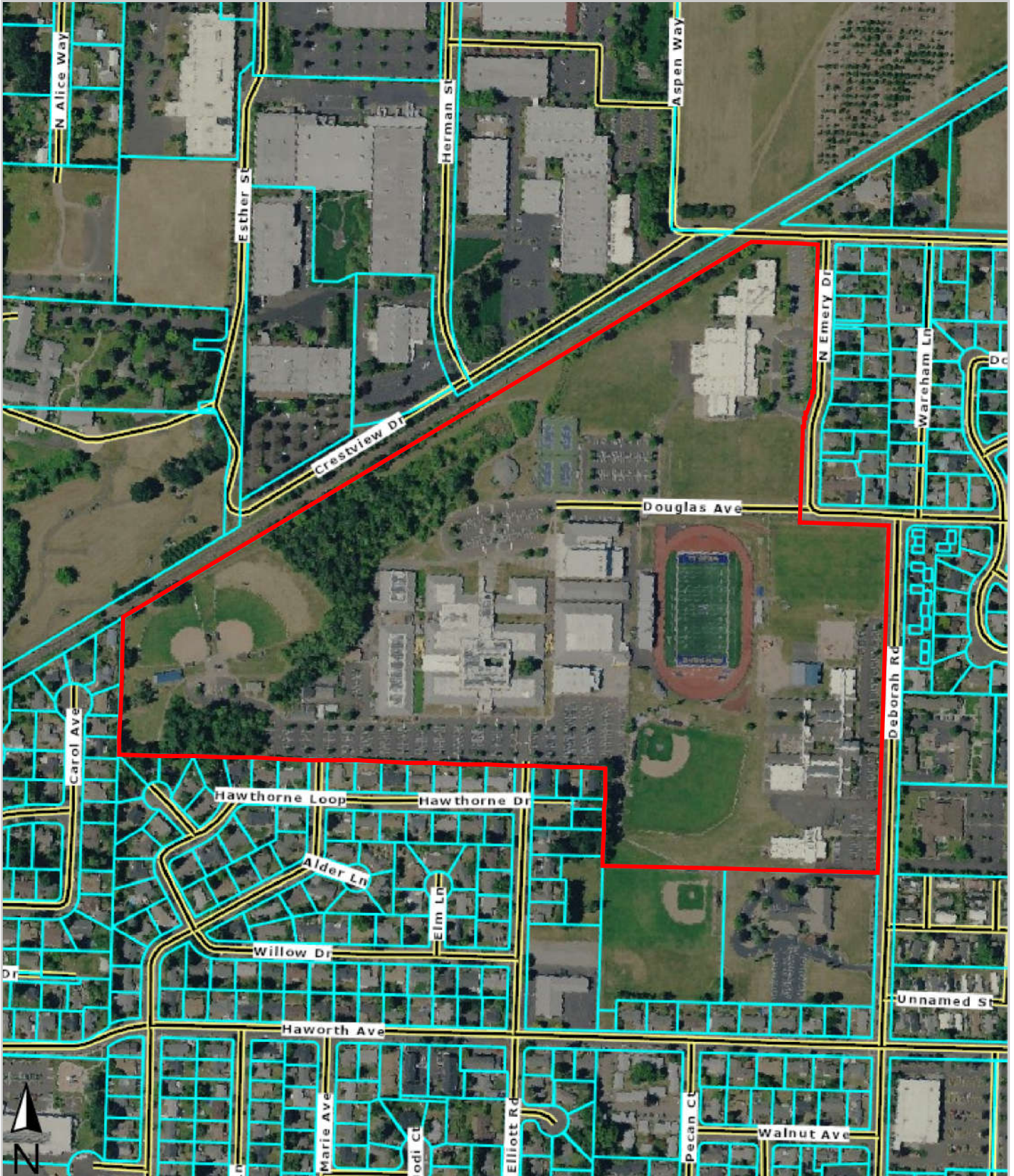
PARCEL 3: That portion of the following described tract lying South of the Southerly margin of the Southern Pacific Railroad right of way: Beginning at the Northeast corner of that certain tract conveyed to Herman A. Sander by deed recorded March 19, 1957, in Book 183, Page 630, deed records, said point being on the Southerly North line of the Solomon Heater Donation Land Claim #48 in Section 17, Township 3 South, Range 2 West, Willamette Meridian, Yamhill County, Oregon 34.2 rods East of the most Westerly Northwest corner of said Donation Land Claim; thence East along the North line of said claim 564.3 feet to the angle corner in said claim; thence South 1728.37 feet more or less to the north line of the Richard Everest Donation Land Claim #52; thence West along the North lihne of said Everest Donation Land Claim 564.3 feet to the Southeast corner of said Sander tract; thence North along the East of said Sander tract 1732.5 feet, more or less, to the point of beginning.

PARCEL IV: That portion of the following described tract lying South of the Southerly margin of the Southern Pacific Railroad right of way: Being a part of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Section 17, Township 3 South, Range 2 West, Willamette Meridian, Yamhill County, Oregon. Beginning at an iron pipe set on the North line of the Richard Everest Donation Land Claim in said Township and Range, said iron pipe being 276.54 feet South and 1229.4 feet West of the Southeast corner of the West half of said Heater Claim, and running thence North 886 feet to a point in the center of County Road No. 59, from which point an iron bears South 20.0 feet; thence West along the center of said road 515.6 feet; thence South 886.0 feet to the north line of said Everest Claim; thence East along the North line of said Everest 615.6 feet to the place of beginning.

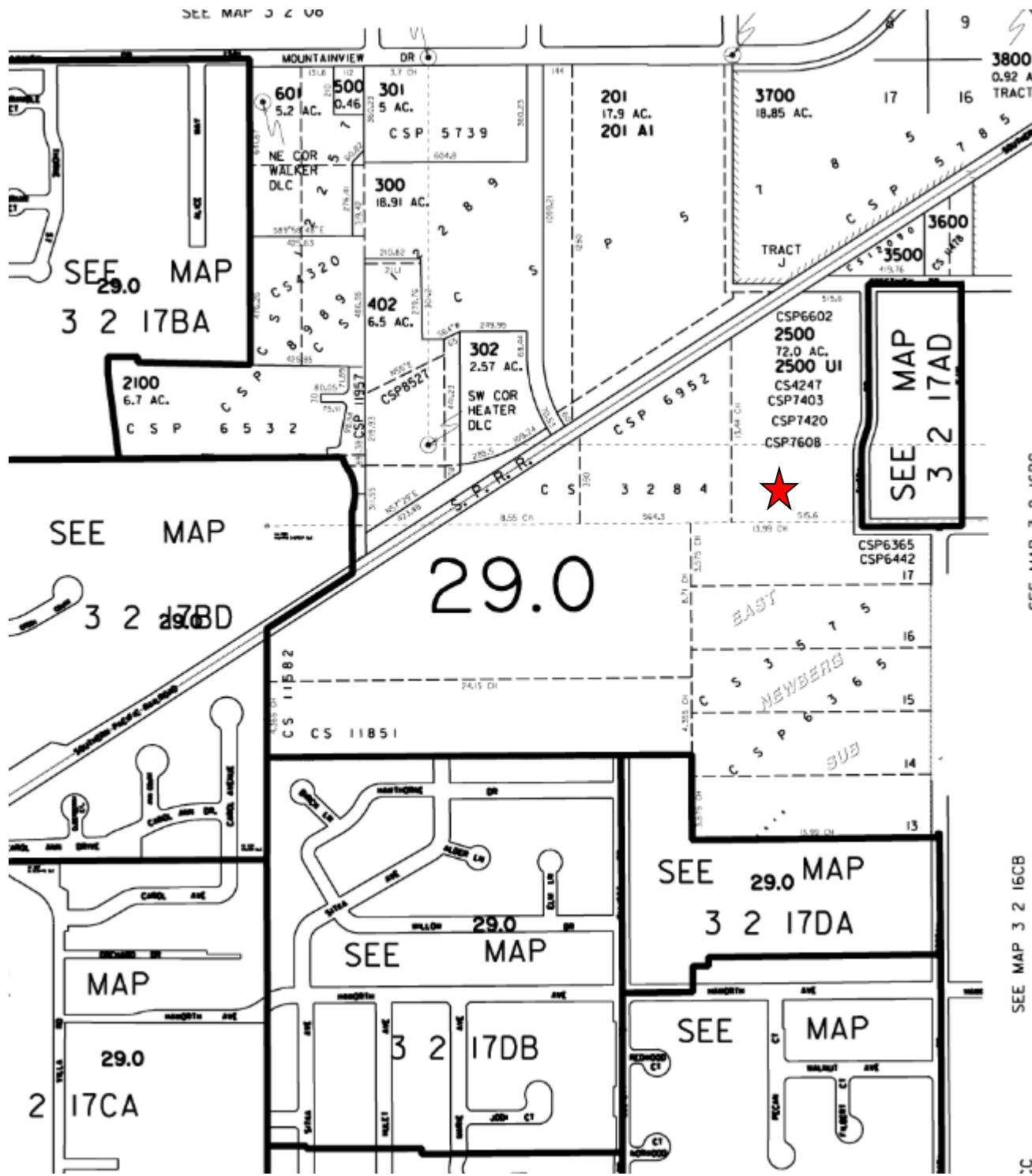
Except that portion of said land conveyed to the Oregon and Transcontinental Company by deed recorded April 24, 1883 in Book "V", Page 457, deed records.

ALSO SAVE AND EXCEPT that portion of property as described in Deed recorded June 26, 1995 in Instrument No. 1995-07837, Yamhill County Deed Records, Oregon.

PARCEL 5: Beginning at a point 17.5 rods South of the Southwest corner of the Solomon Heater DLC #48, Notification 1471 in Township 3 South, Range 2 West, Willamette Meridian, Yamhill County, Oregon, said point being the Southwest corner of that certain tract conveyed to Herman A. Sander by deed recorded March 19, 1956 in Film Volume 183, page 630, deed and mortgage records; thence East along the South line of said Sander tract 60.0 feet more or less to the Southeasterly margin of the Southern Pacific RR right of way and the true point of beginning; thence continuing East along the South line of said Sander tract 504.30 feet more or less to the Southeast corner thereof; thence North along the East line of said Sander tract 330.0 feet more or less to the Southeasterly margin of said Southern Pacific right of way; thence Southwesterly along the Southeasterly margin of said right of way 600.0 feet more or less to the true point of beginning.



This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.



1421 Deborah Rd.
Newberg, OR 97132

THIS MAP IS FURNISHED AS AN ACCOMMODATION STRICTLY FOR THE PURPOSES OF GENERALLY LOCATING THE LAND. IT DOES NOT REPRESENT A SURVEY OF THE LAND OR IMPLY ANY REPRESENTATIONS AS TO THE SIZE, AREA OR ANY OTHER FACTS RELATED TO THE LAND SHOWN THEREOF

Preliminary Stormwater Report for
Catalyst High School Expansion at
Map Tax Lot R3217 02500
1421 DEBORAH RD
Newberg, Oregon

Emerio Project Number: 0921-001
City of Newberg Application No.: TBD
Date: 10/15/2021



Prepared For:
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Newberg School District
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Prepared By:
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Beaverton, Oregon 97008
(503) 746-8812
stevh@emeriodesign.com

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APPENDIX B

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- (2) Curve Number Table

APPENDIX C

- (1) Detention and Water Quality HydroCAD Plots

APPENDIX D

- (1) Pre-Developed Basin Map
- (2) Post-Developed Basin Map
- (3) Proxy Treatment Map

Project Overview and Description:

The scope of the project includes a much-needed approximately 18,900 square foot building addition to the Catalyst campus, along with updated parking lot / bus drop off, covered entrance and plaza, and safety / security upgrades. The new addition will allow for Newberg Public Schools to provide additional program opportunities for students, staff and community members alike. The project is located in the SE Corner of the property which also includes Newberg High School, Mountain View Middle School, and Mabel Rush Elementary School at 1421 Deborah Rd (See Vicinity Map in Appendix A)

Soil Classification:

The NRCS soil survey of Yamhill County, Oregon classifies the onsite soils as Aloha silt loam, 0 to 3 percent slopes. The associated hydrologic soil groups of these soils are C/D. Hydraulic soil group (HSG) C was used to design the onsite proposed storm facilities. Curve numbers of 74 and 86 were used for pre and post-developed pervious surfaces. A curve number of 98 was set for impervious surfaces, reference appendices B(1) and B(2).

Basin Delineation:

The newly developed area being treated includes the building expansion, fire lane extension on the south side of the property, sidewalks on the north side of Catalyst High School, and a portion of the parking lot.

Due to grading constraints, proxy treatment is proposed to meet stormwater requirements for a portion of the newly developed area. Approximately 3,608 SF of existing impervious surface from the parking lot will be proxy treated, and 1,929 SF of parking area will be converted into landscape planters. The proposed development will not be treating 1,428 SF of new impervious area, resulting in an excess of 4,109 SF of existing impervious surfacing being treated and detained.

See Appendix C(1) for a tabulated basin areas and Appendix D for all basin maps.

Treatment Facility determination:

Due to spacial limitations, safety concerns, lack of fall to connect to the existing stormwater main, and costs, LIDA Planters were not used to treat stormwater runoff for the new addition to Catalyst High School.

The new development would include approximately 40,000 square feet of new impervious area. Sizing planters at 6% of new impervious surfacing, this would require 2,400 Square feet of stormwater planter. The only area available to provide this much planter area would be in the island at the bus turnaround in the parking lot, which is 2-feet above the Finish Floor elevation of the high school expansion. In order to pipe water from the SW Corner of the expansion into a flow through planter, the invert of the pipe outfall into the planter would be set at elevation 226.5, thus creating a greater than 6-foot hole from the parking lot to the top of planter soil.

If the top of soil is 226.5, using the minimum growing medium of 18-inches, and 12-inches of drainrock, the outfall pipe invert would be set at 224.0, which when piped to the storm main in Deborah road, would require a slope of under 1.0%.

Along with the 7-foot hole in the ground safety issue, and lack of fall, the costs to build this planter with concrete retaining walls makes this option undesirable.

Therefore, water treatment was determined to be performed using mechanical means

Water Quality:

Nine Low Drop StormFilter cartridges will provide water quality treatment for the new and proxy treated impervious areas. This was determined by calculating the relevant onsite water quality flows and comparing the flows to the design cartridge flow rates per Contech standard details. These calculations are shown in Appendix C(2). Contech Stormwater Management Stormfilter 8'x11' Peak Diversion Stormfilter (detail no. SFMH48) will be used to house these filters. Impervious areas were modeled in HydroCAD to produce the water quality flow. See Appendix C

Quantity Control/Detention:

Detention will be provided for the half of the 2, 2, 10, and 25-year 24-hour design storms. Flows are detained via Stormtech Detention facilities (3-Rows X 14-Chambers) located in the redeveloped parking lot to the north of the Catalyst HS Expansion.

All developed flows and upstream flows routed to the detention facility are considered in detention calculations. As some developed flows will go undetained, onsite and upstream areas that route to the pond will be overdetained to match pre-developed and post-developed peak flows for the whole development. Flow is controlled for the half of the 2, 2, 10, and 25-year flows via two orifices with information shown below:

Orifice #1: 2.0" diameter, elevation 221.85'

Orifice #2: 2.4" diameter, elevation 226.25'

Both orifices are set in an outflow control structure per City of Newberg standard drawings 416A and 418.

Storm Event	Pre-Developed and Detained Post-Developed Flows	
	Pre-Dev.	Post-Dev. w/ Detention
1/2 of 2 Year	0.07	0.07
2-Year	0.14	0.14
10-Year	0.31	0.25
25-Year	0.41	0.33

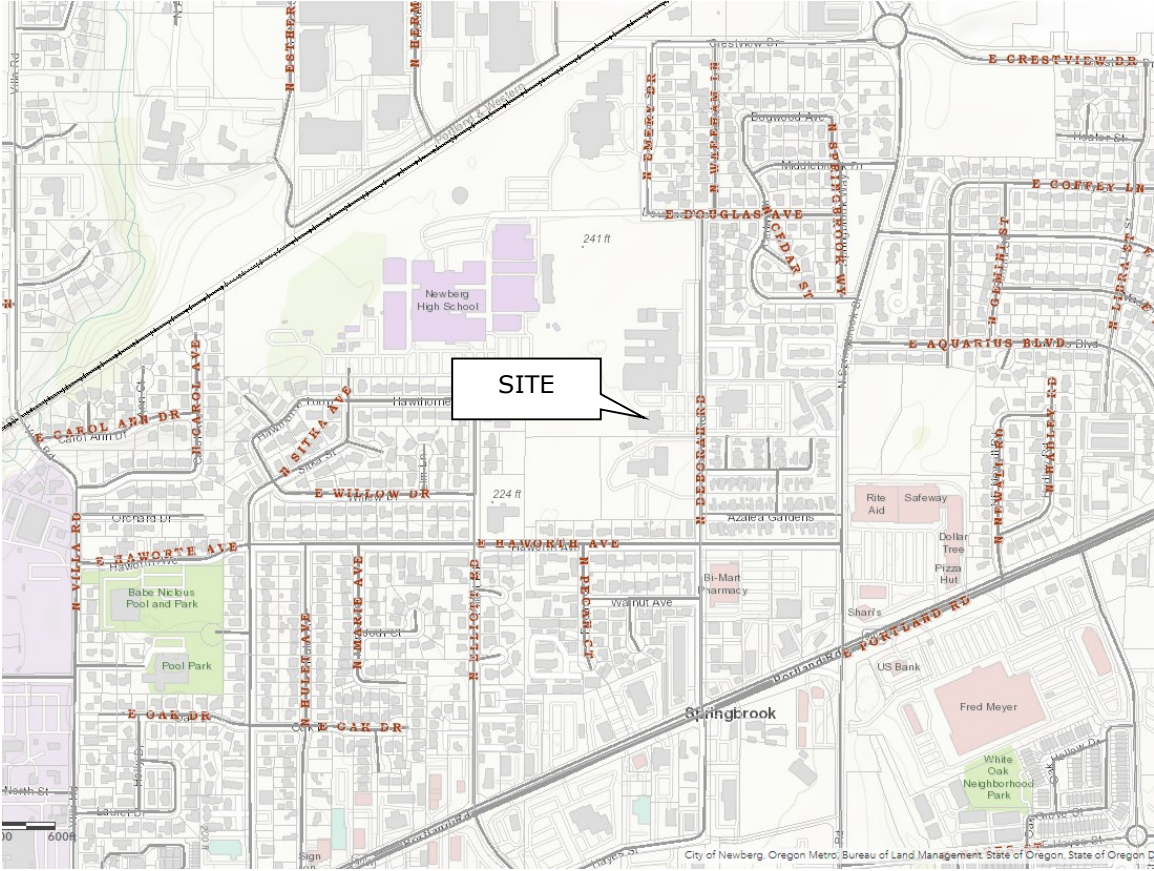
As shown in the tables above, the detention requirement is met by limiting the peak discharge of each of the return periods from the pre to post-developed conditions. With the 25-year design water elevation at 227.06' and the upper drainrock section, at 227.35, the peak 25-year water surface elevation remains below the top of the detention facilities. See Appendix C(2) for pre and post-developed HydroCAD detention plots.

Conclusion:

The design of the proposed site satisfies the water quality and water quantity standards set by the 2015 Newberg Public Works Design and Construction Standards.

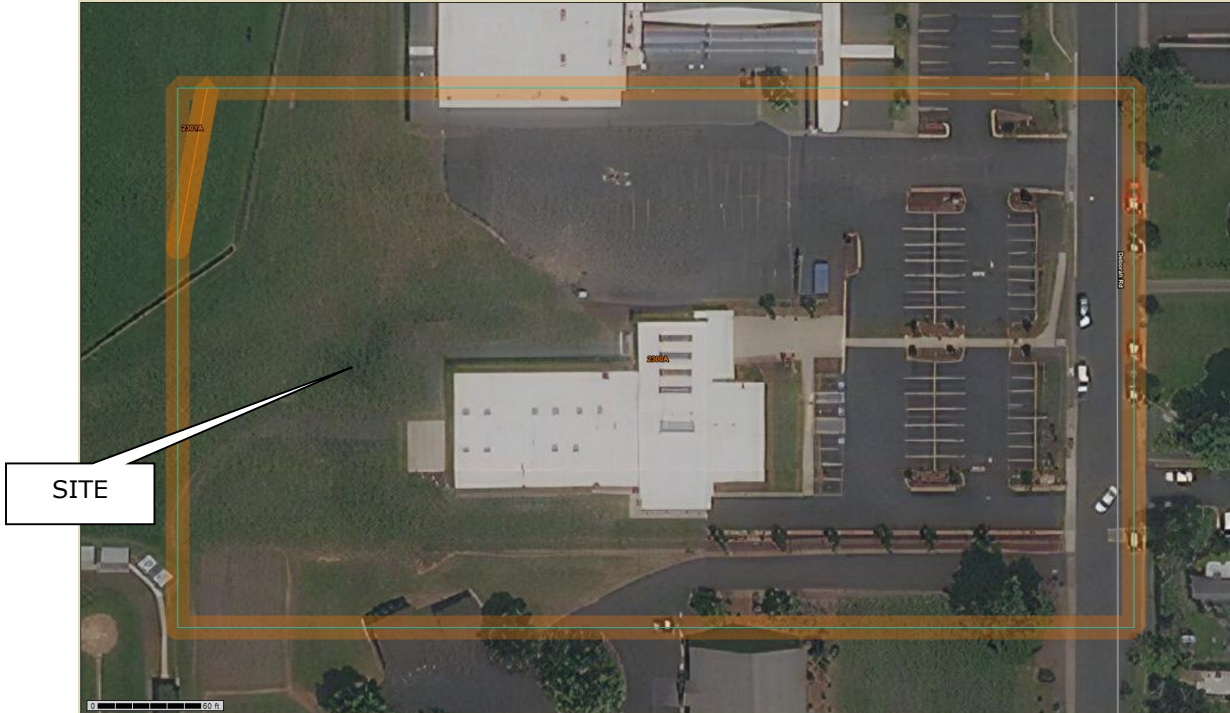
Appendix A:

Appendix A(1)
Vicinity Map



Appendix B:

Appendix B(1)
Soil Classification Map



Tables - Hydrologic Soil Group - Summary By Map Unit				
Summary by Map Unit - Yamhill County, Oregon (OR071)				
Summary by Map Unit - Yamhill County, Oregon (OR071)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2300A	Aloha silt loam, 0 to 3 percent slopes	C/D	4.0	99.5%
2301A	Amity silt loam, 0 to 3 percent slopes	C/D	0.0	0.5%
Totals for Area of Interest			4.0	100.0%

Appendix B(2)
Curve Number Table

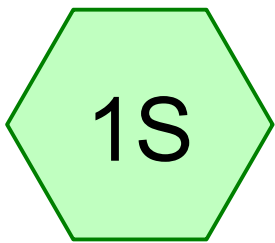
RUNOFF CURVE NUMBERS (TR55)					
Table 2-2a: Runoff curve numbers for urban areas ¹					
Cover description		CN for hydrologic soil group			
Cover type and hydrologic condition	Average percent impervious area ²	A	B	C	D
<i>Fully developed urban areas (vegetation established)</i>					
Open space (lawns, parks, golf courses, cemeteries, etc.) ³ :					
Poor condition (grass cover <50%)				86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover >75%)				74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)				98	98
Paved; open ditches (including right-of-way)					
Gravel (including right-of-way)		83	89	92	93
Dirt (including right-of-way)		76	85	89	91
		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ⁴		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82

Use CN = 86 for Post-Developed Pervious Areas

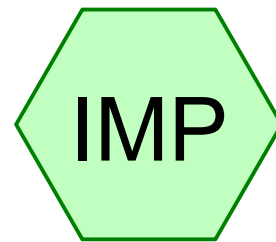
Use CN = 74 for Onsite Pre-Developed Pervious Areas

Use CN = 98 for Impervious Areas

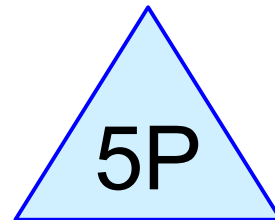
Appendix C:



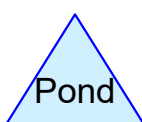
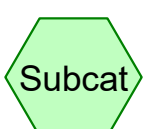
Pre-Development



Treated Impervious Area



(new Pond)



Routing Diagram for 0921-001 HydroCAD

Prepared by {enter your company name here}, Printed 10/14/2021
HydroCAD® 10.00-24 s/n 04804 © 2018 HydroCAD Software Solutions LLC

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.962	98	Impervious (1S, IMP)
0.925	74	Pervious (1S)
0.167	86	pervious (IMP)
2.054	86	TOTAL AREA

Summary for Subcatchment 1S: Pre-Development

Runoff = 0.14 cfs @ 8.05 hrs, Volume= 0.066 af, Depth= 0.77"

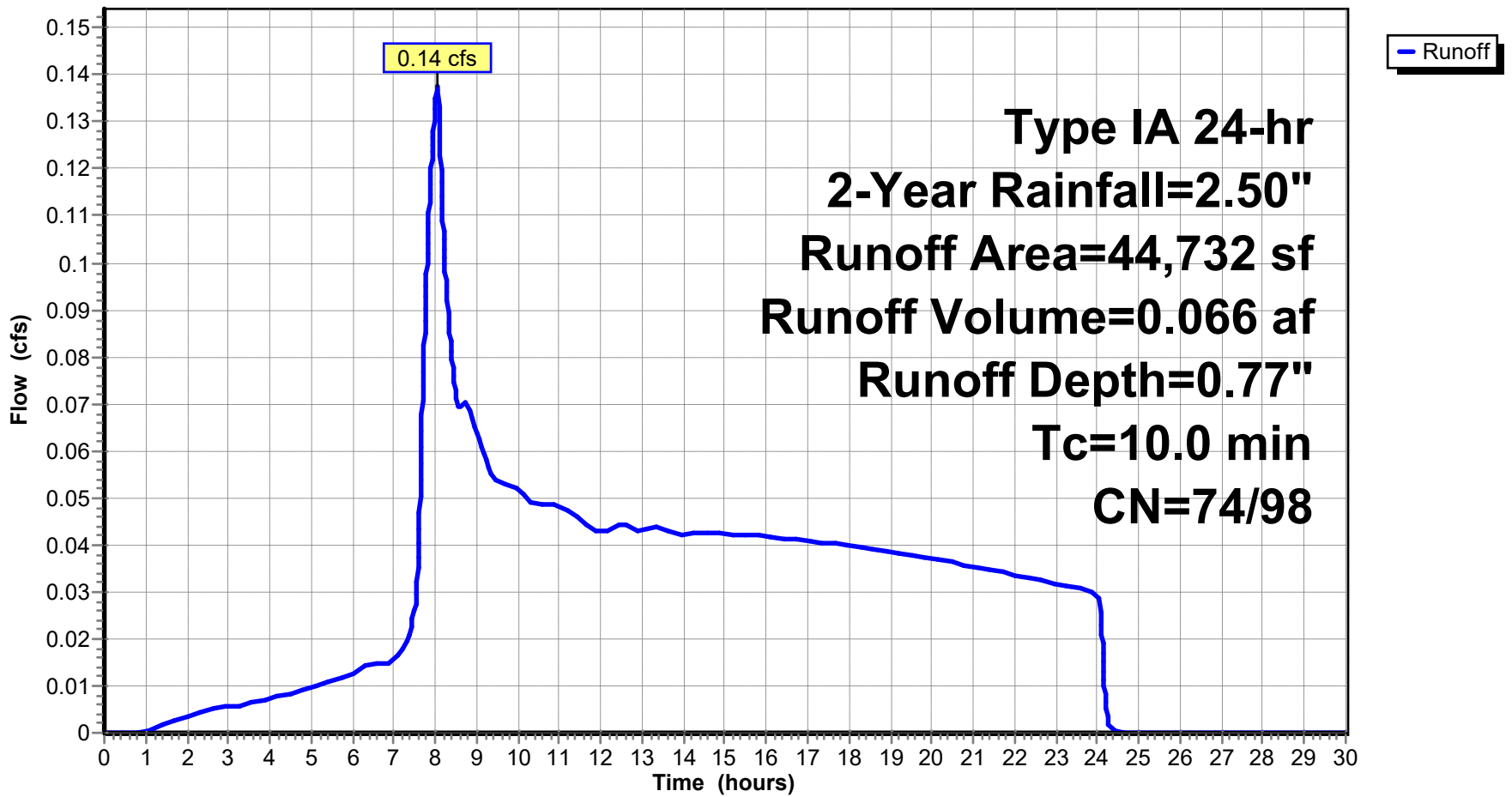
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

	Area (sf)	CN	Description
*	40,283	74	Pervious
*	4,449	98	Impervious
	44,732	76	Weighted Average
	40,283	74	90.05% Pervious Area
	4,449	98	9.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Subcatchment 1S: Pre-Development

Hydrograph



Summary for Subcatchment IMP: Treated Impervious Area

Runoff = 0.55 cfs @ 7.87 hrs, Volume= 0.180 af, Depth= 2.10"

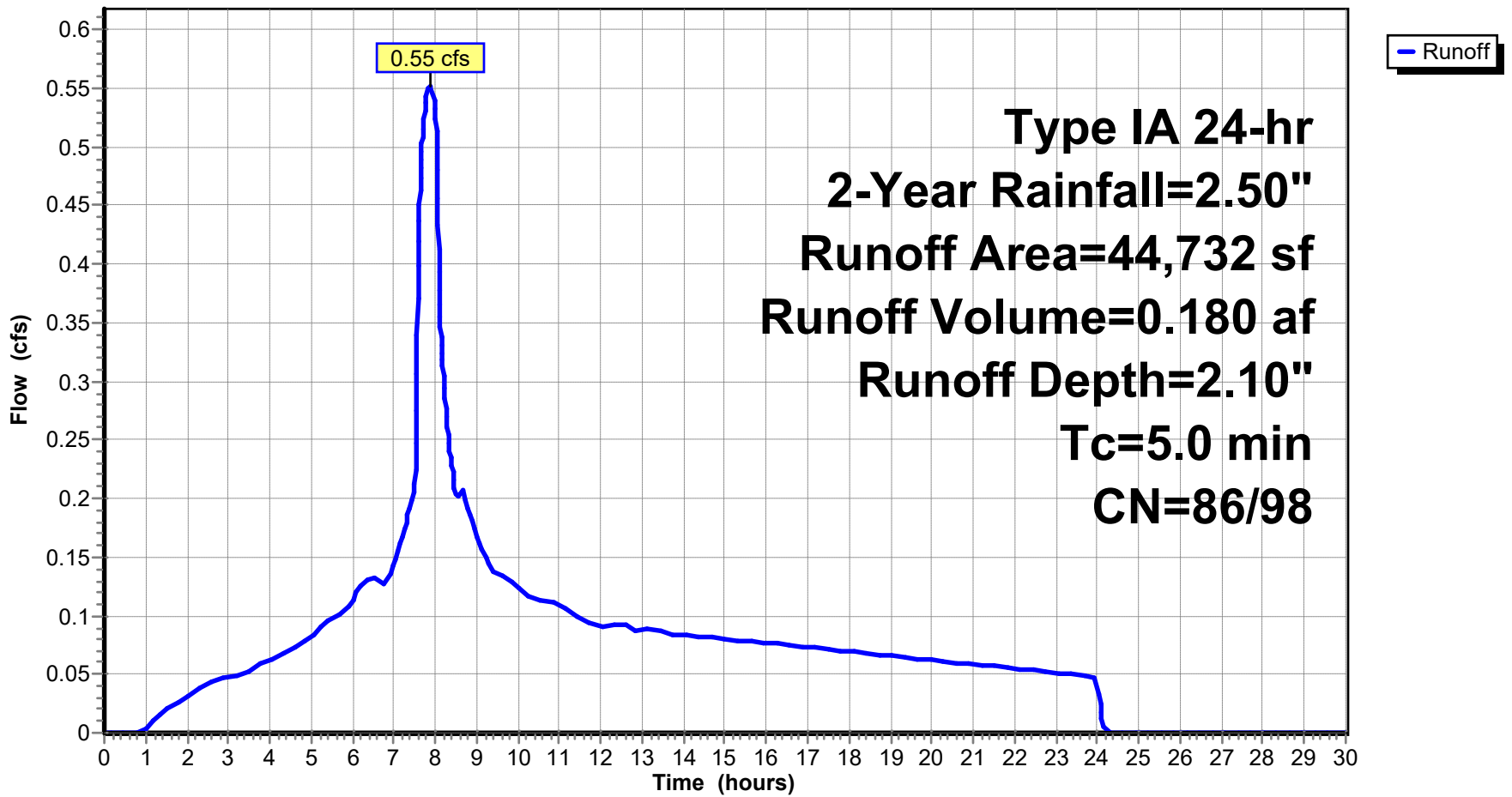
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 2-Year Rainfall=2.50"

	Area (sf)	CN	Description
*	37,439	98	Impervious
*	7,293	86	pervious
	44,732	96	Weighted Average
	7,293	86	16.30% Pervious Area
	37,439	98	83.70% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment IMP: Treated Impervious Area

Hydrograph



Summary for Pond 5P: (new Pond)

Inflow Area = 1.027 ac, 83.70% Impervious, Inflow Depth = 2.10" for 2-Year event
 Inflow = 0.55 cfs @ 7.87 hrs, Volume= 0.180 af
 Outflow = 0.14 cfs @ 9.36 hrs, Volume= 0.180 af, Atten= 75%, Lag= 89.4 min
 Primary = 0.14 cfs @ 9.36 hrs, Volume= 0.180 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Peak Elev= 225.51' @ 9.36 hrs Surf.Area= 0.037 ac Storage= 0.039 af

Plug-Flow detention time= 130.5 min calculated for 0.180 af (100% of inflow)
 Center-of-Mass det. time= 130.4 min (814.7 - 684.4)

Volume	Invert	Avail.Storage	Storage Description
#1A	223.85'	0.029 af	15.75'W x 103.30'L x 3.50'H Field A 0.131 af Overall - 0.044 af Embedded = 0.086 af x 33.0% Voids
#2A	224.35'	0.044 af	ADS_StormTech SC-740 +Cap x 42 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 42 Chambers in 3 Rows
		0.073 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	223.85'	6.0" Round Culvert L= 10.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 223.85' / 223.35' S= 0.0500 '/' Cc= 0.900 n= 0.013, Flow Area= 0.20 sf
#2	Device 1	221.85'	2.0" Vert. Orifice/Grate C= 0.620
#3	Device 1	226.25'	2.4" Horiz. Orifice/Grate C= 0.620 Limited to weir flow at low heads

Primary OutFlow Max=0.14 cfs @ 9.36 hrs HW=225.51' (Free Discharge)
 1=Culvert (Passes 0.14 cfs of 0.89 cfs potential flow)
 2=Orifice/Grate (Orifice Controls 0.14 cfs @ 6.42 fps)
 3=Orifice/Grate (Controls 0.00 cfs)

Pond 5P: (new Pond) - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

14 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 101.30' Row Length +12.0" End Stone x 2 = 103.30' Base Length

3 Rows x 51.0" Wide + 6.0" Spacing x 2 + 12.0" Side Stone x 2 = 15.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

42 Chambers x 45.9 cf = 1,929.5 cf Chamber Storage

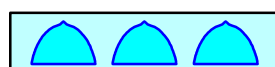
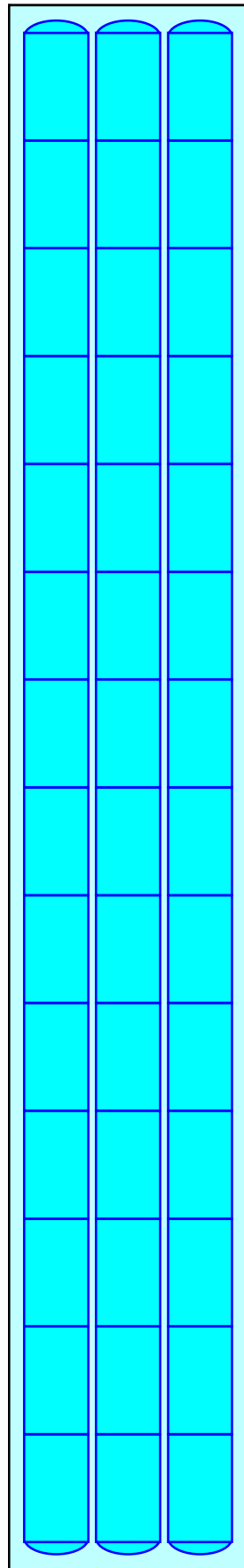
5,694.2 cf Field - 1,929.5 cf Chambers = 3,764.7 cf Stone x 33.0% Voids = 1,242.4 cf Stone Storage

Chamber Storage + Stone Storage = 3,171.8 cf = 0.073 af

Overall Storage Efficiency = 55.7%

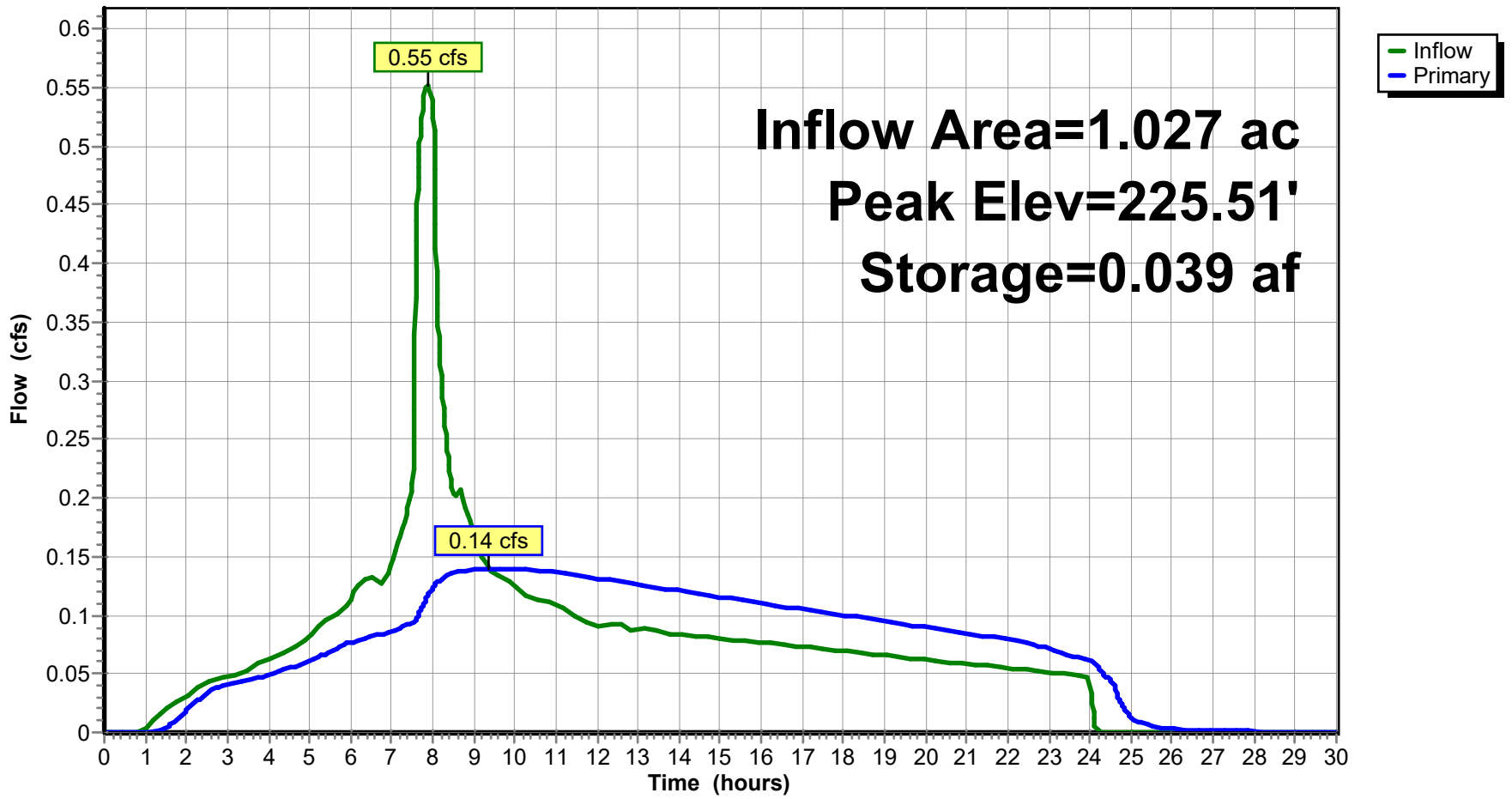
Overall System Size = 103.30' x 15.75' x 3.50'

42 Chambers
210.9 cy Field
139.4 cy Stone



Pond 5P: (new Pond)

Hydrograph



Summary for Subcatchment 1S: Pre-Development

Runoff = 0.31 cfs @ 8.03 hrs, Volume= 0.123 af, Depth= 1.44"

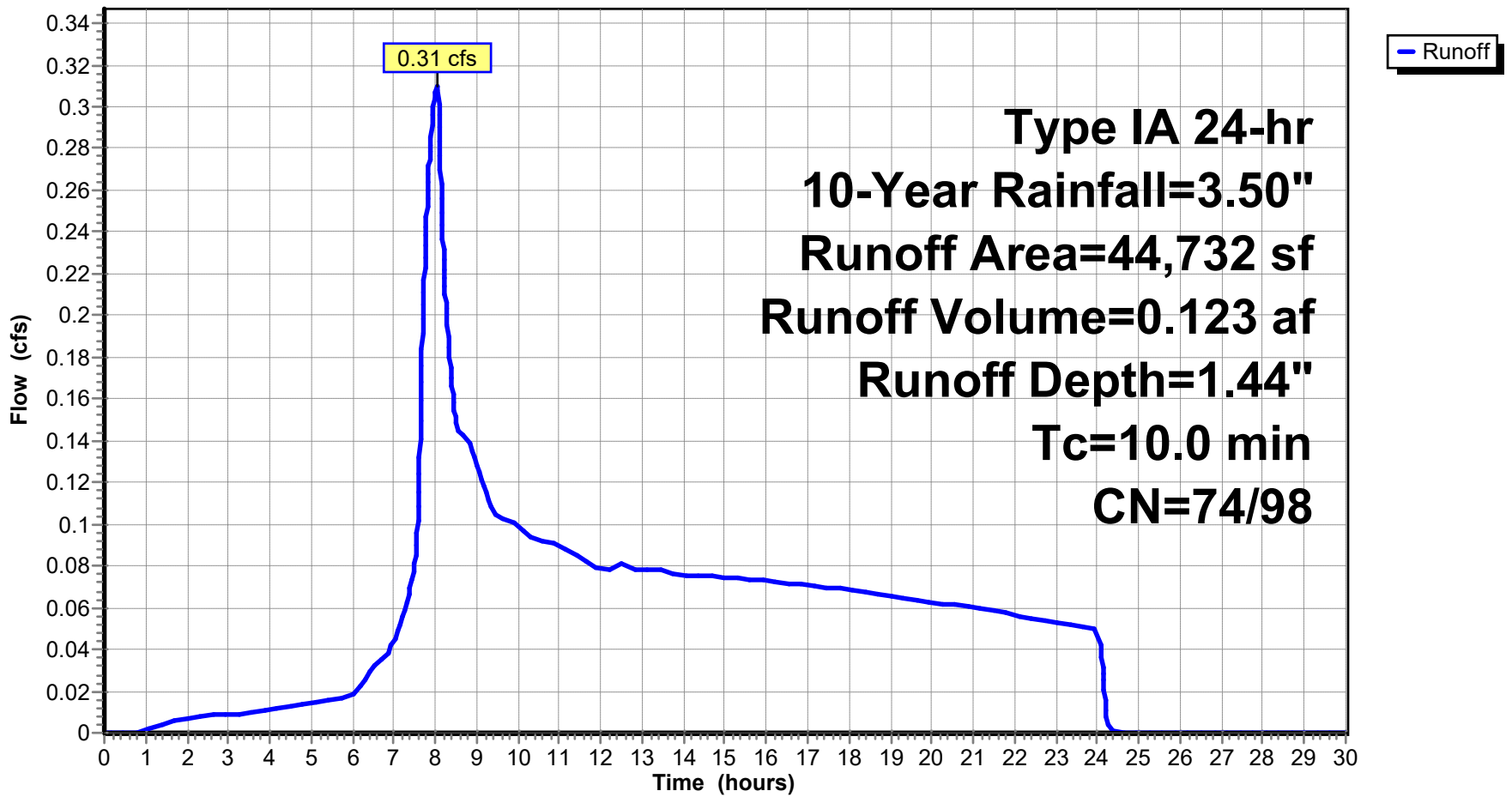
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 10-Year Rainfall=3.50"

	Area (sf)	CN	Description
*	40,283	74	Pervious
*	4,449	98	Impervious
	44,732	76	Weighted Average
	40,283	74	90.05% Pervious Area
	4,449	98	9.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Subcatchment 1S: Pre-Development

Hydrograph



Summary for Subcatchment IMP: Treated Impervious Area

Runoff = 0.80 cfs @ 7.87 hrs, Volume= 0.263 af, Depth= 3.08"

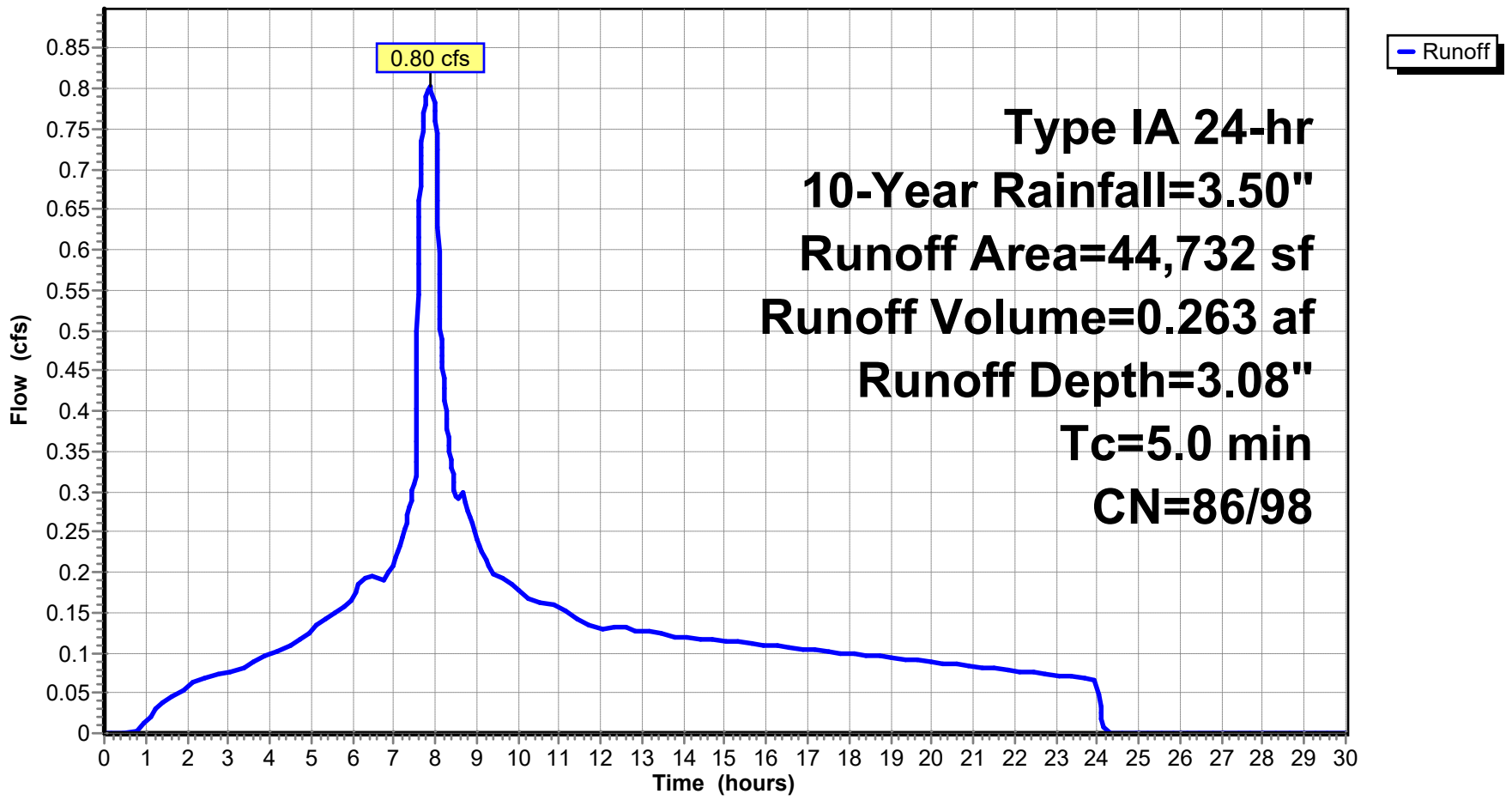
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 10-Year Rainfall=3.50"

	Area (sf)	CN	Description
*	37,439	98	Impervious
*	7,293	86	pervious
	44,732	96	Weighted Average
	7,293	86	16.30% Pervious Area
	37,439	98	83.70% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment IMP: Treated Impervious Area

Hydrograph



Summary for Pond 5P: (new Pond)

Inflow Area = 1.027 ac, 83.70% Impervious, Inflow Depth = 3.08" for 10-Year event
 Inflow = 0.80 cfs @ 7.87 hrs, Volume= 0.263 af
 Outflow = 0.25 cfs @ 8.95 hrs, Volume= 0.263 af, Atten= 69%, Lag= 65.1 min
 Primary = 0.25 cfs @ 8.95 hrs, Volume= 0.263 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Peak Elev= 226.49' @ 8.95 hrs Surf.Area= 0.037 ac Storage= 0.061 af

Plug-Flow detention time= 174.6 min calculated for 0.263 af (100% of inflow)
 Center-of-Mass det. time= 174.3 min (848.4 - 674.1)

Volume	Invert	Avail.Storage	Storage Description
#1A	223.85'	0.029 af	15.75'W x 103.30'L x 3.50'H Field A 0.131 af Overall - 0.044 af Embedded = 0.086 af x 33.0% Voids
#2A	224.35'	0.044 af	ADS_StormTech SC-740 +Cap x 42 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 42 Chambers in 3 Rows
		0.073 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	223.85'	6.0" Round Culvert L= 10.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 223.85' / 223.35' S= 0.0500 '/' Cc= 0.900 n= 0.013, Flow Area= 0.20 sf
#2	Device 1	221.85'	2.0" Vert. Orifice/Grate C= 0.620
#3	Device 1	226.25'	2.4" Horiz. Orifice/Grate C= 0.620 Limited to weir flow at low heads

Primary OutFlow Max=0.25 cfs @ 8.95 hrs HW=226.49' (Free Discharge)
 1=Culvert (Passes 0.25 cfs of 1.15 cfs potential flow)
 2=Orifice/Grate (Orifice Controls 0.18 cfs @ 8.08 fps)
 3=Orifice/Grate (Orifice Controls 0.08 cfs @ 2.44 fps)

Pond 5P: (new Pond) - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

14 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 101.30' Row Length +12.0" End Stone x 2 = 103.30' Base Length

3 Rows x 51.0" Wide + 6.0" Spacing x 2 + 12.0" Side Stone x 2 = 15.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

42 Chambers x 45.9 cf = 1,929.5 cf Chamber Storage

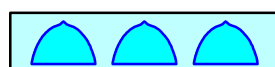
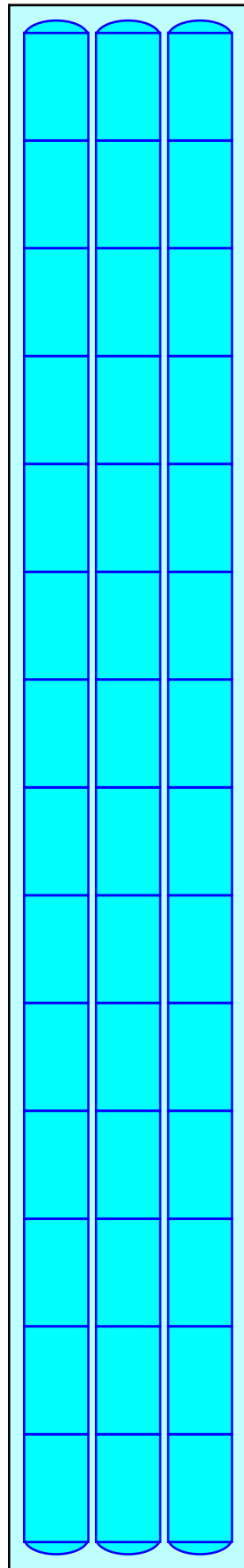
5,694.2 cf Field - 1,929.5 cf Chambers = 3,764.7 cf Stone x 33.0% Voids = 1,242.4 cf Stone Storage

Chamber Storage + Stone Storage = 3,171.8 cf = 0.073 af

Overall Storage Efficiency = 55.7%

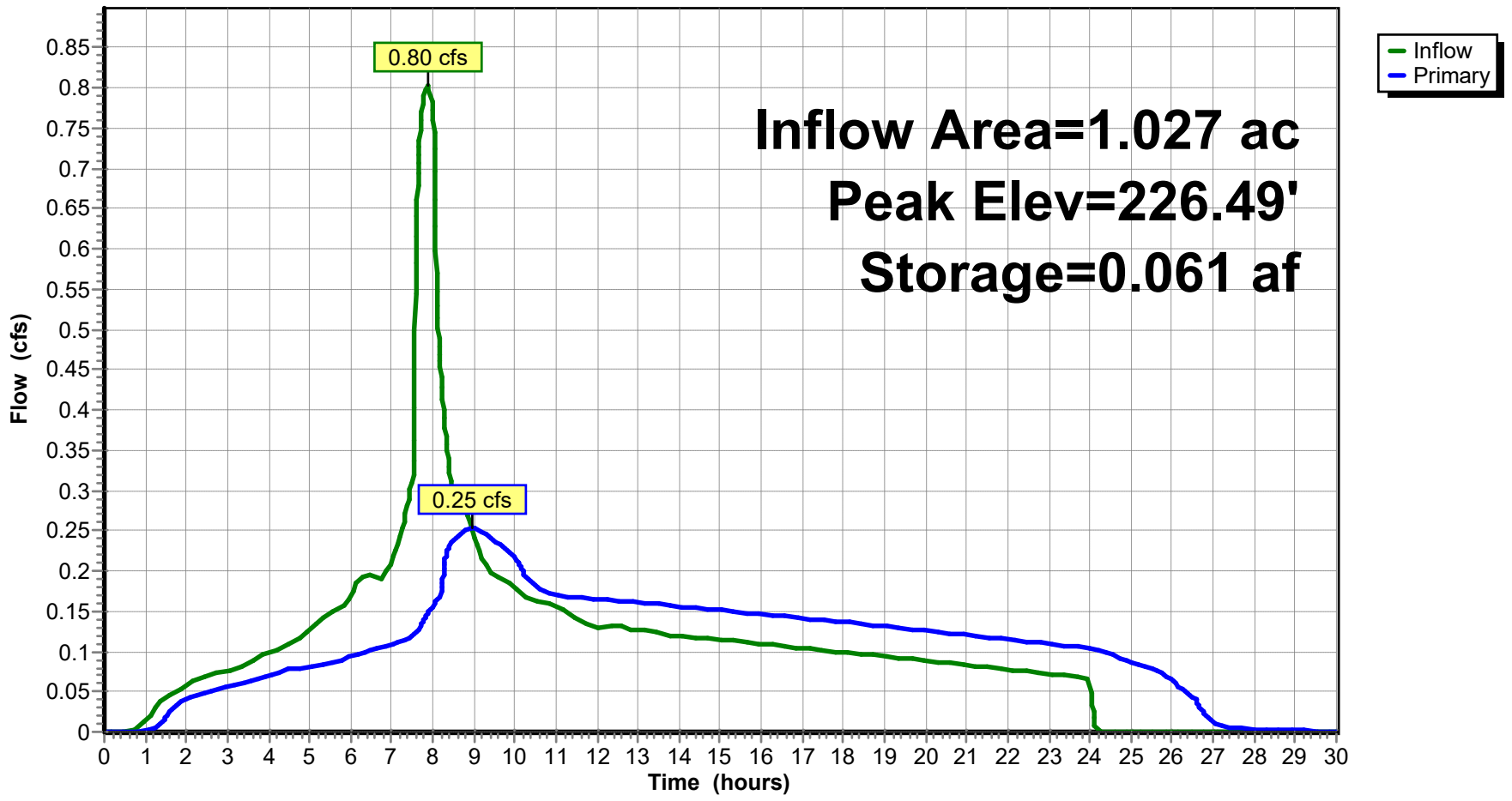
Overall System Size = 103.30' x 15.75' x 3.50'

42 Chambers
210.9 cy Field
139.4 cy Stone



Pond 5P: (new Pond)

Hydrograph



Summary for Subcatchment 1S: Pre-Development

Runoff = 0.41 cfs @ 8.03 hrs, Volume= 0.155 af, Depth= 1.81"

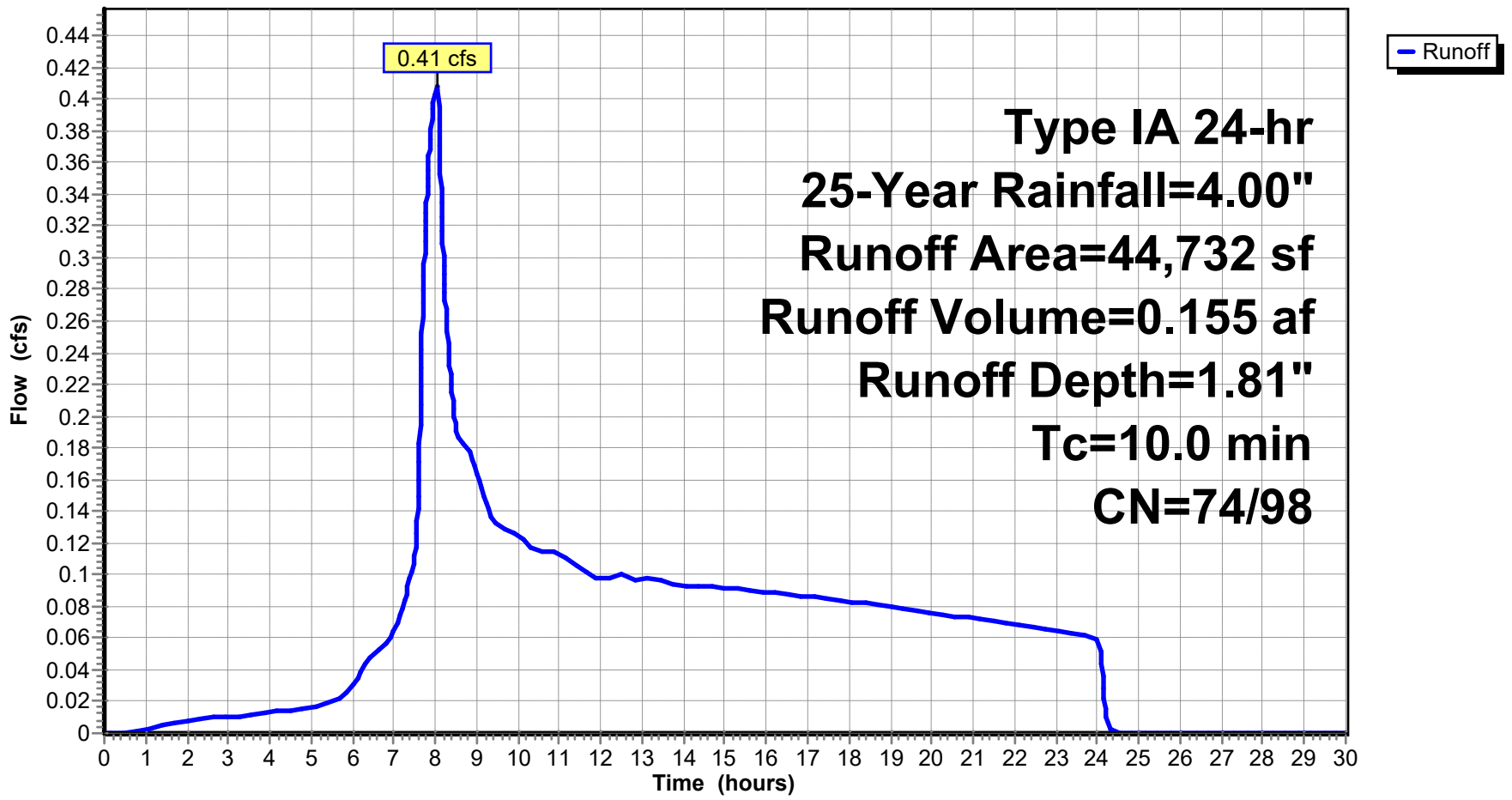
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 25-Year Rainfall=4.00"

	Area (sf)	CN	Description
*	40,283	74	Pervious
*	4,449	98	Impervious
	44,732	76	Weighted Average
	40,283	74	90.05% Pervious Area
	4,449	98	9.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Subcatchment 1S: Pre-Development

Hydrograph



Summary for Subcatchment IMP: Treated Impervious Area

Runoff = 0.93 cfs @ 7.86 hrs, Volume= 0.305 af, Depth= 3.57"

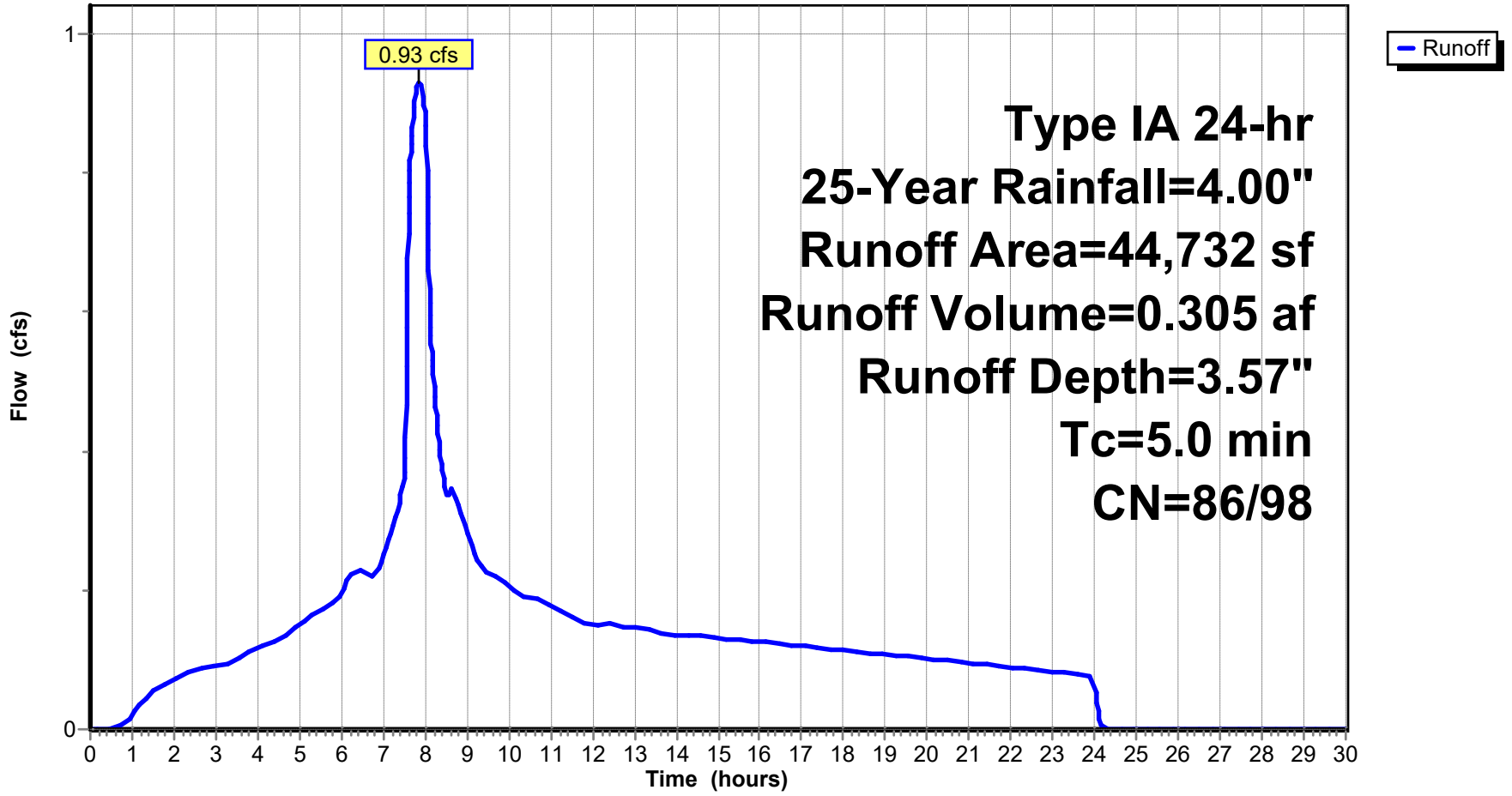
Runoff by SCS TR-20 method, UH=SCS, Split Pervious/Imperv., Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Type IA 24-hr 25-Year Rainfall=4.00"

	Area (sf)	CN	Description
*	37,439	98	Impervious
*	7,293	86	pervious
	44,732	96	Weighted Average
	7,293	86	16.30% Pervious Area
	37,439	98	83.70% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment IMP: Treated Impervious Area

Hydrograph



Summary for Pond 5P: (new Pond)

Inflow Area = 1.027 ac, 83.70% Impervious, Inflow Depth = 3.57" for 25-Year event
 Inflow = 0.93 cfs @ 7.86 hrs, Volume= 0.305 af
 Outflow = 0.33 cfs @ 8.72 hrs, Volume= 0.305 af, Atten= 64%, Lag= 51.6 min
 Primary = 0.33 cfs @ 8.72 hrs, Volume= 0.305 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.01 hrs
 Peak Elev= 227.06' @ 8.72 hrs Surf.Area= 0.037 ac Storage= 0.069 af

Plug-Flow detention time= 175.9 min calculated for 0.305 af (100% of inflow)
 Center-of-Mass det. time= 175.4 min (845.9 - 670.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	223.85'	0.029 af	15.75'W x 103.30'L x 3.50'H Field A 0.131 af Overall - 0.044 af Embedded = 0.086 af x 33.0% Voids
#2A	224.35'	0.044 af	ADS_StormTech SC-740 +Cap x 42 Inside #1 Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap 42 Chambers in 3 Rows
		0.073 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	223.85'	6.0" Round Culvert L= 10.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 223.85' / 223.35' S= 0.0500 '/' Cc= 0.900 n= 0.013, Flow Area= 0.20 sf
#2	Device 1	221.85'	2.0" Vert. Orifice/Grate C= 0.620
#3	Device 1	226.25'	2.4" Horiz. Orifice/Grate C= 0.620 Limited to weir flow at low heads

Primary OutFlow Max=0.33 cfs @ 8.72 hrs HW=227.06' (Free Discharge)
 1=Culvert (Passes 0.33 cfs of 1.28 cfs potential flow)
 2=Orifice/Grate (Orifice Controls 0.19 cfs @ 8.91 fps)
 3=Orifice/Grate (Orifice Controls 0.14 cfs @ 4.47 fps)

Pond 5P: (new Pond) - Chamber Wizard Field A

Chamber Model = ADS_StormTech SC-740 +Cap (ADS StormTech® SC-740 with cap length)

Effective Size= 44.6"W x 30.0"H => 6.45 sf x 7.12'L = 45.9 cf

Overall Size= 51.0"W x 30.0"H x 7.56'L with 0.44' Overlap

51.0" Wide + 6.0" Spacing = 57.0" C-C Row Spacing

14 Chambers/Row x 7.12' Long +0.81' Cap Length x 2 = 101.30' Row Length +12.0" End Stone x 2 = 103.30' Base Length

3 Rows x 51.0" Wide + 6.0" Spacing x 2 + 12.0" Side Stone x 2 = 15.75' Base Width

6.0" Base + 30.0" Chamber Height + 6.0" Cover = 3.50' Field Height

42 Chambers x 45.9 cf = 1,929.5 cf Chamber Storage

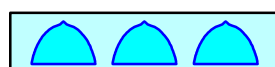
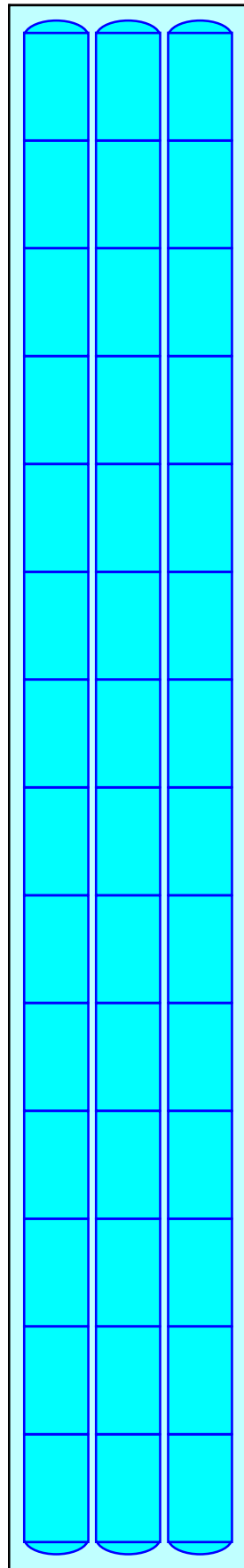
5,694.2 cf Field - 1,929.5 cf Chambers = 3,764.7 cf Stone x 33.0% Voids = 1,242.4 cf Stone Storage

Chamber Storage + Stone Storage = 3,171.8 cf = 0.073 af

Overall Storage Efficiency = 55.7%

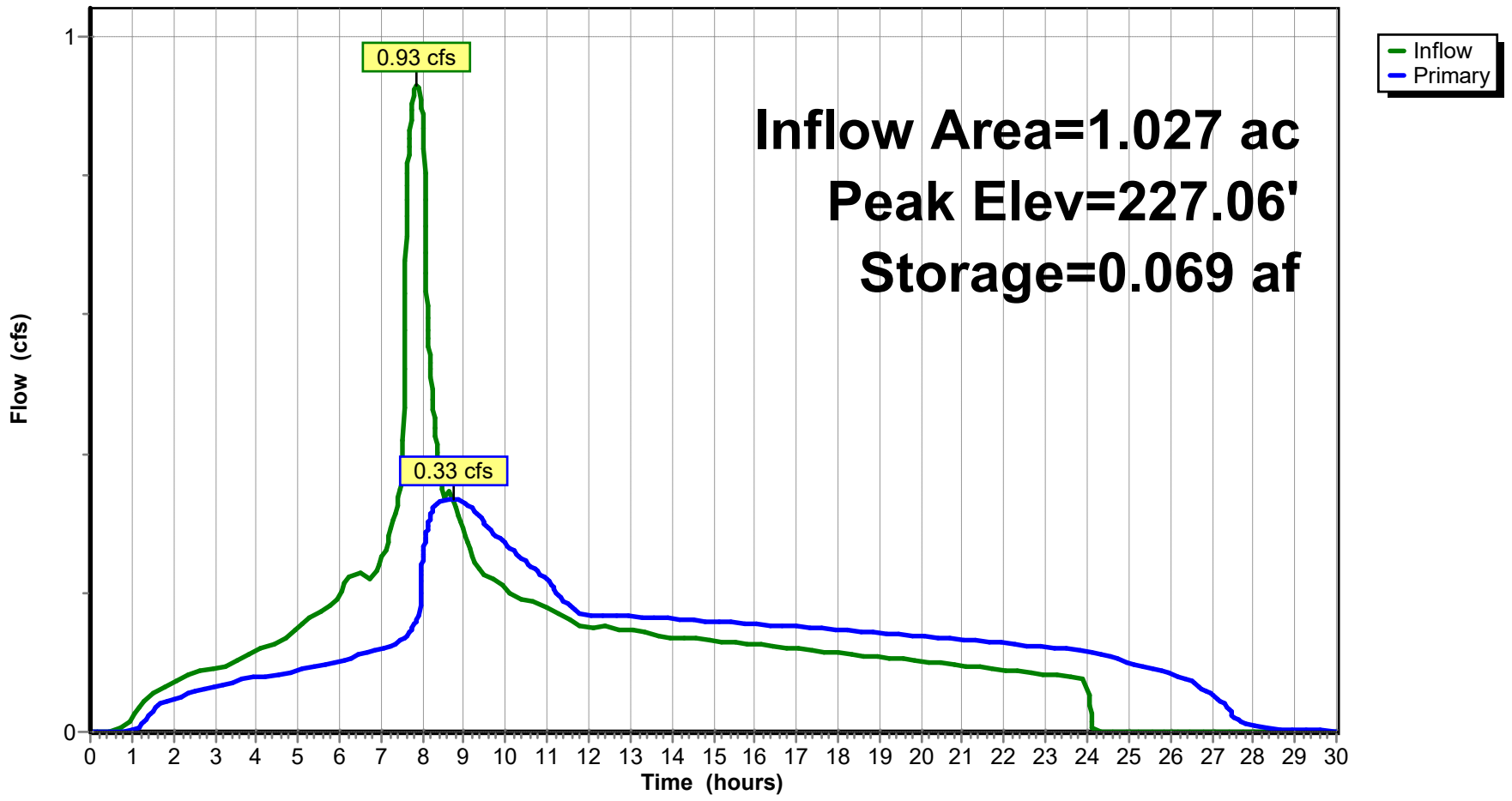
Overall System Size = 103.30' x 15.75' x 3.50'

42 Chambers
210.9 cy Field
139.4 cy Stone



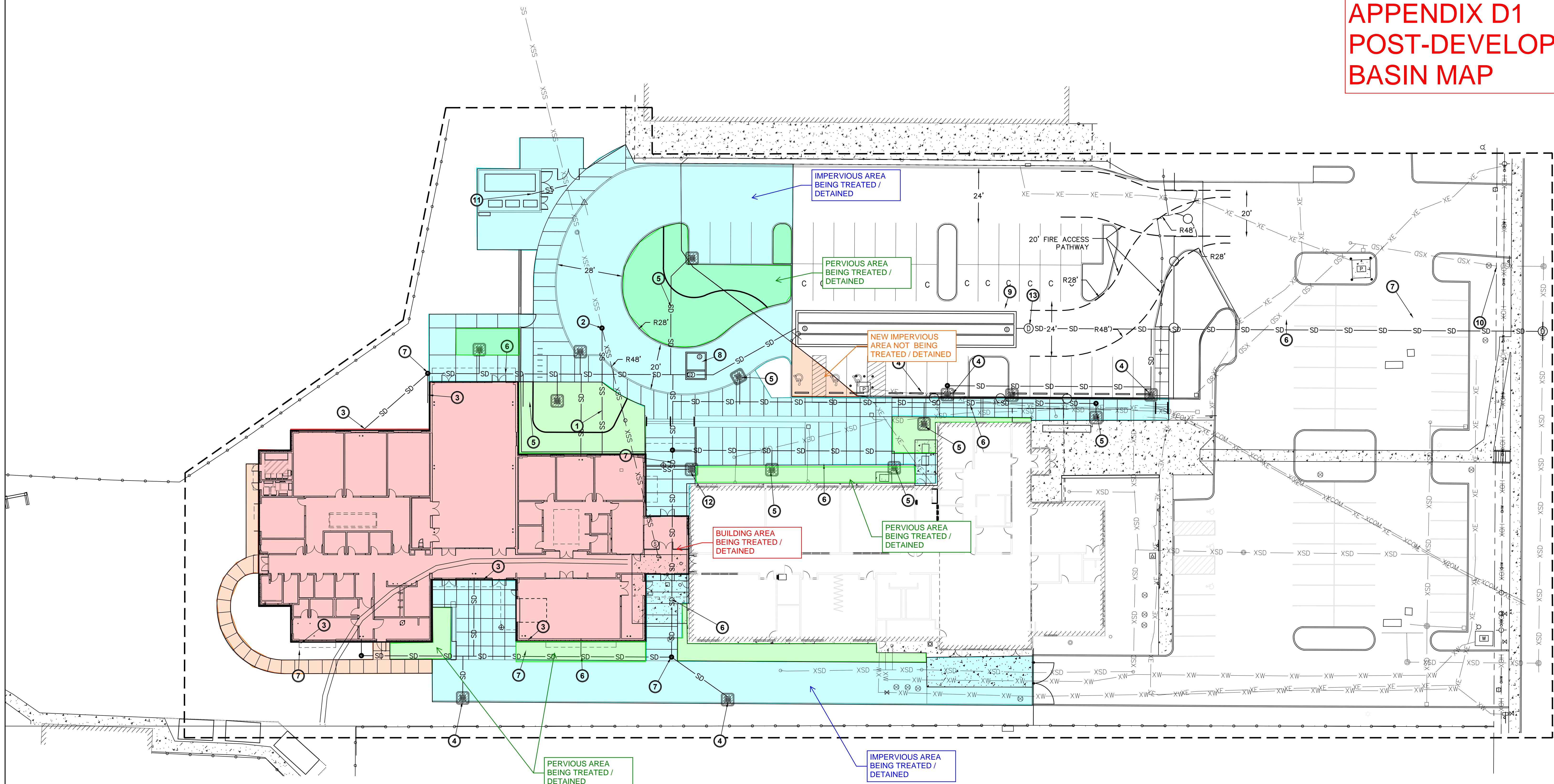
Pond 5P: (new Pond)

Hydrograph



Appendix D:

APPENDIX D1 POST-DEVELOPMENT BASIN MAP



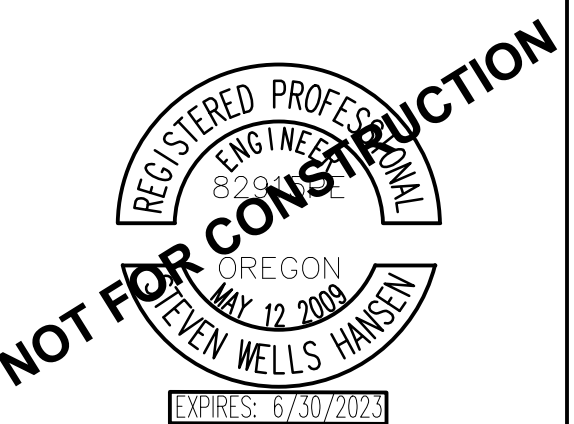
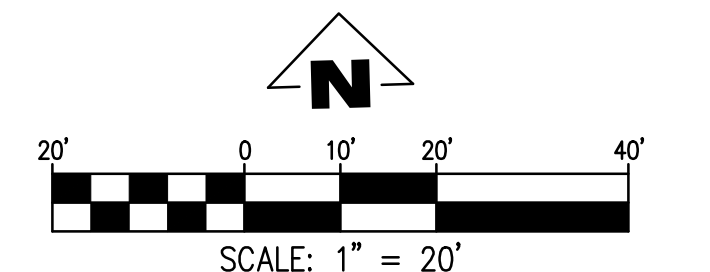
- PERVIOUS LANDSCAPE PLANTING BEING DETAINED
- NEW IMPERVIOUS AREA NOT BEING TREATED OR DETAINED
- IMPERVIOUS BUILDING BEING TREATED & DETAINED
- IMPERVIOUS PAVED SURFACING BEIGN TREATED & DETAINED

CONSTRUCTION NOTES:

- 1 6" SANITARY SEWER LATERAL CONNECTION
- 2 CONNECT TO EXISTING 6" SANITARY SEWER LINE WITH NEW CLEANOUT. S=2.0% (PRIVATE) SEE DETAIL ON SHEET C5.00
- 3 6" PVC ROOF DRAIN CONNECTION POINT.
- 4 INSTALL 24" LYNCH STYLE CATCH BASIN AND DISCHARGE TO STORM SEWER. SEE DETAIL ON SHEET C5.00
- 5 INSTALL 12" LYNCH STYLE CATCH BASIN AND DISCHARGE TO STORM SEWER. SEE DETAIL ON SHEET C5.00
- 6 6" PVC STORM SEWER, MIN S=1.0%
- 7 INSTALL SD CLEANOUT. SEE DETAIL ON SHEET C5.00
- 8 INSTALL CONTECH 8'x11' PEAK DIVERSION STORMFILTER WITH 18 CARTRIDGES. SEE DETAIL ON SHEET C5.00
- 9 INSTALL ADS STORMTECH SC-740 DETENTION SYSTEM UNDER EXISTING PARKING LOT. DETENTION SYSTEM TO CONSIST OF 3-ROWS OF 13 CHAMBERS, AND STONE AT 96'Lx15.75'Wx3.5'D. SEE DETAIL ON SHEET C5.01
- 10 CONNECT TO EXISTING SD OUTFALL PIPE WITH NEW CLEANOUT WITH PLUMBING CONTRACTOR FOR VENTING.
- 11 SANITARY CONNECTION TO TRASH ENCLOSURE. COORDINATE WITH PLUMBING CONTRACTOR FOR VENTING.
- 12 INSTALL JR SMITH 2315 FLOOR DRAIN WITH TRAP W/ 2" VENT AND 1/2" TRAP PRIMER AND CONNECT TO SANITARY SEWER LINE. SEE PLUMBING PLANS FOR CONTINUATION. SEE DETAIL ON SHEET C5.00
- 13 INSTALL FLOW CONTROL MANHOLE WITH ORIFICE PLATE PER CITY OF NEWBERG DETAILS 416A & 418. SEE DETAIL ON SHEET C5.00

LEGEND

- | EXISTING | |
|-----------|-------------------------|
| — — — — — | RIGHT OF WAY (ROW) LINE |
| — — — — — | CENTERLINE |
| — — — — — | LOT LINE |
| — — — — — | OVERHEAD LINE |
| XOH XOH | ELECTRICAL LINE |
| XG XG | GAS LINE |
| XSS XSS | SANITARY SEWER |
| XSD XSD | STORM SEWER |
| XW XW | WATER LINE |
| XCOM XCOM | COMM LINE |
| — — — — — | FENCE LINE |
| — — — — — | CURB |
| — — — — — | SIGN |
| U | UTILITY/LIGHT POLE |
| WM | WATER METER |
| ⊕ | FIRE HYDRANT |
| ⊙ | SANITARY SEWER CLEANOUT |
| S | SANITARY SEWER MANHOLE |
| I | STORM INLET |
| D | STORM SEWER MANHOLE |
| PROPOSED | |
| SS SS | SANITARY SEWER LATERAL |
| W W | WATER LINE |
| SD SD | STORM LATERAL |
| — — — — — | STANDARD CURB |
| — — — — — | SIDEWALK |
| ○ | SIGN |
| ⊙ | STORM CLEANOUT |
| ⊙ | STORM INLET |
| ⊙ | SANITARY SEWER CLEANOUT |



revisions	

phase	50% DD
date	09/30/2021
project	21006

SITE UTILITY PLAN

C3.00

8/30/2021 10:10:33 AM
BIM_3607/21006 Catalyst HS Addition21004-Catalyst HS Add- Central.rvt

APPENDIX D3 PROXY TREATMENT MAP

BRIC
ARCHITECTURE, INC.



CATALYST ADDITION

1421 Deborah Rd., Newberg, OR 97132

NEWBERG PUBLIC SCHOOLS

T. (503) 554-5000

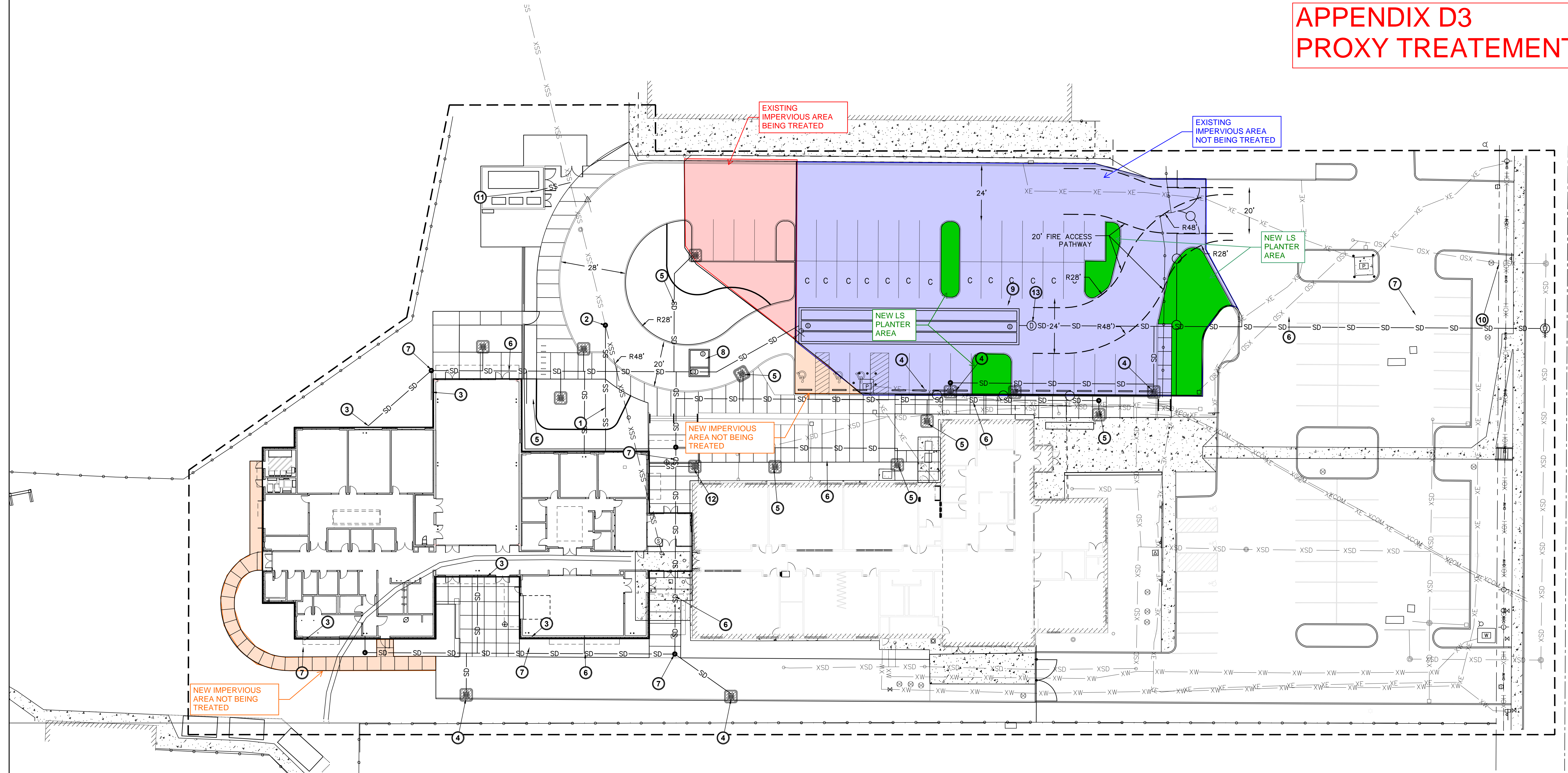




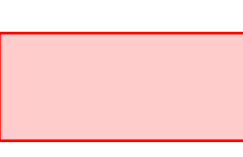
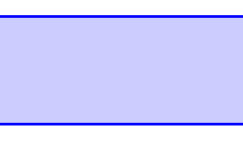
revisions	

phase 50% DD
date 09/30/2021
project 21006

SITE UTILITY PLAN

C3.00



-  EXISTING IMPERVIOUS AREA BEING CONVERTED TO LANDSCAPE PLANTING = 1,929 SF
-  NEW IMPERVIOUS AREA NOT BEING TREATED = 1,428 SF
-  EXISTING IMPERVIOUS AREA BEING PROXY TREATED = 3,608 SF
-  EXISTING IMPERVIOUS AREA NOT BEING TREATED

- CONSTRUCTION NOTES:**
- 1 6" SANITARY SEWER LATERAL CONNECTION
 - 2 CONNECT TO EXISTING 6" SANITARY SEWER LINE WITH NEW CLEANOUT. S=2.0% (PRIVATE) SEE DETAIL ON SHEET C5.00
 - 3 6" PVC ROOF DRAIN CONNECTION POINT.
 - 4 INSTALL 24" LYNCH STYLE CATCH BASIN AND DISCHARGE TO STORM SEWER. SEE DETAIL ON SHEET C5.00
 - 5 INSTALL 12" LYNCH STYLE CATCH BASIN AND DISCHARGE TO STORM SEWER. SEE DETAIL ON SHEET C5.00
 - 6 6" PVC STORM SEWER, MIN S=1.0%
 - 7 INSTALL SD CLEANOUT. SEE DETAIL ON SHEET C5.00
 - 8 INSTALL CONTECH 8"x11" PEAK DIVERSION STORMFILTER WITH 18 CARTRIDGES. SEE DETAIL ON SHEET C5.00
 - 9 INSTALL ADS STORMTECH SC-740 DETENTION SYSTEM UNDER EXISTING PARKING LOT. DETENTION SYSTEM TO CONSIST OF 3-ROWS OF 13 CHAMBERS, AND STONE AT 96"Lx15.75"Wx3.5"D. SEE DETAIL ON SHEET C5.01
 - 10 CONNECT TO EXISTING SD OUTFALL PIPE WITH NEW CLEANOUT
 - 11 SANITARY CONNECTION TO TRASH ENCLOSURE. COORDINATE WITH PLUMBING CONTRACTOR FOR VENTING.
 - 12 INSTALL JR SMITH 2315 FLOOR DRAIN WITH TRAP W/ 2" VENT AND 1/2" TRAP PRIMER AND CONNECT TO SANITARY SEWER LINE. SEE PLUMBING PLANS FOR CONTINUATION. SEE DETAIL ON SHEET C5.00
 - 13 INSTALL FLOW CONTROL MANHOLE WITH ORIFICE PLATE PER CITY OF NEWBERG DETAILS 416A & 418. SEE DETAIL ON SHEET C5.00

LEGEND

EXISTING

	RIGHT OF WAY (ROW) LINE
	CENTERLINE
	LOT LINE
	OVERHEAD LINE
	ELECTRICAL LINE
	GAS LINE
	SANITARY SEWER
	STORM SEWER
	WATER LINE
	COMM LINE
	FENCE LINE
	CURB
	SIGN
	UTILITY/LIGHT POLE
	WATER METER
	FIRE HYDRANT
	SANITARY SEWER CLEANOUT
	SANITARY SEWER MANHOLE
	STORM INLET
	STORM SEWER MANHOLE

PROPOSED

	SANITARY SEWER LATERAL
	WATER LINE
	STORM LATERAL
	STANDARD CURB
	SIDEWALK
	SIGN
	STORM CLEANOUT
	STORM INLET
	SANITARY SEWER CLEANOUT

SCALE: 1" = 20'

8/30/2021 10:10:33 AM
BIM_3607/21006 Catalyst HS Addition/21004-Catalyst HS Add-Central.rvt

CATALYST ADDITION

NEWBERG PUBLIC SCHOOLS

1421 Deborah Rd, Newberg, OR 97132

CIVIL	
C1.00	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.00	GRADING PLAN - WEST
C2.01	GRADING PLAN - EAST
C3.00	SITE UTILITY PLAN
C5.00	DETAILS
C5.01	DETAILS

LANDSCAPE	
L0.01	TREE PROTECTION PLAN
L1.01	MATERIALS PLANS
L2.01	LAYOUT PLAN
L3.01	PLANTING PLAN
L4.01	PAVING DETAILS
L4.02	STAIRS & HANDRAILS DETAILS
L4.03	WALLS DETAILS
L4.04	SITE FURNISHING DETAILS
L4.05	PLANTING DETAILS

ARCHITECTURE	
A1.01	SITE PLAN- BASE BID + BID ALT
A2.00	OVERALL FLOOR PLAN - LEVEL 1
A2.10	LEVEL 1 - FLOOR PLAN - SECTOR A
A2.11	LEVEL 1 - FLOOR PLAN - SECTOR B- BASE BID
A2.11B	LEVEL 1 - FLOOR PLAN - SECTOR B - BID ALTERNATE
A2.40	OVERALL ROOF PLAN
A3.10	EXISTING EXTERIOR ELEVATIONS FOR REFERENCE ONLY
A3.11	EXTERIOR ELEVATIONS- BASE BID
A3.12	EXTERIOR ELEVATIONS - BID ALTERNATE
A3.13	PERSPECTIVE RENDERING

ELECTRICAL	
E0.01	SYMBOLS, LEGENDS AND ABBREVIATIONS - LANDUSE
E0.10	LAND USE SITE PLAN - ELECTRICAL
E0.11	LAND USE SITE PLAN - PHOTOMETRICS

PROJECT INFORMATION

ZONING:	R-1 LOW DENSITY RESIDENTIAL
TOTAL SITE AREA:	72.0 ACRES (FROM TAX MAP)
SITE AREA WITHIN WORK BOUNDARY LINE:	3.25 ACRES (141,370 SF)
TOTAL BUILDING AREA:	EXISTING BUILDING: 13,662 SF NEW ADDITION BASE BID: 14,266 SF NEW ADDITION BID ALTERNATE: 15,550 SF
LANDSCAPE AREA REQUIRED:	15% = 21,207 SF (WITHIN WORK BOUNDARY LINE)
LANDSCAPE AREA PROVIDED:	21% = 32,093 SF (WITHIN WORK BOUNDARY LINE)
ROADS + PARKING:	51,880 SF
SITE PAVING:	16,235 SF
TOTAL NON-LANDSCAPE:	96,635 SF
TOTAL PROPOSED PARKING STALLS:	47 PROPOSED PARKING STALLS
TOTAL PARKING STALLS WITHIN WORK BOUNDARY LINE:	98 TOTAL PARKING STALLS

ALTERNATES

- BID ALTERNATE 1 :
LARGER LEARNING POD FOR "COA" STUDENTS AT NORTH-EAST SIDE OF ADDITION. LARGER ENTRY CANOPY AT ENTRANCE TO ADDITION.
SEE SHEETS A0.04B, A2.11B, A2.41B, A3.11B, A3.21B, A4.11B, A4.40B, A5.20, A5.21, A5.22, A6.11B
- BID ALTERNATE 2:
OUTDOOR COVERED PLAY AREA WITH CANOPY ABOVE AT NORTH SIDE OF MULTIPURPOSE ROOM
SEE SHEETS A0.04B, A2.11B, A2.41B, A3.11B, A3.21B, A4.11B, A4.40B, A6.11B

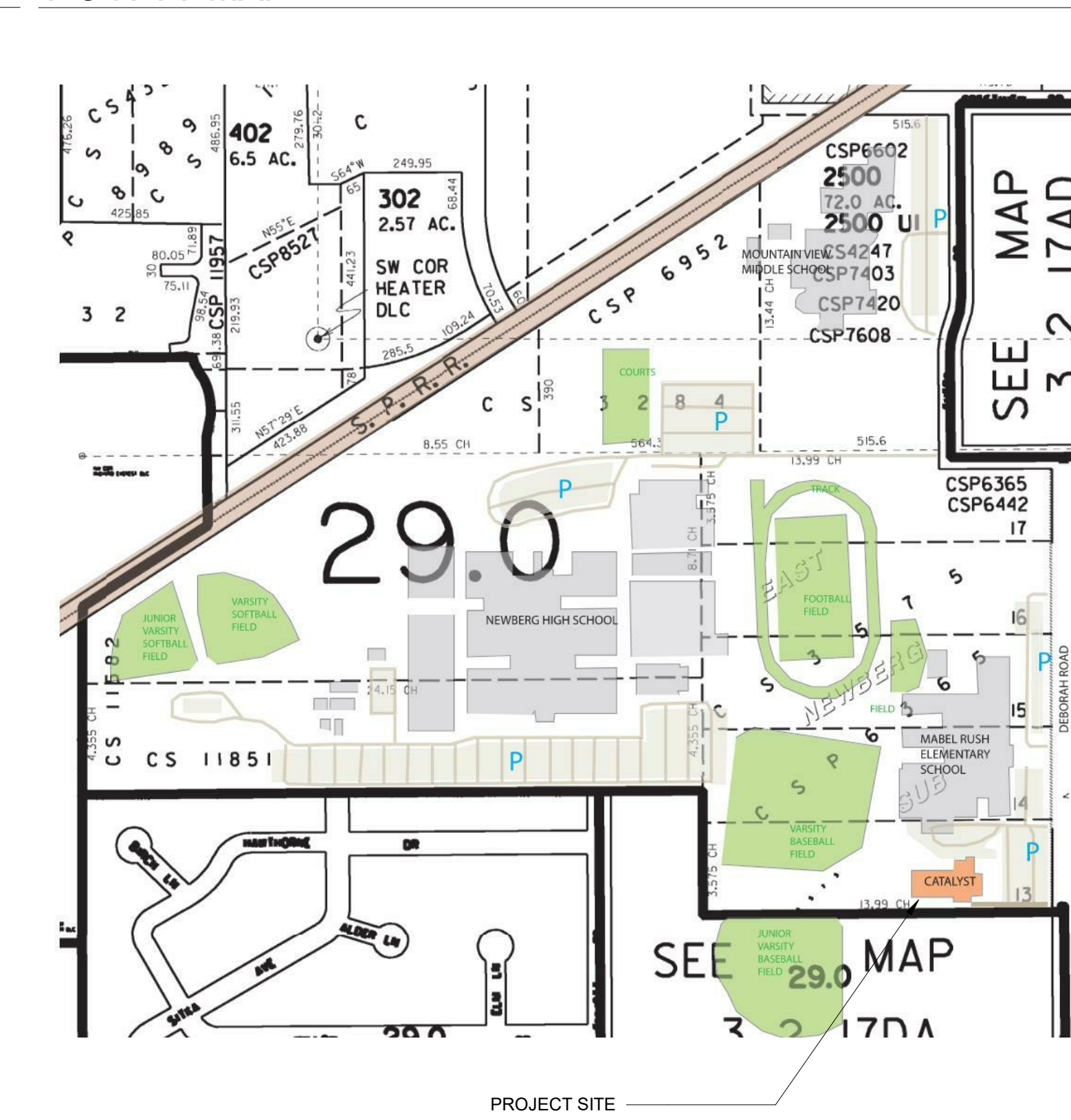
ARCHITECTURAL ABBREVIATIONS

∠	ANGLE	EOS	EDGE OF SLAB	MATL	MATERIAL	SHTG	SHEATHING
&	ANCHOR BOLT	ENGR	ENGINEER	MB	MARKERBOARD	SHWR	SHOWER
ACT	ACOUSTICAL CEILING TILE	EQ	EQUAL	MAX	MAXIMUM	SHT	SHEET
ADD	ADDENDUM	EQUIP	EQUIPMENT	MECH	MECHANICAL	SIM	SIMILAR
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL	ES	EACH SIDE	MED	MEDIUM	SJ	SEISMIC JOINT
AF	ABOVE FINISH FLOOR	EW	EACH WAY	MEZZ	MEZZANINE	SM	SHEET METAL
ALUM	ALUMINUM	EXP	EXPANSION	MFR	MANUFACTURER	SLB	SLAB ON GRADE
ANDD	AND/DIZED	EXT	EXTERIOR	MIN	MINIMUM	SQ	SQUARE
BD	BOARD	FA	FIRE ALARM	MIR	MIRROR	SS	STAINLESS STEEL
BLDG	BUILDING	FD	FLOOR DRAIN	MISC	MISCELLANEOUS	STD	STANDARD
BLKG	BLOCKING	FE	FIRE EXTINGUISHER	MTD	MOUNTED	STL	STEEL
BM	BENCH MARK	FE	FIRE EXTINGUISHER CABINET	MTL	METAL	STRUC	STRUCTURAL
BO	BOTTOM OF	FEC	FIRE EXTINGUISHER CABINET	NA	NOT CONTRACT	SUSP	SUSPENDED
BOT	BOTTOM	FECB	FIRE EXTINGUISHER CABINET	(N)	NEW	TC	TO MATCH
BTWN	BETWEEN	FF	FINISH FLOOR	NIC	NOT IN CONTRACT	TC	TOP OF CURB
C	CHANNEL	FIN	FINISH	NOM	NOMINAL	TEL	TELEPHONE
CB	CATCH BASIN	FL	FLOOR	NTS	NOT TO SCALE	T&G	TONGUE AND GROOVE
CCTV	CLOSED CIRCUIT TV	FO	FACE OF	OA	OVERALL	THK	THICK
CG	CORNER GUARD	FOC	FACE OF CONCRETE	OC	ON CENTER	TO	TOP OF
CIP	CAST IN PLACE CONCRETE	FOM	FACE OF MASONRY	OD	OVERFLOW DRAIN	TOD	TOP OF DECK
CLG	CEILING	FOS	FACE OF STUD	OD	OUTSIDE DIAMETER	TOS	TOP OF STRUCTURE
CLR	CLEAR	FRT	FIRE RETARDANT TREATED	OD	OVERFLOW DRAIN	TJ	TOOL JOINT
CMU	CONCRETE MASONRY UNIT	FTG	FOOTING	OFC	OFFICE	TP	TOILET PAPER
CONT	CONTINUOUS	FURR	FURRING	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	TST	TUBE STEEL
CORR	CORRIDOR	GA	GAUGE/GAGE	OFO	OWNER FURNISHED	TYP	TYPICAL
CR	CLASSROOM	GALV	GALVANIZED	OFI	OWNER INSTALLED	UNO	UNFINISHED UNLESS NOTED OTHERWISE
CSJ	CONSTRUCTION JOINT	GB	GENERAL CONTRACTOR	OPNG	OPENING	VB	VAPOR BARRIER
CSMT	CERAMIC TILE	GL	GLASS	OPN	OPENING	VERT	VERTICAL
CTR	CENTERLINE	GND	GROUND	OPP	OPPOSITE	VEST	VESTIBULE
DBL	DOUBLE	GVP	GYP SUM VENEER PLASTER	OS	OUTSIDE	VYF	VERIFY
DDL	DETAIL	GWB	GYP SUM WALL BOARD	PL	PROPERTY LINE	W	WITH
DF	DRINKING FOUNTAIN	HB	HOSE BIBB	PLAS	PLASTER	W/O	WITHOUT
DIA	DIAMETER	HC	HANDICAP	PLAS	PLASTER	W/C	WITH CLOSET
DIA	DIAMETER	HM	HOLLOW METAL	PLYWD	PLYWOOD	W	WOOD
DIA	DIAMETER	HPC	HIGH PERFORMANCE COATING	PSF	PER SQUARE FOOT	WF	WIDE FLANGE
DIA	DIAMETER	HVAC	HEATING, VENTILATION AND AIR CONDITIONING	PSF	PER SQUARE FOOT	WH	WATER HEATER
DIA	DIAMETER	HW	HOT WATER	PVMT	PAVEMENT	WP	WATERPROOFING
DISP	DISPENSER	INSUL	INSULATION	R	RADIUS	WR	WATER-RESISTIVE BARRIER
DN	DOWN	INT	INTERIOR	RD	ROOF DRAIN	WT	WEIGHT
DP	DIAPHRAGM	IFRM	INTUMESCENT FIRE RESISTIVE MATERIALS	REF	REFERENCE	REFR	REFRIGERATOR
DR	DOOR	INT	INTERIOR	REQD	REQUIRED	REV	REVISE OR REVISION
DS	DOWNSPOUT	INT	INTERIOR	REQD	REQUIRED	RM	ROOM
DW	DISHWASHER	INT	INTERIOR	REQD	REQUIRED	RO	ROUGH OPENING
DWG	DRAWING	JAN	JANITOR	RCP	REFLECTED CEILING PLAN	RS	ROUGH OPENING
(E)	EXISTING	JT	JOINT	SAHTS	SELF ADHERED HIGH TEMPERATURE SHEET	SAM	SELF ADHERED MEMBRANE
EA	EACH	JST	JOIST	SAHTS	SELF ADHERED HIGH TEMPERATURE SHEET	SC	SOLID CORE
EF	EXHAUST FAN	L	LENGTH	SAM	SELF ADHERED MEMBRANE	SECT	SECTION
EJ	EXPANSION JOINT	LAV	LAVATORY	SC	SOLID CORE	SF	SQUARE FOOT
EL	ELEVATION	LAG	LAG BOLT	SECT	SECTION	LS	LANDSCAPING
ELEC	ELECTRICAL	LKR	LOCKER	SF	SQUARE FOOT	LS	LANDSCAPING
EJC	EXPANSION JOINT COVER	LVR	LOUVER	SFRM	SPRAY-APPLIED FIRE RESISTIVE MATERIALS		

ARCHITECTURAL SYMBOLS

	TRUE NORTH PROJECT NORTH	NORTH ARROW
	1 A	GRID LINE
	1 SIM A101	BUILDING SECTION
	1 SIM A101	WALL SECTION
	1 SIM A101	DETAIL SECTION
	A3.01	EXTERIOR ELEVATION
	1A A5.01 1B 1C	INTERIOR ELEVATION
	0'-0" T.O.W.	SPOT ELEVATION - ALL REFERENCES TO F.F. ELEVATION
	A1 1 HR XX	WALL TYPE WITH FIRE AND STC RATING WHERE APPLICABLE
	NUMBER	DOOR NUMBER - SEE DOOR SCHEDULE
	A120B	RELITE NUMBER - SEE RELITE SCHEDULE
	1 A101	MATCHLINE SEE 1/A2.12
	REV #	REVISION CLOUD

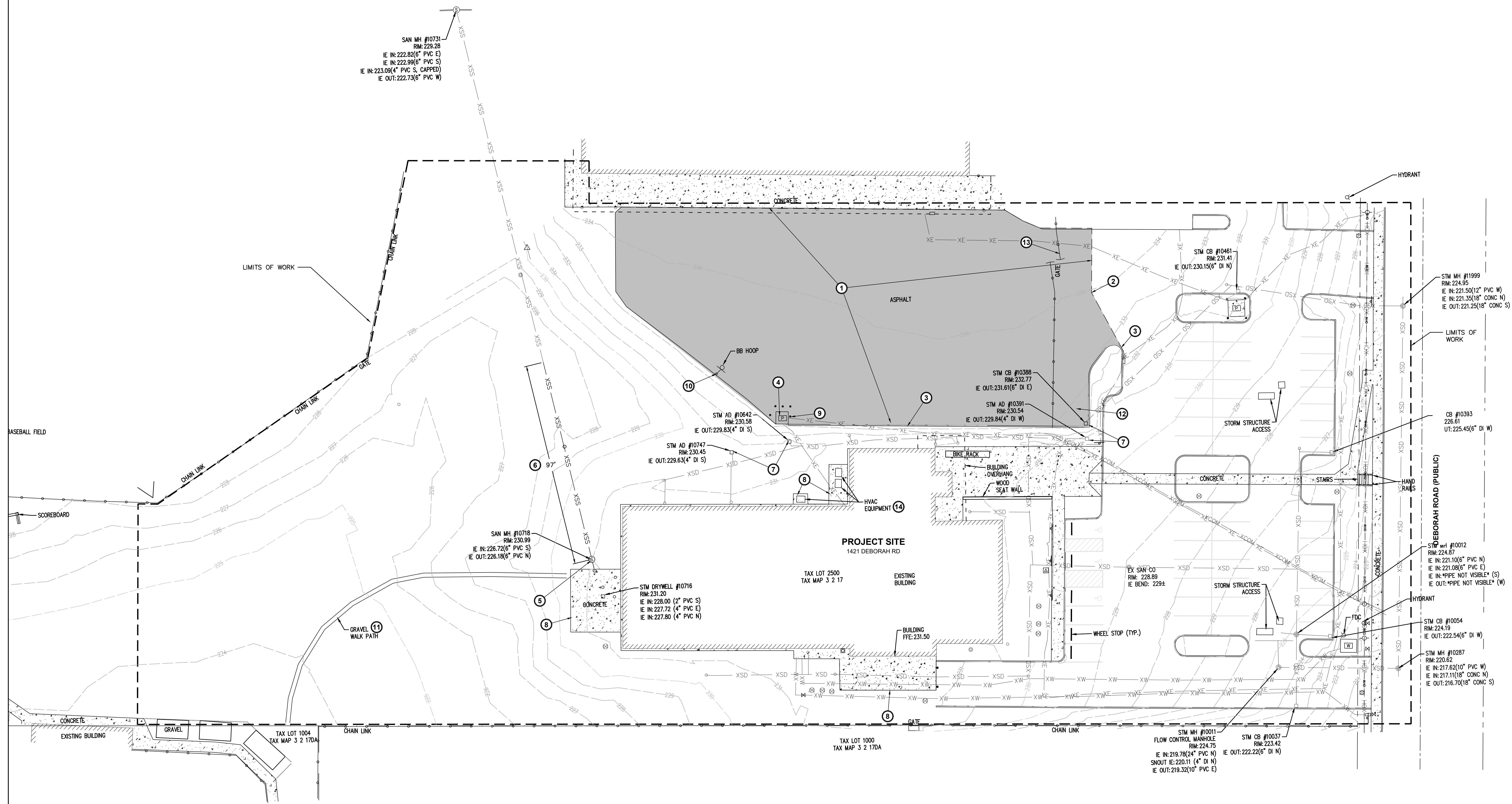
VICINITY MAP



BRIC
ARCHITECTURE, INC.



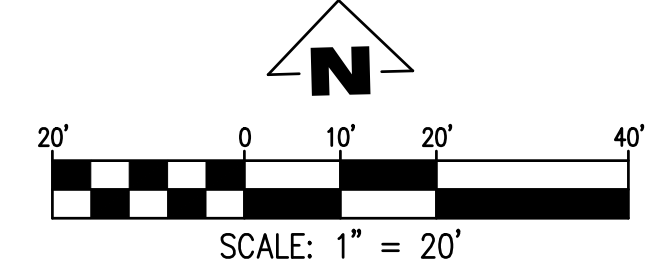
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BIM_3607/21006 Catalyst HS Addition/21004-Catalyst HS Add- Central.rvt



- CONSTRUCTION NOTES:**
- 1 EXISTING ASPHALT PARKING LOT TO BE DEMOLISHED.
 - 2 SAWCUT EXISTING ASPHALT
 - 3 EXISTING CURB TO BE DEMOLISHED
 - 4 EXISTING TRANSFORMER TO BE REMOVED AND REPLACED IN A NEW LOCATOIN
 - 5 EXISTING SANITARY MH TO BE DEMOLISHED AND REMOVED
 - 6 EXISTING SANITARY SEWER TO BE DEMOLISHED
 - 7 EXISTING INLET TO BE DEMOLISHED AND REMOVED
 - 8 EXISTING CONCRETE PAD TO BE DEMOLISHED AND REMOVED
 - 9 EXISTING BOLLARDS TO BE REMOVED (TYP - 5)
 - 10 EXISTING BASKETBALL HOOP TO BE REMOVED AND STORED FOR FUTURE USE.
 - 11 EXISTING GRAVEL WALKWAY TO BE DEMOLISHED
 - 12 EXISTING RECYCLING / GARBAGE BINS TO BE REMOVED AND SALVAGED
 - 13 EXISTING CHAINLINK FENCE AND GATE TO BE DEMOLISHED
 - 14 EXISTING HVAC EQUIPMENT TO BE REMOVED AND RELOCATED. SEE ARCHITECTURAL PLANS

LEGEND

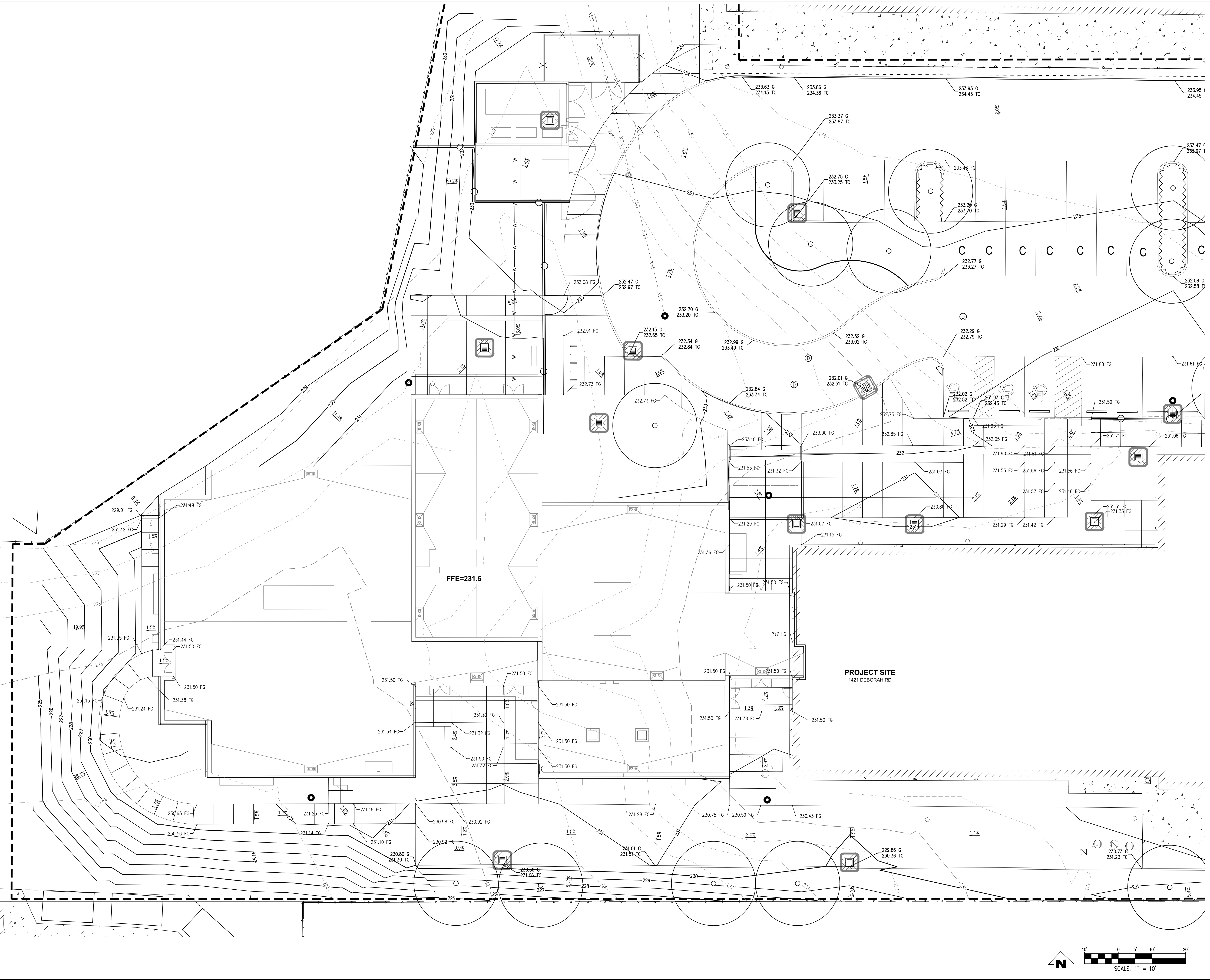
EXISTING	
---	RIGHT OF WAY (ROW) LINE
---	CENTERLINE
---	LOT LINE
---	OVERHEAD LINE
XOH --- XOH	ELECTRICAL LINE
XG --- XG	GAS LINE
XSS --- XSS	SANITARY SEWER
XSD --- XSD	STORM LINE
XW --- XW	WATER LINE
XCOM --- XCOM	COMM LINE
---	FENCE LINE
---	CURB
+	SIGN
○	UTILITY/LIGHT POLE
W	WATER METER
○	FIRE HYDRANT
○	SANITARY SEWER CLEANOUT
○	SANITARY SEWER MANHOLE
□	STORM INLET
○	STORM SEWER MANHOLE
○	WATER VALVE
+	SIGN POST
+	TRANSFORMER
---	EX AC TO BE DEMOLISHED



revisions	phase	date	project
	LAND USE SUBMITTAL	10/15/2021	21006

EXISTING CONDITIONS AND DEMOLITION PLAN
C1.00

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PROJECT SITE
1421 DEBORAH RD



revisions	
phase	LAND USE SUBMITTAL
date	10/15/2021
project	21006

CATALYST ADDITION

1421 Deborah Rd., Newberg, OR 97132

NEWBERG PUBLIC SCHOOLS
T (503) 554-5000

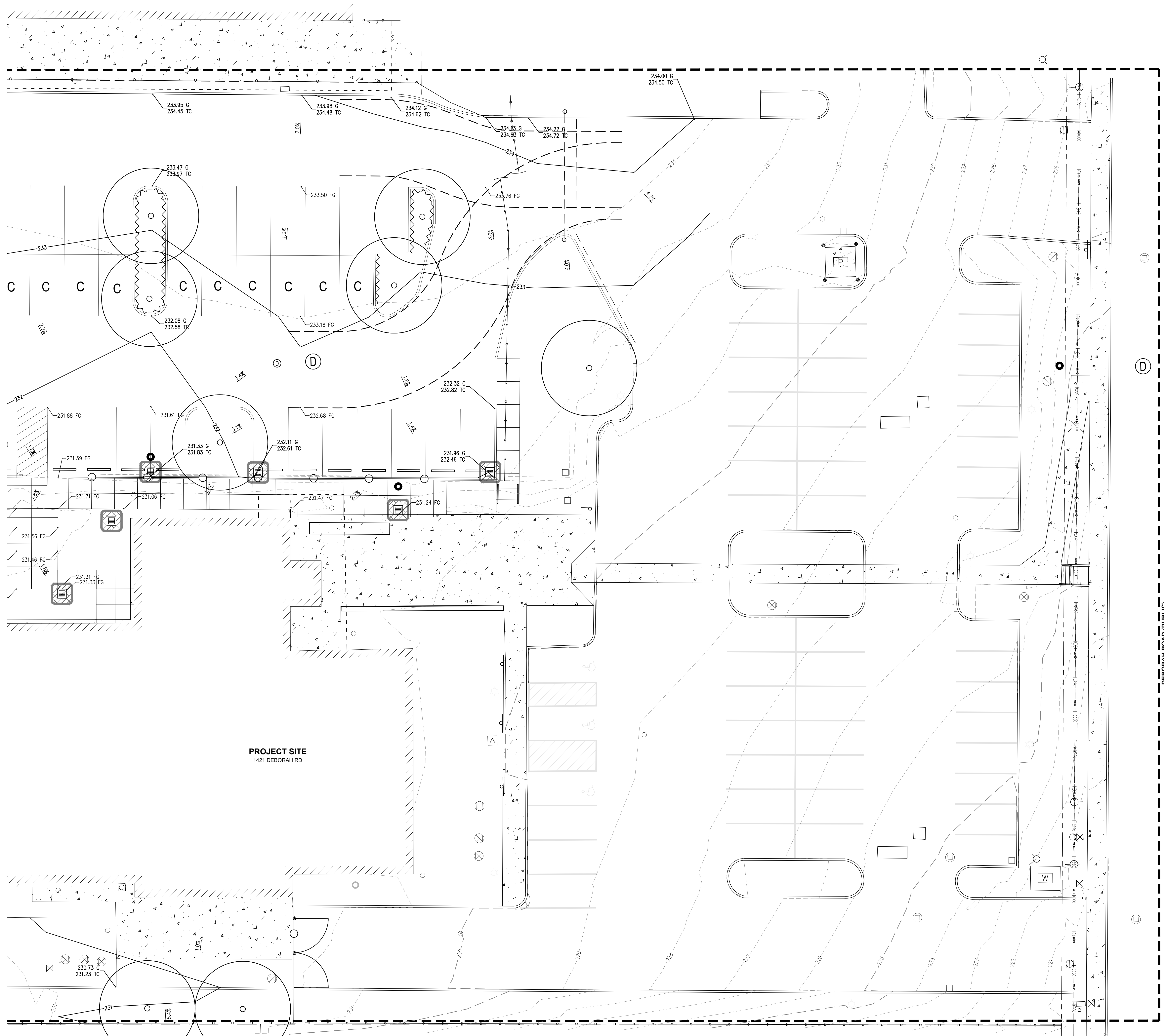


revisions	

phase LAND USE
SUBMITTAL
date 10/15/2021
project 21006

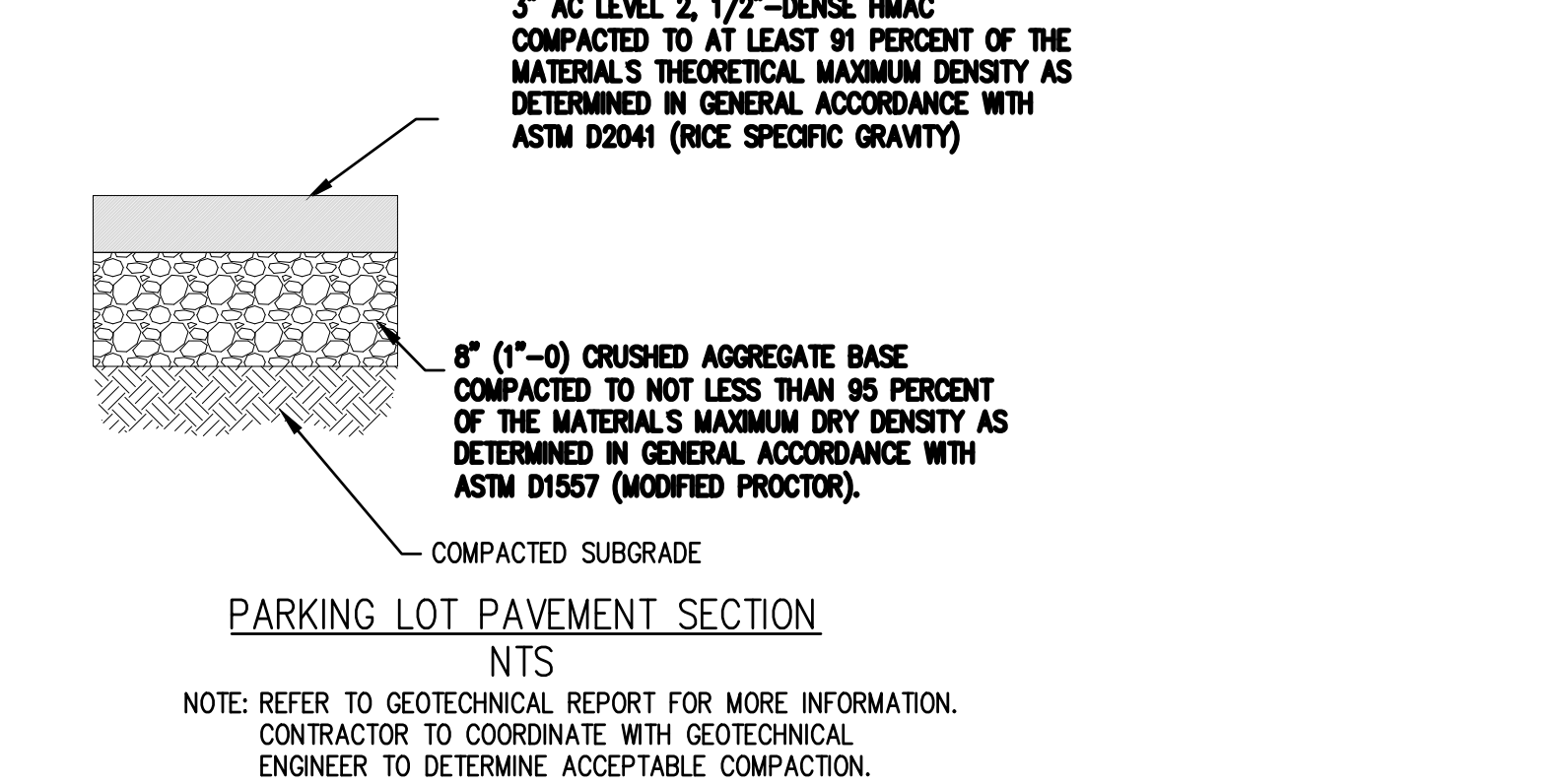
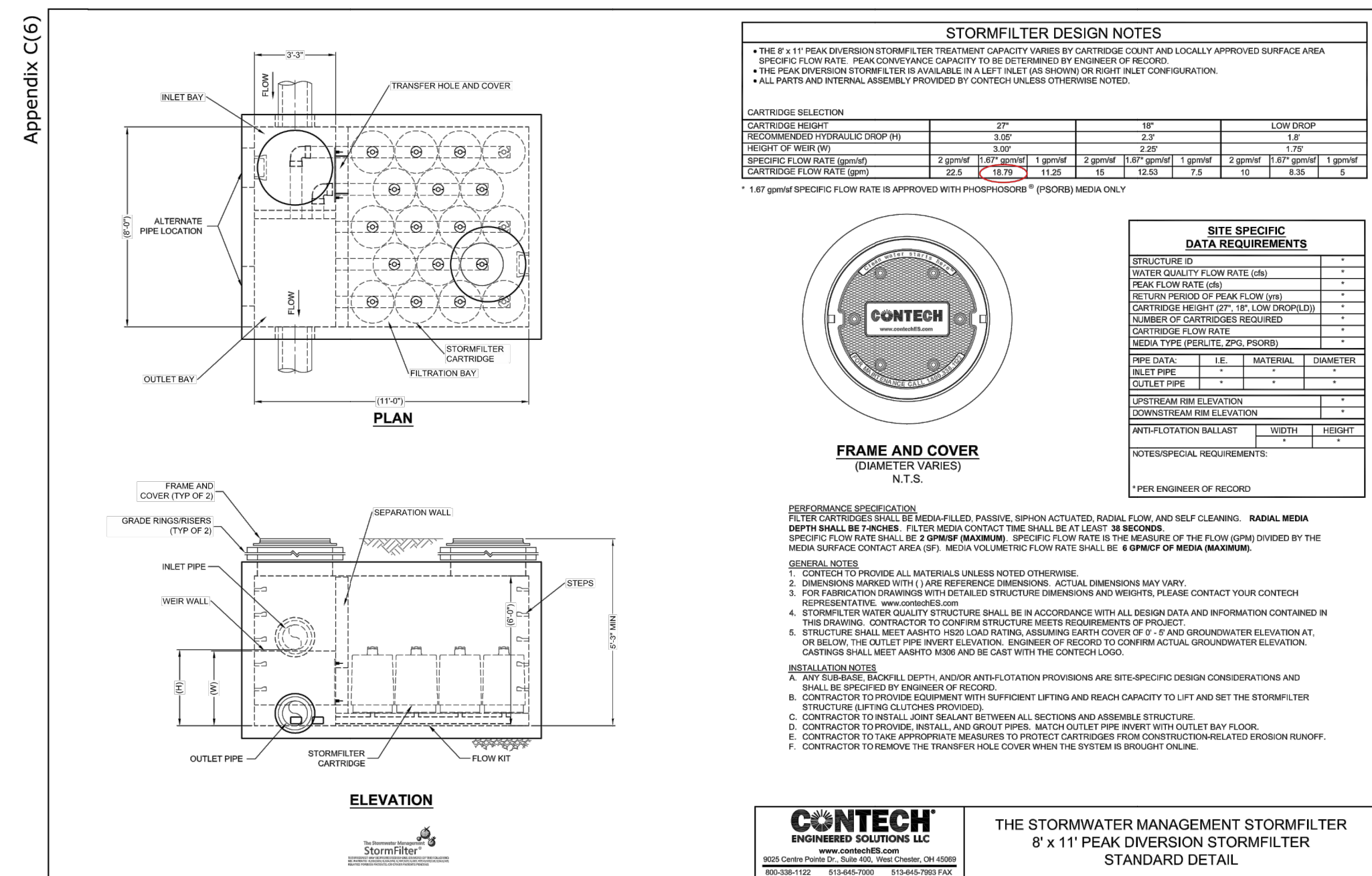
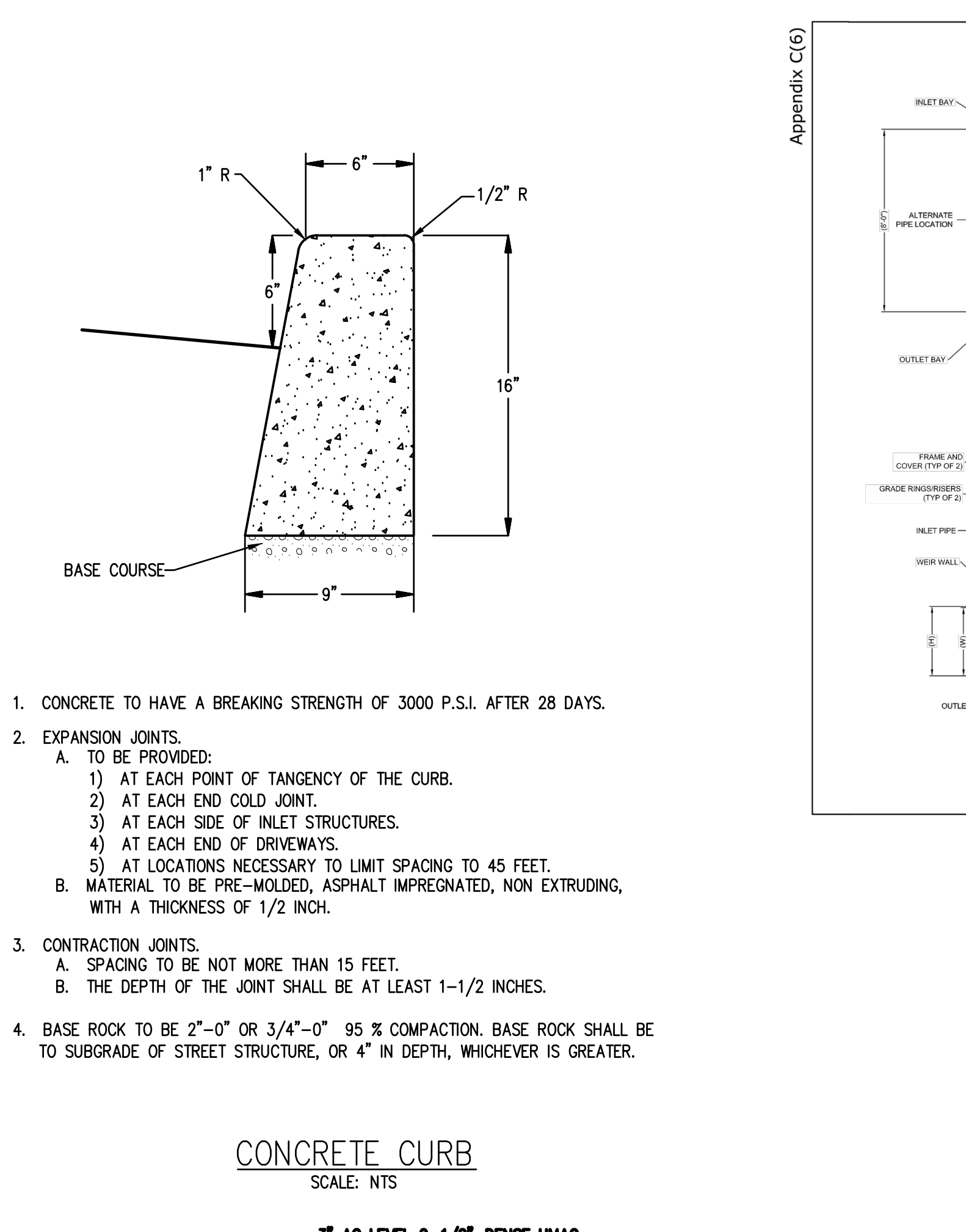
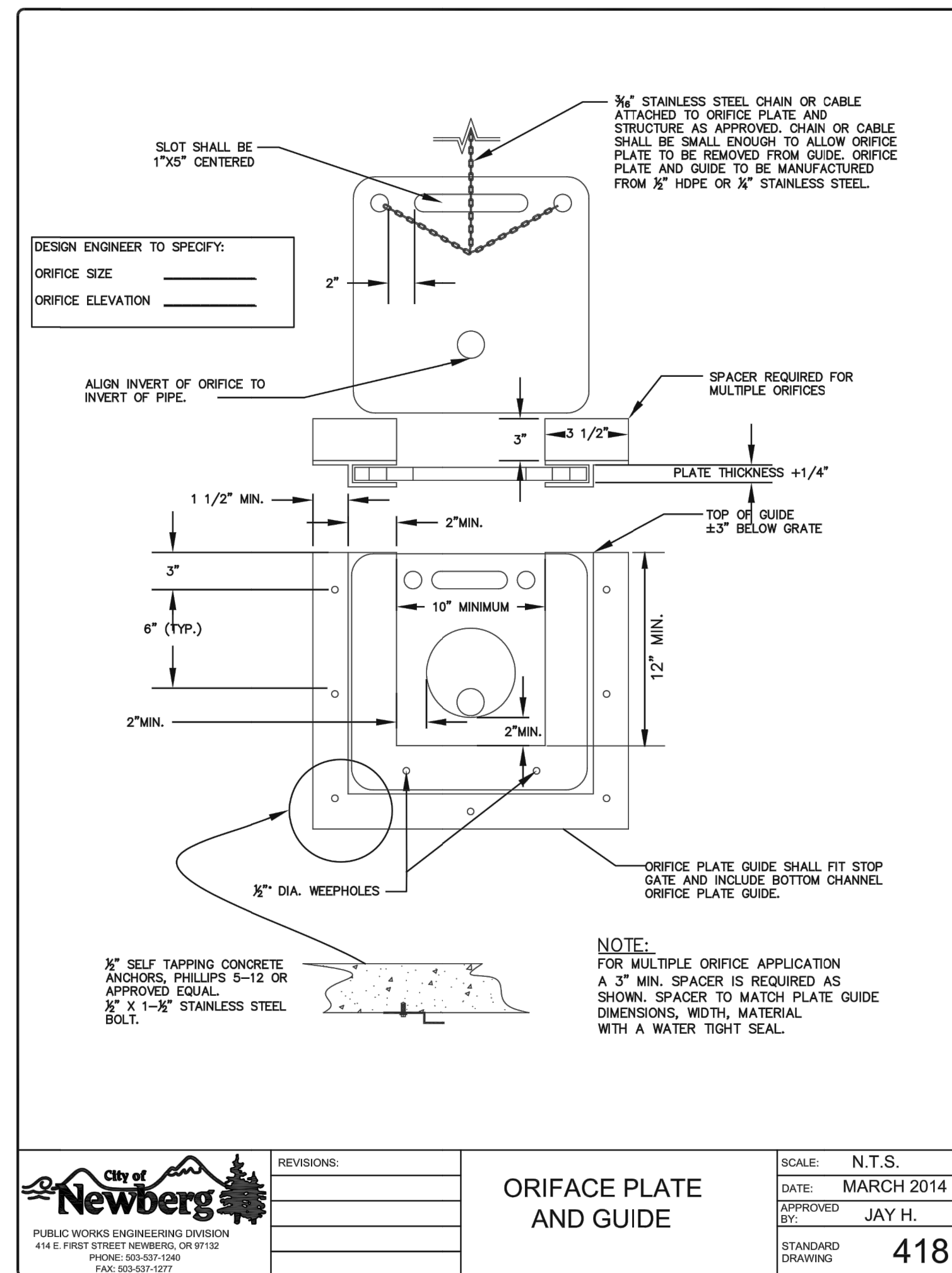
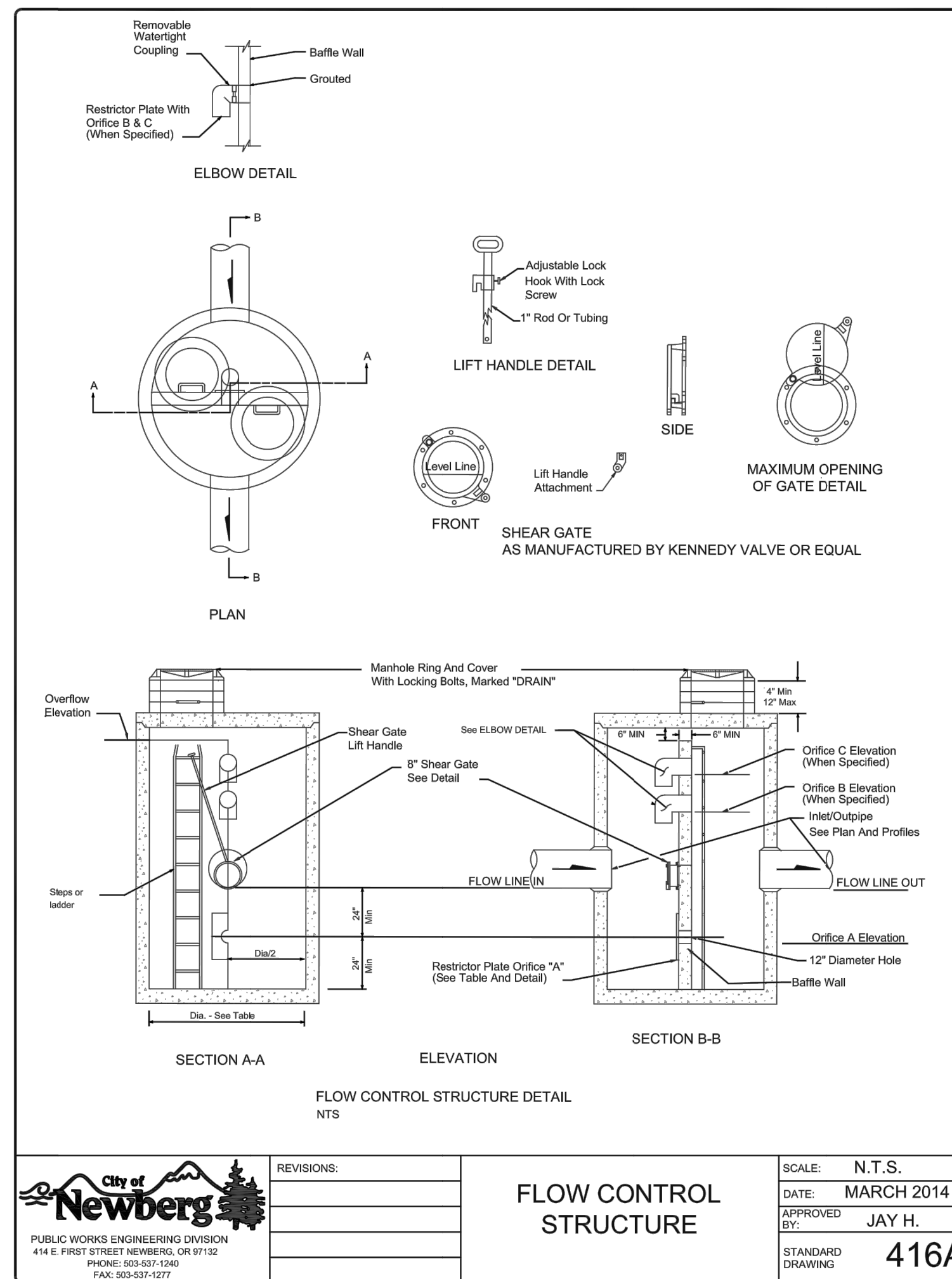
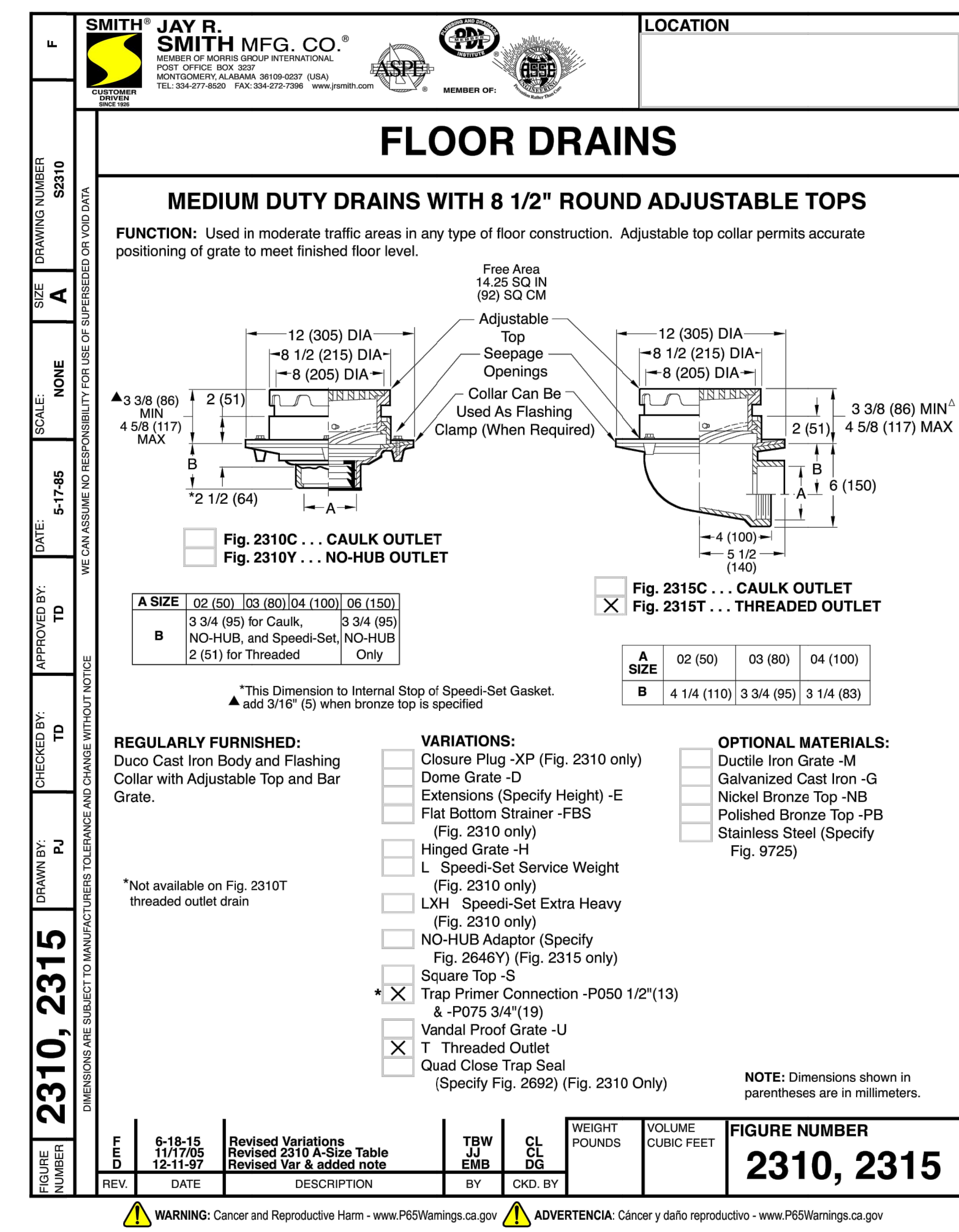
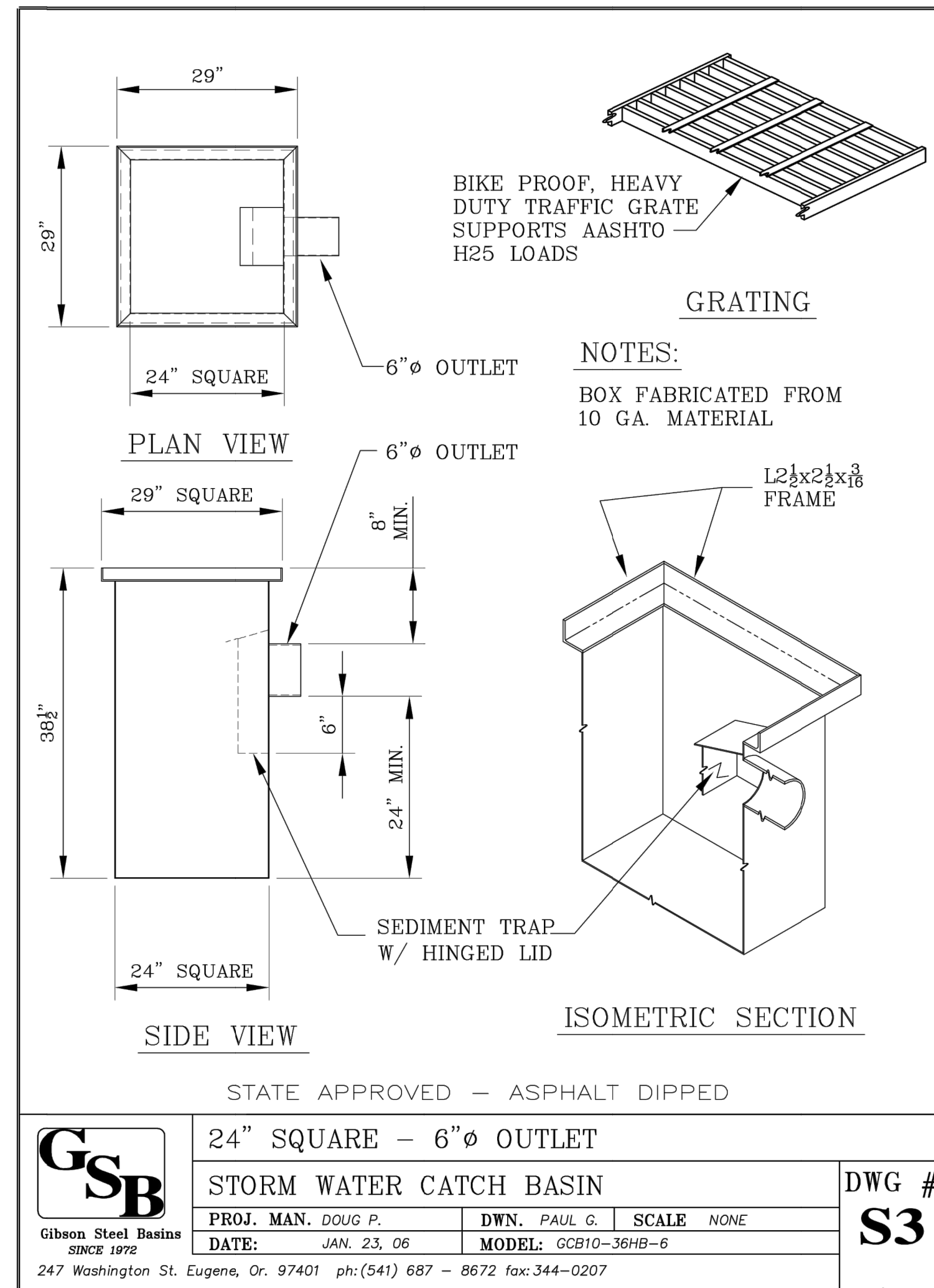
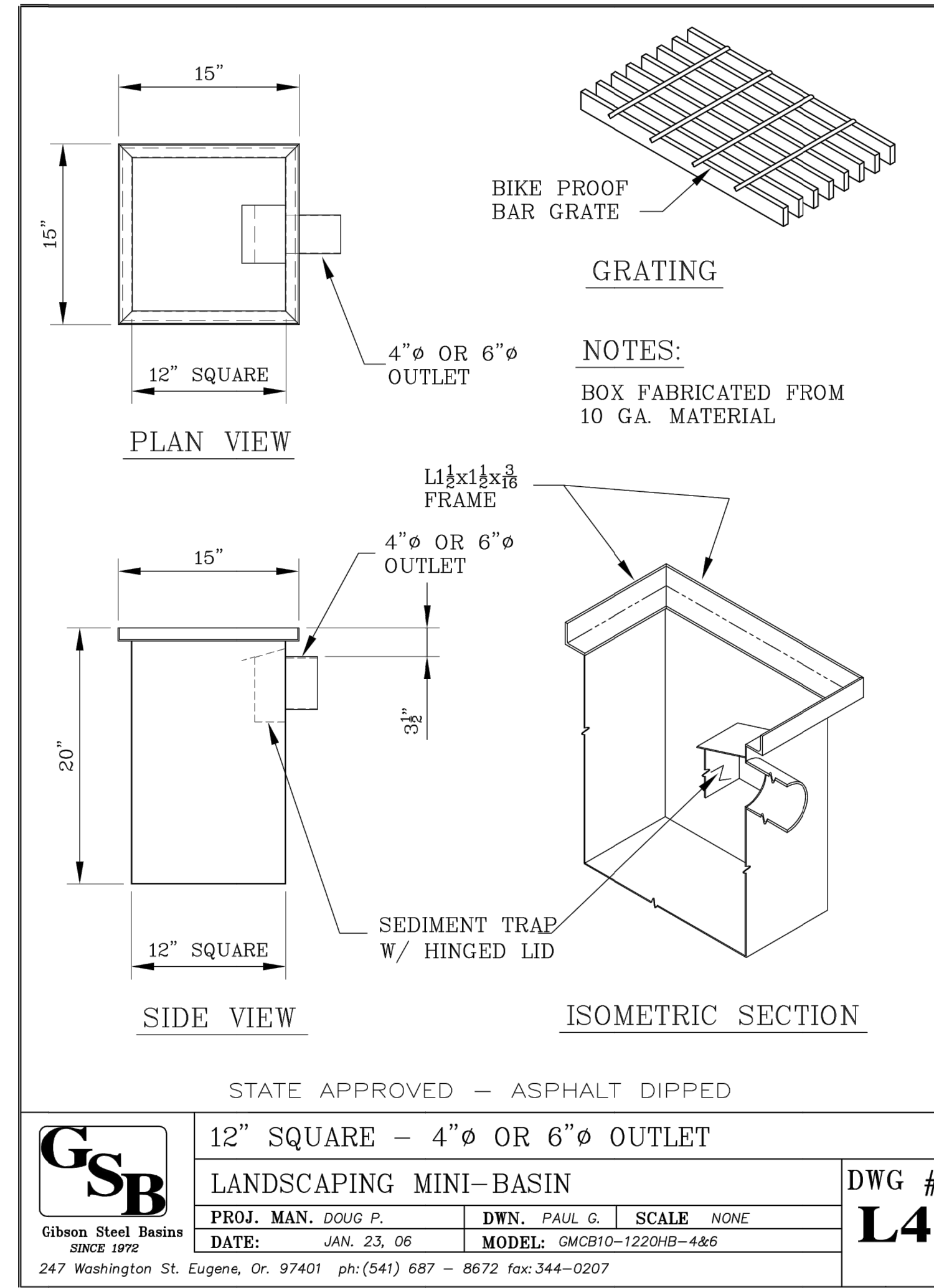
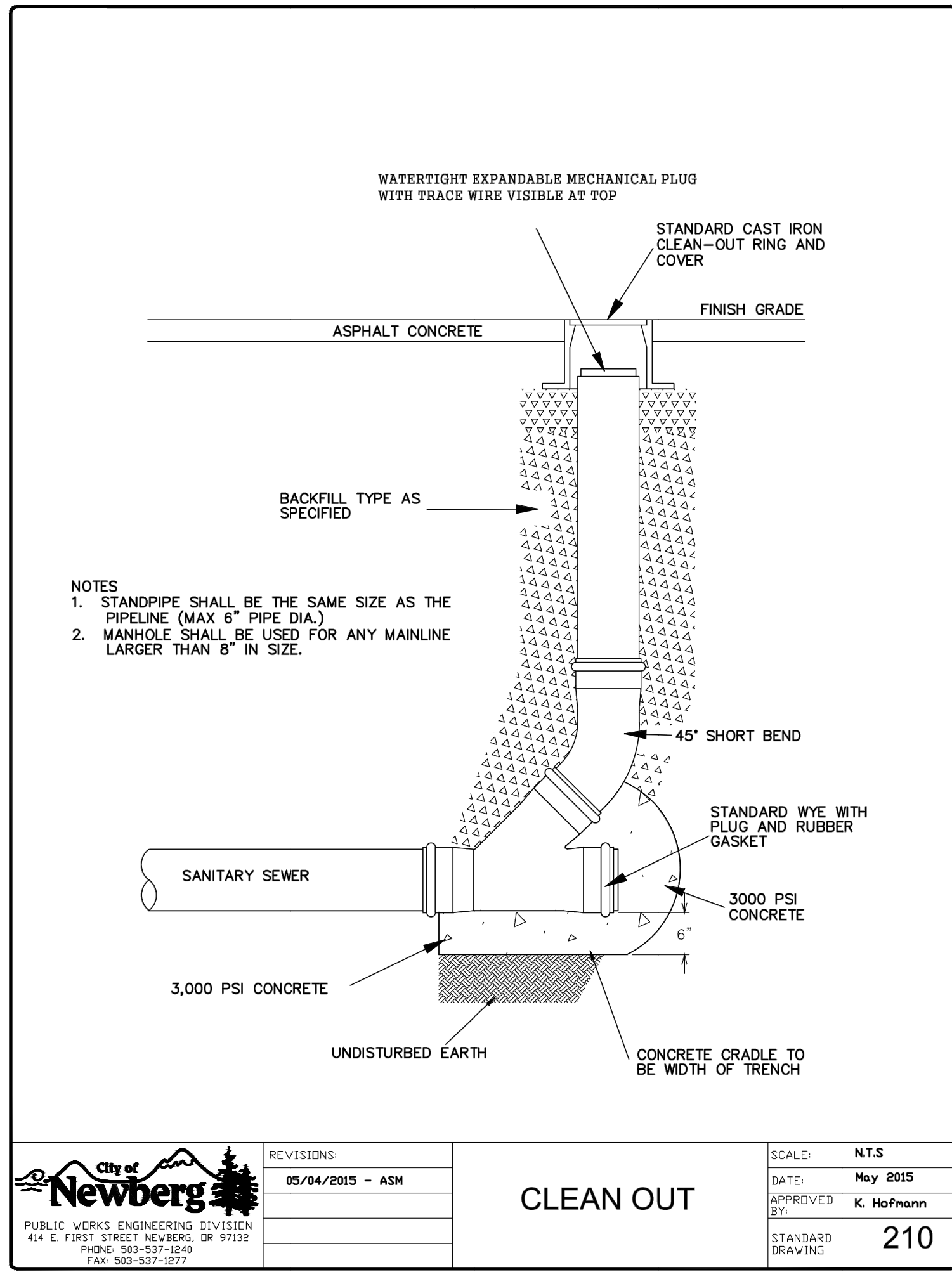
GRADING PLAN - EAST

C2.01



PROJECT SITE
1421 DEBORAH RD

8/30/2021 10:10:33 AM
BIM 360/171006 Catalyst HS Addition/21004-Catalyst HS Add - Central.rvt






revisions	phase	LAND USE
	date	SUBMITTAL
	project	10/15/2021
		21006

NOT FOR CONSTRUCTION

revisions	

phase	LAND USE
date	10/18/2021
project	21006

LEGEND

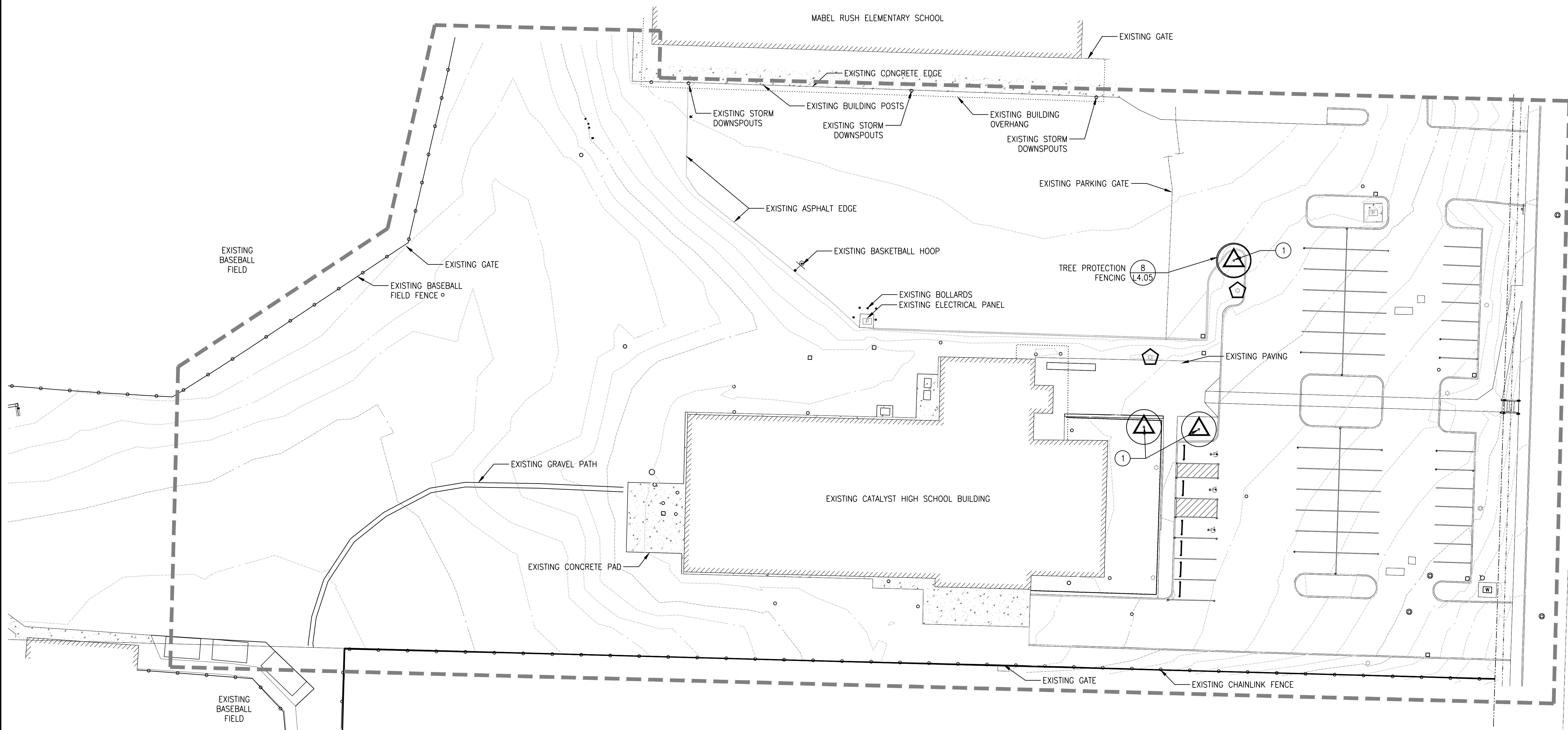
-  TREE PROTECTION FENCE
-  PROTECT EXISTING TREE TO REMAIN
-  EXISTING LIGHT POLE TO REMAIN

GENERAL NOTES

1. CONTRACTOR TO NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN THE PLANS AND THE EXISTING CONDITIONS BEFORE STARTING WORK.
2. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE TEMPORARY TREE AND PLANT PROTECTION SPECIFICATIONS FOR THE PROJECT.

KEY NOTES

- ① LOCATION AND SIZE OF TREES SHOWN IN THIS PLAN SHALL BE VERIFY. SURVEY DOESN'T SHOWN ANY INFORMATION OF THEM.



① TREE PROTECTION PLAN
SC=1:20

PLAN

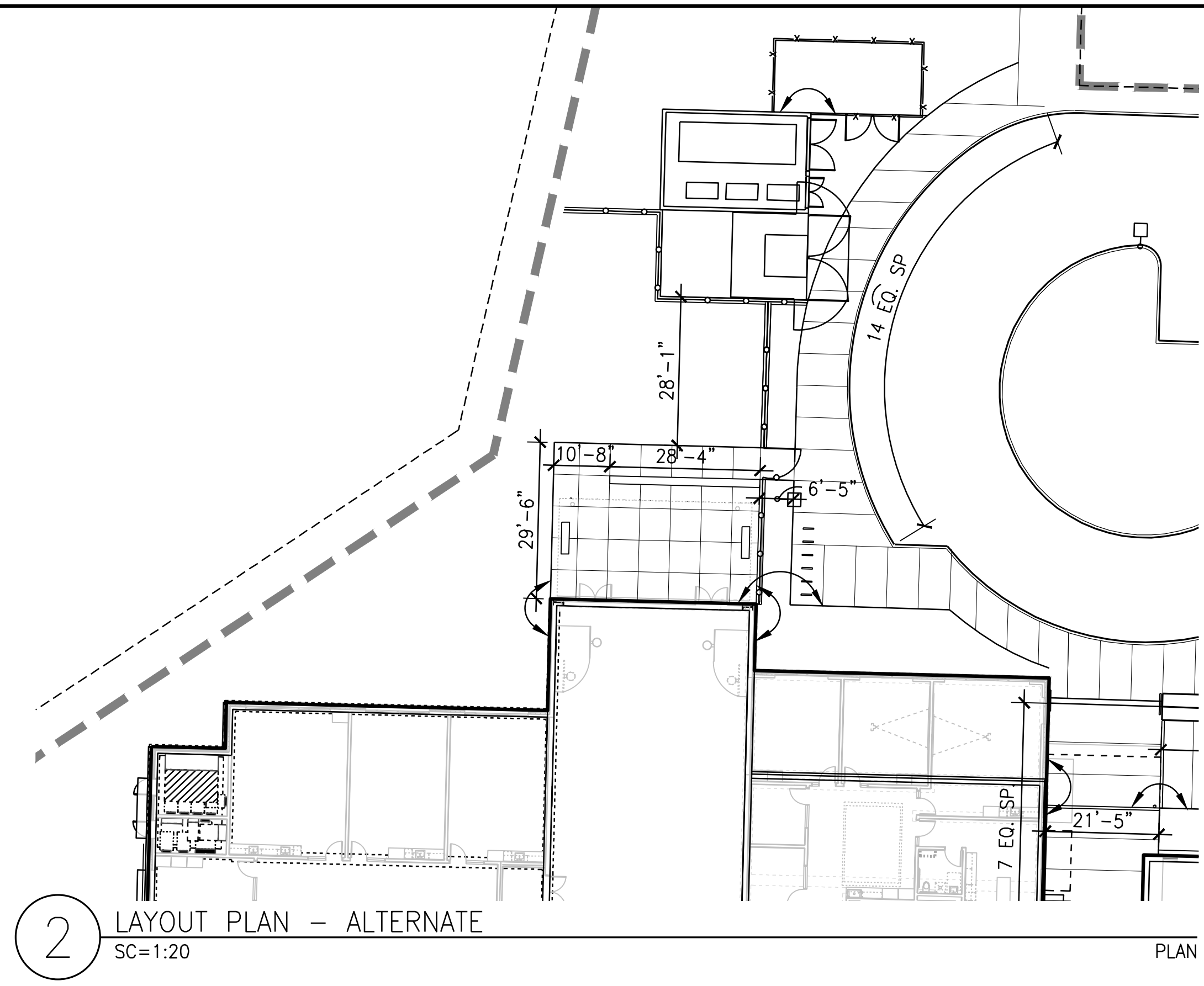
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revisions	

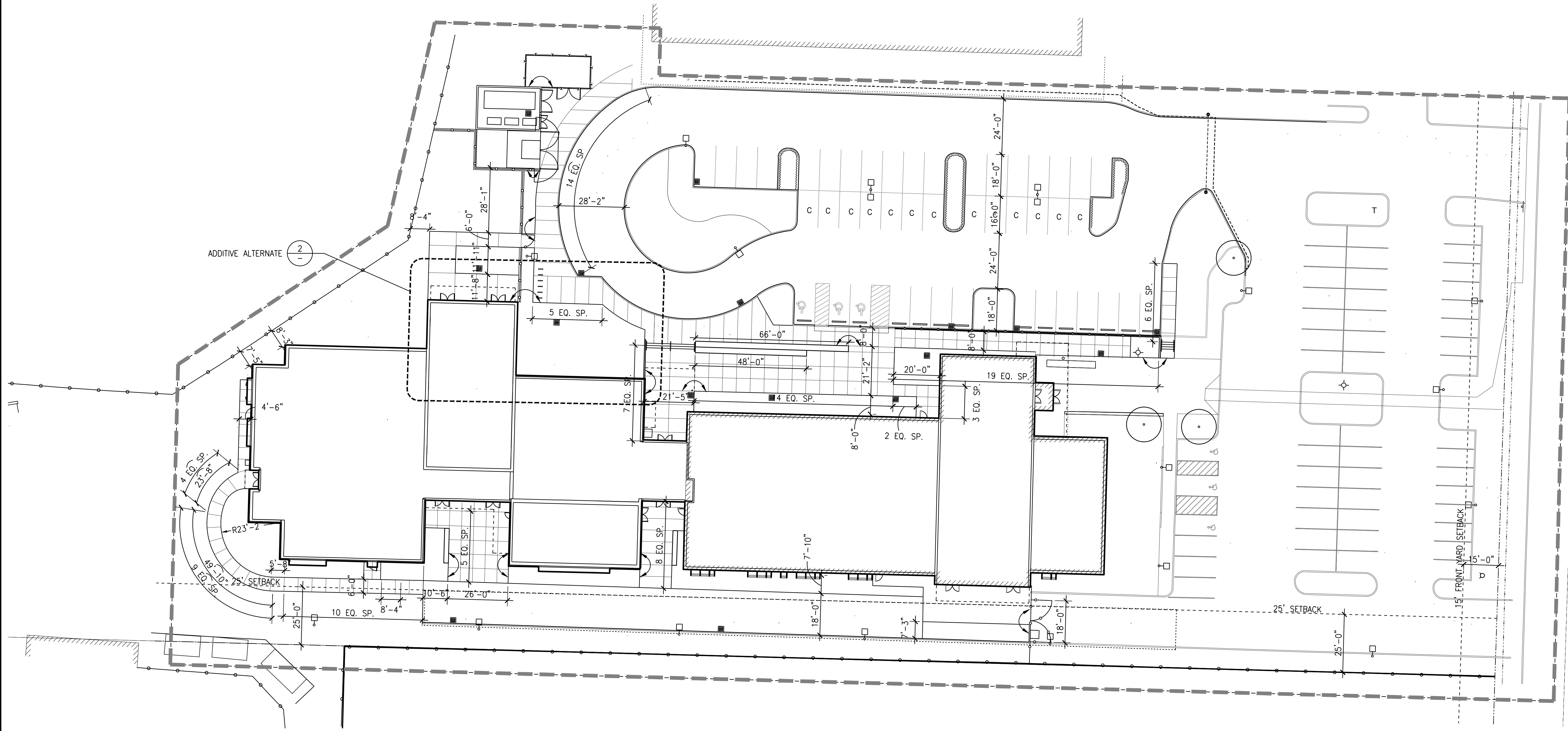
phase	LAND USE
date	10/18/2021
project	21006

LAYOUT NOTES

1. SITE SURVEY WAS PREPARED BY IRONMARK SURVEYING AND ENGINEERING ON 9/20/2021. ALL COORDINATES SHOWN ON THE DRAWINGS ARE BASED UPON THE COORDINATE SYSTEM ESTABLISHED BY THE SURVEYOR. WALKER MACY ASSUMES NO RESPONSIBILITY FOR ACCURACY OF SURVEYED CONDITIONS AS SHOWN. SURVEY INFORMATION IS PROVIDED FOR REFERENCE ONLY.
2. DO NOT SCALE FROM THE DRAWINGS. THE LOCATION OF FEATURES NOT SPECIFICALLY DIMENSIONED MAY NOT BE DETERMINED BY SCALE. IF CONFLICTS ARISE IN THE FIELD, CONTACT OWNER'S REPRESENTATIVE FOR RESOLUTION.
3. ALL DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDINGS AND WALLS OR BACK OF CURBS, UNLESS OTHERWISE NOTED.
4. ALL CURVED OBJECTS SHALL HAVE SMOOTH, CONTINUOUS CURVES WITH CONSISTENT RADII AS INDICATED. EACH CURVE SHALL MEET ADJACENT CURVES OR LINEAR SECTIONS ON THE TANGENT, UNLESS NOTED OTHERWISE.



2 LAYOUT PLAN - ALTERNATE
SC=1:20 PLAN



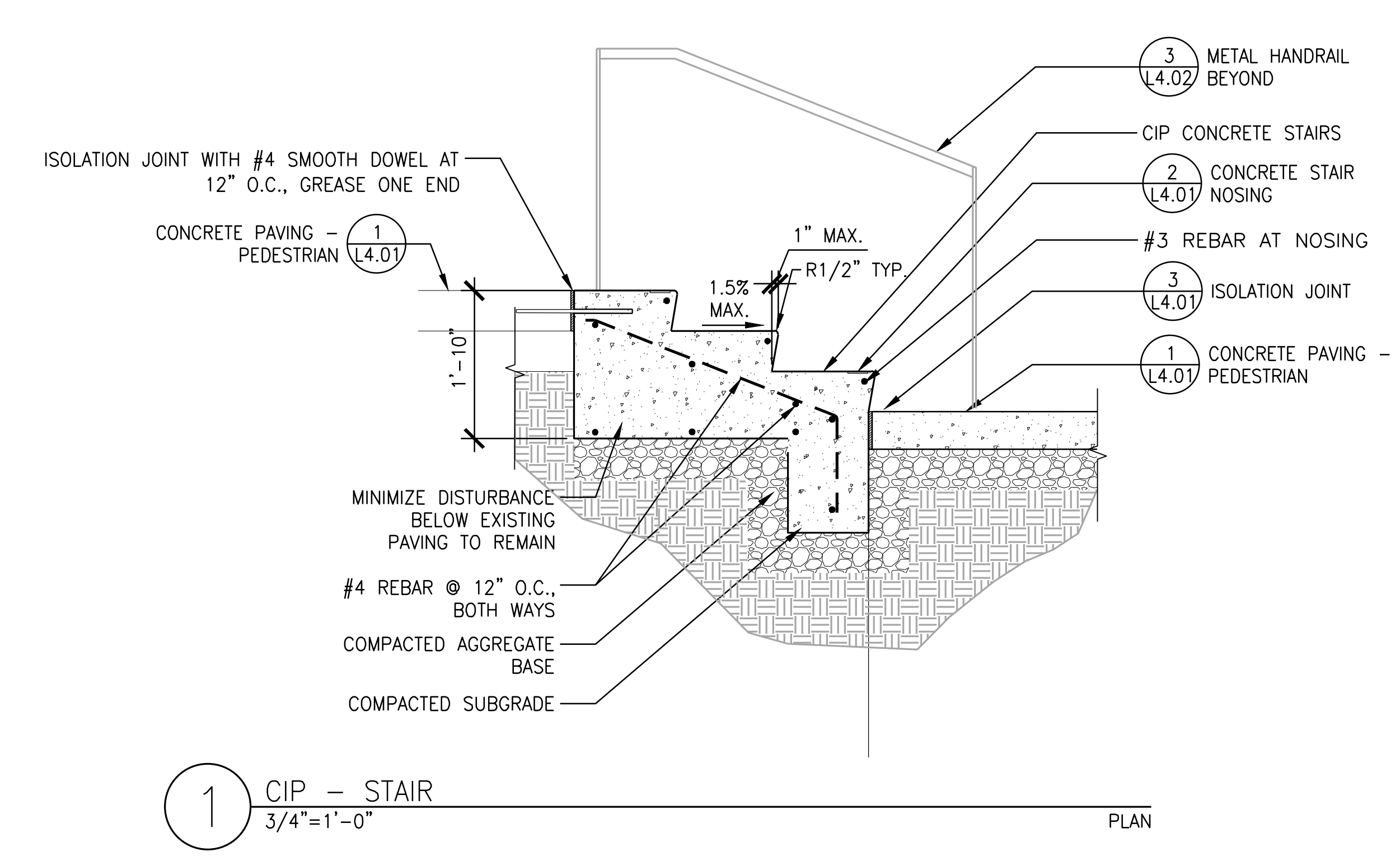
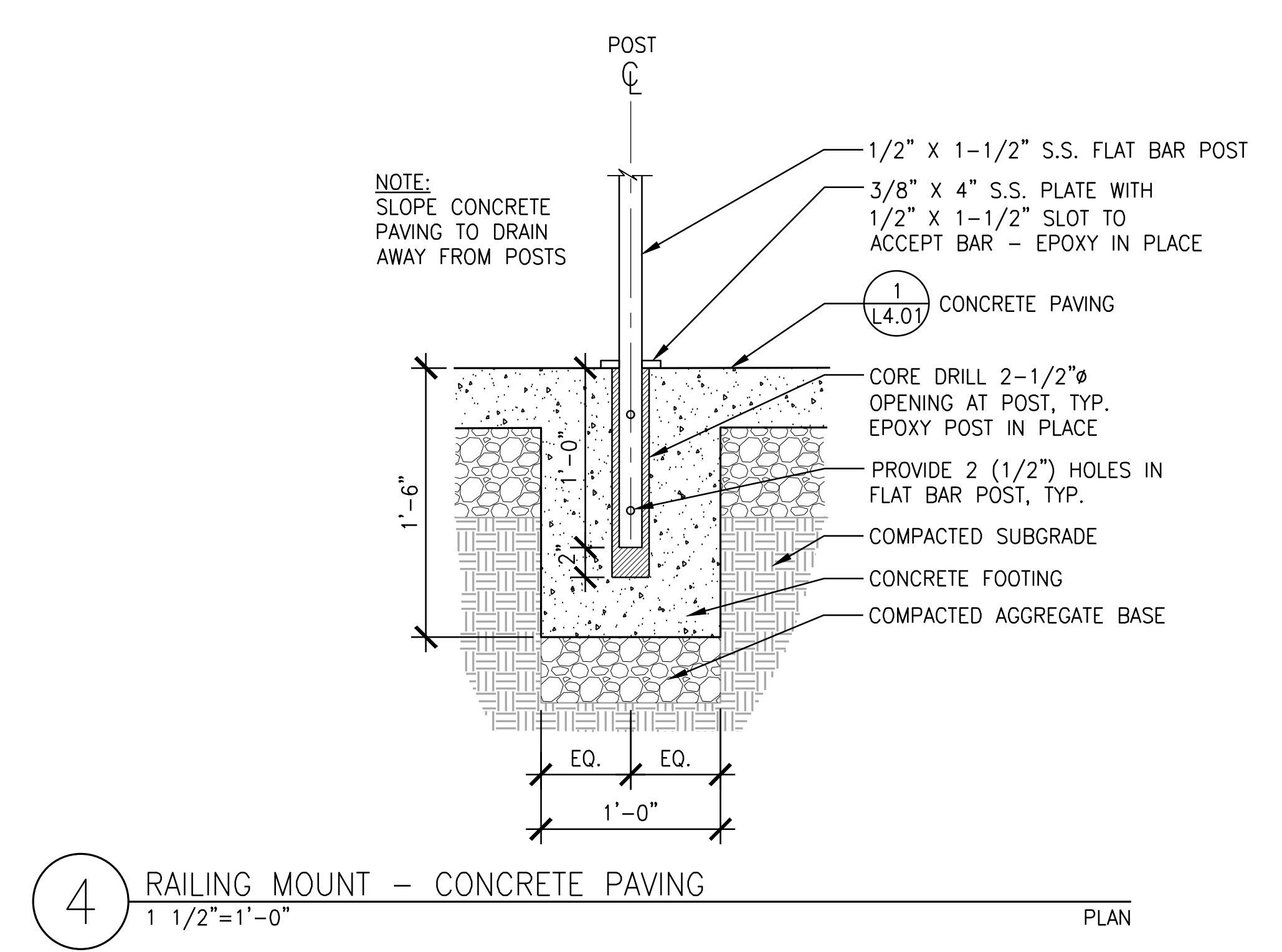
1 LAYOUT PLAN - BASE BID
SC=1:20 PLAN

PLAN

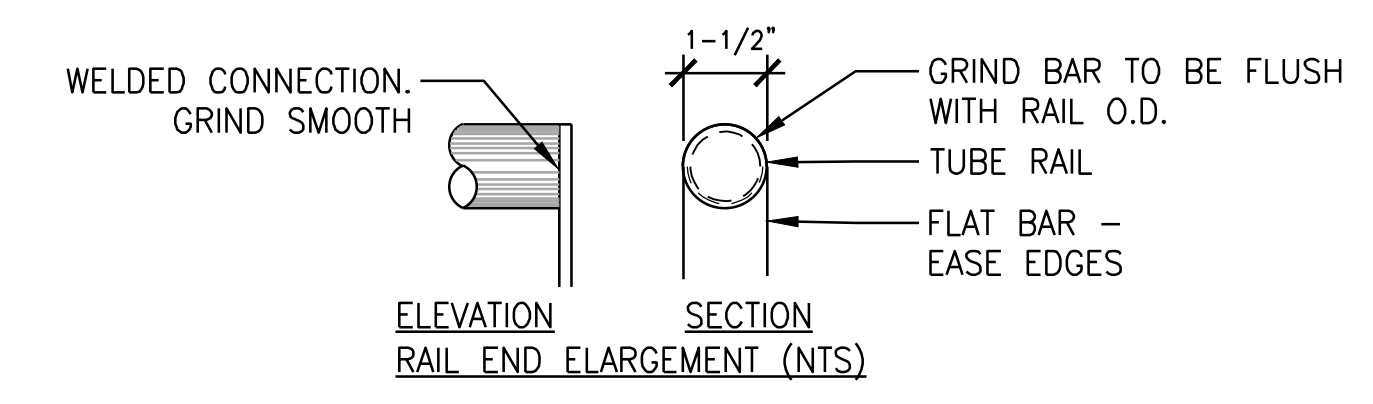
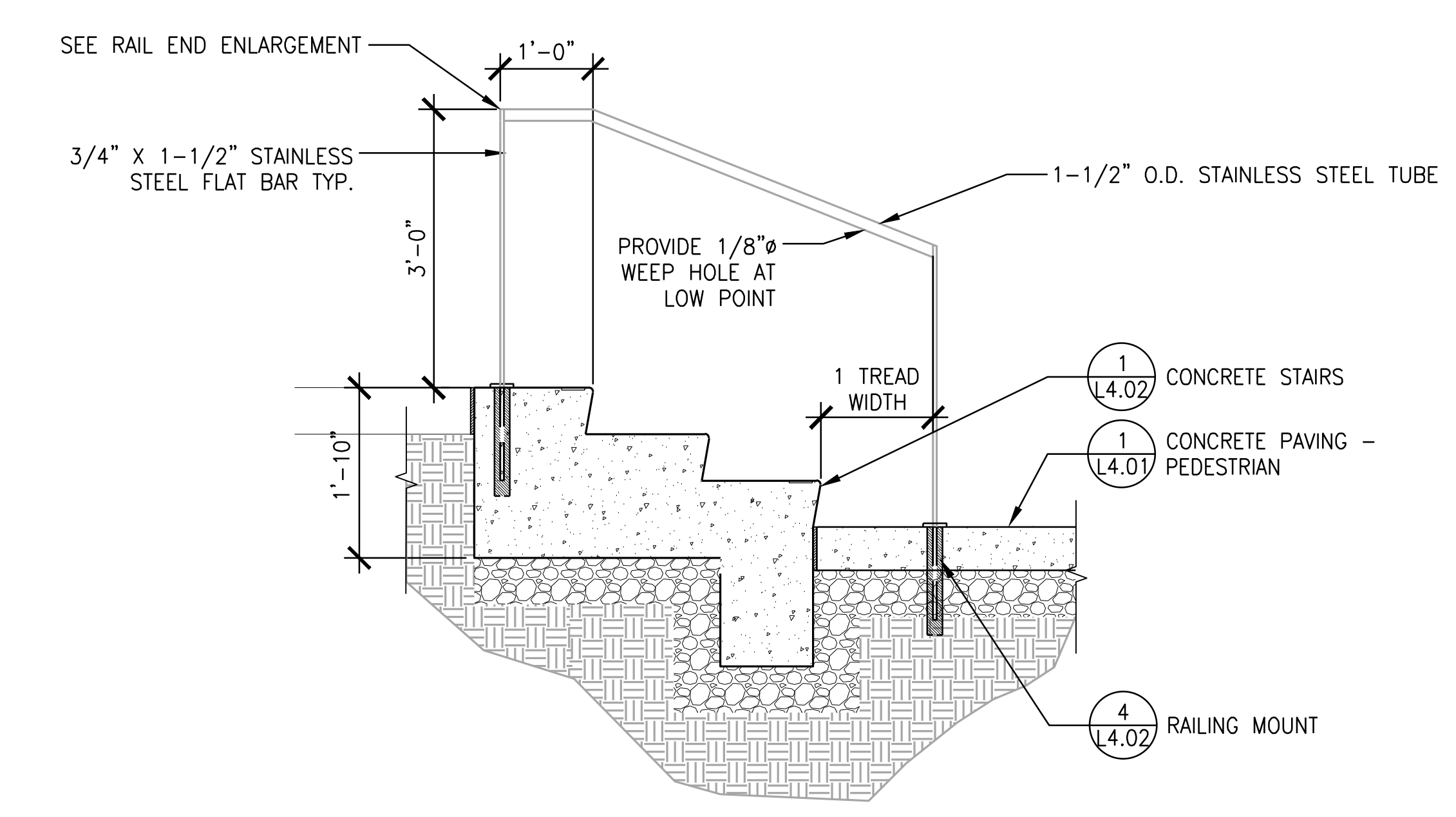
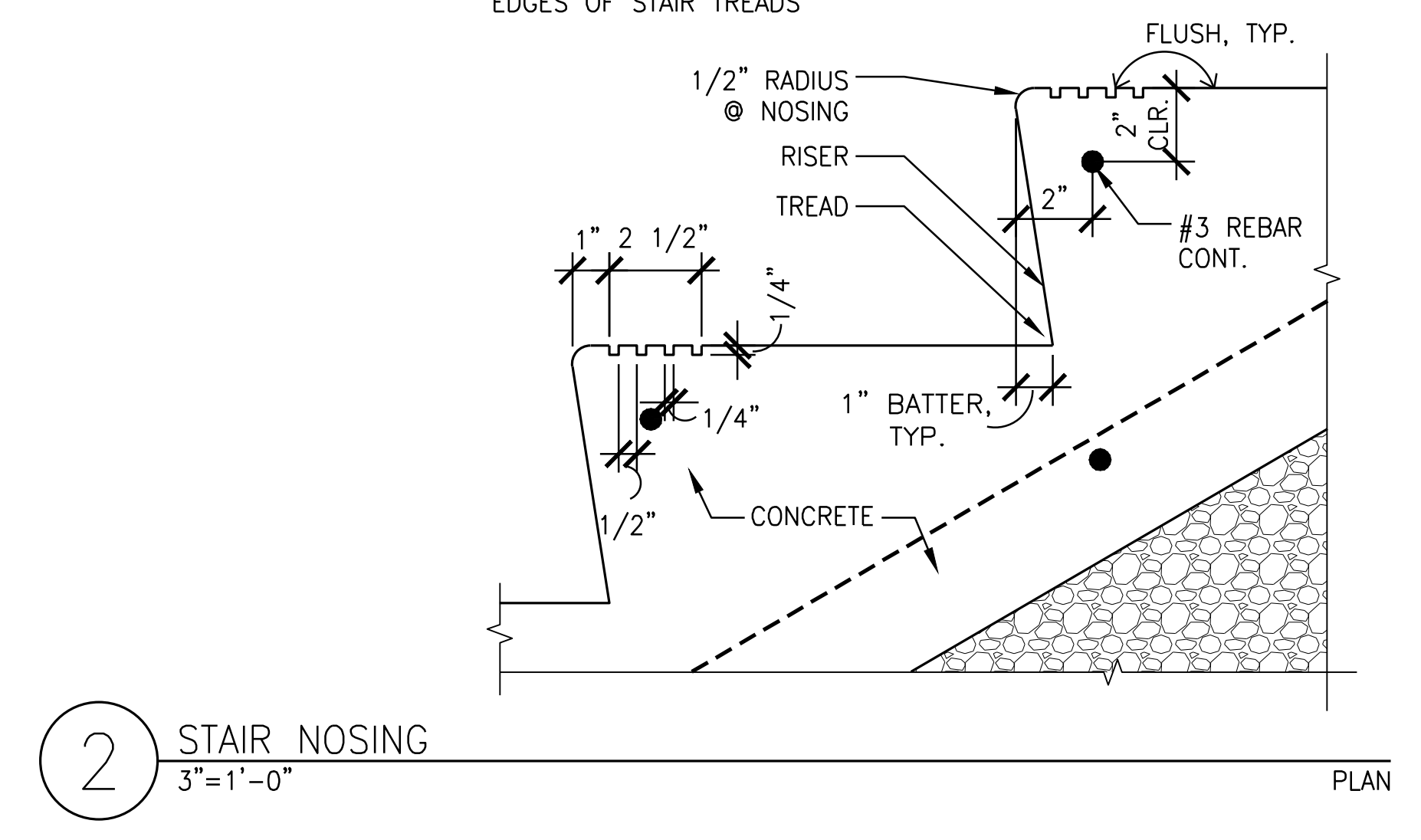
NOT FOR CONSTRUCTION

revisions	

phase	LAND USE
date	10/18/2021
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- NOTES:
1. REMOVE TOOL MARKS AND APPLY MEDIUM BROOM FINISH TO STAIR TREAD.
2. 1/2" RADIUS, TYPICAL ON ALL EXPOSED EDGES OF STAIR TREADS



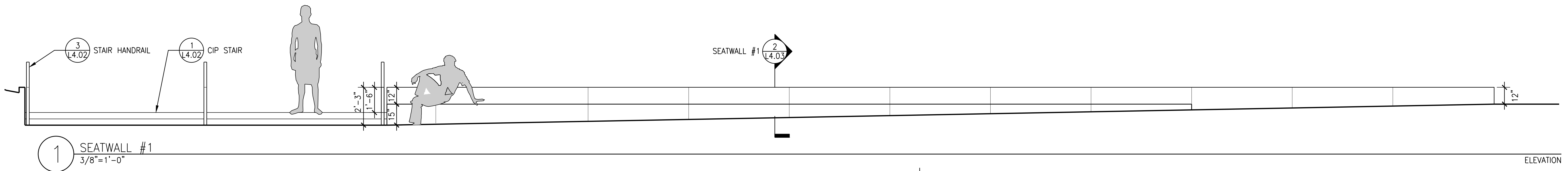
- NOTES:
1. SUBMIT RAILING SHOP DRAWINGS FOR APPROVAL BY OWNER'S REPRESENTATIVE.
2. CONTINUOUS SEAM-WELD ALL JOINTS. GRIND WELDS SMOOTH. EASE ALL EDGES.
3. PROVIDE WEEP HOLE AT LOW POINT IN UNDERSIDE OF RAIL.

3 STAIR HANDRAIL
3'-1'-0"

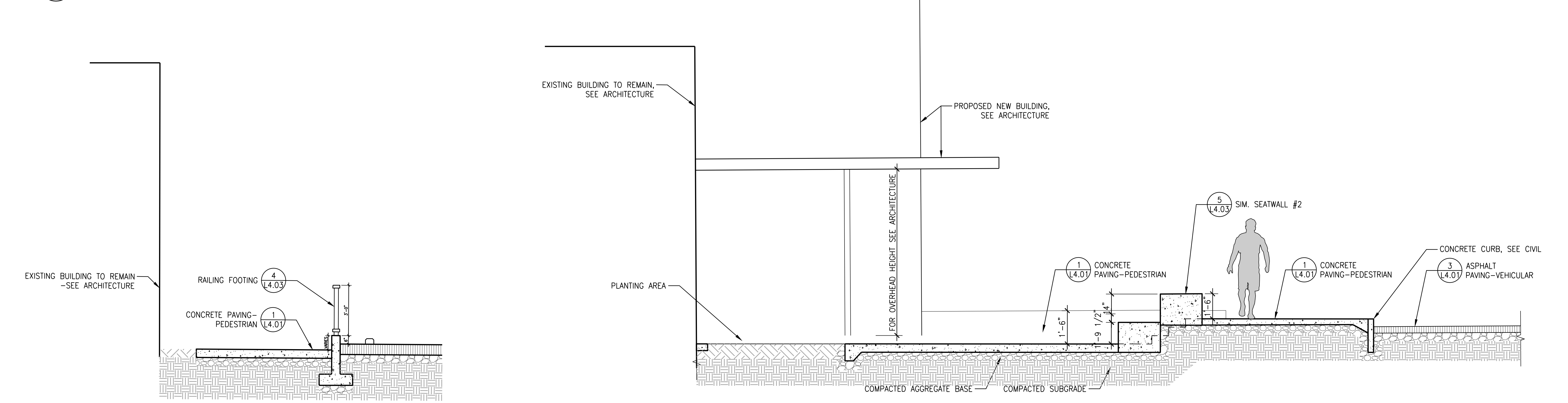
NOT FOR CONSTRUCTION

revisions	

phase	LAND USE
date	10/18/2021
project	21006

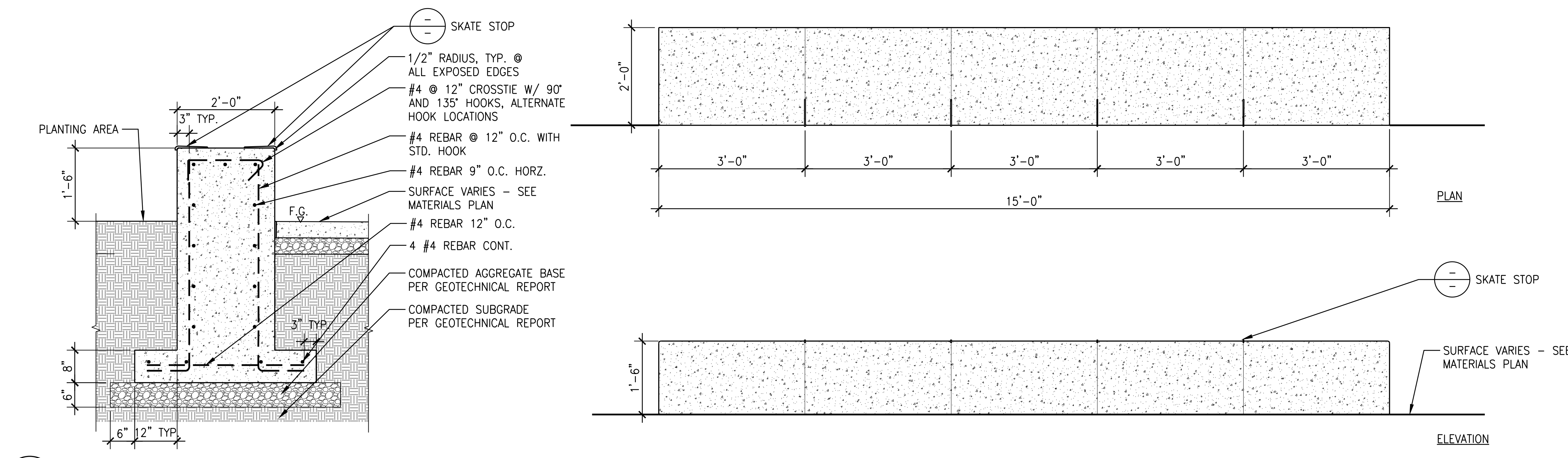


1 SEATWALL #1
3/8"=1'-0"

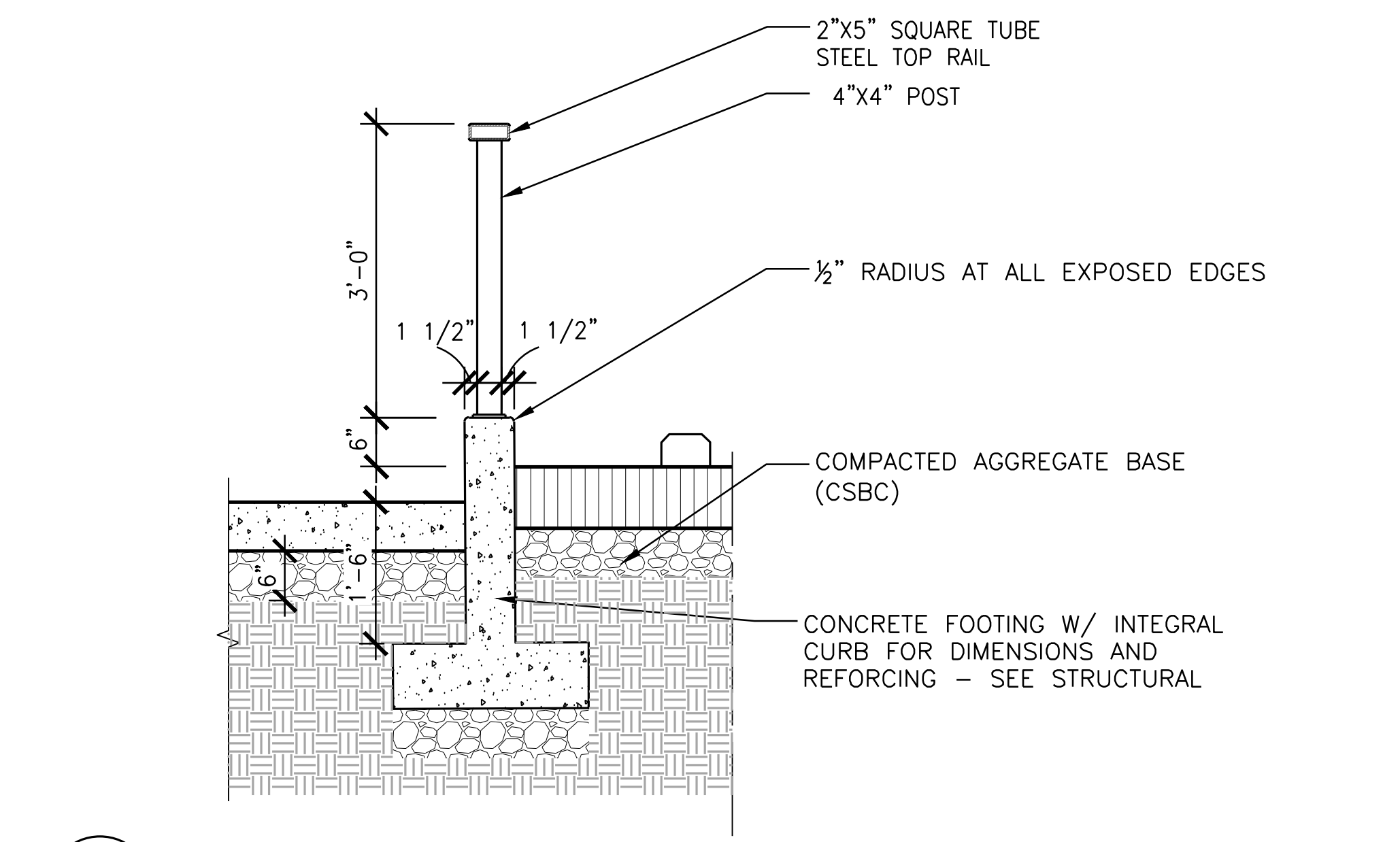


2 SEATWALL #1
3/8"=1'-0"

3 CONCRETE WALL WITH METAL RAILING
3/8"=1'-0"



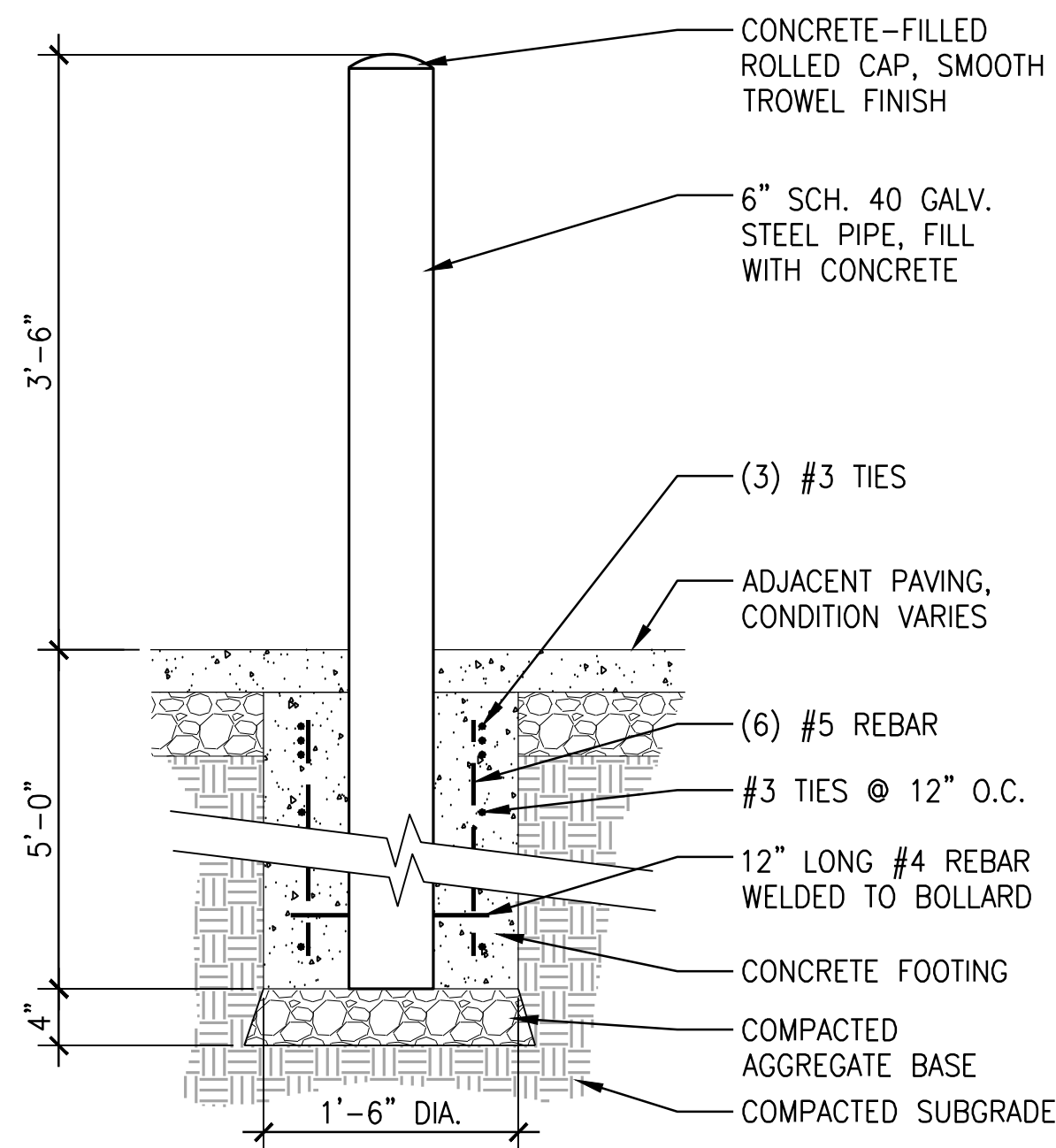
5 SEATWALL #2
3/4"=1'-0"



4 RAILING FOOTING
3/4"=1'-0"

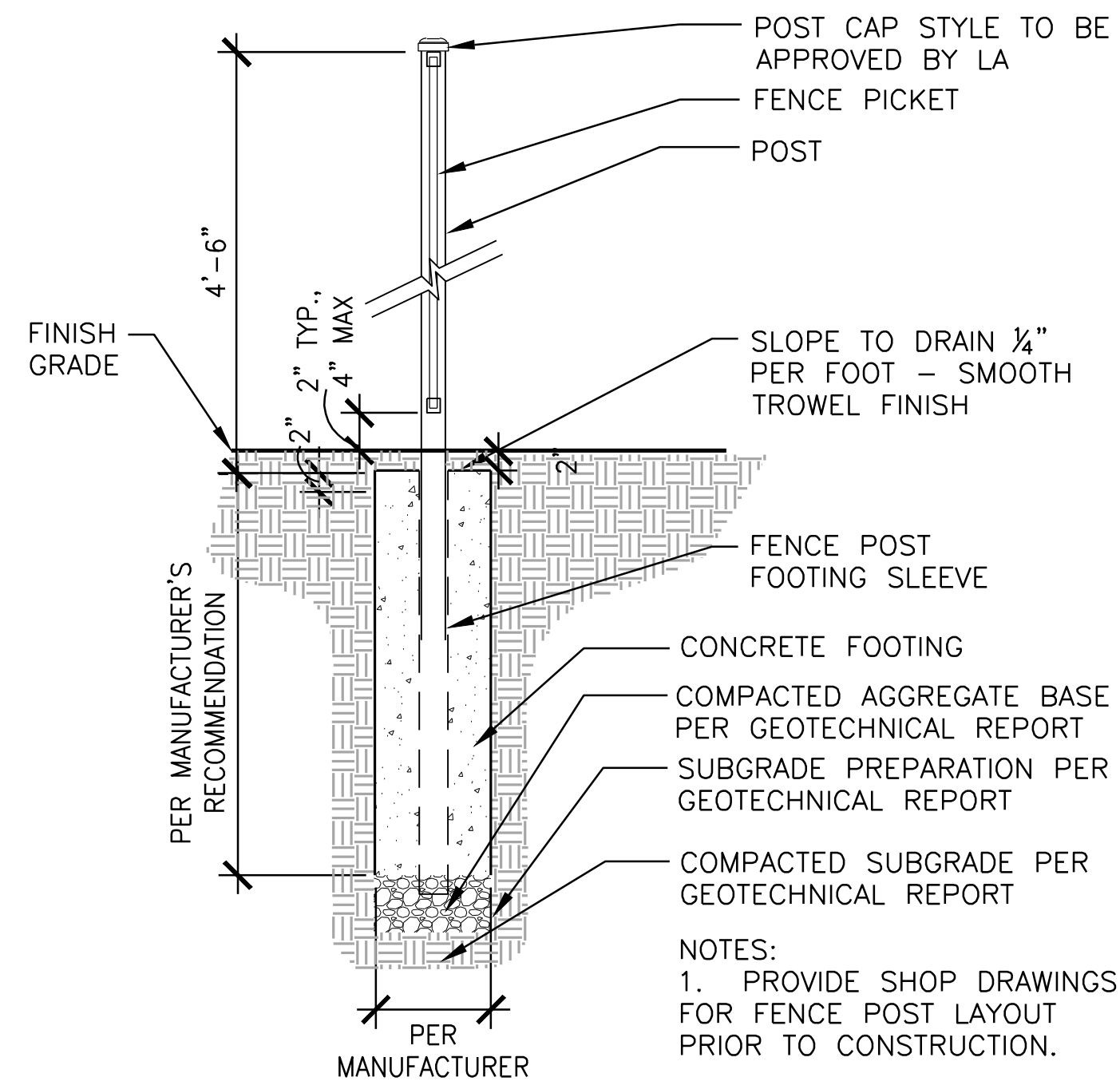
PLAN / ELEVATION / SECTION

SECTION



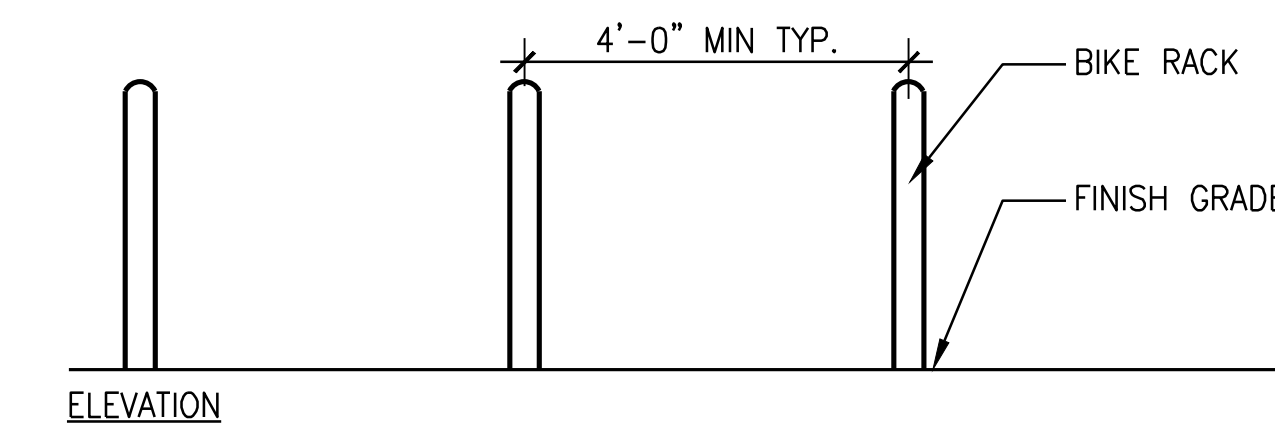
7 VEHICULAR BOLLARD
1/2"=1'-0"

SECTION

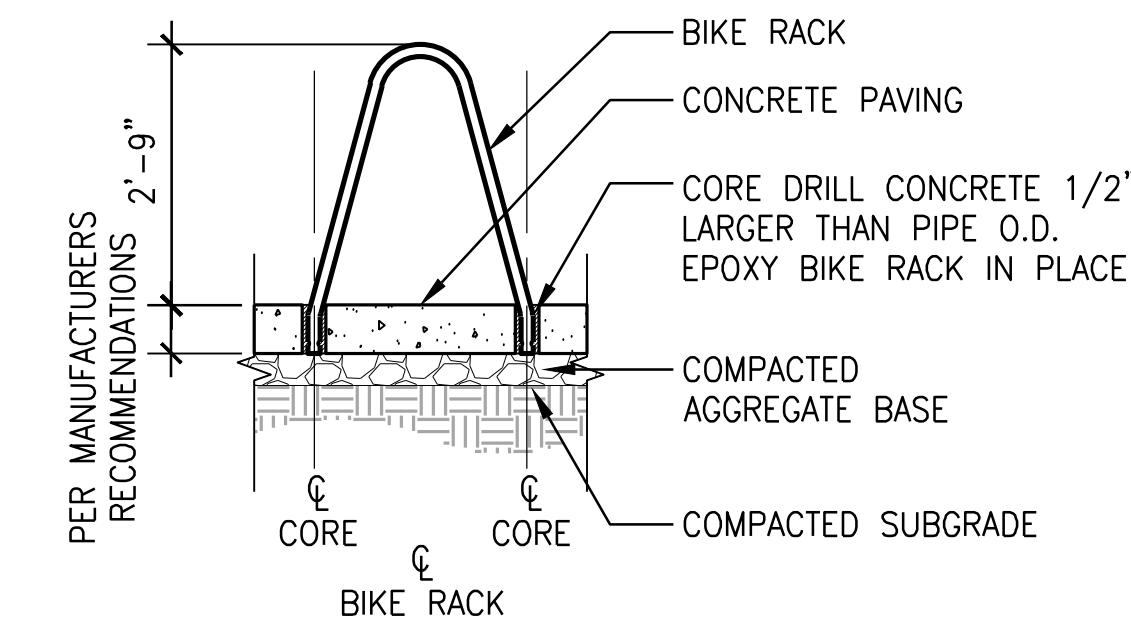


4 POST FOOTING, TYP.
1/2"=1'-0"

SECTION



NOTE:
CONFIRM THAT BIKE RACKS WILL HAVE 24" CLEAR OF ALL STRUCTURES IN ALL DIRECTIONS PRIOR TO INSTALLATION.

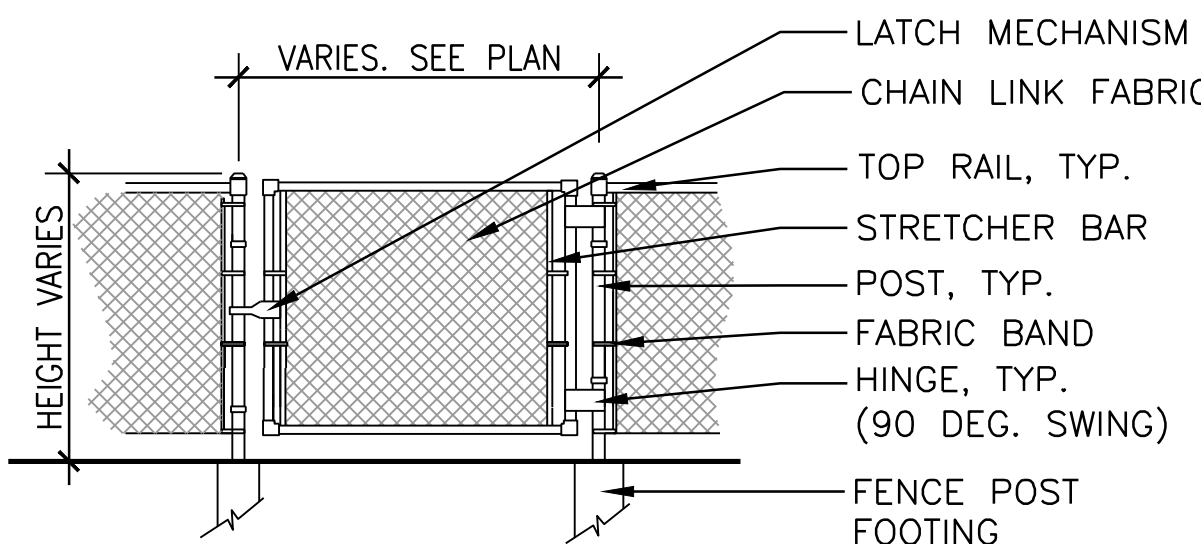


1 BIKE RACK - EMBEDDED
1/2"=1'-0"

SECTION

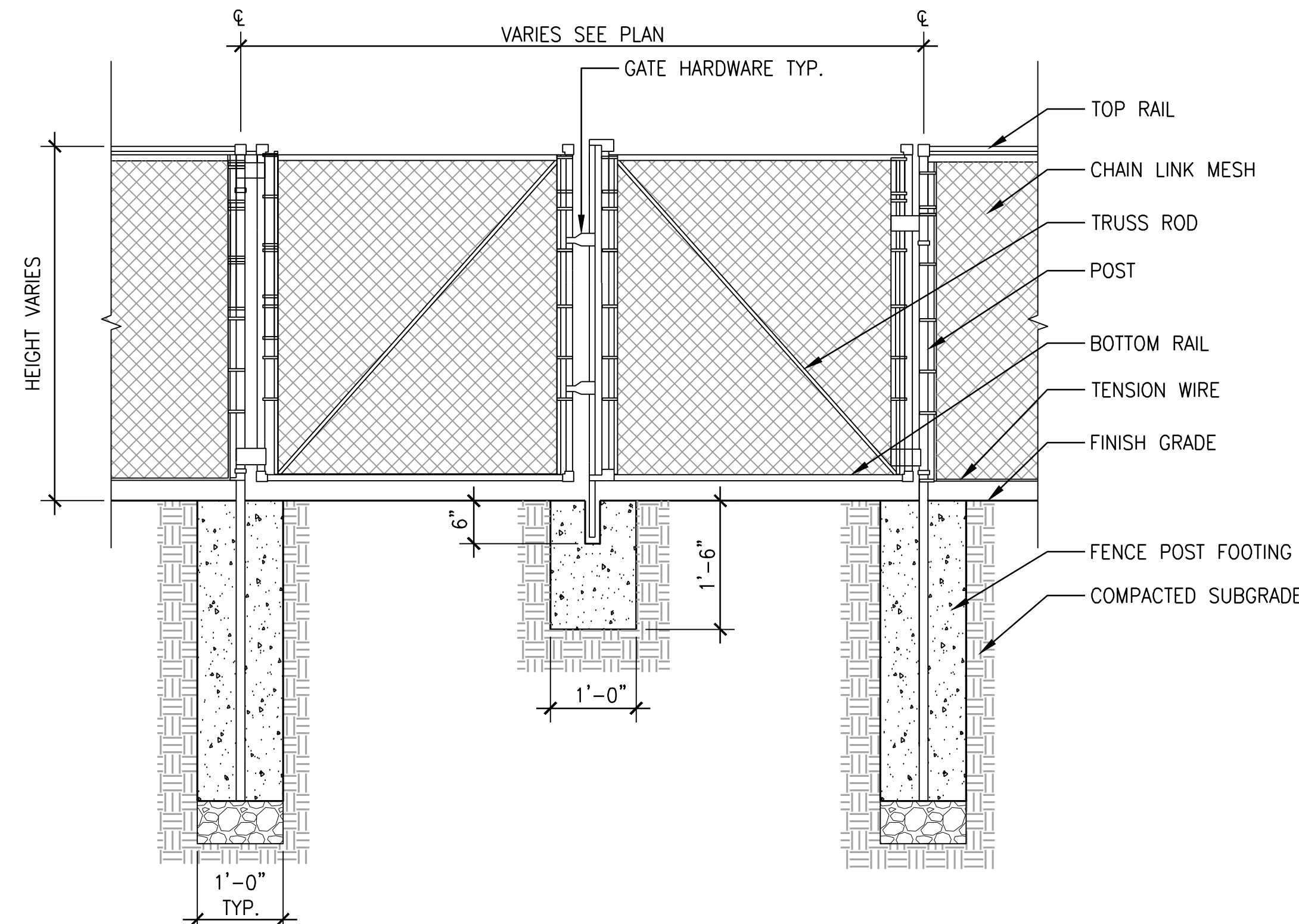
CHAINLINK FENCING NOTES:

1. CONTRACTOR TO SUBMIT CHAIN LINK FENCING AND REINFORCED CONCRETE FOOTING SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR APPROVAL BY OWNER'S REPRESENTATIVE.
2. FABRIC SHALL BE 9-GAUGE STEEL WIRE WOVEN IN A 2" MESH.
3. ALL METAL PARTS TO BE FULLY GALVANIZED.
4. BEND DOWN AND KNUCKLE TOP BARB SELVAGES OF FABRIC.
5. TERMINAL, CORNER, AND PULL POSTS SHALL BE ROUND PIPE WITH CAPS, FULLY GALVANIZED. SIZE PER CONTRACTOR'S STRUCTURAL ENGINEER.
6. LINE POSTS AND RAILS SHALL BE ROUND PIPES FULLY GALVANIZED. CAP ALL POSTS. SIZE PER CONTRACTOR'S STRUCTURAL ENGINEER.
7. INSTALL ALL FABRIC WITH POINTS DOWN. THE FINISHED EDGE OF THE FABRIC SHALL BE AT THE TOP OF THE FENCE.



5 CHIANLINK FENCE
3/8"=1'-0"

SECTION

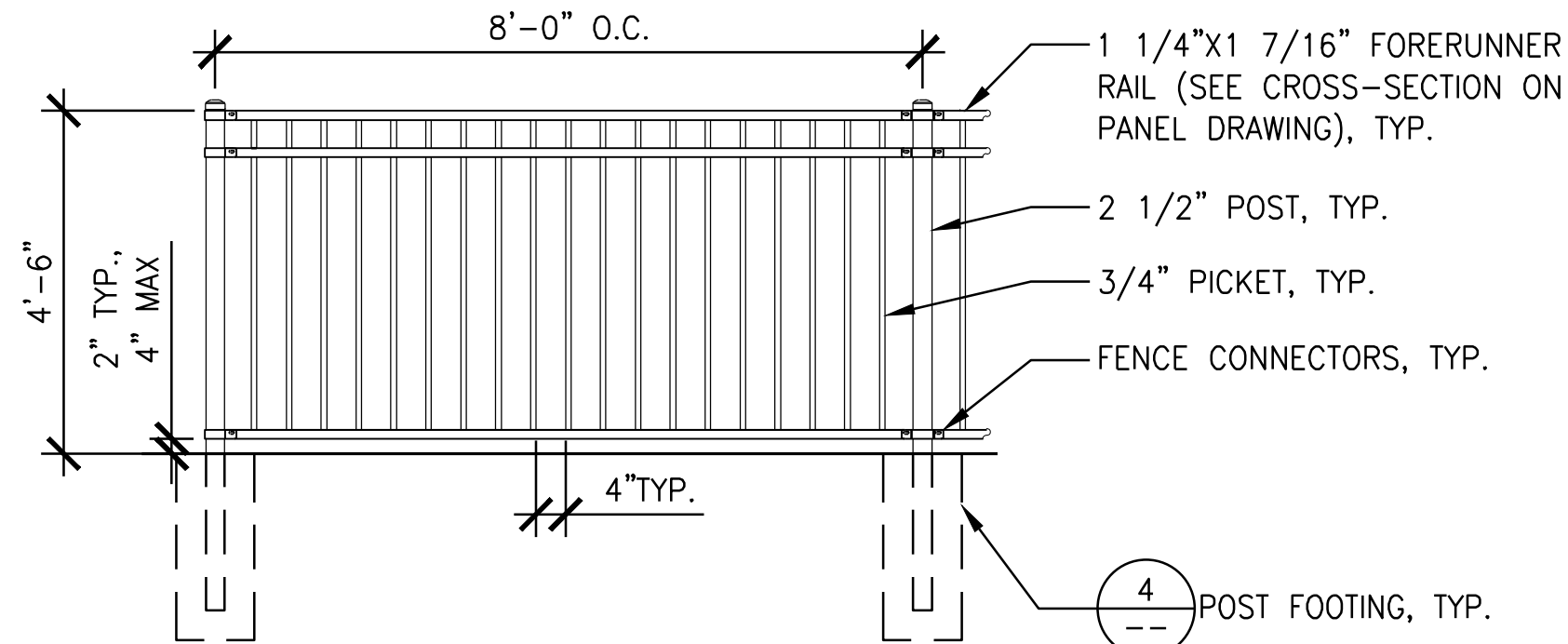


6 CHIANLINK FENCE - DOUBLE GATE
3/4"=1'-0"

SECTION

NOTES:

1. FENCE AND GATE PRODUCTS TO BE ALUMINUM PICKET FENCING- ECHELON PLUS 3/4 RAIL MAJESTIC POOL FENCING PANEL AND MAJESTIC POOL GATES BY AMERISTAR, OR APPROVED EQUAL.
2. VALUES SHOWN ARE NOMINAL AND NOT TO BE USED FOR INSTALLATION PURPOSES. SEE PRODUCT SPECIFICATION FOR INSTALLATION REQUIREMENTS.
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL.
4. ALL FENCING SHOULD ADHERE TO OREGON ADMINISTRATIVE RULES CHAPTER 333-DIVISION 60 SWIMMING POOL RULES.

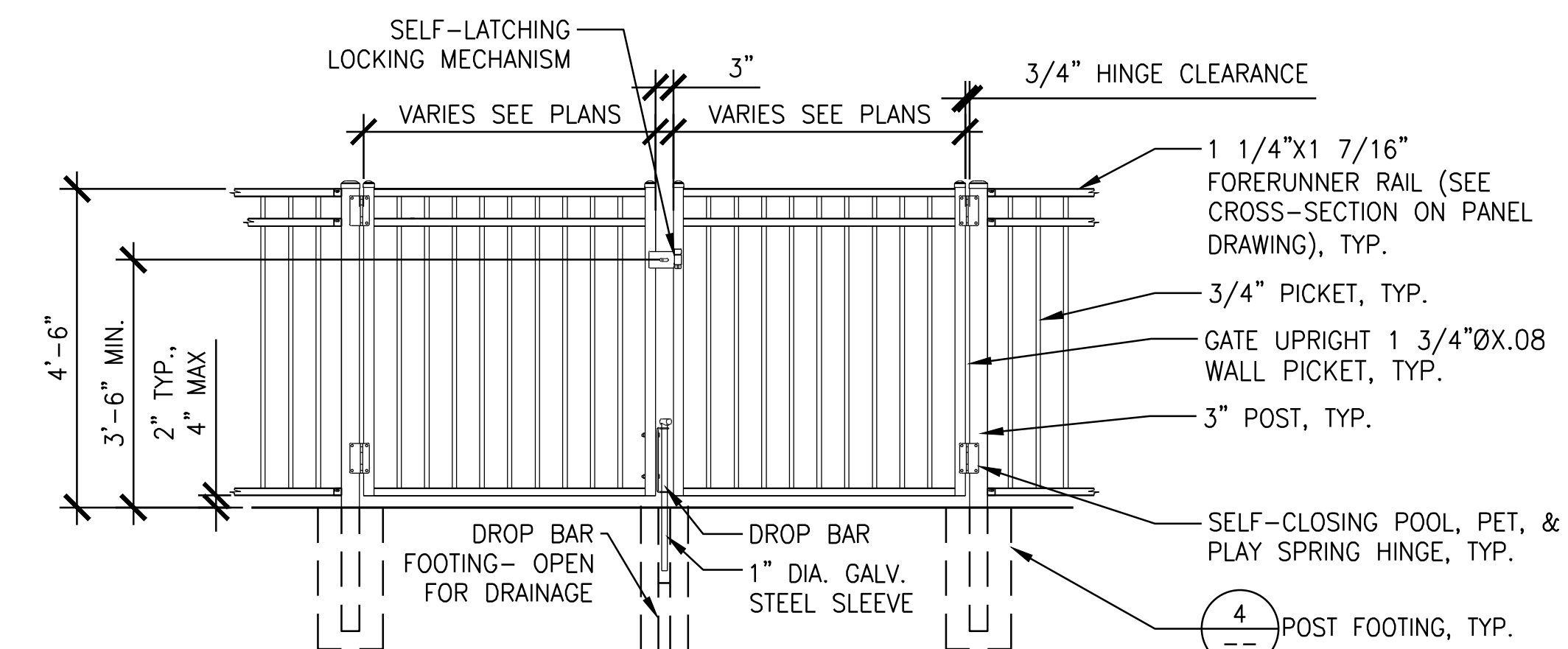


2 ORNAMENTAL FENCE
1/2"=1'-0"

SECTION

NOTES:

1. VALUES SHOWN ARE NOMINAL AND NOT TO BE USED FOR INSTALLATION PURPOSES. SEE PRODUCT SPECIFICATION FOR INSTALLATION REQUIREMENTS.
2. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL.
3. ALL GATES SHOULD ADHERE TO OREGON ADMINISTRATIVE RULES CHAPTER 333-DIVISION 60 SWIMMING POOL RULES.
4. PROVIDE SELF-CLOSING AND SELF-LATCHING MECHANISMS WHERE SHOWN



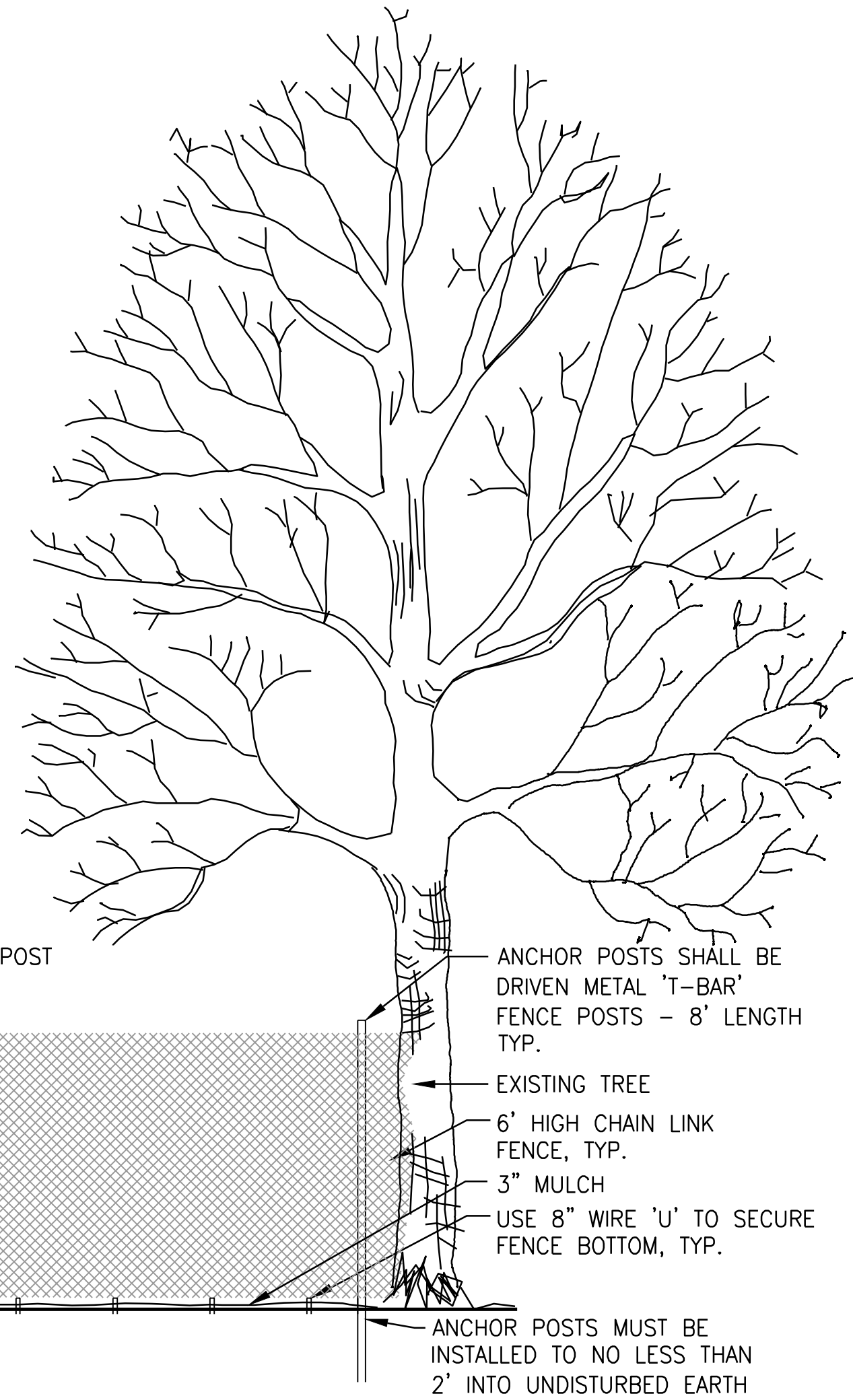
3 ORNAMENTAL FENCE - DOUBLE GATE
1/2"=1'-0"

SECTION

NOT FOR CONSTRUCTION

revisions	

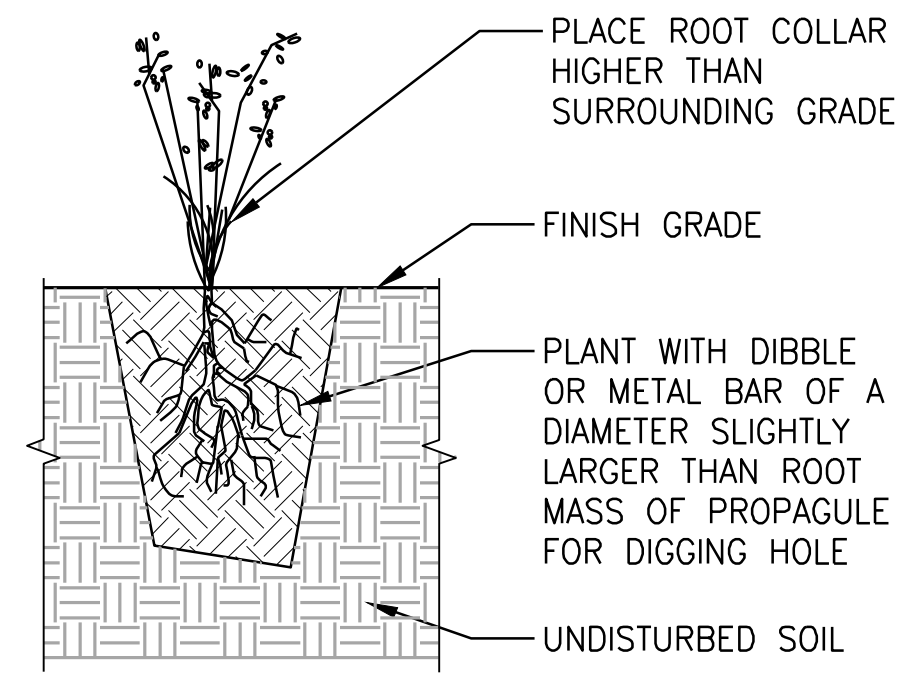
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date	10/18/2021
project	21006



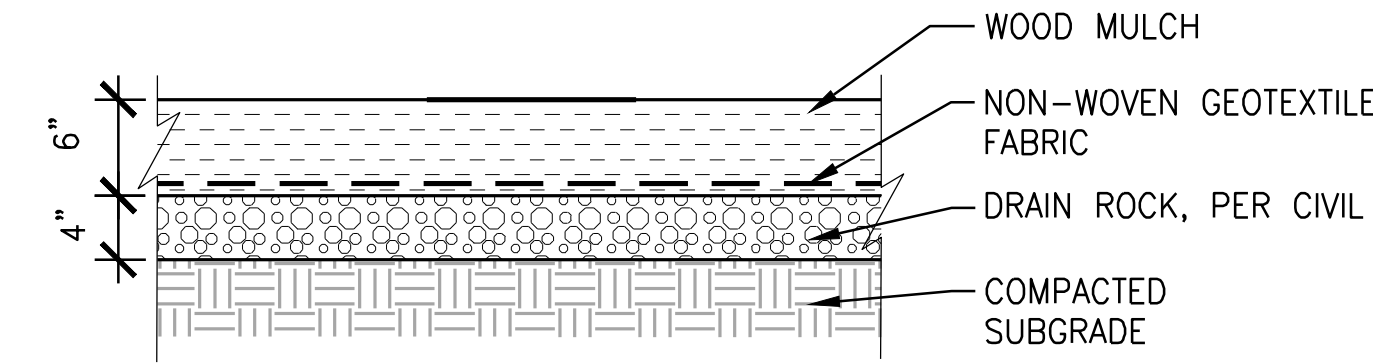
NOTES:

1. ALL TREE PROTECTION AREAS SHALL HAVE PROTECTIVE BARRIER FENCES ERRECTED AT THE EDGES OF THE ROOT PROTECTION ZONES OR AS INDICATED ON PLANS.
2. THE FENCES SHALL BE MADE OF CHAIN LINK FABRIC AND SUPPORTED BY T-BAR METAL FENCE POSTS SPACED A MAXIMUM OF 8- FEET APART.
3. NO GRADING, FILLING, OPERATION OR STORAGE OF EQUIPMENT, MODIFICATIONS TO DRAINAGE, UTILITY TRENCHES, UNDERSTORY REMOVAL, OR OTHER ACTIVITY SHOULD OCCUR WITHIN THE ROOT PROTECTION ZONES (UNLESS UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST).
4. TREE FENCES SHALL BE ERRECTED AROUND ROOT PROTECTION ZONE OF ALL TREES TO BE SAVED PRIOR TO THE START OF CONSTRUCTION.
5. REMOVE TREE PROTECTION FENCING ONE WEEK PRIOR TO PHYSICAL COMPLETION.

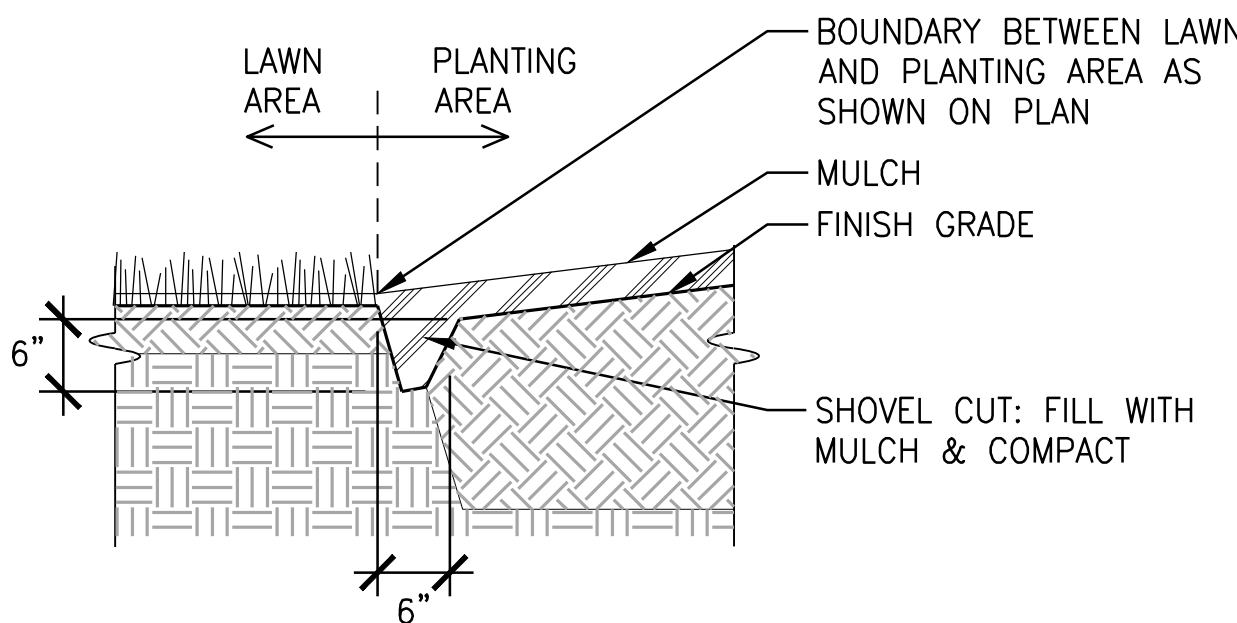
8 TREE PROTECTION FENCING
3/8"=1'-0" SECTION



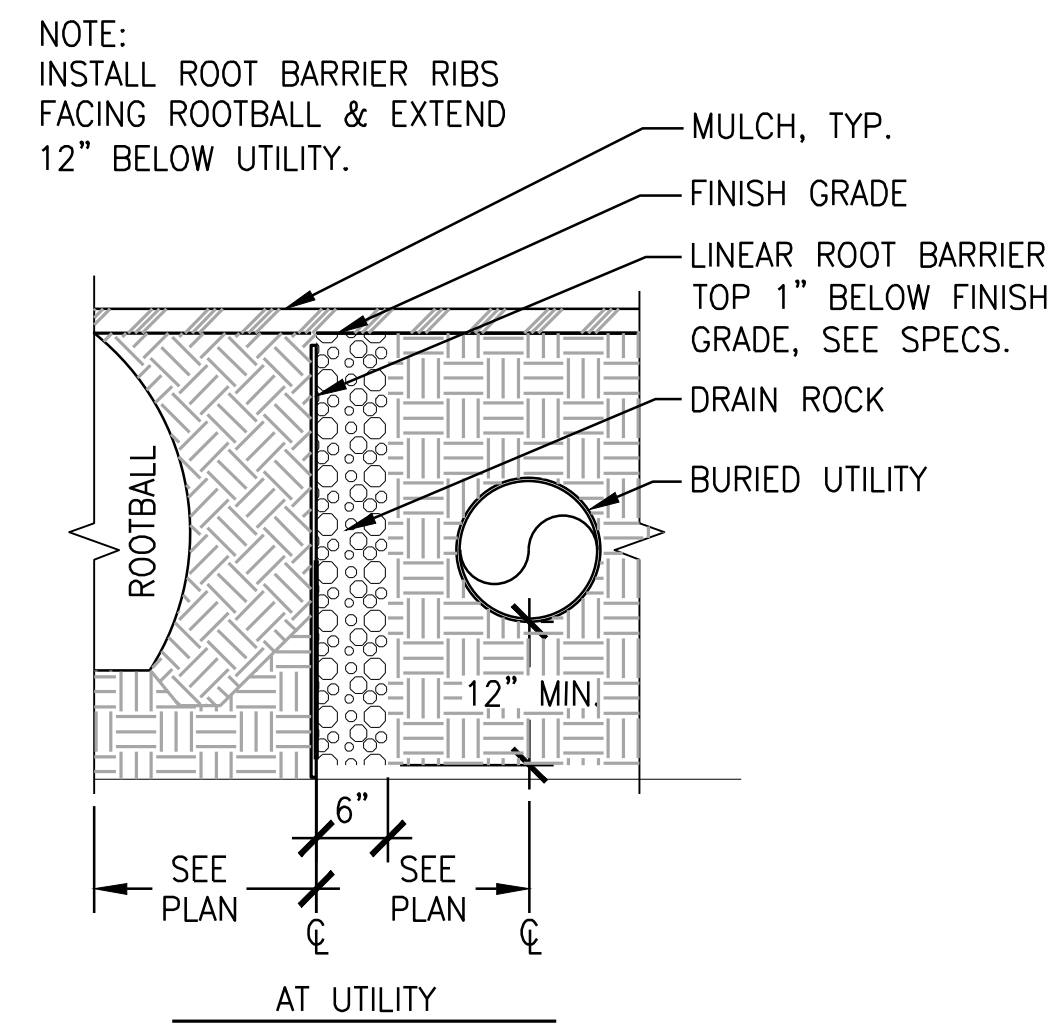
4 PLUG PLANTING
3/8"=1'-0" SECTION



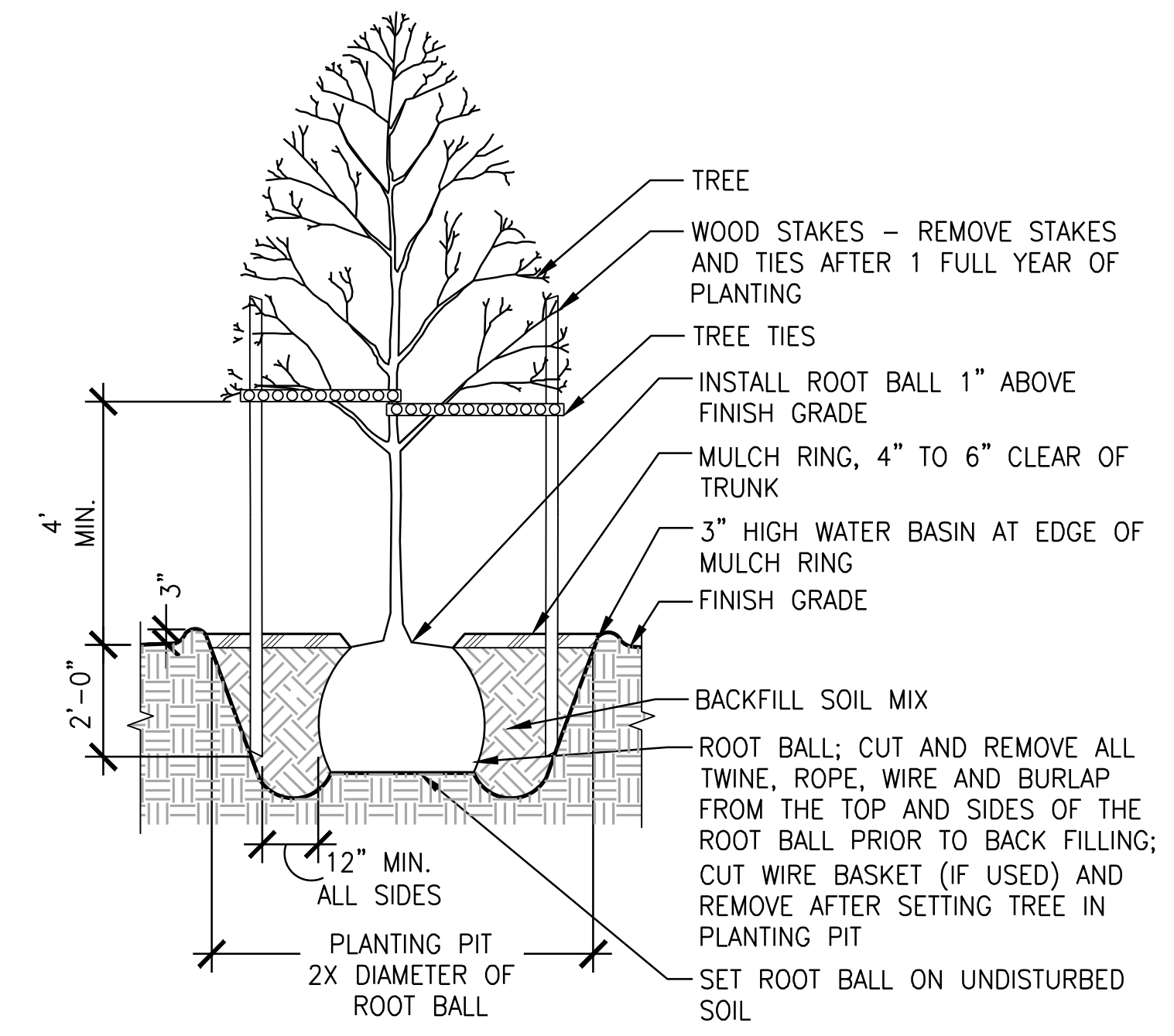
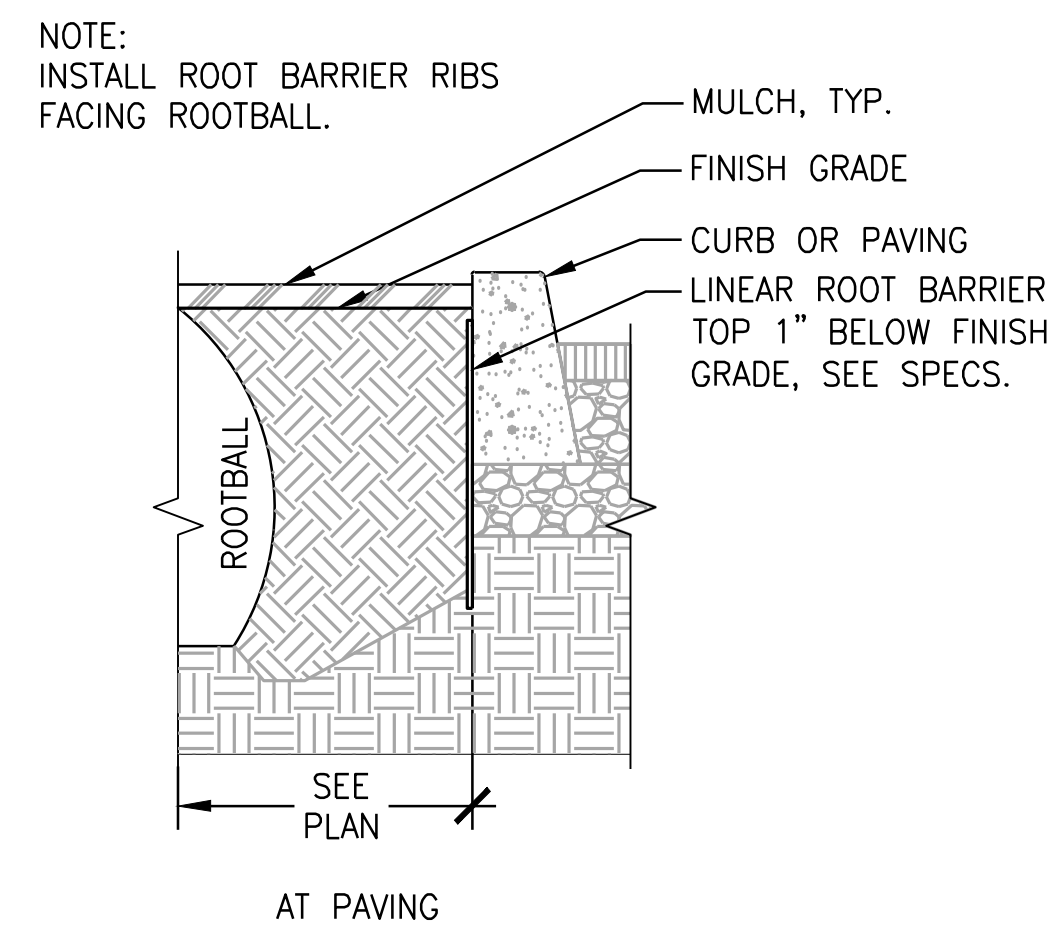
5 WOOD MULCH
1"=1'-0" SECTION



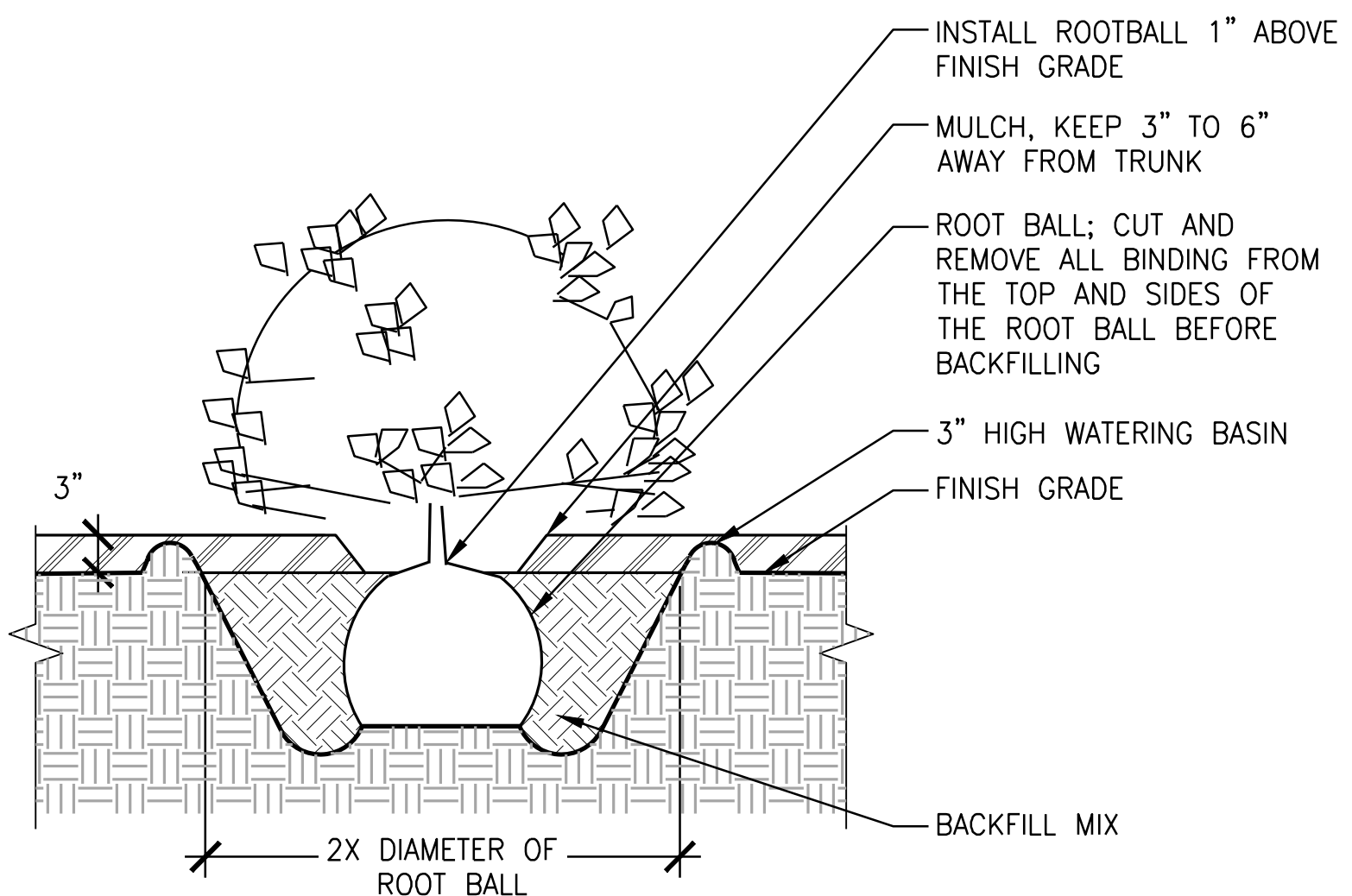
6 SHOVEL CUT
3/4"=1'-0" SECTION



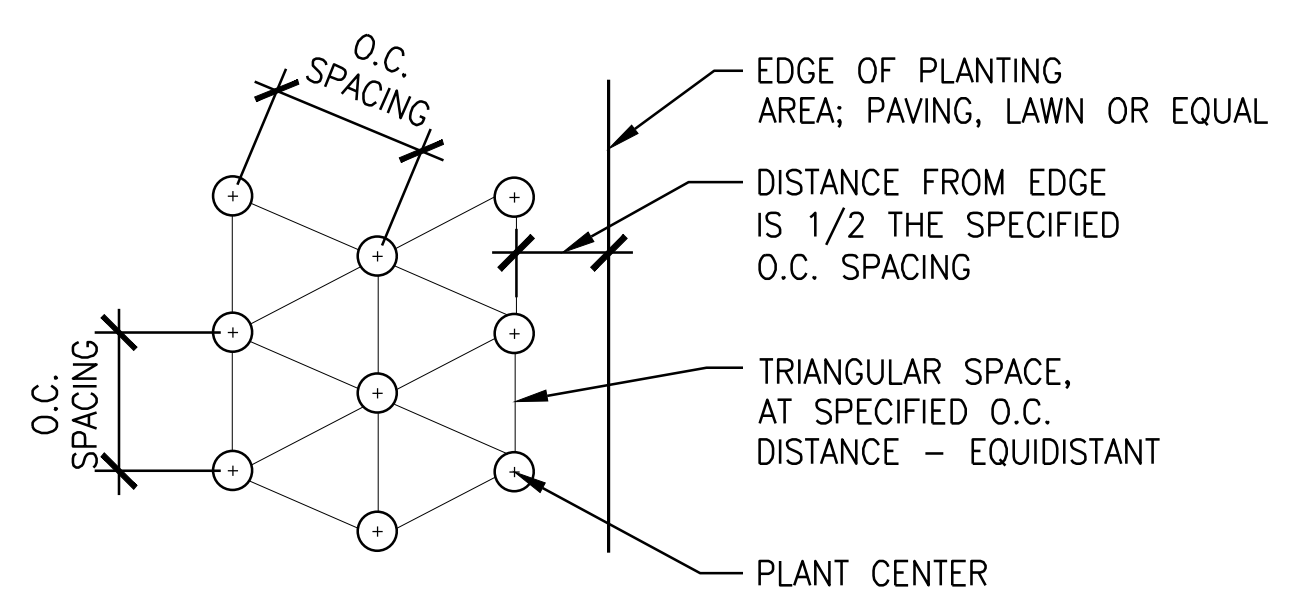
7 ROOT BARRIER
3/4"=1'-0" SECTION



1 DECIDUOUS TREE PLANTING
3/8"=1'-0" SECTION



2 SHRUB AND GROUND COVER PLANTING
3/4"=1'-0" SECTION



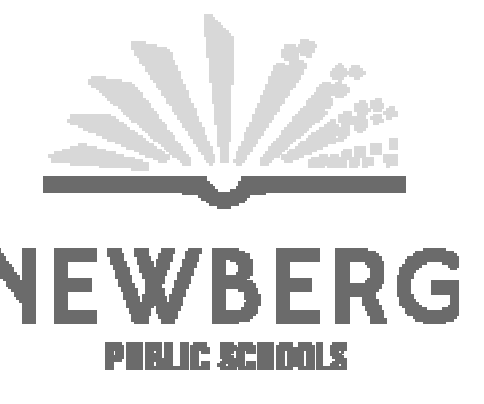
3 SHRUB AND GROUND COVER TRIANGULAR SPACING
3/4"=1'-0" SECTION

NOTE:
- SEE PLANT SCHEDULE FOR EACH PLANT'S APPROPRIATE O.C. SPACING.
- PLANTING PLAN SHOWING INDIVIDUAL LOCATION OF A SHRUB AND OR GROUND COVER TAKE PRECEDENT OVER THIS DETAIL.

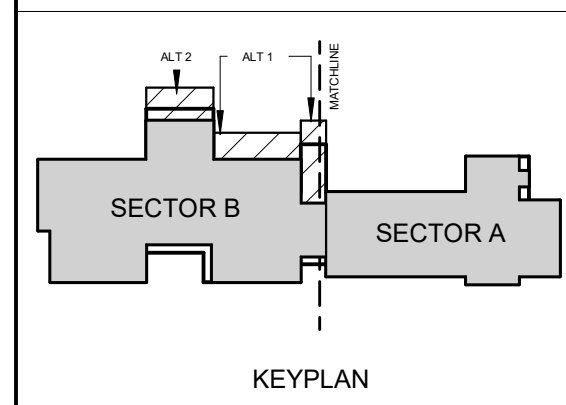
NOT FOR CONSTRUCTION

revisions	

phase	LAND USE
date	10/18/2021
project	21006



NOT FOR CONSTRUCTION

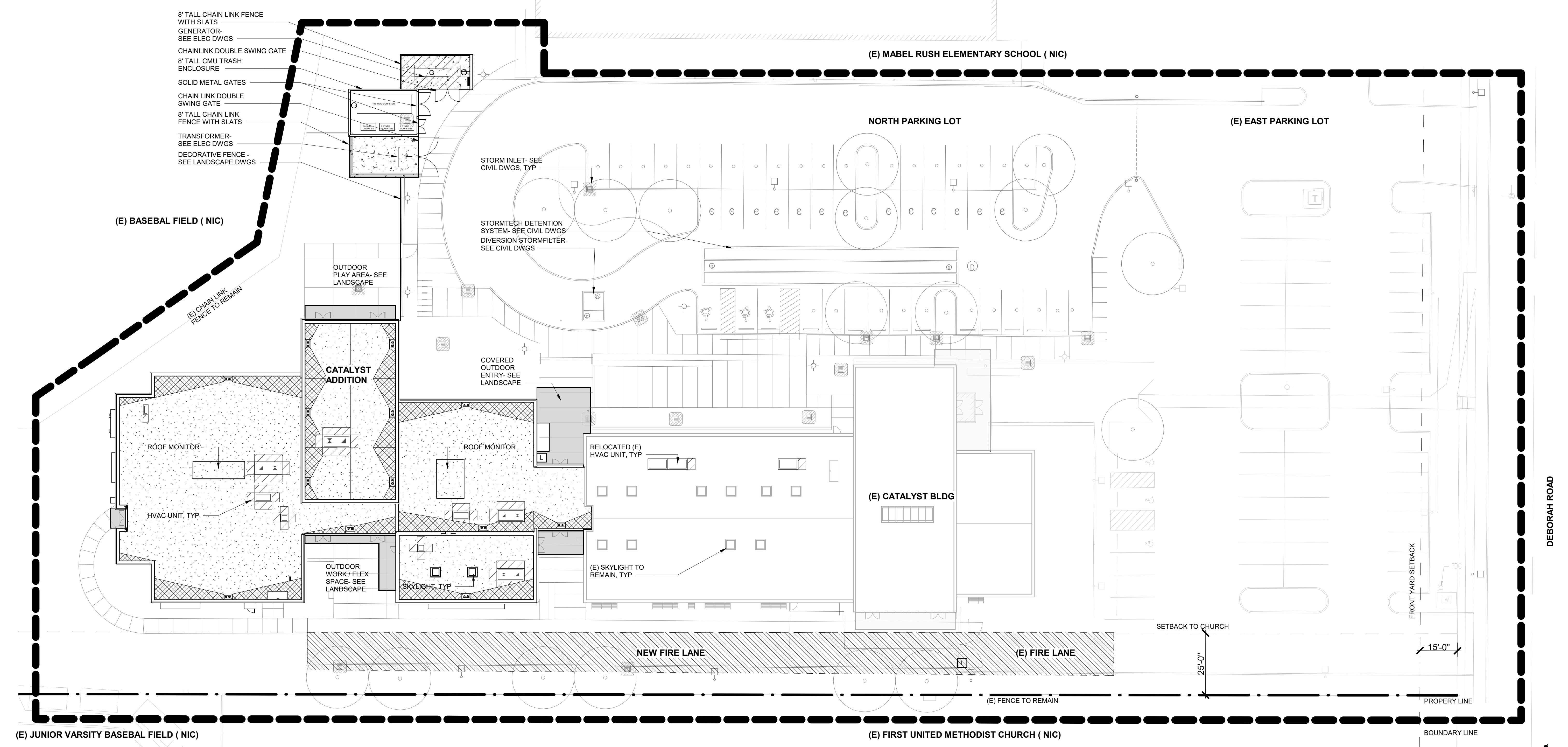


revisions	phase
	LAND USE
	SUBMITTAL
	10/15/2021
	project
	21006

date	10/15/2021
project	21006

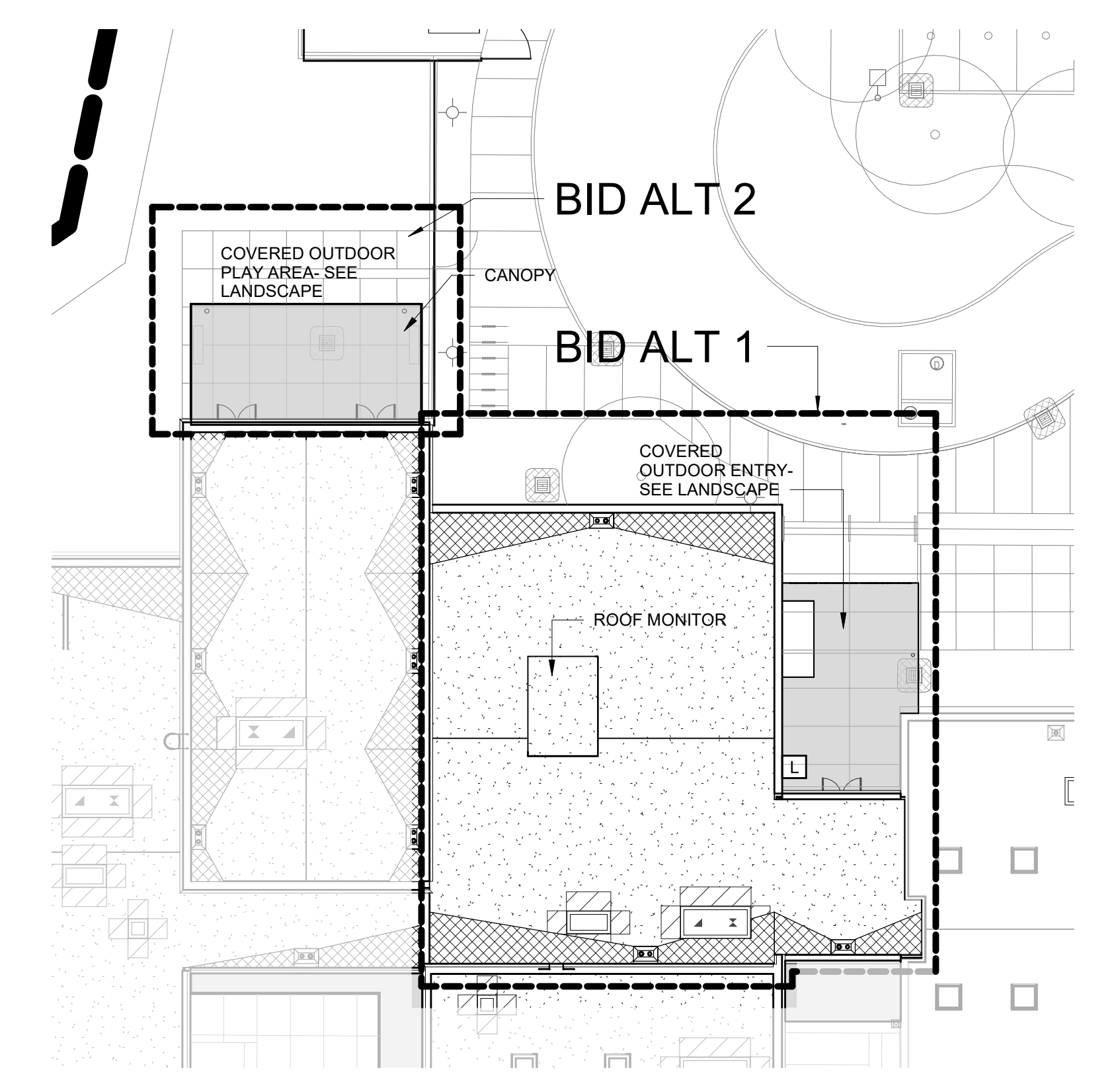
SITE PLAN- BASE BID +
BID ALT

A1.01



- 8' TALL CHAIN LINK FENCE WITH SLATS
- GENERATOR - SEE ELEC DWGS
- CHAINLINK DOUBLE SWING GATE
- 8' TALL CMU TRASH ENCLOSURE
- SOLID METAL GATES
- CHAIN LINK DOUBLE SWING GATE
- 8' TALL CHAIN LINK FENCE WITH SLATS
- TRANSFORMER - SEE ELEC DWGS
- DECORATIVE FENCE - SEE LANDSCAPE DWGS

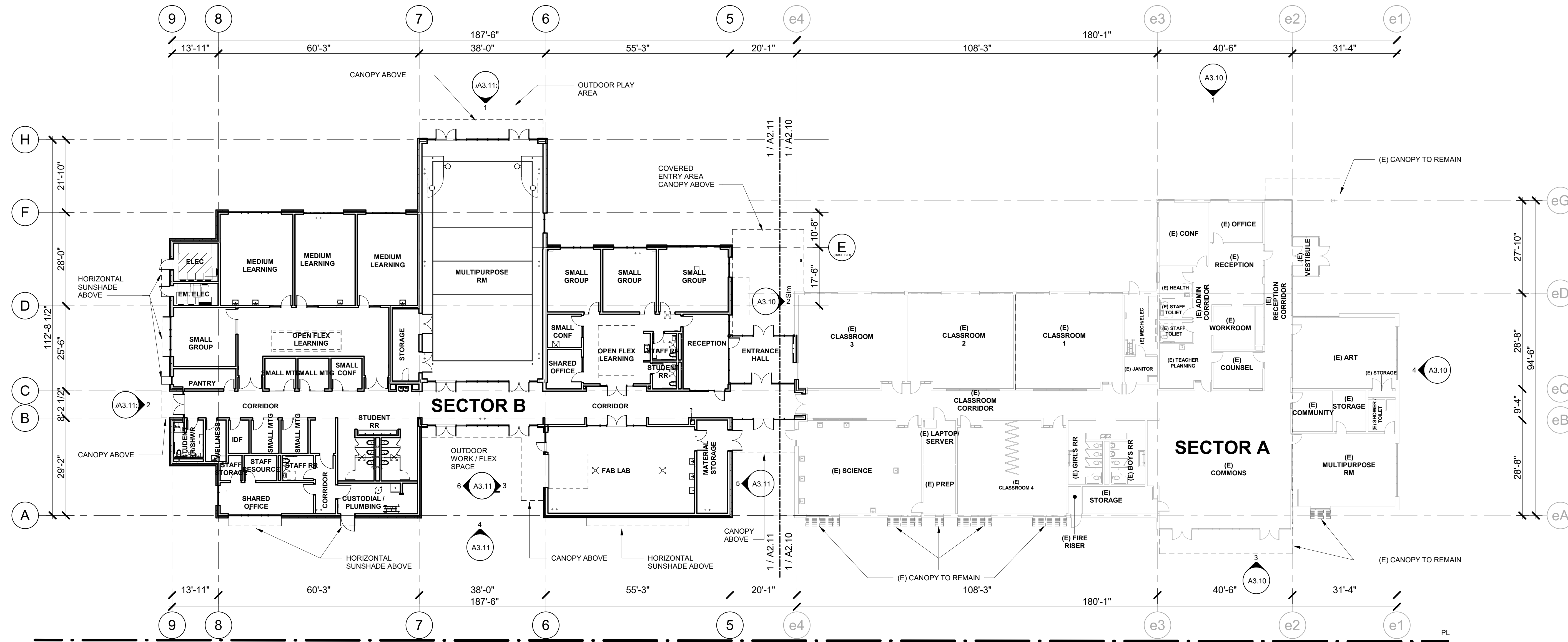
SITE PLAN - BASE BID
SCALE: 1" = 20'-0"



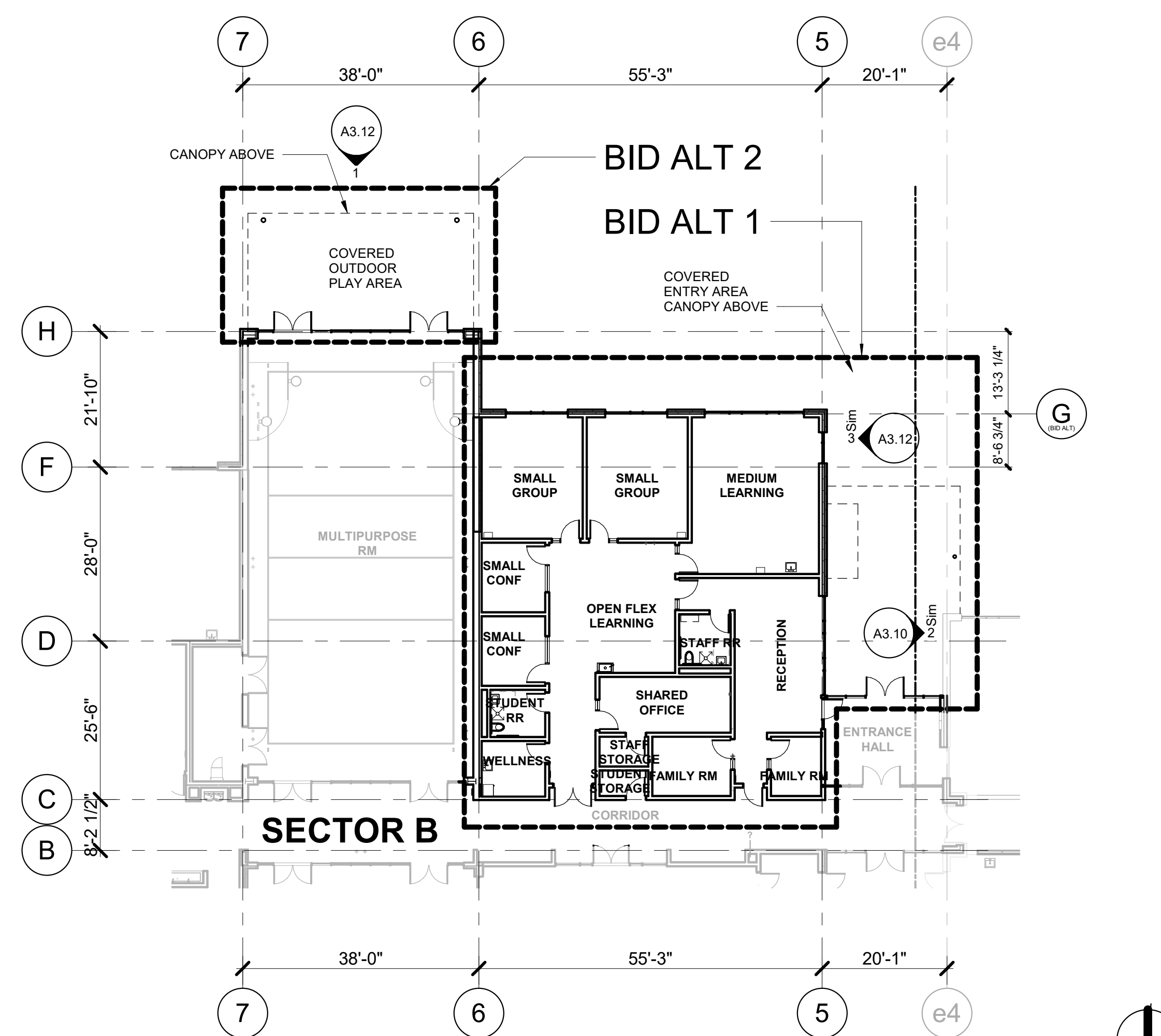
SITE PLAN - BID ALTERNATE
SCALE: 1" = 20'-0"

SITE PLAN LEGEND

- EXISTING BUILDING
- NEW BUILDING
- EXISTING CANOPY
- NEW CANOPY
- 2-PLY MOD BIT MEMBRANE ROOFING OVER RIGID INSULATION ON STRUCTURAL SHEATHING, TYP.
- FIRE LANE
- PROPERTY LINE
- WORK BOUNDARY LINE
- LED POLE AREA LUMINAIRE - SEE ELECTRICAL SITE DWG.
- PEDESTRIAN LUMINAIRE - SEE ELECTRICAL SITE DWG.
- LOCK BOX
- ROOF DRAIN WITH OVERFLOW DRAIN

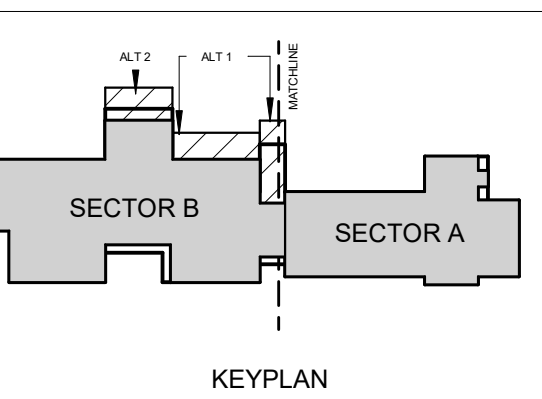


A2-FLOOR PLAN - OVERALL - BASE BID 1
SCALE: 1/16" = 1'-0"



A2-FLOOR PLAN - OVERALL - BID ALTERNATE 1 + 2 2
SCALE: 1/16" = 1'-0"

NOT FOR CONSTRUCTION



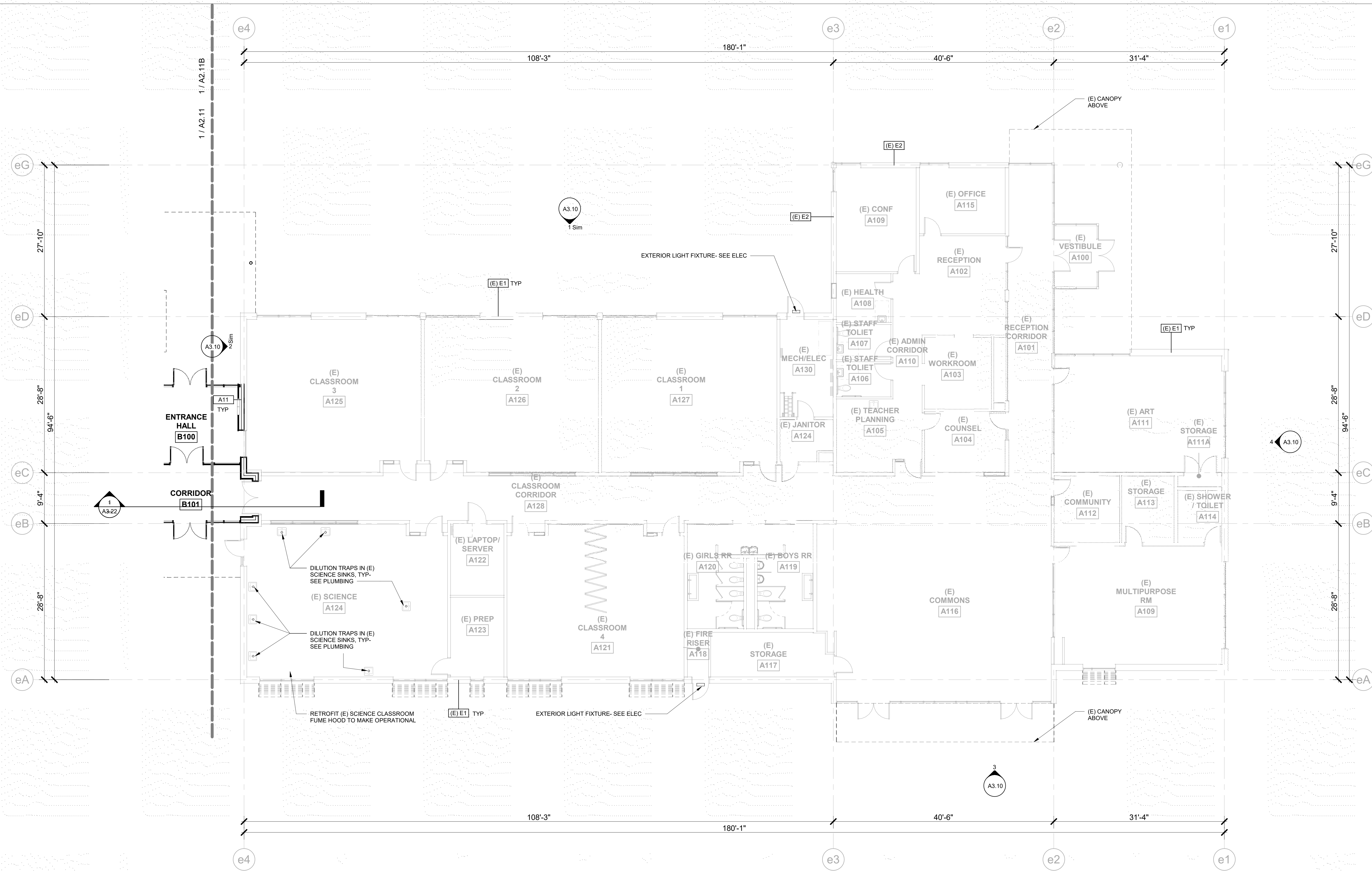
FLOOR PLAN NOTES	
1	CONDITIONS AND DETAILS MARKED "TYPICAL" SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY INDICATED OTHERWISE. TYPICAL DETAILS NOT REFERENCED ON DRAWINGS APPLY UNLESS NOTED OTHERWISE BY SPECIFIC NOTES AND DETAILS. WHERE NO SPECIFIC DETAIL IS SHOWN, THE CONSTRUCTION SHALL BE IDENTICAL OR SIMILAR TO THAT INDICATED FOR THE TYPICAL CONSTRUCTION OF THE PROJECT.
2	WHERE NO SPECIFIC STANDARDS ARE APPLIED TO A MATERIAL OR METHOD OF CONSTRUCTION TO BE USED ON THE WORK, ALL SUCH MATERIAL AND METHODS ARE TO MAINTAIN STANDARDS OF THE INDUSTRY AND, WHERE APPLICABLE, MANUFACTURER'S INSTRUCTIONS.
3	LOADING OF CONSTRUCTION MATERIALS SHALL NOT EXCEED THE DESIGN LIVE LOAD PER SQUARE FOOT.
4	ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING WITH APPROPRIATE TRADES, DRAWINGS, AND SUBCONTRACTORS PRIOR TO CONSTRUCTION.
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6	CONFIRM ALL ROUGH OPENING DIMENSIONS FOR DOORS AND WINDOWS PRIOR TO COMMENCEMENT OF CONSTRUCTION
7	WHERE A LENGTH OF WALL IS INTERSECTED BY PERPENDICULAR WALLS, WALL TYPE TO BE CONTINUOUS BETWEEN TAGS UNLESS NOTED OTHERWISE.
8	PROVIDE SOLID BLOCKING BETWEEN ROOF JOISTS WHERE WALL RUNS PERPENDICULAR TO ROOF JOISTS. GYPSUM BOARD TO TERMINATE AT ROOF JOISTS.
9	ALIGN FINISHES WHERE INDICATED.
10	SEE ARCHITECTURAL SLAB PLAN FOR CONTROL JOINTS.

revisions

phase LAND USE
SUBMITTAL
date 10/15/2021
project 21006

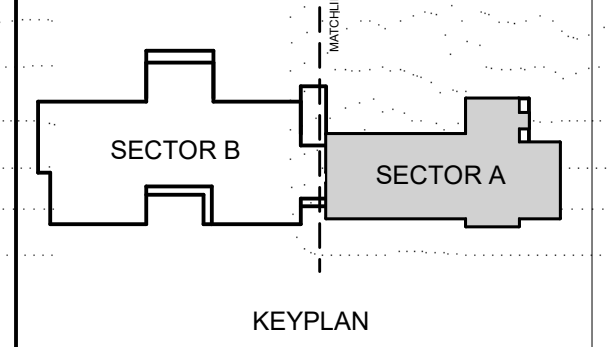
OVERALL FLOOR PLAN - LEVEL 1

A2.00



EXISTING FLOOR PLAN - SECTOR A
SCALE: 1/8" = 1'-0"

NOT FOR CONSTRUCTION



FLOOR LEGEND:	
	EXISTING TO REMAIN
	NEW SCOPE OF WORK
	FLOOR DRAIN
	MOP SINK
	SHOWER ADA
	CHANGING STATION
	ADA WATER FOUNTAIN W/ BOTTLE FILLER
	RR SINK
	CTE SINK
	UTILITY SINK
	SINK W/ BUBBLER
	TROUGH SINK
	TOILET
	SHIPS LADDER

WALL TYPE NOTES	
	WALL CONSTRUCTION TYPE - SEE WALL TYPES
	FIRE RATED CONSTRUCTION DESIGNATION (IN HOURS)
	STC RATING
1	NOTED WALL TYPE DEPICTS TYPICAL WALL CONSTRUCTION. SEE ELEVATIONS, SECTIONS, AND DETAILS FOR ADDITIONAL INFORMATION.
2	PROVIDE MOISTURE RESISTANT GYPSUM BOARD IN ALL TOILET ROOMS. PROVIDE TILE BACKER BOARD BEHIND ALL CERAMIC TILE APPLICATIONS. MOISTURE RESISTANT GYPSUM BOARD SHALL ALSO BE USED AT ALL KITCHEN AREAS AND BEHIND DRINKING FOUNTAINS.
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9	ALIGN FINISHES WHERE INDICATED.
10	SEE ARCHITECTURAL SLAB PLAN FOR CONTROL JOINTS.

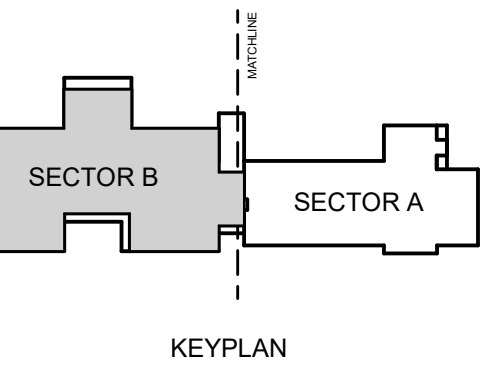
revisions	

phase LAND USE
date SUBMITTAL
project 10/15/2021
21006

LEVEL 1 - FLOOR PLAN - SECTOR A

A2.10

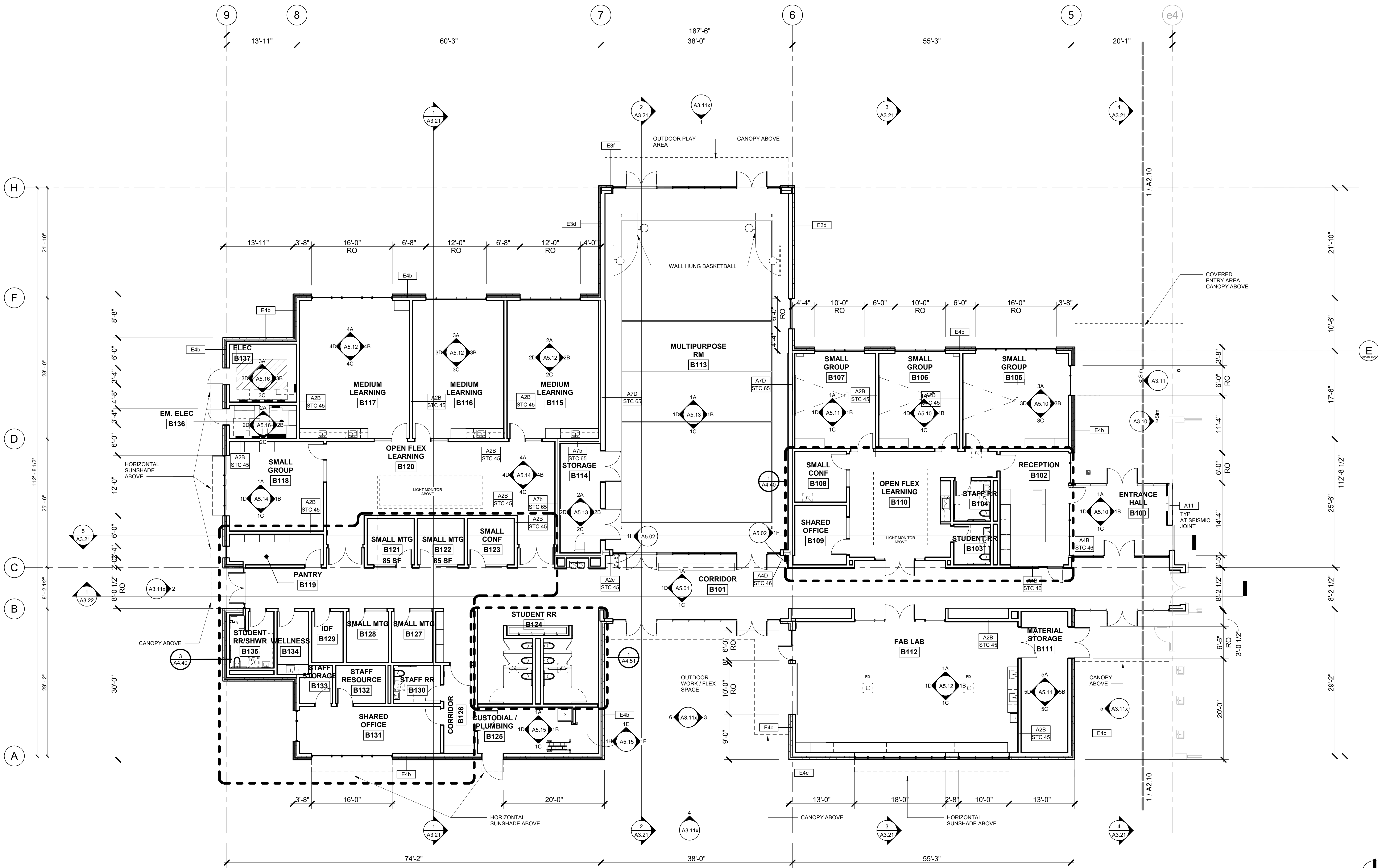
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revisions	phase	LAND USE
	date	10/15/2021
	project	21006

LEVEL 1 - FLOOR PLAN - SECTOR B - BASE BID

A2.11

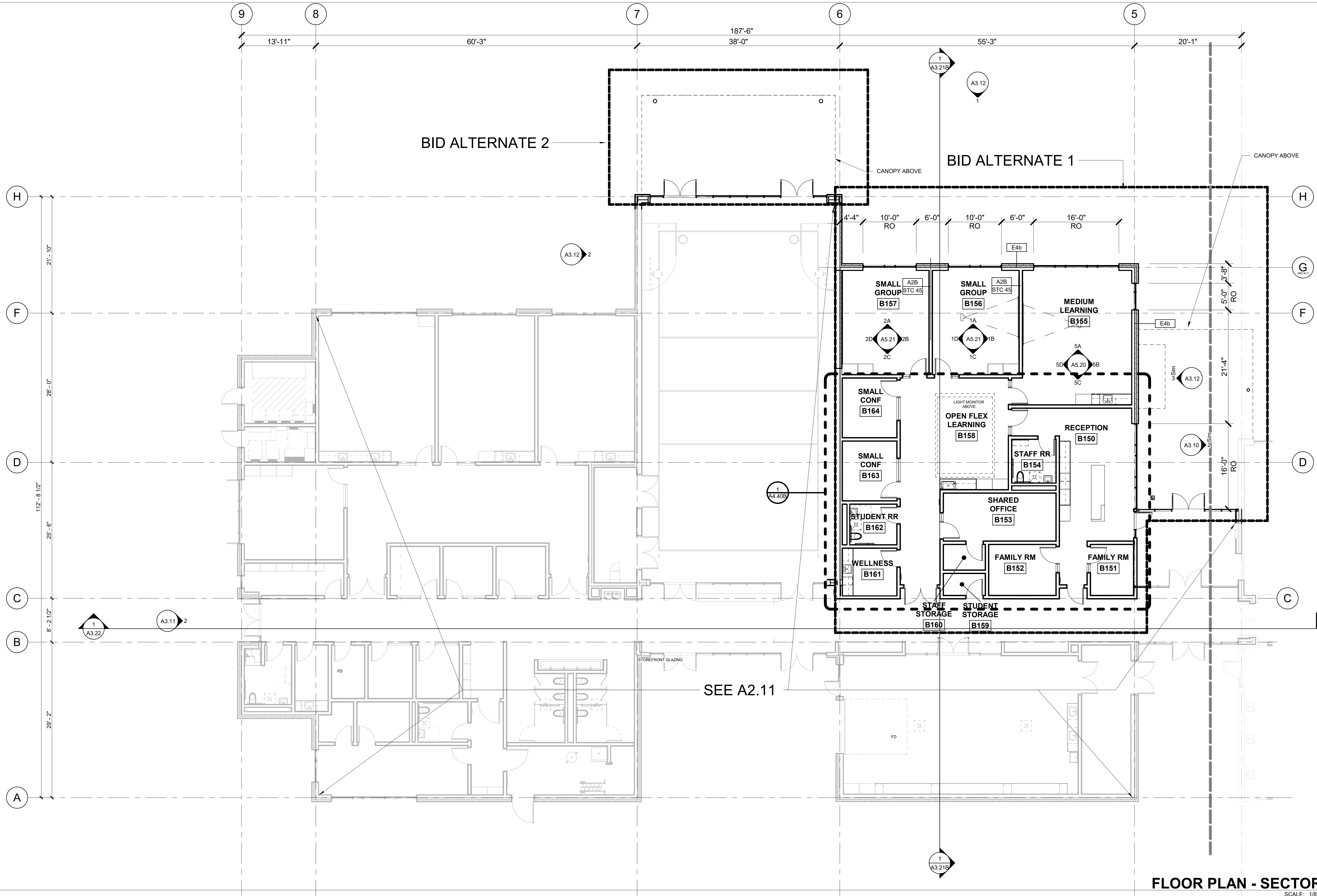


FLOOR PLAN - SECTOR B
BASE BID SCALE: 1/8" = 1'-0"

FLOOR LEGEND:	
	EXISTING TO REMAIN
	NEW SCOPE OF WORK
	FLOOR DRAIN
	MOP SINK
	SHOWER ADA
	CHANGING STATION
	ADA WATER FOUNTAIN W/ BOTTLE FILLER
	RR SINK
	CTE SINK
	UTILITY SINK
	SINK W/ BUBBLER
	TROUGH SINK
	TOILET
	SHIPS LADDER

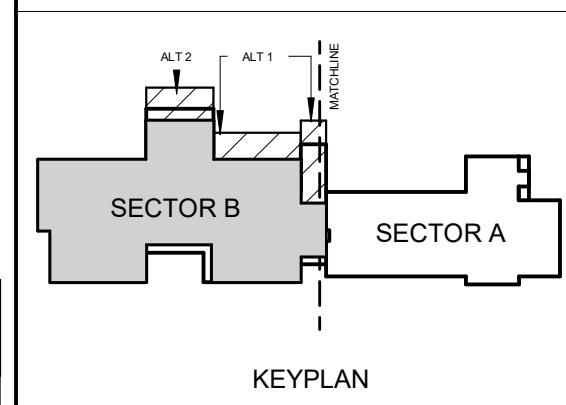
WALL TYPE NOTES	
A1	WALL CONSTRUCTION TYPE - SEE WALL TYPES
1 HR	FIRE RATED CONSTRUCTION DESIGNATION (IN HOURS)
XX	STC RATING
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FLOOR PLAN - SECTOR B
SCALE: 1/8" = 1'-0"
1
BID ALTERNATE

NOT FOR CONSTRUCTION

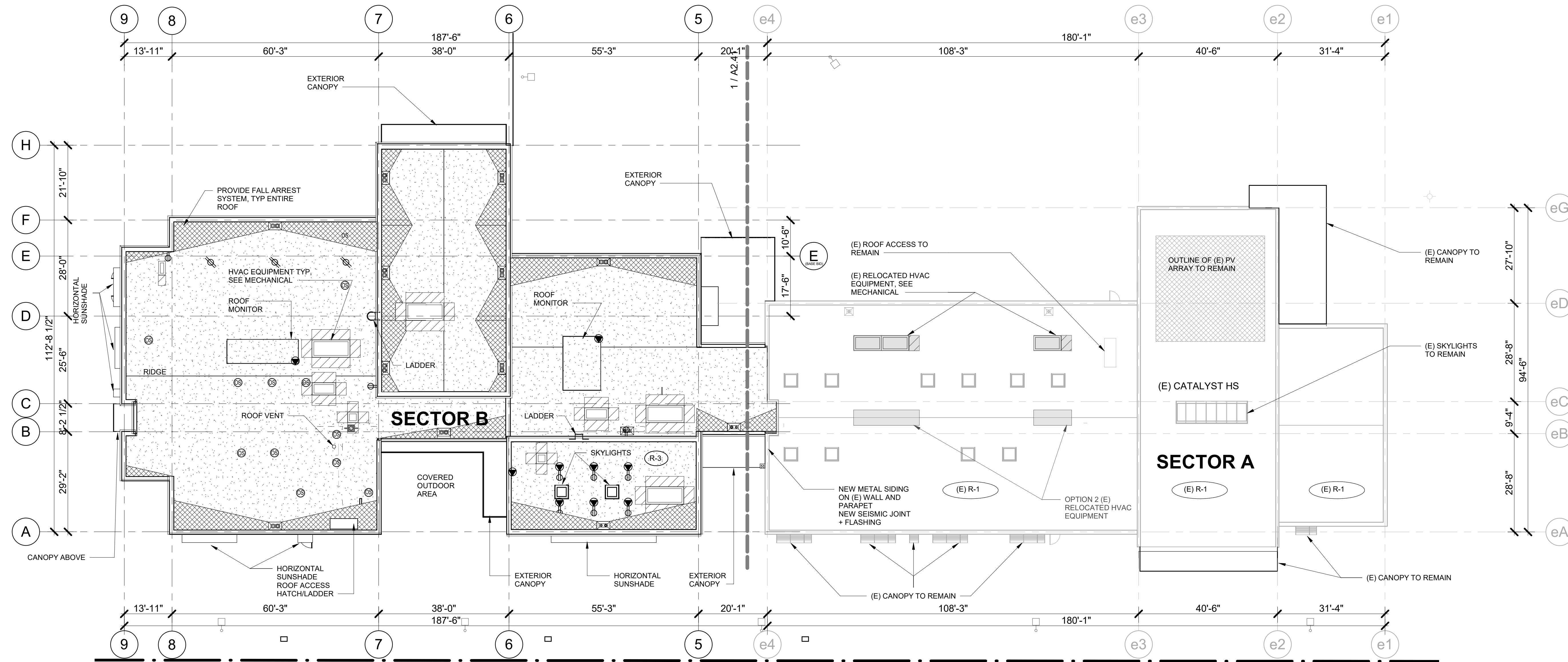


revisions	phase	date	project
	LAND USE SUBMITTAL	10/15/2021	21006
	LEVEL 1 - FLOOR PLAN - SECTOR B - BID ALTERNATE		

FLOOR LEGEND:	
	EXISTING TO REMAIN
	NEW SCOPE OF WORK
	FLOOR DRAIN
	MOP SINK
	SHOWER ADA
	CHANGING STATION
	ADA WATER FOUNTAIN W/ BOTTLE FILLER
	RR SINK
	CTE SINK
	UTILITY SINK
	SINK W/ BUBBLER
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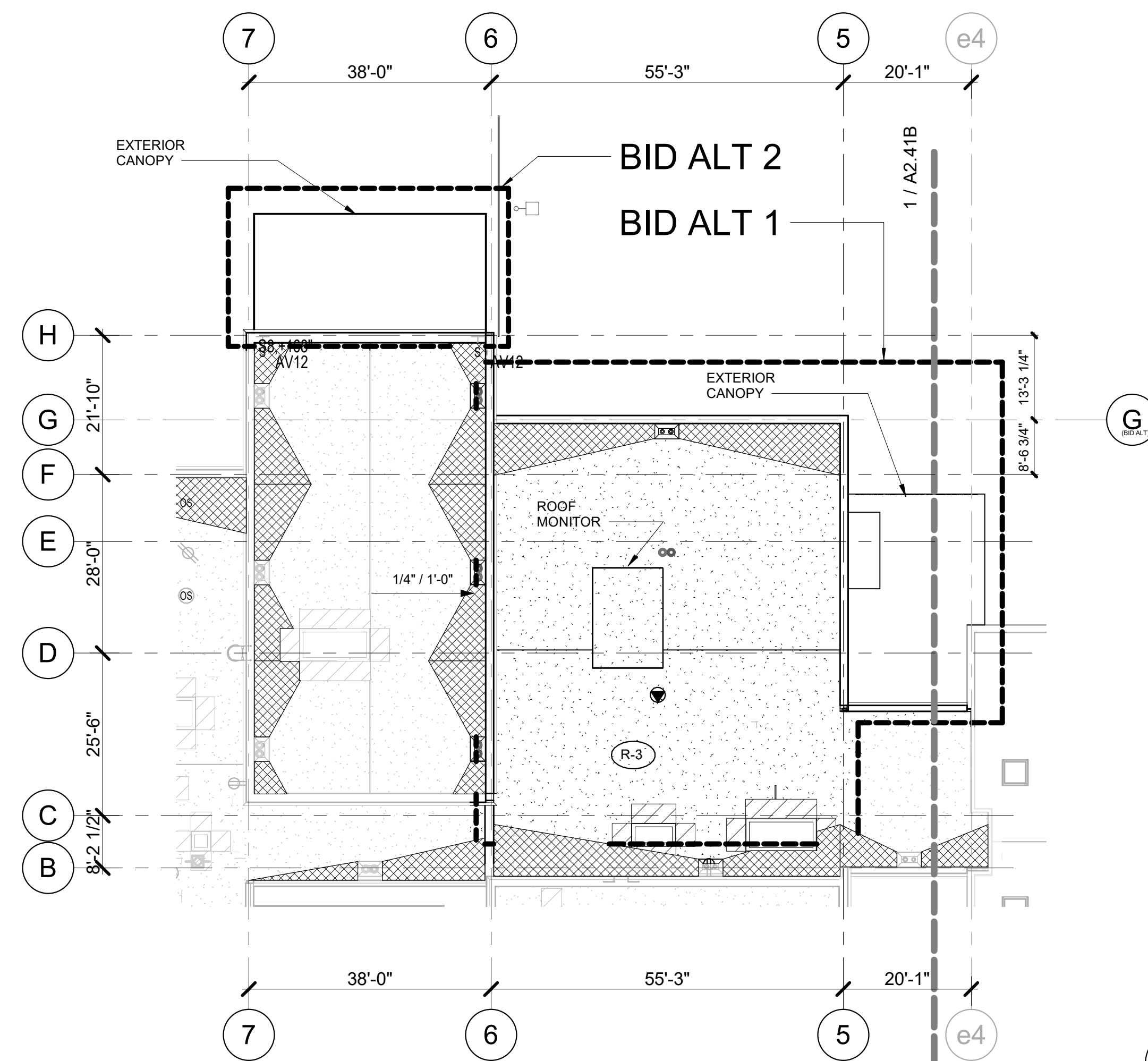
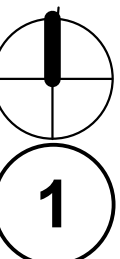
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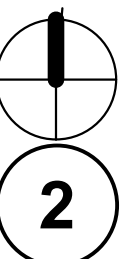
ROOF PLAN OVERALL - BASE BID

SCALE: 1/16" = 1'-0"



ROOF PLAN OVERALL - BID ALTERNATE 1 + 2

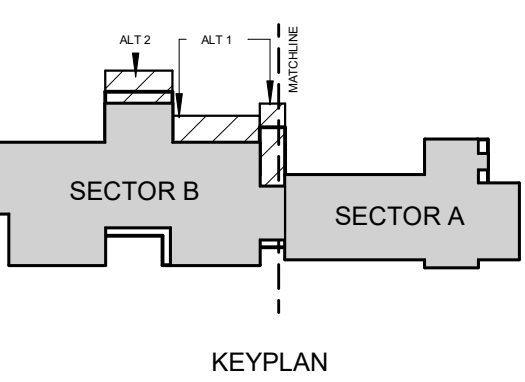
SCALE: 1/16" = 1'-0"



ROOF PLAN NOTES

- ALL ELEVATIONS REFERENCED FROM FINISHED FLOOR 'XX'-0", UNLESS NOTED OTHERWISE.
- NOT ALL ROOF PENETRATIONS ARE SHOWN. COORDINATE WITH STRUCTURAL, MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS FOR ADDITIONAL ROOF PENETRATIONS.
- LOADING OF CONSTRUCTION MATERIALS SHALL NOT EXCEED THE DESIGN LIVE LOAD PER SQUARE FOOT.
- SEE ROOF DETAIL SHEETS FOR ROOF TYPE DIAGRAMS.
- PROVIDE CONCEALED ONE-PIECE STAINLESS STEEL SADDLE FLASHINGS WITH SEAMS SOLDERED WATERTIGHT WHERE LOWER PARAPETS AND ROOF EDGES INTERSECT HIGHER WALLS. FLANGES SHALL EXTEND 4" MINIMUM ONTO EACH INTERSECTING PLANE. STRIP FLASHINGS INTO WRB SYSTEM WITH SAM TRANSITION SHEET IN WEATHERLAPPED FASHION. PROVIDE REVERSE OPEN HEM END DAMS ON EDGES OF SLOPED SURFACES UNDER COPINGS.
- ROOF TIE-OFF AND MECHANICAL SCREEN POST LOCATIONS ARE APPROXIMATE; THEY ARE TYPICALLY LOCATED OVER ROOF STRUCTURAL STEEL. VERIFY NOTED LOCATIONS WITH STRUCTURAL STEEL.

NOT FOR CONSTRUCTION



revisions

phase	LAND USE
date	SUBMITTAL
project	10/15/2021
	21006

OVERALL ROOF PLAN

A2.40

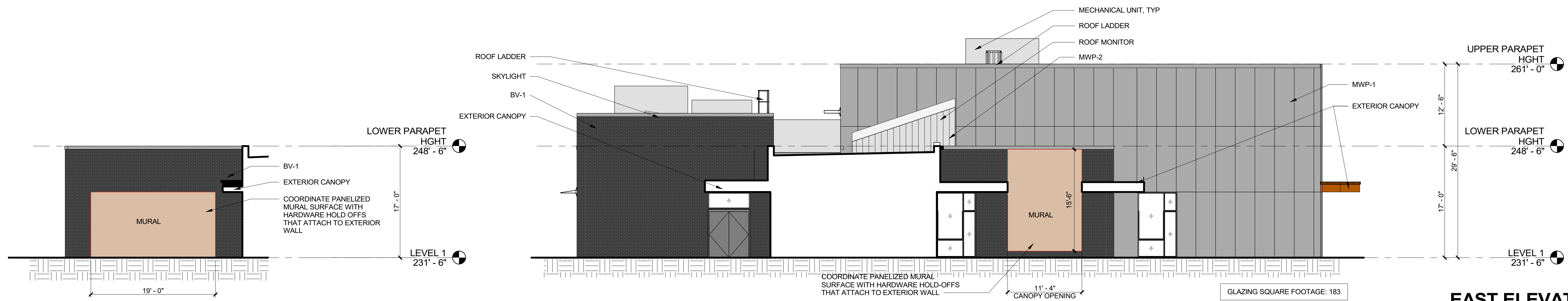
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revisions

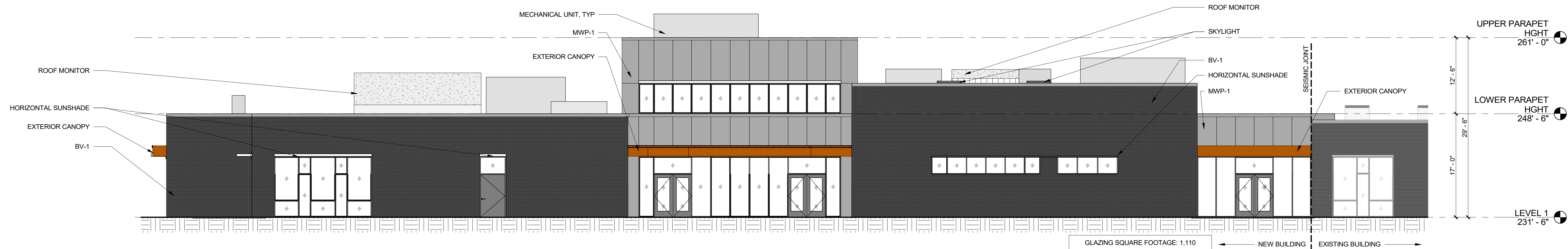
phase LAND USE
SUBMITTAL
date 10/15/2021
project 21006

EXTERIOR ELEVATIONS-
BASE BID

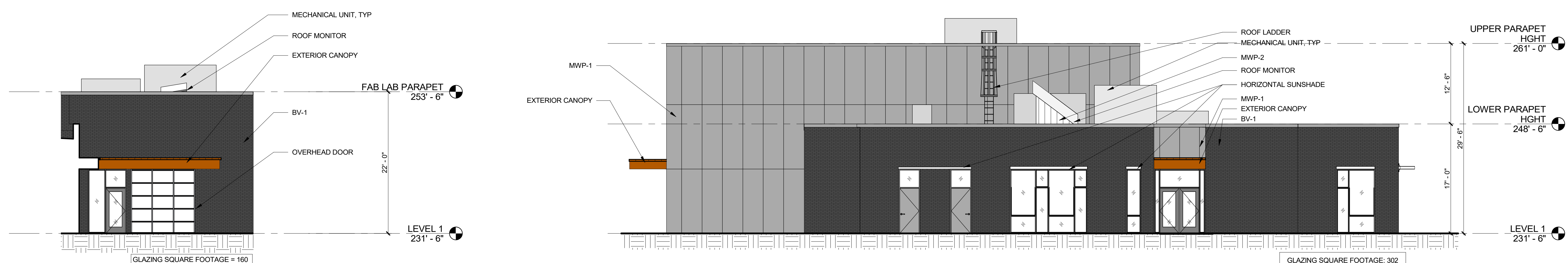
A3.11



EAST ELEVATION 5
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION 4
SCALE: 1/8" = 1'-0"

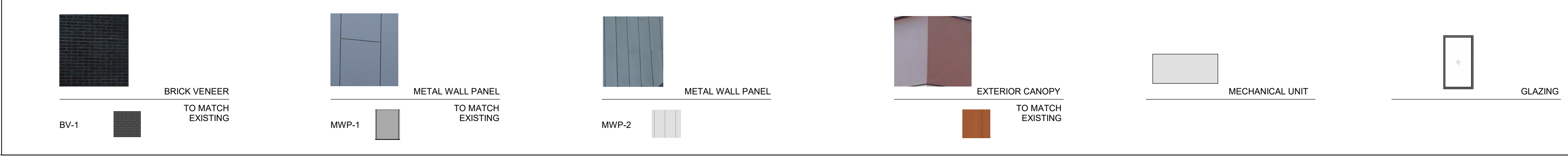


WEST ELEVATION 2
SCALE: 1/8" = 1'-0"



NORTH ELEVATION 1
SCALE: 1/8" = 1'-0"

LEGEND:



11/1/2021 2:45:19 PM
BIM 360://21006 Catalyst HS Addition/21004-Catalyst HS Add-Central.rvt

NOT FOR CONSTRUCTION

revisions

phase 50% Design
Development
date 10/01/2021
project 21006

LAND USE - SITE PLAN -
ELECTRICAL

E0.10L

GENERAL NOTES:

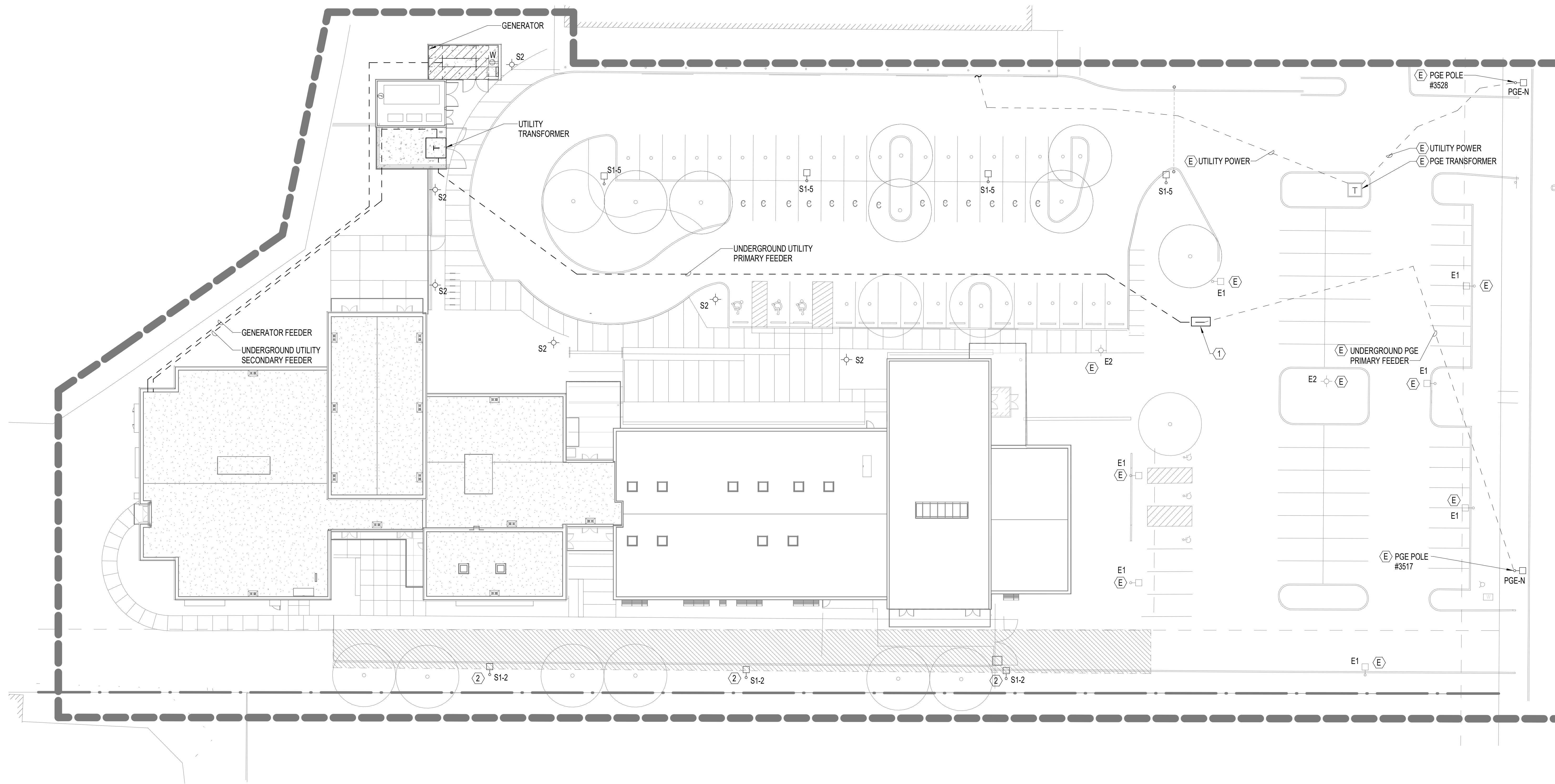
- A. EXTERIOR LIGHTING SCOPE OF WORK IS TO PROVIDE NEW POLE AREA AND POLE PEDESTRIAN LIGHTS TO NEW PARKING LOT AND NEW STUDENT HANGOUT SPACES.
- B. EXISTING PARKING LOT POLE AREA LIGHTS ARE TO REMAIN.

NOTES:

- 1. PROVIDE UNDERGROUND UTILITY SPLICE VAULT TO EXTEND PGE UNDERGROUND PRIMARY CONDUIT TO NEW TRANSFORMER LOCATION. LOCATE WITHIN LANDSCAPE.
- 2. PROVIDE LUMINAIRE WITH HOUSE-SIDE SHIELD TO LIMIT LIGHT TRESPASS AT PROPERTY LINE.

STREETLIGHT UPGRADES:

- A. CITY OF NEWBERG RIGHT OF WAY STREETLIGHTING UPGRADES SHALL BE DISCUSSED AND COORDINATED WITH THE CITY OF NEWBERG ENGINEERING DEPARTMENT. WORK TO BE COORDINATED WITH PGE INDEPENDENT OF THE BUILDING PERMIT.
- B. PGE CONTACT: RICO SOLIS, OUTDOOR LIGHTING SERVICES, 503-403-9084
- C. EXISTING PGE STREETLIGHT LUMINAIRES, 29W LEOTEK ROADWAY, TO BE REPLACED WITH NEW 88W LEOTEK ROADWAY. SALVAGE EXISTING LUMINAIRE.
- D. REUSE EXISTING POLE-MOUNTED 4' MOUNTING ARM.



10/15/2021 8:43:17 AM
BIM 360/7/21006 Catalyst HS Addition/21-1081 MEP20 Central.rvt

1 SITE PLAN - ELECTRICAL
1" = 20'-0"

**CITY OF NEWBERG
PHOTOMETRIC REQUIREMENTS:**

- A. LUMINAIRES MOUNTED LESS THAN 6-FEET: NO FOOT-CANDLE REQUIREMENTS.
- B. LUMINAIRES MOUNTED BETWEEN 6-FEET AND 15-FEET: MAXIMUM 0.5 FOOT-CANDLES AT PROPERTY LINE.
- C. LUMINAIRES MOUNTED ABOVE 15-FEET: HOUSE-SIDE SHIELD REQUIRED AND MAXIMUM 0.5 FOOT-CANDLES AT PROPERTY LINE.
- D. BUILDING MOUNTED LUMINAIRES: NO REQUIREMENTS.

PHOTOMETRIC RESULTS:

- 1. NORTH PARKING LOT
 - a. AVERAGE: 1.08 FC
 - b. MAXIMUM: 10.0 FC
 - c. MINIMUM: 0.1 FC
- 2. SOUTH ACCESS LANE
 - a. AVERAGE: 1.27 FC
 - b. MAXIMUM: 6.8 FC
 - c. MINIMUM: 0.1 FC
- 3. EXISTING EAST PARKING LOT
 - a. AVERAGE: 3.30 FC
 - b. MAXIMUM: 11.6 FC
 - c. MINIMUM: 0.1
- 4. EXISTING STREET LIGHTING
 - a. AVERAGE: 0.39 FC
 - b. MAXIMUM: 1.1 FC
 - c. MINIMUM: 0.1 FC
- 5. UPGRADED STREET LIGHTING
 - a. AVERAGE: 1.25 FC
 - b. MAXIMUM: 3.5 FC
 - c. MINIMUM: 0.1 FC

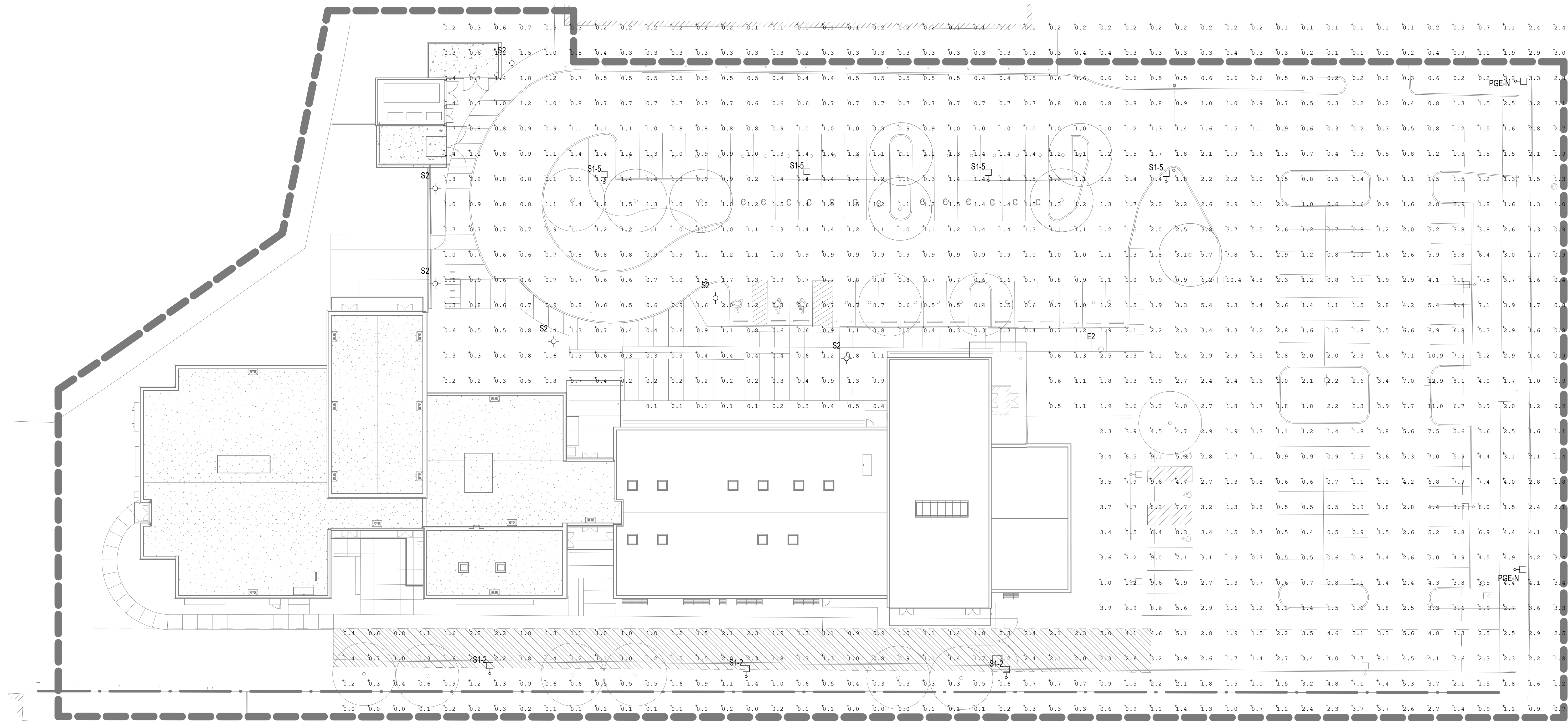
NOT FOR CONSTRUCTION

revisions

phase 50% Design
Development
date 10/01/2021
project 21006

LAND USE - SITE PLAN -
PHOTOMETRICS

E0.11L



10/15/2021 8:43:27 AM
BIM_3607/21006 Catalyst HS Addition/21-1081 MEP20 Central.rvt

1 SITE PLAN - ELECTRICAL
1" = 20'-0"

January 14, 2022



City of Newberg
Doug Rux, AICP - Community Development Director
414 E. First Street
Newberg, OR 97132

RE: Catalyst High School Resubmittal - DR221-0010

Dear Mr. Rux:

As we previously discussed, the cost estimates for the work at several of the Newberg School District projects including Catalyst High School came in significantly higher than anticipated. As a result, the school district and their architect have had to reduce the scope of the improvements at the schools. The increase in costs are a direct result of supply chain issues and labor shortages associated with the COVID 19 pandemic.

We want to assure you that the district continues to work with the consultant team to identify cost savings and value engineering where possible. To that end, I am providing you with revised drawings for the Catalyst High School Project. The changes proposed by the district are clouded on the plans and summarized as follows:

1. The covered play area will no longer be a part of this project. That area will be converted to lawn.
2. The reader board located between the north parking lot and existing east parking lot has been eliminated.
3. The location of the existing mechanical units have been relocated from the roof to their original location on the ground. These units will be provided with 6'-0" mechanical screens.
4. The fire gate at the rear of the school will be converted to removable bollards.
5. The generator originally planned to be located next to the trash enclosure will be reduced in size and relocated to the south of the building. It will not be screened.
6. The transformer originally planned to be located next to the trash enclosure was relocated to the south of the building. It will not be screened, but will have removable bollards located adjacent to the fire lane.
7. The gate to the trash enclosure will become a single double gate as opposed to two double gates.
8. The size of the overall building will be reduced to 13,440 square feet in size.
9. The electrical room was moved from the north to the south portion of the building.
10. An exterior dust collection system was located on the south side of the building, adjacent to the fire lane.
11. The north canopy at the Multipurpose room has been reduced down to an over-the-door canopy. The south canopy at the Fabrication Lab was deepened out southward.

12. The lower parapet height increased to 249'-2", or 17'-8" in height. The upper parapet height decreased to 254'-0", or down to 22'-6" in height. The tallest portion of the building does not go past 22'-6" in height.
13. Roof monitors were replaced with skylights.
14. Window opening sizes were reduced. See exterior elevations for updated glazing square footages.
15. There are no longer any bid alternates associated with this project.

It's important to note, that none of the proposed parking and circulation improvements will be impacted by these reductions. With exception to the improvements listed above, none of the site improvements originally proposed will change. The plans attached to this letter include a revised overall site plan, a revised overall and sector floor plan, and revised elevations.

We are aware that the changes to the project necessitate a need for revised notice to the neighbors and are prepared to provide whatever you need in order to make that happen. We sincerely appreciate your willingness to work with us in this difficult time and will provide whatever additional copies you may need to consider the changes within your decision. As always, please do not hesitate to contact me on my cell at (503)866-9845 or by e-mail at bradk@hhpr.com.

Sincerely,

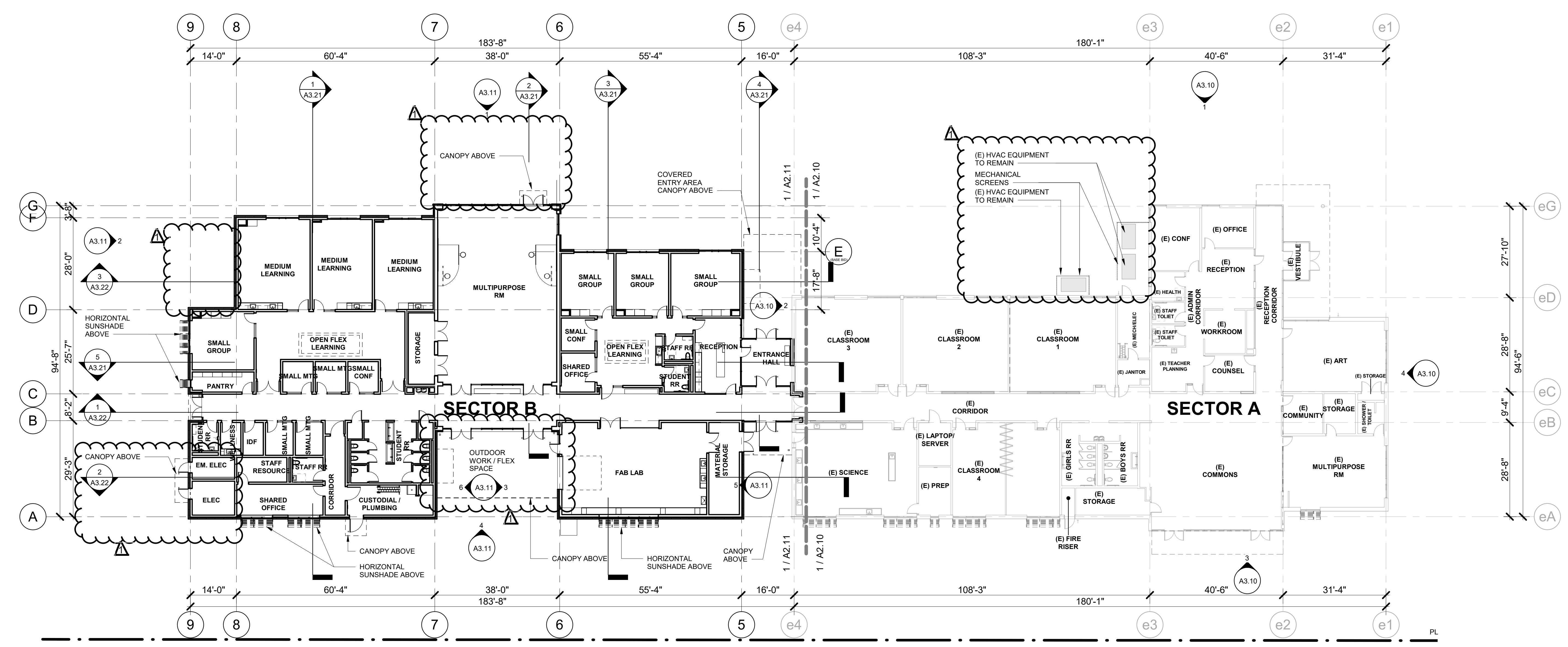


Harper Houf Peterson Righellis, Inc.
Brad Kilby, AICP
Planning Manager

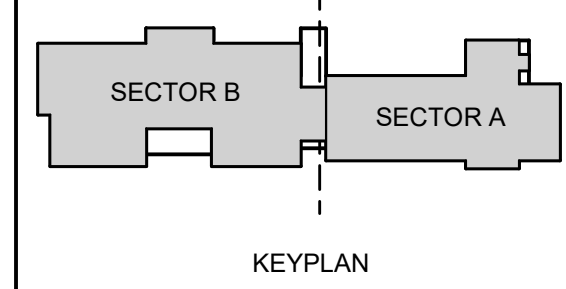
Enc: Plans (5 sheets)

FLOOR PLAN NOTES

- 1 CONDITIONS AND DETAILS MARKED "TYPICAL" SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY INDICATED OTHERWISE. TYPICAL DETAILS NOT REFERENCED ON DRAWINGS APPLY UNLESS NOTED OTHERWISE BY SPECIFIC NOTES AND DETAILS. WHERE NO SPECIFIC DETAIL IS SHOWN, THE CONSTRUCTION SHALL BE IDENTICAL OR SIMILAR TO THAT INDICATED FOR THE TYPICAL CONSTRUCTION OF THE PROJECT.
- 2 WHERE NO SPECIFIC STANDARDS ARE APPLIED TO A MATERIAL OR METHOD OF CONSTRUCTION TO BE USED ON THE WORK, ALL SUCH MATERIAL AND METHODS ARE TO MAINTAIN STANDARDS OF THE INDUSTRY AND, WHERE APPLICABLE, MANUFACTURER'S INSTRUCTIONS.
- 3 LOADING OF CONSTRUCTION MATERIALS SHALL NOT EXCEED THE DESIGN LIVE LOAD PER SQUARE FOOT.
- 4 ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING WITH APPROPRIATE TRADES, DRAWINGS, AND SUBCONTRACTORS PRIOR TO CONSTRUCTION.
- 5 PROVIDE ALL NECESSARY ANCHORAGE BLOCKING, BACKING, FRAMING FOR HANDRAILS, DOOR STOPS, CASEWORK, SHELVING, MIRRORS, WALL MOUNTED EQUIPMENT, AND ALL OTHER ITEMS AS REQUIRED FOR COMPLETE INSTALLATION.
- 6 CONFIRM ALL ROUGH OPENING DIMENSIONS FOR DOORS AND WINDOWS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 7 WHERE A LENGTH OF WALL IS INTERSECTED BY PERPENDICULAR WALLS, WALL TYPE TO BE CONTINUOUS BETWEEN TAGS UNLESS NOTED OTHERWISE.
- 8 PROVIDE SOLID BLOCKING BETWEEN ROOF JOISTS WHERE WALL RUNS PERPENDICULAR TO ROOF JOISTS. GYPSUM BOARD TO TERMINATE AT ROOF JOISTS.
- 9 ALIGN FINISHES WHERE INDICATED.
- 10 SEE ARCHITECTURAL SLAB PLAN FOR CONTROL JOINTS.



NOT FOR CONSTRUCTION



revisions	

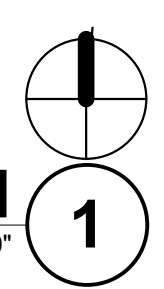
phase LANDUSE
date SUBMITTAL
project 10/15/2021
21006

OVERALL FLOOR PLAN

A2.00

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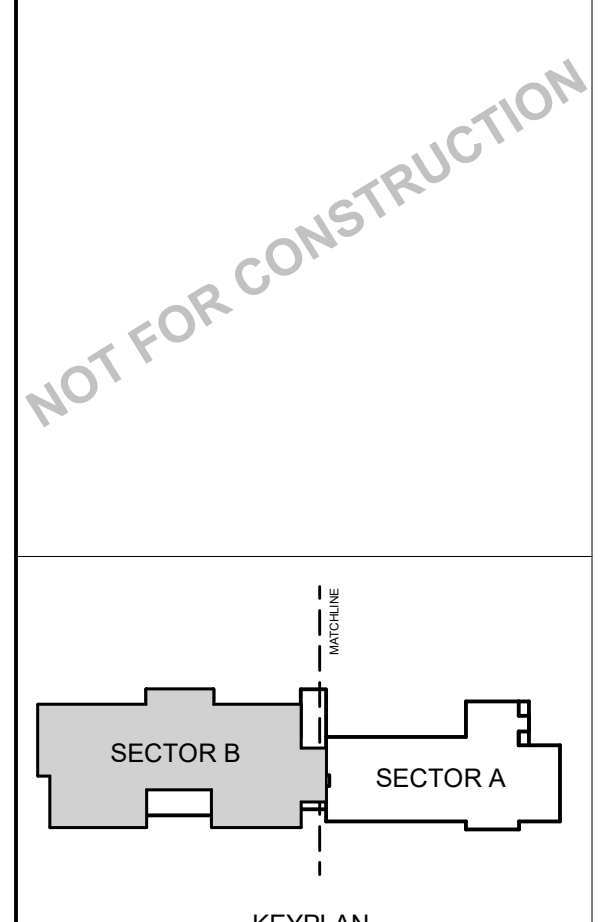
OVERALL FLOOR PLAN
SCALE: 1/16" = 1'-0"



FLOOR LEGEND:	
	EXISTING TO REMAIN
	NEW SCOPE OF WORK
	FLOOR DRAIN
	MOP SINK
	SHOWER ADA
	CHANGING STATION
	ADA WATER FOUNTAIN W/ BOTTLE FILLER
	RR SINK
	CTE SINK
	UTILITY SINK
	SINK W/ BUBBLER
	TROUGH SINK
	TOILET
	SHIPS LADDER
	DOOR BOLLARD

WALL TYPE NOTES	
	WALL CONSTRUCTION TYPE - SEE WALL TYPES
	FIRE RATED CONSTRUCTION DESIGNATION (IN HOURS)
	STC RATING
<p>1 NOTED WALL TYPE DEPICTS TYPICAL WALL CONSTRUCTION. SEE ELEVATIONS, SECTIONS, AND DETAILS FOR ADDITIONAL INFORMATION.</p> <p>2 PROVIDE MOISTURE RESISTANT GYPSUM BOARD IN ALL TOILET ROOMS. PROVIDE TILE BACKER BOARD BEHIND ALL CERAMIC TILE APPLICATIONS. MOISTURE RESISTANT GYPSUM BOARD SHALL ALSO BE USED AT ALL KITCHEN AREAS AND BEHIND DRINKING FOUNTAINS.</p> <p>3 WHERE A LENGTH OF WALL IS INTERSECTED BY PERPENDICULAR WALLS, WALL TYPE TO BE CONTINUOUS BETWEEN TAGS UNLESS OTHERWISE NOTED.</p>	

- ### FLOOR PLAN NOTES
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 - ALIGN FINISHES WHERE INDICATED.
 - SEE ARCHITECTURAL SLAB PLAN FOR CONTROL JOINTS.

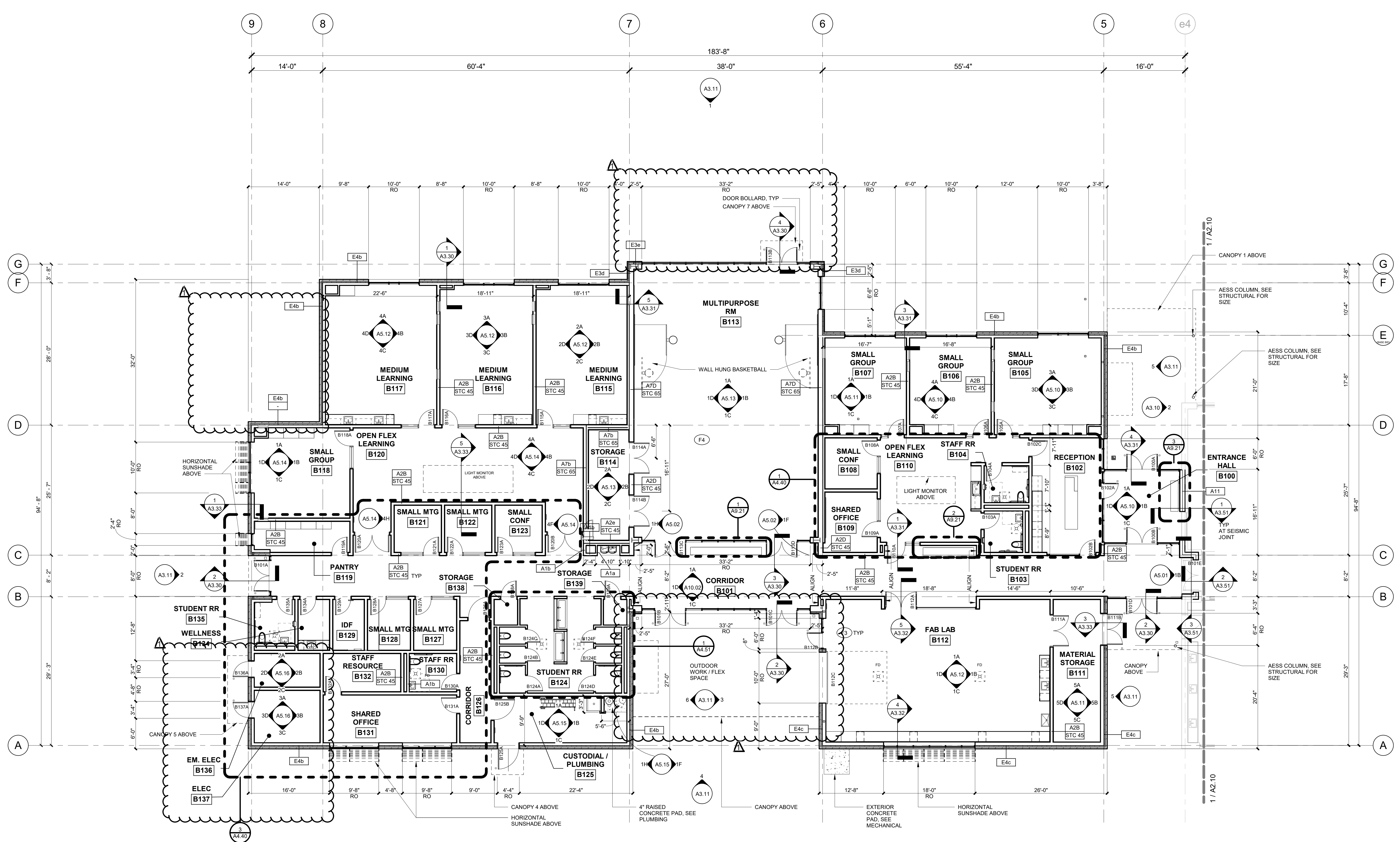


revisions	phase	date	project
	LANDUSE	10/15/2021	21006

FLOOR PLAN - SECTOR B

A2.11

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FLOOR PLAN - SECTOR B
SCALE: 1/8" = 1'-0"

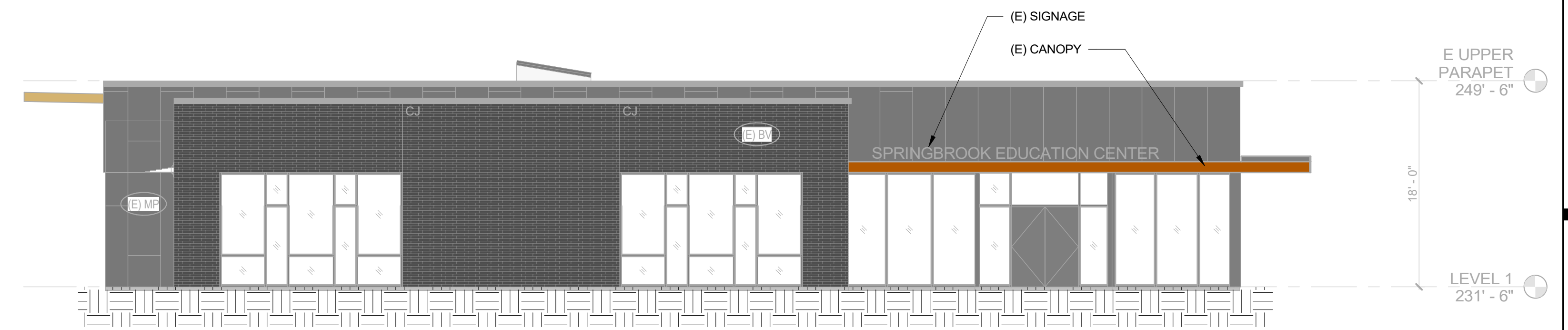
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revisions

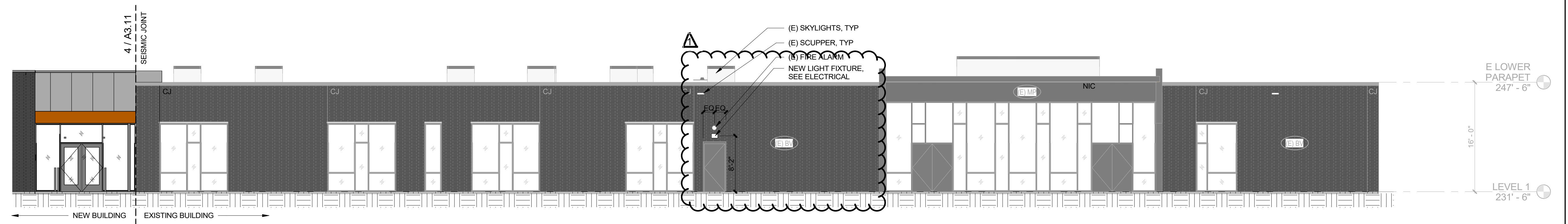
phase LANDUSE
SUBMITTAL
date 10/15/2021
project 21006

EXISTING EXTERIOR
ELEVATIONS FOR
REFERENCE ONLY

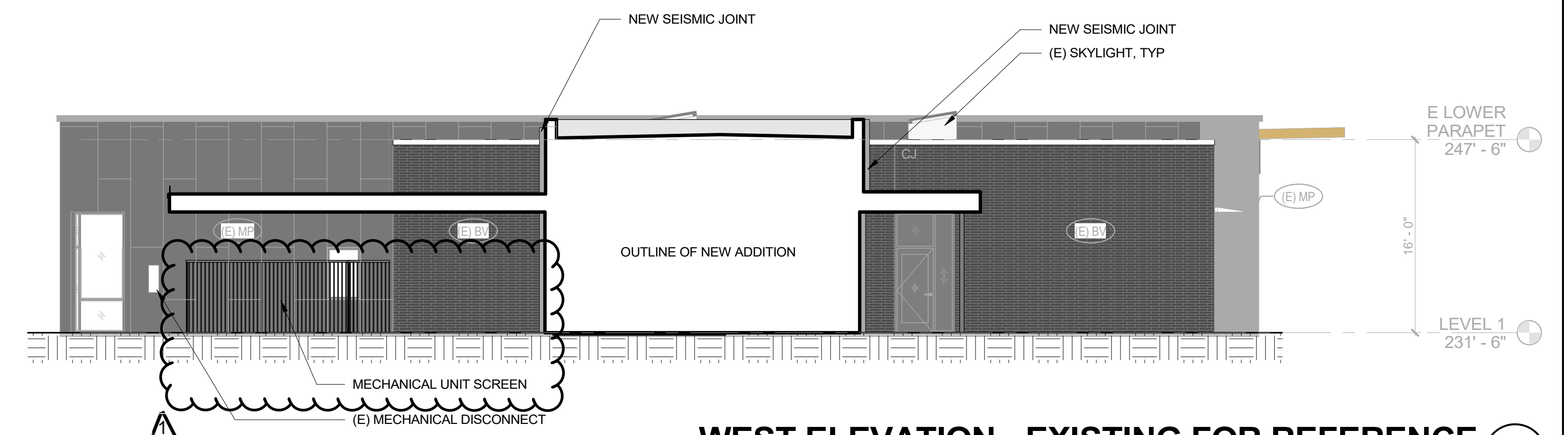
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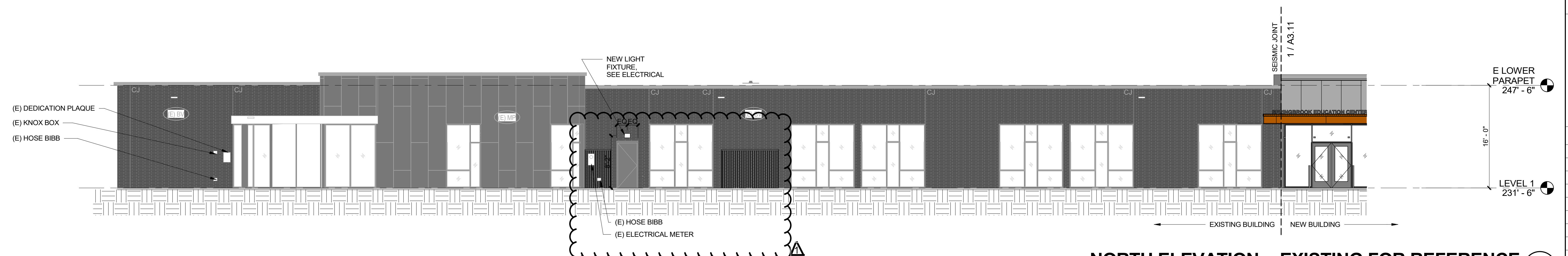
EAST ELEVATION - EXISTING FOR REFERENCE 4
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION - EXISTING FOR REFERENCE 3
SCALE: 1/8" = 1'-0"



WEST ELEVATION - EXISTING FOR REFERENCE 2
SCALE: 1/8" = 1'-0"

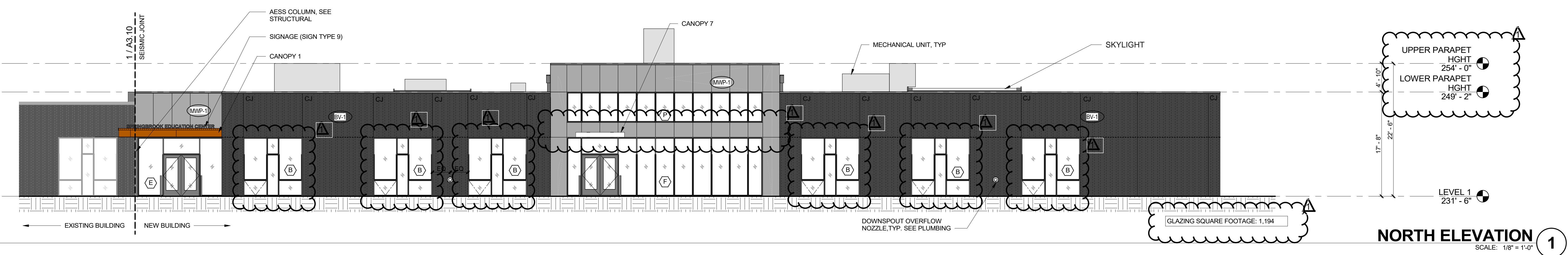
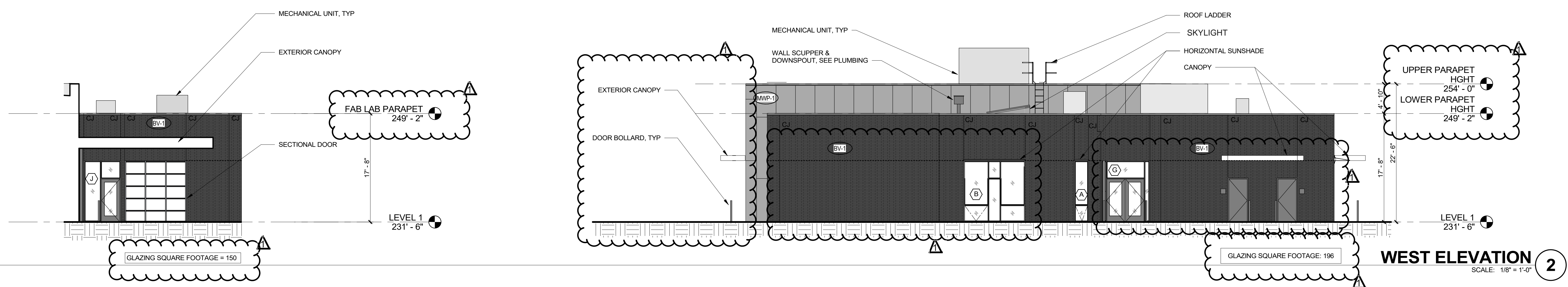
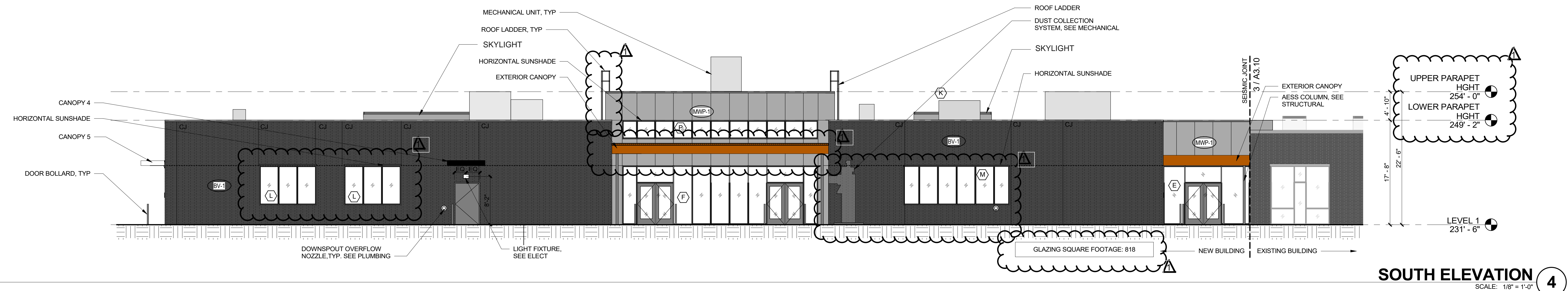
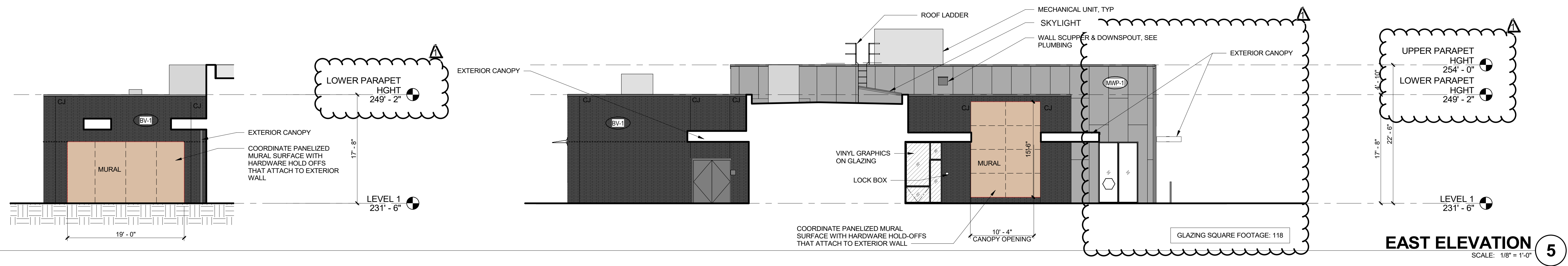


NORTH ELEVATION - EXISTING FOR REFERENCE 1
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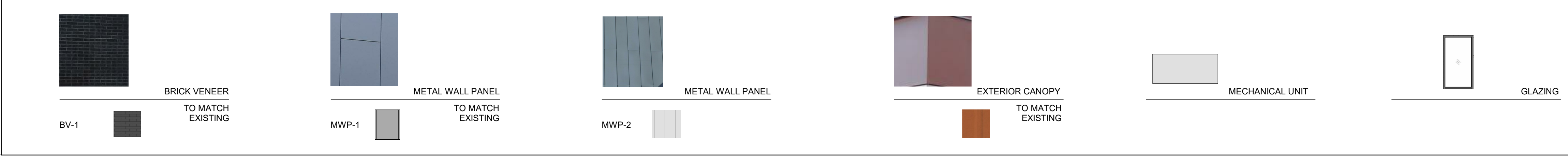
EXISTING LEGEND:



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LEGEND:



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revisions	phase	LANDUSE
	date	10/15/2021
	project	21006

EXTERIOR ELEVATIONS

A3.11

Attachment 2: Agency Comments



Community Development Planning Division
Land Use Application Referral

REFERRAL TO: Public Works: Maintenance Superintendent, Preston Langeliers

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: February 1, 2022. Please refer questions and comments to Doug Rux.

NOTE: Full size plans are available at the Community Development Department Office.

APPLICANT: Harper, Houf, Peterson, Righellis Inc., Brad Kilby, AICP

REQUEST: 2nd Referral review, Catalyst High School Addition Re-submittal, see original application on the city web site: <https://www.newbergoregon.gov/cd/page/dr221-0010-catalyst-high-school-addition>

SITE ADDRESS: 1421 Deborah Rd

LOCATION: Catalyst High School, Newberg, OR

TAX LOT: R3217 02500

FILE NO: DR221-0010

ZONE: R-1

HEARING DATE:



Sheet A1.01
Storm water Filter
Detention is to be
Privately maintained
Annually in order to
meet the city's
TMDL.

- Reviewed, no conflict.
- Reviewed; recommend denial for the following reasons:
- Require additional information to review. (Please list information required)
- Meeting requested.
- Comments. (Attach additional pages as needed)

Reviewed By: _____

1/19/22
Date: _____



Community Development Planning Division
Land Use Application Referral

REFERRAL TO: TVFR , Deputy Fire Marshall, Ty Darby

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to: December 7, 2021. Please refer questions and comments to Doug Rux.

NOTE: Full size plans are available at the Community Development Department Office.

APPLICANT: Harper Houf Peterson Righellis, Inc, Brad Kilby, AICP

REQUEST: Catalyst High School addition

SITE ADDRESS: 1421 Deborah Road

LOCATION:

TAX LOT: R32174 02500

FILE NO: DR221-0010

ZONE: R-1

HEARING DATE: _____


_____ Reviewed, no conflict.

_____ Reviewed; recommend denial for the following reasons:

_____ Require additional information to review. (Please list information required)

_____ Meeting requested.

Comments. (Attach additional pages as needed)

 DARBY / 0806
Reviewed By:

12/27/21
Date:



December 27, 2021

Doug Rux
City of Newberg
414 E. First Street
Newberg, OR 97132

Re: Catalyst High School Edition, DR221-0010
Tax Lot ID: R32174 02500

Dear Doug,

Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

- FIRE APPARATUS ACCESS ROADS:** Access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. **Exception:** Approved agricultural and equine structures complying with ORS 455.315 are not required to have fire apparatus access roads (see New Construction Guide Appendix C). Access roads are not required to be modified for commercial buildings that undergo a change in occupancy, change in use, or conversion from agricultural or equine exempt to non-exempt unless there is a change to the structure's square footage or building footprint. (OFC 503.1.1)
- FIRE ACCESS ROAD DISTANCE FROM BUILDINGS:** The access shall extend to within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. (OFC 503.1.1)
- DEAD ENDS AND ROADS IN EXCESS OF 150 FEET (TURNAROUNDS):** Dead end fire apparatus access roads or roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds can be found in the corresponding guide that is located at (OFC 503.2.5 & Figure D103.1)
- FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the Fire Marshal. (OFC 503.1.1) **Note: If fire sprinklers are installed and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.**
- ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL HEIGHT:** Buildings exceeding 30 feet in height or three stories in height shall have at least two separate means of fire apparatus access. (D104.1)
- ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE:** Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two approved separate means of fire apparatus access. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire

apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. (OFC D104.2)

7. **ADDITIONAL ACCESS ROADS – MULTI-FAMILY RESIDENTIAL DEVELOPMENTS:** Projects having more than 100 dwelling units shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2. Projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus roads regardless of whether they are equipped with an approved automatic sprinkler system. (OFC D106)
8. **AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)
9. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the Fire Marshal. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4)
10. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)
11. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1 & D103.1)
12. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
13. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
 1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted**Note:** For specific widths and parking allowances, contact the local municipality.
14. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked “NO PARKING FIRE LANE” at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
15. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)

16. **TURNOUTS:** Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. (OFC 503.2.2)
17. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)
18. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
19. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%. Alternate methods and materials may be available at the discretion of the Fire Marshal (for grade exceeding 15%).
20. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
21. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
22. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.
23. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
 1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
 2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
 3. Electric gates shall be equipped with a means for operation by fire department personnel
 4. Electric automatic gates shall comply with ASTM F 2200 and UL 325.
24. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
25. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: <http://www.tvfr.com/DocumentCenter/View/1578>

FIREFIGHTING WATER SUPPLIES:

26. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
27. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

28. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

29. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
- This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
 - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.
30. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.
31. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)
32. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
33. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)
34. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
35. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)
36. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13)
- Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
 - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

BUILDING ACCESS AND FIRE SERVICE FEATURES

37. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OFC 510, Appendix F, and OSSC 915) <http://www.tvfr.com/DocumentCenter/View/1296>.
- Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
 - Testing shall take place after the installation of all roofing systems; exterior walls, glazing and siding/cladding; and all permanent interior walls, partitions, ceilings, and glazing.
38. **KNOX BOX:** A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.tvfr.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)
39. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)
40. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at **[503-259-1409]**.

Sincerely,



Ty Darby
Deputy Fire Marshal II

Cc: file

Attachment 3: Public Comments



Newberg First United Methodist Church

A vibrant church that loves God, grows together, and serves others.

Nov 29, 2021

Written Comments: File No. DR221-0010

City of Newberg; Community Development

PO Box 970; Newberg, OR 97132

RECEIVED

DEC - 2 2021

Initial: _____

Newberg Community Development Director,

I am writing to offer my support of the proposed improvements for Catalyst High School. The Newberg First United Methodist Church congregation is a strong supporter of Catalyst HS, and we are proud to support the students when needs arise. We recently provided food boxes for 24 Catalyst students over Thanksgiving break, and we look forward to hosting a Catalyst HS cooking class in our church kitchen again soon. I trust the additions to the building will offer improved education opportunities for these students, and in the midst of our school board scandals, it is important that the Newberg community truly put the students and their educational needs first. Improving the Catalyst HS facilities is a visible sign that these students are a high priority and worth this investment.

I do not know what the proposed construction schedule is, but if plans call for construction on weekends, I would like to request that loud construction tasks not occur during our worship hour, Sundays 9:30-10:30am. We are the closest neighbor to the proposed construction site, and from prior experience, I know that power tools behind Catalyst can be heard in our sanctuary. We will gladly celebrate construction noise all other days and times as the joyful sound of investing in our students, but we would greatly appreciate the courtesy of a being able to worship without interference if possible.

Thank you for the opportunity to provide written comment.

Sincerely,

Rev. Casey Banks

See back

Comments on this project on reverse side.



Community Development Department

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

WE WANT YOUR COMMENTS ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD

A property owner in your neighborhood submitted an application to the City of Newberg to make improvements to Catalyst High School. You are invited to take part in the City's review of this project by sending in your written comments. The applicable criteria used to make a decision on this application for preliminary development plan approval are found in Newberg Development Code 15.220.050(B). For more details about giving comments, please see the back of this sheet.

The development will include a modification to the existing north parking lot, an addition of another drop-off zone, a second school entry with a new entrance hall, a large multipurpose room, fabrication lab, additional offices, and classrooms.

APPLICANT NAME: Brad Kilby, AICP
 APPLICANT TELEPHONE: (503) 221-1131
 PROPERTY OWNER: Newberg School District
 LOCATION: 1421 Deborah Road
 TAX LOT NUMBER: R3S2W1702500

RECEIVED

DEC - 9 2021

Initial: _____



Other

We are mailing you information about this project because you own land within 500 feet of the proposed new project. We invite you to send any written comments for or against the proposal within 14 days from the date this notice is mailed.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File No. DR221-0010
City of Newberg
Community Development
PO Box 970
Newberg, OR 97132

All written comments must be turned in by 4:30 p.m. on December 7, 2021. Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the City in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application approval are found in Newberg Development Code 15.220.050(B).

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E First Street. You can also buy copies of the information for a cost of 25 cents a page.

Information can also be found at:

<https://www.newbergoregon.gov/cd/page/dr221-0010-catalyst-high-school-addition>

If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240. The Community Development Director will make a decision at the end of a 14-day comment period. If you send in written comments about this project, you will be sent information about any decision made by the City relating to this project.

Date Mailed: November 23, 2021

12/4/2021

I am in favor of all these improvements.

Jean A. Whitlock
1103 N. Springbrook Rd.
Newberg, OR 97132
503. ~~538~~ 538-2478 #35