



Community Development Department

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PLANNING COMMISSION STAFF REPORT EASTLAND SUBDIVISION PLANNED UNIT DEVELOPMENT

HEARING DATE: January 10, 2018

FILE NO: PUD18-0002

REQUEST: To develop a 20 lot PUD single-family residential subdivision with associated improvements.

LOCATION: 112 N Springbrook Road

TAX LOTS: Yamhill County tax lot R3221BB 00700

PROPERTY SIZE: 3.89 acres

APPLICANT: West One Homes – Jason Phillips

OWNER: Larry Anderson

ZONE: R-2 Medium Density Residential districts

PLAN DISTRICT: MDR (Medium Density Residential)

OVERLAY: Stream Corridor (SC) Overlay District

Attachments:

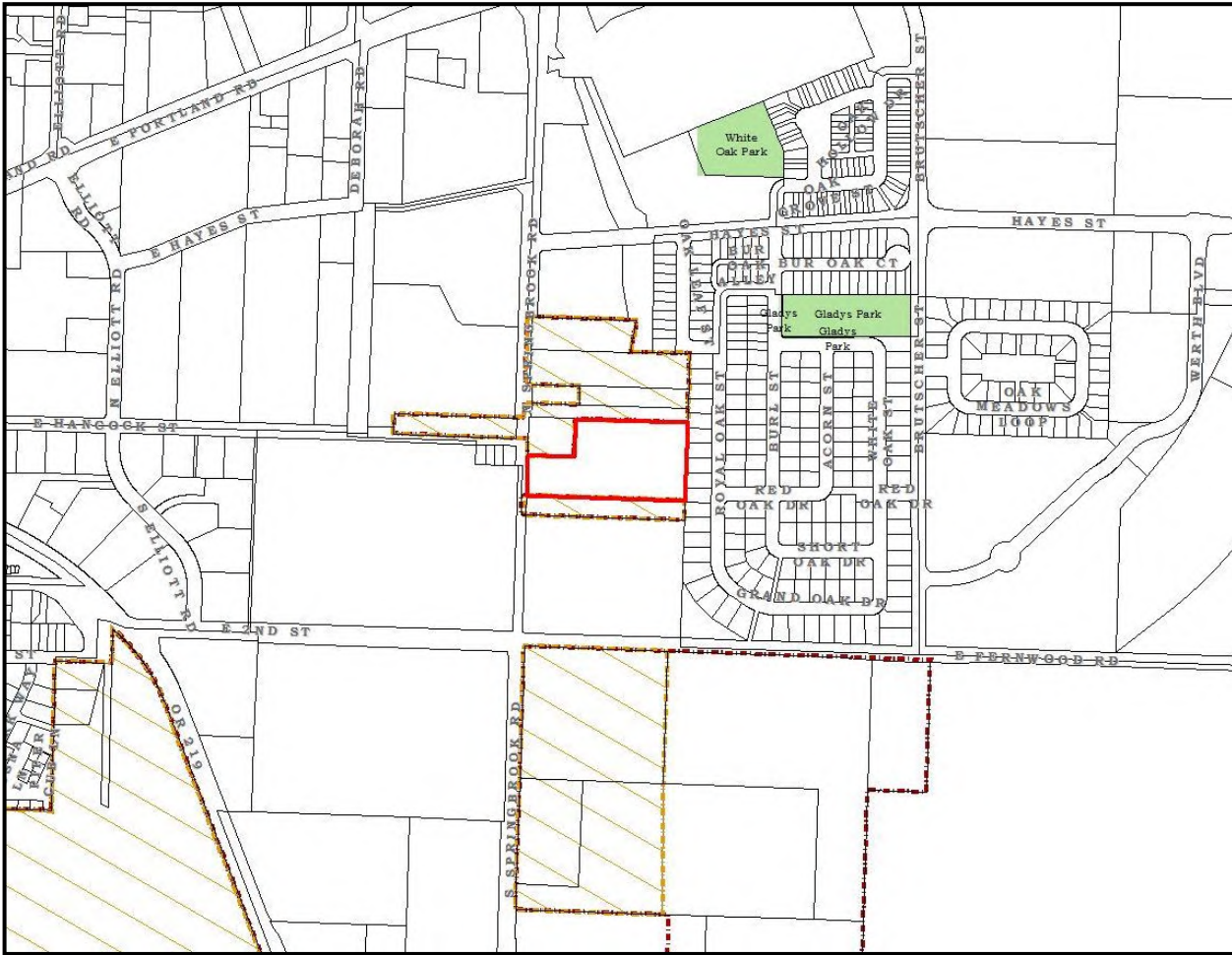
Order 2019-01 with

Exhibit "A": Findings

Exhibit "B": Conditions

Attachments

1. Application Material
2. Preliminary Plat (Does not show adjustments to lot lines matching Stream Corridor for Lots 9, 10, 11 and 13. See December 11th email and attached drawing)
3. December 11, 2018 email and updated PUD Drawing showing adjusted property lines
4. Agency Comments
5. Public Comments



Location Map

A. DESCRIPTION OF APPLICATION:

The applicant is proposing to construct a 20 lot PUD single family residential development located at 112 N. Springbrook Road (Tax Map 3221BB 00700). Attachment 1 contains the applicants' narrative, plans and supporting documents. Attachment 2 illustrates the original preliminary plat submitted with the application. Attachment 3 illustrates adjustments to the original plat that affect Lots 9, 10, 11, 13 and Tracts A and C (for details see Section F3 Analysis). The access from N Springbrook Road has been stubbed to the site by an Oregon Department of Transportation (ODOT) project. In addition, public water and sanitary sewer were also stubbed to the site as part of the ODOT project. The proposed PUD meets the City of Newberg's Development Code (NDC) except for three requirements that the applicant is proposing to adjust through the PUD process. These requirements are the following:

1. NDC Section 15.405.030(D)(1)(b) limits the lot width at building setback line to 30 feet, the applicant is proposing 22 lot width at the building setback line for Lots 7 and 9.

2. NDC Section 15.405.030(D)(1)(a) limits lot public street frontage to 25 feet, the applicant is proposing a reduction to 16.2 for Lots 7 and 9 off of the cul-de-sac, and 23 feet for Lots 13 and 14 that are accessed by way of the shared driveway on Tract A.

3. NDC Section 15.505.030(L) limits the maximum number of single family homes served by a cul-de-sac to 18, the applicant is proposing to increase this to 20. The applicant has stated that the project is planned to be constructed in a single phase in 2019.

B. SITE INFORMATION:

1. Location: 112 N Springbrook Road
2. Size: 3.89 Acres
3. Topography: Topography slopes downward from the west to the east and then slopes upward toward the eastern property line.
4. Current Land Uses: single family residential
5. Natural Features: Stream Corridor, Wetlands



Aerial Photo

6. Adjacent Land Uses:
 - a. North: single family residential
 - b. East: single family residential
 - c. South: single family, multifamily residential
 - d. West: manufactured housing community, vacant, single family residential

- b. Water: The City's GIS shows there is a 12-inch ductile iron water line along N Springbrook Road.
- c. Stormwater: The City's GIS system shows there is a 12-inch public stormwater line along N Springbrook Road. The applicant is proposing to discharge stormwater into the west fork of Springbrook Creek on the east side of the property.
- d. Overhead lines: There are no existing overhead lines running along the property frontage, however an existing building on the property may be served by an overhead connection. All new service lines are required to be undergrounded.
- e. Wetlands: There are existing wetlands within the boundary of the Edgewater PUD. The applicant will be required to follow state/federal process to delineate wetlands and apply for a joint permit application (JPA).

C. PROCESS: The planned unit development request is a Type III application and follows the procedures in Newberg Development Code 15.100.050. The Planning Commission will hold a quasi-judicial hearing on the application. The Commission is to make a decision on the application based on the criteria listed in the attached findings. The Planning Commission's decision is final unless appealed. Important dates related to this application are as follows:

- 1. 11/20/18: The Community Development Director deemed the application complete.
- 2. 12/07/18: The applicant mailed notice to the property owners within 500 feet of the site.
- 3. 12/12/18: The applicant posted notice on the subject property.
- 4. 12/26/18: The *Newberg Graphic* newspaper published notice of the Planning Commission hearing for the January 10, 2019 meeting.
- 5. 12/26/18: City staff posted notice of the Planning Commission hearing in 4 public places.
- 6. 01/10/19: After property notice the Planning Commission held a public hearing, took public testimony and deliberated on the proposal.

D. AGENCY COMMENTS: The application was routed to several public agencies for review and comment. 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 external agency comments (Attachment 2):

- 1. Oregon Department of Aviation – Reviewed, no conflict

2. Frontier Communications – Reviewed, not conflict
3. TVF&R – Reviewed, no conflict, comments have been worked into Exhibit “A” Findings and Exhibit “B” Conditions of Approval
4. ODOT – Reviewed, no conflict, comments have been worked into Exhibit “A” Findings and Exhibit “B” Conditions of Approval
5. PGE – Reviewed, no conflict, comments have been worked into Exhibit “A” Findings and Exhibit “B” Conditions of Approval

E. PUBLIC COMMENTS: We have received one letter in opposition to the proposed Edgewater PUD. The author of the letter expressed concern regarding the relative closeness of proposed homes to his existing home and privacy issues. The full letter is located in Attachment 5.

F. ANALYSIS:

1. **Description:** The applicant is proposing a 20-lot PUD residential subdivision on property that is zoned R-2. There is a large area located on the eastern portion of the property that is a mapped Stream Corridor and contains wetlands. The applicant is proposing a public limited residential street with 44-foot of right-of-way, 28-foot wide curb-to-curb driving surface and 6-foot wide curb tight sidewalks. The applicant is requesting three modifications of Newberg Development Code requirements, which is allowed through the PUD process. The following modifications are being requested:
 - a. NDC Section 15.405.030(D)(1)(b) limits the lot width at building setback line to 30 feet, the applicant is proposing 22 lot width at the building setback line for Lots 7 and 9.
 - b. NDC Section 15.405.030(D)(1)(a) limits lot public street frontage to 25 feet, the applicant is proposing a reduction to 16.2 for Lots 7 and 9 off of the cul-de-sac, and 23ft for Lots 13 and 14 that are accessed by way of the shared driveway on Tract A.
 - c. NDC Section 15.505.030(L) limits the maximum number of single family homes served by a cul-de-sac to 18, the applicant is proposing to increase this to 20.
2. **Tract C:** The applicant has stated that the Chehalem Park and Recreation District (CPRD) will be taking over ownership of Tract C, which contains the Stream Corridor and wetland. To date City Staff have not received confirmation from CPRD that they will assume ownership of Tract C. The applicant has stated that CPRD will eventually locate a path within the confines of Tract C.
3. **Adjusted Lot Lines and Access Easement:** In an email dated December 11, 2018, the applicant has proposed several adjustments to the previously submitted plan sheets and preliminary plat. Specifically these adjustments are as follows:
 - a. Move the lot lines for Lots 9, 10, 11 and 13 to match the stream

corridor.

- b. Adjust walls and grading as shown to access stormwater Tract B and flow control manhole.
- c. Provide a 15 foot wide access easement across Tract A and Tract C. Thereby eliminating the need for a 15 foot wide access easement across the stormwater tract.

These adjustments are depicted in Attachment 3 and reflected in Exhibit "A" Findings.

G. PRELIMINARY STAFF RECOMMENDATION: At this time staff recommends the following motion:

Move to adopt Planning Commission Order 2019-01, which approves the requested Planned Unit Development, tentative plat with the attached conditions.



**AN ORDER APPROVING PUD18-0002 FOR THE EDGEWATER PUD AT 112 N
SPRINGBROOK ROAD, YAMHILL COUNTY TAX LOT NUMBER 3221BB 00700.**

RECITALS

1. West One Homes submitted an application for preliminary plan approval of a Planned Unit Development (PUD) for twenty (20) lots of residential use and three (3) tracts on Medium Density R-2 residentially zoned property at 112 N Springbrook Road with the Yamhill County Tax Lot number of 3216AC-13800.
2. After proper notice, the Newberg Planning Commission held a hearing on January 10, 2019 to consider the application, take public testimony and deliberated.
3. The Newberg Planning Commission finds that the application meets the applicable criteria as shown in the findings in Exhibit "A".

The Newberg Planning Commission orders as follows:

1. The PUD preliminary plan application PUD18-0002 is hereby approved, subject to the conditions contained in Exhibit "B". Exhibit "B" is hereby adopted and by this reference incorporated.
2. The findings shown in Exhibit "A" are hereby adopted. Exhibit "A" is hereby adopted and by this reference incorporated.
3. This Order shall be effective January 25, 2019 unless appealed prior to that date.
4. This Order shall expire one year after the effective date above if the applicant does not apply for final plan approval by that time, unless an extension is granted per Newberg Development Code 15.240.020.

Adopted by the Newberg Planning Commission this 10th day of January, 2019.

ATTEST:

Planning Commission Chair

Planning Commission Secretary

List of Exhibits:

Exhibit "A": Findings

Exhibit "B": Conditions

**Exhibit “A” to Planning Commission Order 2019-01
Findings –File PUD18-0002
Edgewater PUD**

I. Chapter 15.240 PD PLANNED UNIT DEVELOPMENT REGULATIONS

15.240.020 General provisions.

A. Ownership. Except as provided herein, the area included in a proposed planned unit development must be in single ownership or under the development control of a joint application of owners or option holders of the property involved.

Finding: The subject property is under joint ownership by Lawrence and Christie Anderson.

This criterion is met because the subject property is under joint ownership.

B. Processing Steps – Type III. Prior to issuance of a building permit, planned unit development applications must be approved through a Type III procedure and using the following steps:

1. Step One – Preliminary Plans. Consideration of applications in terms of on-site and off-site factors to assure the flexibility afforded by planned unit development regulations is used to preserve natural amenities; create an attractive, safe, efficient, and stable environment; and assure reasonable compatibility with the surrounding area. Preliminary review necessarily involves consideration of the off-site impact of the proposed design, including building height and location.

Finding: This application is being processed by a Type III procedure. The applicant has acknowledged that their application is in the first step of the PUD review process. There is an area of Stream Corridor (SC) subdistrict located on the eastern portion of the property. Additionally, there is a wetland located within the confines of the property. The proposed design of the PUD preserves these natural amenities by locating lots outside of the mapped Stream Corridor. The applicant has stated they have worked with the Chehalem Parks and Recreation District (CPRD) and will grant ownership of Tract C, which encompasses the Stream Corridor area. The CPRD will eventually locate a pathway within Tract C. There are single family residential developments to the north, south, east and west, which is the same land use proposed by the applicant. The proposed PUD will provide an attractive, safe, efficient and stable environment for its residents as well as surrounding property owners. The applicant is proposing two story homes, which are not unlike the built homes surrounding the subject property.

This criterion is met because the applicant has made an effort to preserve natural amenities, create an attractive, safe, efficient, stable environment that is compatible with surrounding residential land use.

2. Step Two – Final Plans. Consideration of detailed plans to assure substantial conformance with preliminary plans as approved or conditionally approved. Final plans need not include detailed construction drawings as subsequently required for a building permit.

Finding: Not applicable for the first step in the PUD review process. The applicant has acknowledged that there is a two-step process in the PUD review process.

This criterion will be reviewed during step two of the PUD review process with the submittal of the final PUD plans and associated material being provided by the applicant.

C. Phasing. If approved at the time of preliminary plan consideration, final plan applications may be submitted in phases. If preliminary plans encompassing only a portion of a site under single ownership are submitted, they must be accompanied by a statement and be sufficiently detailed to prove that the entire area can be developed and used in accordance with city standards, policies, plans and ordinances.

Finding: This criterion is not applicable because the applicant is not requesting a phased PUD and has stated in their narrative that they will develop the project in one phase.

D. Lapse of Approval. If the applicant fails to submit material required for consideration at the next step in accordance with the schedule approved at the previous step or, in the absence of a specified schedule, within one year of such approval, the application as approved at the previous step expires. If the applicant fails to obtain a building permit for construction in accordance with the schedule as previously approved, or in the absence of a specified schedule, within three years of a preliminary plan approval, preliminary and final plan approvals expire. Prior to expiration of plan approval at any step, the hearing authority responsible for approval may, if requested, extend or modify the schedule, providing it is not detrimental to the public interest or contrary to the findings and provisions specified herein for planned unit developments. Unless the preliminary plan hearing authority provides to the contrary, expiration of final plan approval of any phase automatically renders all phases void that are not yet finally approved or upon which construction has not begun.

Finding: The applicants' narrative acknowledges the requirement of this section of the NDC.

E. Resubmittal Following Expiration. Upon expiration of preliminary or final plan approval, a new application and fee must be submitted prior to reconsideration. Reconsideration shall be subject to the same procedures as an original application.

Finding: The applicants' narrative acknowledges the requirement of this section of the NDC.

F. Density. Except as provided in NMC 15.302.040 relating to subdistricts, dwelling unit density provisions for residential planned unit developments shall be as follows:

1. Maximum Density.

a. Except as provided in adopted refinement plans, the maximum allowable density for any project shall be as follows:

District	Density Points
R-1	175 density points per gross acre, as calculated in subsection (F)(1)(b) of this section
R-2	310 density points per gross acre, as calculated in subsection (F)(1)(b) of this section
R-3	640 density points per gross acre, as calculated in subsection (F)(1)(b) of this section
RP	310 density points per gross acre, as calculated in subsection (F)(1)(b) of this section
C-1	As per required findings
C-2	As per required findings
C-3	As per required findings

b. Density point calculations in the following table are correlated to dwellings based on the number of bedrooms, which for these purposes is defined as an enclosed room which is commonly used or capable of conversion to use as sleeping quarters. Accordingly, family rooms, dens, libraries, studies, studios, and other similar rooms shall be considered bedrooms if they meet the above definitions, are separated by walls or doors from other areas of the dwelling and are accessible to a bathroom without

passing through another bedroom. Density points may be reduced at the applicant's discretion by 25 percent for deed-restricted affordable dwelling units as follows:

Density Point Table		
Dwelling Type	Density Points: Standard Dwelling	Density Points: Income Restricted Affordable Dwelling Unit
Studio and efficiency	12	9
One-bedroom	14	11
Two-bedroom	21	16
Three-bedroom	28	21
Four or more bedrooms	35	26

The density points in the right-hand column are applicable to income-restricted affordable dwelling units, provided the dwelling units meet the affordability criteria under NMC 15.242.030 regarding affordable housing requirements for developments using the flexible development standards.

2. Approved Density. The number of dwelling units allowable shall be determined by the hearing authority in accordance with the standards set forth in these regulations. The hearing authority may change density subsequent to preliminary plan approval only if the reduction is necessary to comply with required findings for preliminary plan approval or if conditions of preliminary plan approval cannot otherwise be satisfied.

3. Easement Calculations. Density calculations may include areas in easements if the applicant clearly demonstrates that such areas will benefit residents of the proposed planned unit development.

4. Dedications. Density calculations may include areas dedicated to the public for recreation or open space.

5. Cumulative Density. When approved in phases, cumulative density shall not exceed the overall density per acre established at the time of preliminary plan approval.

Finding: The applicants' narrative states that "the property is zoned R-2 and is allowed 310 density points per acre minus the stream corridor tract, 3.89 acres – 1.31 acres = 2.58 acres. Maximum density is calculated as follows, 310 points per acre x 2.58 acres = 799.8 density points. The applicant is proposing to construct 9 new four-bedroom, 10 new three-bedroom, and retain 1 existing 3 bedroom single family homes. Therefore, the proposed number of density points is 35 (four bedroom) x 9 dwelling units + 28 (three bedroom) x 11 dwelling units = 623 density points (242/acre). Therefore, the proposed development is less dense than what is allowed in the code". City staff concur with the applicants' finding.

This criterion (density allowance) is met because the applicant has not exceeded the total allowed density provided for in the NDC.

G. Buildings and Uses Permitted. Buildings and uses in planned unit developments are permitted as follows:

1. R-1, R-2, R-3 and RP Zones.

- a. Buildings and uses permitted outright or conditionally in the use district in which the proposed planned unit development is located.**
- b. Accessory buildings and uses.**
- c. Duplexes.**
- d. Dwellings, single, manufactured, and multifamily.**
- e. Convenience commercial services which the applicant proves will be patronized mainly by the residents of the proposed planned unit development.**

Finding: The applicant is proposing single family home development for their project, which is a permitted use under this section of the NDC.

This criterion is met because the applicant is proposing single family home development which is a permitted use for PUDs.

H. Professional Coordinator and Design Team. Professional coordinators and design teams shall comply with the following:

- 1. Services. A professional coordinator, licensed in the State of Oregon to practice architecture, landscape architecture or engineering, shall ensure that the required plans are prepared. Plans and services provided for the city and between the applicant and the coordinator shall include:**
 - a. Preliminary design;**
 - b. Design development;**
 - c. Construction documents, except for single-family detached dwellings and duplexes in subdivisions; and**

- d. Administration of the construction contract, including, but not limited to, inspection and verification of compliance with approved plans.***
- 2. Address and Attendance. The coordinator or the coordinator's professional representative shall maintain an Oregon address, unless this requirement is waived by the director. The coordinator or other member of the design team shall attend all public meetings at which the proposed planned unit development is discussed.***
- 3. Design Team Designation. Except as provided herein, a design team, which includes an architect, a landscape architect, engineer, and land surveyor, shall be designated by the professional coordinator to prepare appropriate plans. Each team member must be licensed to practice the team member's profession in the State of Oregon.***
- 4. Design Team Participation and Waiver. Unless waived by the director upon proof by the coordinator that the scope of the proposal does not require the services of all members at one or more steps, the full design team shall participate in the preparation of plans at all three steps.***
- 5. Design Team Change. Written notice of any change in design team personnel must be submitted to the director within three working days of the change.***
- 6. Plan Certification. Certification of the services of the professionals responsible for particular drawings shall appear on drawings submitted for consideration and shall be signed and stamped with the registration seal issued by the State of Oregon for each professional so involved. To assure comprehensive review by the design team of all plans for compliance with these regulations, the dated cover sheet shall contain a statement of review endorsed with the signatures of all designated members of the design team.***

Finding: The applicants' narrative states that the property owner is utilizing "Westech Engineering, Inc., a civil and environmental engineering firm located in Salem, OR. W. Josh Wells, P.E. is an Oregon licensed engineer (#6491615) and is the professional coordinator for the project for preliminary design, design development, construction documents, and contract administration. W. Josh Wells, P.E. of Westech Engineering, Inc. is the project coordinator and is located out of Salem, OR." Suntel Design, Inc., located at 16865 Boones Ferry Road, Suite 103, Lake Oswego, Oregon 97035 has submitted the architectural plans for the proposed houses. The initial landscape plan was designed by Westech Engineering. The applicants' narrative states that "Westech plans to hire Laura A. Antonson, RLA of Laurus Design, LLC of Silverton, OR to complete the landscape design." The applicant has acknowledged the requirement to notify the City in writing of any design team changes. The applicants' narrative states that all final PUD plans will be signed and stamped by the following: W. Josh Wells, P.E., Westech Engineering, Inc. (Civil), Laura A. Antonson, RLA of Laurus Designs (Landscape)"

This criterion is met because the property owner is utilizing a licensed civil engineer, W. Josh Wells, P.E., to design the proposed Edgewater PUD and the narrative states an additional team member, Laura A. Antonson, RLA, will join the team during the step two of the PUD review process.

I. Modification of Certain Regulations. Except as otherwise stated in these regulations, fence and wall provisions, general provisions pertaining to height, yards, area, lot width, frontage, depth and coverage, number of off-street parking spaces required, and regulations pertaining to setbacks specified in this code may be modified by the hearing authority, provided the proposed development will be in accordance with the purposes of this code and those regulations. Departures from the hearing authority upon a finding by the engineering director that the departures will not create hazardous conditions for vehicular or pedestrian traffic. Nothing contained in this subsection shall be interpreted as providing flexibility to regulations other than those specifically encompassed in this code.

Finding: The applicant is proposing the following modifications under the allowances of this section of the NDC.

The applicant is proposing to adjust the following code requirements:

1. NDC Section 15.405.030(D)(1)(b) limits the lot width at building setback line to 30 feet, the applicant is proposing 22 lot width at the building setback line for Lots 7 and 9.
2. NDC Section 15.405.030(D)(1)(a) limits lot public street frontage to 25 feet, the applicant is proposing a reduction to 16.2 for Lots 7 and 9 off of the cul-de-sac, and 23ft for Lots 13 and 14 that are accessed by way of the shared driveway on Tract A.
3. NDC Section 15.505.030(L) limits the maximum number of single family homes served by a cul-de-sac to 18, the applicant is proposing to increase this to 20.

The applicants' narrative states "as shown Exhibit 4 (C4.1 Fire Access Turnaround) there is pedestrian access to the site, sidewalks providing safe pedestrian access and a new cul-de-sac that provides safe vehicle and fire truck access, therefore these adjustments do not create a hazardous conditions for vehicular or pedestrian traffic." City staff have not identified any hazardous conditions for vehicular or pedestrian movement onto or within the proposed development.

This criterion is met because the requested flexibility to development code requirements are allowed under the NDC PUD regulations and it has been determined by City Staff that no hazardous conditions have been created by allowing the aforementioned requested flexibility.

J. Lot Coverage. Maximum permitted lot and parking area coverage as provided in this code shall not be exceeded unless specifically permitted by the hearing authority in accordance with these regulations.

Finding: The subject property is zoned R-2. The applicant has provided a table within their narrative that states the proposed lot coverage will be 42% and the parking coverage will be 18%. Under Section 15.405.030(B)(1)(b) of the NDC, the maximum allowable lot coverage is 50%. Under Section 15.405.030(B)(2) the maximum parking coverage is 30%. The maximum combined lot and parking coverage allowed under Section 15.405.030(b)(3) is 60%.

This criterion is met because the applicants' proposal does not exceed the maximum allowable lot and parking coverages.

K. Height. Unless determined by the hearing authority that intrusion of structures into the sun exposure plane will not adversely affect the occupants or potential occupants of adjacent properties, all buildings and structures shall be constructed within the area contained between lines illustrating the sun exposure plane (see Appendix A, Figure 8 and the definition of "sun exposure plane" in NMC 15.05.030). The hearing authority may further modify heights to:

- 1. Protect lines of sight and scenic vistas from greater encroachment than would occur as a result of conventional development.***
- 2. Protect lines of sight and scenic vistas.***
- 3. Enable the project to satisfy required findings for approval.***

Finding: Exhibit 5 of the applicants' narrative illustrates the sun exposure plane associated with the proposed homes. The applicants' narrative states "per Appendix A, Figure 8 of NMC 15.05.030, northern exposure structures are subject to more stringent requirements. As such, Exhibit 5 uses the most constrained lot with northern exposure (the "Moreland" style home at lot 17) to document the proposed homes will meet height and sun exposure requirements. A Sun Exposure Diagram was also created for the home proposed at lot 8 which is directly south of the existing dwelling at 204 N Springbrook Road." After reviewing the applicants' diagrams it does not appear that either the future occupants of the Edgewater PUD or occupants of adjacent properties will be negatively impacted by building heights.

The criterion is met because neither the residents of the Edgewater PUD or occupants of adjacent properties will be negatively impacted by the proposed building heights.

L. Dedication, Improvement and Maintenance of Public Thoroughfares. Public thoroughfares shall be dedicated, improved and maintained as follows:

1. Streets and Walkways. Including, but not limited to, those necessary for proper development of adjacent properties. Construction standards that minimize maintenance and protect the public health and safety, and setbacks as specified in NMC 15.410.050, pertaining to special setback requirements to planned rights-of-way, shall be required.

Finding: The applicant is proposing a limited residential street with a 28-foot wide public street and 6-foot wide sidewalks on each side of the street with a minimum of 44-feet of right-of-way. The proposed roadway will connect to the east side of N Springbrook Road and terminate in a cul-de-sac.

This criterion is met because the public streets and walkways will be constructed to City of Newberg specifications, dedicated to the City and there will be no negative impact to public health and safety.

2. Notwithstanding subsection (L)(1) of this section, a private street may be approved if the following standards are satisfied.

a. An application for approval of a PUD with at least 50 dwelling units may include a private street and the request for a private street shall be supported by the evidence required by this section. The planning commission may approve a private street if it finds the applicant has demonstrated that the purpose statements in NMC 15.240.010(A) through (D) are satisfied by the evidence in subsections (L)(2)(a)(i) through (v) of this section.

i. A plan for managing on-street parking, maintenance and financing of maintenance of the private street, including a draft reserve study showing that the future homeowners association can financially maintain the private street;

ii. A plan demonstrating that on- and off-street parking shall be sufficient for the expected parking needs and applicable codes;

iii. Proposed conditions, covenants and restrictions that include a requirement that the homeowners association shall be established in perpetuity and shall continually employ a community management association whose duties shall include assisting the homeowners association with the private street parking management and maintenance, including the enforcement of parking restrictions;

iv. Evidence that the private street is of sufficient width and construction to satisfy requirements of the fire marshal and city engineer; and

v. The PUD shall be a Class I planned community as defined in ORS Chapter 94.

b. If the PUD is established, the homeowners association shall provide an annual written report on the anniversary date of the final approval of the PUD approval to the community development director that includes the following:

- i. The most recent reserve study.*
- ii. The name and contact information for the retained community management association.*
- iii. A report on the condition of the private street and any plans for maintenance of the private street.*

Finding: The applicant is not proposing any private streets therefore this section of the NDC is not applicable.

3. Easements. As are necessary for the orderly extension of public utilities and bicycle and pedestrian access.

Finding: The applicant is proposing to dedicate right-of-way to provide for the public street, public utilities and sidewalks. The applicant has indicated dedicating an 8-foot public utility easement shown on the plans. Feedback from PGE indicated that a 10-foot public utility easement is normally required, but that an 8-foot public utility easement may be feasible throughout most or all of the subdivision. Because it's unclear if PGE will ultimately need a 10-foot or 8-foot utility easement, the applicant is required to coordinate with PGE and provide a public utility easement width that meets PGE requirements with a maximum public utility easement of 10-feet and a minimum public utility easement of 8-feet along all property frontages. The City of Newberg must be provided with documentation of the ultimate public utility easements coordinated and approved by PGE, prior to approval of the final plat.

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

M. Underground Utilities. Unless waived by the hearing authority, the developer shall locate all on-site utilities serving the proposed planned unit development underground in accordance with the policies, practices and rules of the serving utilities and the Public Utilities Commission.

Finding: The applicant is proposing that all on-site utilities to be located underground.

This criterion is met because all utilities will be installed underground.

N. Usable Outdoor Living Area. All dwelling units shall be served by outdoor living areas as defined in this code. Unless waived by the hearing authority, the outdoor living area must equal at least 10 percent of the gross floor area of each unit. So long as outdoor living area is available to each dwelling unit, other outdoor living space may be offered for dedication to the city, in fee or easement, to be incorporated in a city-approved recreational facility. A portion or all of a dedicated area may be included in calculating density if permitted under these regulations.

Finding: The applicants' narrative states "as shown on Exhibit 3 and 4, each residence has outdoor living area in the form of front porch and a covered patio, and natural ground areas on each lot. Each residence has at least 21% of Usable Outdoor Living Area". The applicants' plan sheet, C4.2 Overall PUD Plan, illustrates the proposed houses footprint within each lot and shows that the outdoor living area will be at least 10 percent of the gross floor area of each unit. City Staff concur with the applicants' finding.

This criterion is met because each dwelling unit will have more than the required 10 percent of the gross floor area of each unit dedicated as usable outdoor living area.

O. Site Modification. Unless otherwise provided in preliminary plan approval, vegetation, topography and other natural features of parcels proposed for development shall remain substantially unaltered pending final plan approval.

Finding: The applicants' narrative states "as shown on Exhibit 4 (Overall PUD Plan) the applicant proposes to preserve the West Fork Springbrook Creek stream corridor (Tract C) and surrounding trees (vegetation and natural features) located along the east side of lots 9, 10 and 11. In addition, as shown on Exhibit 4 – Overall PUD Plan, and Overall Grading & Drainage Plan, lots 9, 10, 11 and 13 are proposed to be day light basements that exit creekside which will substantially maintain the topography of the site." City staff concur with the applicants' finding. The applicant is required to follow State and Federal processes to delineate wetlands and apply for a Joint Permit Application (JPA) because there are wetlands within the confines of the subject property.

This criterion will be met with the adherence to the aforementioned condition of approval and because the applicant has demonstrated on their plan sheets that vegetation, topography and the stream corridor will remain substantially unaltered.

P. Completion of Required Landscaping. If required landscaping cannot be completed prior to occupancy, or as otherwise required by a condition of approval, the director may require the applicant to post a performance bond of a sufficient amount and time to assure timely completion.

Finding: This criterion is met because the applicants' narrative acknowledges the requirement to complete the landscaping prior to occupancy, or as conditioned and that the director may require the applicant to post a performance bond of a sufficient amount and time to assure timely completion of the landscaping.

Q. Design Standards. The proposed development shall meet the design requirements for multifamily residential projects identified in NMC 15.220.060. A minimum of 40 percent of the required points shall be obtained in each of the design categories.

Finding: This section of the NDC is not applicable because the applicant is not proposing a multifamily residential project.

15.240.030 Preliminary plan consideration – Step one.

B. Application. *An application, with the required fee, for preliminary plan approval shall be made by the owner of the affected property, or the owner's authorized agent, on a form prescribed by and submitted to the director. Applications, accompanied by such additional copies as requested by the director for purposes of referral, shall contain or have attached sufficient information as prescribed by the director to allow processing and review in accordance with these regulations. As part of the application, the property owner requesting the planned development shall file a waiver stating that the owner will not file any demand against the city under Ballot Measure 49, approved November 6, 2007, that amended ORS Chapters 195 and 197 based on the city's decision on the planned development.*

Finding: The applicant has paid the required fee for a PUD review. Application material with sufficient information and a sufficient number of copies were provided to the city for referral reviews by other agencies and departments. The applicant has provided a Measure 49 waiver.

This criterion is met because the applicant has paid the required fee, submitted the required material for review of the project and a signed Measure 49 waiver.

C. Type III Review and Decision Criteria. *Preliminary plan consideration shall be reviewed through the Type III procedure. Decisions shall include review and recognition of the potential impact of the entire development, and preliminary approval shall include written affirmative findings that:*

1. The proposed development is consistent with standards, plans, policies and ordinances adopted by the city; and

Finding: The applicant has provided a Type III review application. As this report details, the proposed development is consistent with standards, plans, policies and ordinances adopted by the City of Newberg. In some cases conditions of approval are noted in order to address any deficiencies.

This criterion is met because the proposed development is consistent with standards, plans, policies and ordinances adopted by the city or is conditioned in order to be consistent with such requirements.

2. The proposed development's general design and character, including but not limited to anticipated building locations, bulk and height, location and distribution of recreation space, parking, roads, access and other uses, will be reasonably compatible with appropriate development of abutting properties and the surrounding neighborhood; and

Finding: Sheet C4.2 illustrates the layout of the proposed PUD including house footprints on each lot. There is a multifamily development to the south and single family residential development to the east and north, this proposed PUD is compatible with the abutting properties and the surrounding neighborhood. The bulk of the PUD and building heights are not unlike the surrounding developments. City Staff have evaluated the proposed cul-de-sac and determined the public street meets City requirements. Tract C will be dedicated to the CPRD for the future establishment of the pathway and public access. Each lot has ample onsite parking.

This criterion is met by way of the design of the PUD and its compatibility with existing surrounding land use.

3. Public services and facilities are available to serve the proposed development. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:

a. Public facility planning by the appropriate agencies; or

b. A commitment by the applicant to provide private services and facilities adequate to accommodate the projected demands of the project; or

c. Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development; and

4. The provisions and conditions of this code have been met; and

Finding: City Staff have evaluated the Edgewater PUD and have found that adequate public services and facilities are available to serve the development. Referrals were sent out for review by outside agencies as well as internal City of Newberg departments, no issues were by any of the reviewers that could not be addressed with conditions of approval. Comments from referral reviewers have been incorporated into this report. As demonstrated throughout these findings, the provisions and conditions of this code have been met.

These criteria are met as demonstrated through the applicants' submittal and the evaluation by City Staff of the applicants' submittal.

5. Proposed buildings, roads, and other uses are designed and sited to ensure preservation of features, and other unique or worthwhile natural features and to prevent soil erosion or flood hazard; and

Finding: The major natural feature, stream corridor and wetland, found within the confines of the subject property have been placed within proposed Tract C and will ensure preservation of natural features and prevent soil erosion and flood hazards. No buildings will be built on Tract C.

This criterion is met because the design of the PUD and placement of houses will ensure preservation of natural features and prevent soil erosion and flood hazards.

6. There will be adequate on-site provisions for utility services, emergency vehicular access, and, where appropriate, public transportation facilities; and

Finding: TVF&R, Newberg Dundee Police Department, City Engineers, ODOT and ODA have all evaluated the proposed PUD and found that the on-site provisions for utility services and emergency vehicular access are adequate. TVF&R has noted in their review letter that they will approve an access road of 12 feet in width for up to 3 lots, Lots 12, 13 and 14, on a shared driveway. There are no public transportation facilities planned for the proposed Edgewater PUD.

This criterion is met because the proposed development has been reviewed by various agencies and internal City of Newberg Departments, which have determined that there are adequate on-site provisions for utilities and emergency vehicle access.

7. Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development; and

Finding: The proposed 20 lot PUD will provide recreational opportunities for residents of the proposed development and for others outside of the subject property. Tract C, Sheet C4.2 Overall Site Plan, illustrates where the stream corridor is located. The City received a supplemental drawing from the applicant, which depicts adjusted lot lines for Lots 9, 10 and 11 (Attachment 1). CPRD requested that the aforementioned lot lines be moved to the edge of the Stream Corridor so that Tract C would encompass the entirety of Tract C (Attachment 1). Each lot will have at least 21% of their property that could be used for outdoor living. Tract C is approximately 57,034 (not including adjusted lot lines for Lots 9, 10 and 11). There will be a public access easement over Tract A or the driveway used to access Lots 12, 13 and 14, which will provide access across Tract B and Tract C. Each lot will provide at least 3 parking spaces (Attachment 1, see sheet C4.2 of the applicants' plan sheets).

This criterion is met because the applicant has demonstrated that there will be sufficient usable recreation facilities, outdoor living area, open space and parking areas.

8. Proposed buildings, structures, and uses will be arranged, designed, and constructed so as to take into consideration the surrounding area in terms of access, building scale, bulk, design, setbacks, heights, coverage, landscaping and screening, and to assure reasonable privacy for residents of the development and surrounding properties.

Finding: Sheet C4.2 illustrates the layout of the proposed PUD including house footprints on each lot. There is a multifamily development to the south and single family residential development to the east and north, this proposed PUD is compatible with existing land uses on the abutting properties and the surrounding neighborhood. The bulk of the PUD and building heights are not unlike the surrounding developments. City Staff have evaluated the proposed cul-de-sac and determined the public street, N Springbrook Road, meets City requirements. Tract C will be dedicated to CPRD for the future establishment of the pathway and public access. Each lot has ample onsite parking.

This criterion is met because the proposed PUDs buildings, structures and uses are arranged, designed and constructed not unlike existing surrounding land use.

D. Conditions. Applications may be approved subject to conditions necessary to fulfill the purpose and provisions of these regulations.

Finding: Exhibit “B”, Conditions of Approval, can be found in the next section of this report. With the implementation of the conditions the proposed PUD will fulfill the purpose and provisions of these regulation, therefore, this criterion is met.

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: The applicant is proposing a 20-lot single family residential development. The ITE Trip Code for Single-Family Detached Housing is No. 210. The weekday PM Peak Hour average trip rate for Single-Family Detached Housing is 1.0. The applicants’ development is anticipated to create 20 PM Peak Hour trips, which is below the 40 trips per pm peak hour. A traffic study is required when there are more than 40 trips per pm peak hour generated by a given land use. Therefore a traffic study is not required.

This criteria does not apply because the proposed project does meet the threshold of over 40 trips per p.m. peak hour.

15.305.020 Zoning use table – Use districts.

Finding: The subject property is zoned R-2 Medium Density Residential. Table 15.305.020

lists single family residential as a use permitted by right.

This criterion is met because Table 15.305.020 lists single family residential as a use by right in the R-2 Zoning District.

Chapter 15.342 STREAM CORRIDOR OVERLAY (SC) SUBDISTRICT

15.342.020 Where these regulations apply.

The regulations of this chapter apply to the portion of any lot or development site which is within an SC overlay subdistrict. Unless specifically exempted by NMC 15.342.040, these regulations apply to the following:

- A. New structures, additions, accessory structures, decks, addition of concrete or other impervious surfaces;**
- B. Any action requiring a development permit by this code;**
- C. Changing of topography by filling or grading;**
- D. Installation or expansion of utilities including but not limited to phone, cable TV, electrical, wastewater, storm drain, water or other utilities;**
- E. Installation of pathways, bridges, or other physical improvements which alter the lands within the stream corridor overlay subdistrict.**

Finding: The applicants' narrative states that "as shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the development proposes the storm drain utility to be extended into the Stream Corridor in the form of a rip rap outfall to the creek. The drawing attached to the applicants' email, dated December 11, 2018, illustrates Lots 9, 10, 11 and 13 eastern lot line will be adjusted to match the Stream Corridor line. Tract C will contain the entire mapped stream corridor area.

These criteria are applicable because the applicant is proposing the storm drain utility to be extended into the Stream Corridor in the form of a rep rap outfall to the creek.

15.342.040 Activities exempt from these regulations.

The following public or private uses and activities are exempt from the regulations of this chapter:

- A. Emergency procedures or emergency activities undertaken by public or private parties which are necessary for the protection of public health, safety and welfare.**
- B. Maintenance and repair of buildings, structures, yards, gardens or other activities or uses that were in existence prior to the effective date of the ordinance codified in these regulations.**
- C. Alterations of buildings or accessory structures which do not increase building coverage.**
- D. The expansion of an existing structure, building, improvements, or accessory structures, provided the expansion is located completely outside of**

the stream corridor delineation boundary. E. The following agricultural activities lawfully in existence as of December 4, 1996:

1. Mowing of hay, grass or grain crops.

2. Tilling, discing, planting, seeding, harvesting and related activities for pasture, trees, food crops or business crops; provided, that no additional lands within the stream corridor boundary are converted to these uses.

F. Operation, maintenance and repair of existing irrigation, drainage ditches, ponds, wastewater facilities, stormwater detention or retention facilities, and water treatment facilities.

G. Normal and routine maintenance of existing streets and utilities.

H. Normal and routine maintenance of any public improvement or public recreational area.

I. Measures to remove or abate hazards and nuisances including but not limited to removal of fallen, hazardous or diseased trees.

J. Roadway and related improvements associated with a final alignment of the Newberg bypass road project.

K. Maintenance and repair of existing railroad trackage and related improvements.

Finding: The applicants' narrative states that "the applicant does not propose any activities within the stream corridor that qualify as exempt." However, there may be a need to perform normal and routine maintenance on the proposed storm drain line that will extend into the Stream Corridor.

This criterion is met and may be utilized in the future for normal and routine maintenance of the storm drain or future pathway within the Stream Corridor if qualified as an exempt activity.

15.342.050 Activities requiring a Type I process.

The following uses shall be processed as a Type I decision and shall be approved by the director upon submittal of a plan indicating compliance with the accompanying criteria and the restoration standards indicated in NMC 15.342.060.

D. Bicycle and pedestrian paths; provided, that the area is restored pursuant to NMC 15.342.060.

E. Temporary construction access associated with authorized Type I uses. The disturbed area associated with temporary construction access shall be restored pursuant to NMC 15.342.060.

Finding: The applicant has stated that the CPRD will be accepting ownership of Tract C for an eventual pathway. A Type I application and review will be required for the construction of any pathway, bicycle or pedestrian paths within the Stream Corridor because Section 15.342.050(D)(E) requires said review.

This criterion will be required to be met if and when any pedestrian or bicycle pathways are constructed within the Stream Corridor and with the adherence to the aforementioned condition of approval.

15.342.070 Activities requiring a Type II process.

The installation, construction or relocation of the following improvements shall be processed as a Type II decision. The proposal shall be accompanied by a plan as identified in NMC 15.342.080 and conform to the mitigation standards contained in NMC 15.342.090.

A. Public or private street crossings, sidewalks, pathways, and other transportation improvements that generally cross the stream corridor in a perpendicular manner.

B. Bridges and other transportation improvements that bridge the wetland area.

G. Temporary construction access associated with authorized Type II uses. The disturbed area associated with temporary construction access shall be restored pursuant to NMC 15.342.090.

H. Grading and fill for recreational uses and activities, which shall include revegetation, and which do not involve the construction of structures or impervious surfaces.

I. Public parks.

J. Stream corridor enhancement activities which are reasonably expected to enhance stream corridor resource values and generally follow the restoration standards in NMC 15.342.060.

Finding: As previously mentioned in this report, the CPRD will be assuming ownership of Tract C for eventually establishing a pathway within the Stream Corridor. The actual location and orientation relative to the stream is unknown. If a pathway is constructed that fits the description of activities described in Section 15.342.070(A), (B), (G), (H), (I) or (J) then a Type II permit application must be submitted to the City of Newberg for review because activities described in the aforementioned Sections of the NDC requires a Type II review process.

This criterion will be required to be met if a pedestrian or bicycle pathway that meets the criteria of this Section of the NDC is proposed to be constructed.

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.

Finding: Sheet C4.2 illustrates 3 parking spots within each proposed lot. Parking will be on lots that are owned by the property owners.

This criterion is met because the applicant has demonstrated on Sheet C4.2 that there is adequate parking within the confines of each proposed lot.

15.440.030 Parking spaces required.

<i>Use</i>	<i>Minimum Parking Spaces Required</i>
<i>Residential Types</i>	
<i>Dwelling, single-family or two-family</i>	<i>2 for each dwelling unit on a single lot</i>

Notes:

* ***“1-E” refers to fraternities, sororities, cooperatives and dormitories that require one parking space for each three occupants for whom sleeping facilities are provided.***

** ***“3.-G(1)” refers to establishments or enterprises of a recreational or an entertainment nature (spectator type, e.g., auditoriums, assembly halls, theaters, stadiums, places of public assembly) that require one parking space for each four seats.***

Findings: The applicant is proposing single-family dwelling units, which will require 2 parking spots for each dwelling unit on a single lot. Each proposed lot will provide at least three parking spots as illustrated on sheet C4.2 of the applicants’ plan sheets.

This criterion is met because the applicant has demonstrated compliance with Section 15.440.030 of the NDC.

Chapter 15.505 PUBLIC IMPROVEMENTS STANDARDS

15.505.010 Purpose.

This chapter provides standards for public infrastructure and utilities installed with new development, consistent with the policies of the City of Newberg comprehensive plan and adopted city master plans. The standards are intended to minimize disturbance to natural features, promote energy conservation and efficiency, minimize and maintain development impacts on surrounding properties and neighborhoods, and ensure timely completion of adequate public facilities to serve new development.

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.

Finding: The preliminary plans show the installation of a new public limited residential street. Other public improvements not limited to water, wastewater, and stormwater infrastructure are also included in the applicants' plans. Improvements requiring City approval shall comply with the City's Public Works Design and Construction Standards. Some improvements may require approval from other agencies. Because permitting was not discussed in detail in the applicants' narrative, public utility infrastructure improvements not limited to street improvements, water, wastewater, and stormwater will require completed permits from partner agencies to authorize different work tasks. Issuance of required permits for wetland delineation/mitigation, construction, etc. not limited to the agencies of Yamhill County, the State of Oregon, and the Federal Government will be required prior to the City of Newberg issuing a Public Improvement Permit.

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

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: The preliminary plans and narrative indicate the applicant will be installing a limited residential street with 44-feet of right-of-way, 28-foot wide curb-to-curb driving surface and 6-foot wide curb tight sidewalks.

This criterion will be met if all improvements necessary to serve the development are completed, see conditions in Section 15.505.030.

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 preliminary plans show a connection to an existing water line stub from N Springbrook Road and an extension of a public water line through the development.

This criterion will be met if all water improvements necessary to service the development are completed, see conditions in Section 15.505.040(D).

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 preliminary plans show a connection to an existing sewer line stub from N Springbrook Road and an extension of a public sewer line through the development.

This criterion will be met if all wastewater improvements necessary to service the development are completed, see conditions in Section 15.505.040(E).

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 applicants' narrative states that they will be creating a public stormwater tract to treat new impervious surface areas created by the development. The stormwater facility will then drain into the West Fork of Springbrook Creek.

This criterion will be met if all stormwater improvements necessary to service the development 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: The applicants' narrative states that all public utilities are to be constructed in the new street right-of-way or in Tract A. Tract A is a private driveway to be co-owned by lots 13, 14, and 15 that will have a public access easement over the entire tract. Tract B will be dedicated to the City and will contain the public stormwater facility.

This criteria will be met if all easements necessary to service the development are completed, 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.

Finding: This criterion will be verified to have been met during the building 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 proposing to construct a new limited residential street. The applicant has proposed the following cross-section, which requires a minimum of 44-feet of right-of-way:

- 1-foot from back of sidewalk to right-of-way
- 6-foot sidewalk
- 0.5-foot curb
- 28-foot curb-to-curb with parking allowed on one side of the street
- 0.5-foot curb
- 6-foot sidewalk
- 1-foot from back of sidewalk to right-of-way

The applicants' proposed roadway cross-section meets the City's Standard for a limited residential street.

These criteria are met because City Staff have evaluated the proposed roadway cross-section and have determined that the limited residential street meets City Standards.

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.***
- 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: The applicant is not proposing any improvements to existing streets and City Staff are not requiring any improvements to existing streets, therefore, these criteria are not applicable.

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: The applicants' property is not located on a street scheduled for future reconstruction, therefore a fee in lieu for improvements is not applicable.

This criterion does not apply because the applicants' property is not located on a public street scheduled for future reconstruction.

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 improvements related to impacts identified as part of this proposed action, therefore, this criterion does not apply.

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 street section width needed, existing street 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.*

** *All standards shall be per ODOT expressway standards.*

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

Finding: The applicant is proposing a new limited residential street, therefore, 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: The applicant is proposing a new limited residential street which does not require bike lanes, therefore, this criterion does not apply.

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: The applicant is proposing a limited residential street, which is not classified as a collector or arterial. It appears the applicant can achieve a minimum 8-foot parking lane.

This criterion is applicable because the proposed limited residential street is not a collector or arterial. However, the applicant can achieve a minimum 8-foot parking lane within the proposed development.

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

Finding: There are no center turn lanes proposed as part of this project, therefore, 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: The applicant is proposing to construct a limited residential street consisting of a 28-foot curb-to-curb roadway width, with 6-foot curb tight sidewalks, and 44-feet of right-of-way. The applicant has received approval for the emergency access and turnaround they

proposed to the Tualatin Valley Fire & Rescue (TVF&R) Fire Marshall. The estimated traffic volume on the street is low and with 20 single-family residential units is expected to create approximately 200 trips per day. The proposed limited residential street is 400-feet long and terminates in a cul-de-sac. The total number of residences accessing the street will be 20 single-family residential homes. Parking is to be provided on one side of the limited residential street only as dictated by TVF&R.

These criteria are met because the proposed limited residential street meets the requirements of TVF&R, the traffic volumes are low, the cul-de-sac is not greater than 400 feet in length and on-street parking will be limited to one side of the street.

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

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: The applicant is proposing 6-foot wide curb tight sidewalks on both sides of the limited residential street with no planter strip. The applicant also shows on their plans tying into the existing ODOT sidewalks and ADA ramps along the eastside of N Springbrook Road. Because it's unclear how the proposed sidewalk is tying into the existing sidewalk and how ADA requirements are being met, the applicant will be required to provide for a continuous ADA accessible sidewalk that connects to the existing sidewalk along the east side of N Springbrook Road.

These criteria will be met with the adherence to the aforementioned condition of approval.

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 because there is not a slope that will affect the stability of the proposed street, therefore, 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 proposing to construct a new public limited residential street. Because the applicant has not completed an intersection sight distance evaluation of proposed intersection, the applicant will be required to conduct and submit an intersection sight distance evaluation per Section 5.23 in the Public Works Design & Construction Standards.

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

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 a conditional use permit, therefore, this criterion is not applicable.

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 proposing a limited residential street, and is not proposing further modifications to the street right-of-way or improvement width, therefore, 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, therefore, 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 has given suitable recognition to surrounding topographical conditions in accordance with this code, therefore, this criterion is met.

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: The applicants’ plan and narrative show there are no possible future street extensions as part of this project, therefore, 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 has indicated that adjacent lots to the north and south of the subject property are considerably smaller lots and not suitable for a subdivision. The existing adjacent lots have single family homes and are unlikely to be redeveloped. The proposed cul-de-sac does not exceed 400 feet in length. The applicants' narrative states that all buildings along the street will be installed with sprinkler systems. The applicant is proposing a 36-foot radius inside of the cul-de-sac, and are proposing no parking, a mountable curb, and curb-tight sidewalks. A mapped Stream Corridor encumbers the eastern portion of the lot making a road crossing impractical. The applicant has requested to increase the number of homes served by a cul-de-sac from 18 to 20, which is permissible under the PUD process as stated in Section 15.240.020(l).

These criteria are met because the Edgewater PUD meets the requirements for utilization of a cul-de-sac, proposed cul-de-sac does not exceed 400 feet in length, sprinkler systems will be utilized, through the PUD process the applicant has asked to increase the number of homes on a cul-de-sac from 18 to 20 and the proposed 36-foot cul-de-sac will prohibit parking on one side of the street.

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 has indicated that they have not yet selected a street name for their proposed limited residential street. Because a new street name has not yet been selected, the applicant will be required to select a street name, and install new street name signs at the intersection of their proposed limited residential street and N Springbrook Road.

This criterion will be met with the adherence to the aforementioned condition of approval.

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: This criterion does not apply because the applicant is not proposing any alleys.

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 R-1 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: These criteria do not apply because the applicant is not proposing blocks as part of their development project.

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: This criterion does not apply because the applicant is not proposing private streets.

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: These criteria do not apply because the applicant is not required to install any traffic calming and the applicant isn't proposing any traffic calming.

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	All	Refer to ODOT Access Spacing Standards	NA
Major arterial	Urban CBD	Refer to ODOT Access Spacing Standards	
Minor arterial	Urban CBD	500 200	150 100
Major collector	All	400	150
Minor collector	All	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 driveways or on adjoining streets, one driveway is allowed as far from the intersection as possible.*

Finding: The property has frontage on N Springbrook Road, which is part of the Salmon River Highway No. 39 (OR-18). The property is served by an approach to the highway at MP 60.49, which was improved and permitted as part of the ODOT OR18: Newberg-Dundee Bypass (Phase 1G). The proposal does not include any modifications to the existing approach on the highway and is not affecting current traffic conditions, therefore, ODOT has no objections to the proposal.

These criteria are met because the proposed limited residential street has obtained an access permit from the State of Oregon.

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 does not have more than one frontage to their property, therefore, this criterion is not applicable.

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 more than one driveway per lot, therefore, 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 applicants' property does not have alley access, therefore, these criteria do 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 to close an existing access, therefore, 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 has indicated that Tract A is to be co-owned by Lots 13, 14, and 15 with a public access easement over the tract. Tract A serves as a shared driveway to access Lots 13, 14, 15, and Tract B, which is where the stormwater facility is located. Because the applicant is proposing three residential lots accessing the shared driveway and requirements from the Fire Marshal have not been addressed along with additional parking requirements, the applicant will be required to follow all requirements as required by the Fire Marshall for the proposed shared driveway including but not limited to installing

“No Parking – Fire Lane” signage along the shared driveway, and provide plans which show adequate parking spaces for the proposed shared driveway as indicated in section 15.505.030(7)(e) are being met.

These criteria will be met with the adherence to the aforementioned condition of approval.

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 applicants’ project is not proposing frontage streets or alleys, therefore, this criterion is not applicable.

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 applicants’ property abuts N Springbrook Road, which is under the jurisdiction of the Oregon Department of Transportation (ODOT). Any new service connections for water and sewer, or improvements to the existing driveway/sidewalk within ODOT right-of-way will require an access permit. The applicants’ narrative does not address the need for any access permits. Because the applicants’ plans and narrative do not address the need for possible access permits to enter ODOT right-of-way, the applicant will be required to obtain any necessary ODOT permitting to perform work within the ODOT right-of-way.

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

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, therefore, this criteria is 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 as part of their project. However, a future public walkway is proposed connecting the limited residential street to Tract C, which is proposed to be owned by the CPRD. The applicant is providing a 15-foot wide east-west access for a future public walkway so that Tract A and Tract C share a minimum of a 15-foot tract boundary, thereby eliminating the need for a 15-foot access easement across the stormwater tract, Tract B. Although the applicant is not proposing to construct a public walkway at this time, the requirements for a future public walkway can be reasonably met given that planning occurs between the applicant, City of Newberg, and CPRD.

These criteria are met because the applicant is not proposing public walkways but are providing a 15-foot east-west access easement for a future public walkway that may be developed in the future by the CPRD.

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: The applicants' narrative states that street trees have been installed along N Springbrook Road as part of the ODOT Newberg-Dundee Bypass Project, and that the applicant will be installing 21 street trees along their proposed limited residential street. Because it's unclear if the street tree criteria is being met, the applicant will be required to provide any necessary street trees in compliance with 15.420.010(B).

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

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: The applicants' narrative and plans state that street lighting will be installed along the new limited residential street. However, the applicant has not addressed the need for street lighting at the newly created intersection of the proposed limited residential street and N Springbrook Road, or lighting needed along the east side of N Springbrook Road. Because the applicant has not addressed intersection street lighting requirements, or frontage lighting along N Springbrook Road, the applicant will be required to adequately light the following locations or show via a lighting analysis that the existing street lighting meets City standards. If existing street lighting does not meet City standards the applicant shall provide additional street lighting along the property frontage in compliance with the City's Public Works Design and Construction Standards.

Street lighting meeting City standards is required at the following locations:

- Street lighting will be required along the proposed unnamed limited residential street

- Street lighting will be required at the newly created intersection of the proposed unnamed limited residential street and N Springbrook Road
- Street lighting will be required on the east side of N Springbrook Road along the property frontage.

The criterion will be met if the aforementioned conditions of approval are adhered to.

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, therefore, these criteria do not apply.

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.***

Finding: The applicant has indicated that the proposed improvements are located within the 44-feet of right-of-way to be dedicated for the limited residential street or are within easements meeting the City’s Public Works Design and Construction Standards. Additionally, the public utilities were designed with the intent to minimize soil and site disturbance as feasible. All construction of utilities will be coordinated with the City.

These criteria are met because the applicant has agreed to meet the City's Public Works Design and Construction Standards.

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.

Finding: The applicants' plans and narrative indicate that there is an existing water line in N Springbrook Road, and that an existing public 8-inch waterline was stubbed into the subject property during the construction of the Newberg-Dundee Bypass project. Water service is being shown to every lot. Because the applicant has not submitted fire flow calculations, the applicant will be required to submit fire flow calculations to show that the existing and proposed service is adequate prior to the issuance of the Public Improvement Permit.

This criterion will be met with the adherence to the aforementioned condition of approval.

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 applicants' plans and narrative indicate that there is an existing water line in N Springbrook Road, and that an existing public 8-inch waterline was stubbed into the subject property during the construction of the Newberg-Dundee Bypass project. Water service is being shown to every lot. Because the applicant has not submitted construction

plans, the applicant will be required to submit construction plans and obtain and Public Improvement Permit to install the water service laterals to the requirements of the City's Public Works Design and Construction Standards.

These criteria 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: The applicants' narrative does not address if the existing home located on the property is served by a septic tank. Because it's unclear if the existing home located on the property is served by a septic tank, the applicant will be required to provide documentation that a septic system does not exist for the existing house on proposed Lot 12, or abandon and remove the existing system in accordance with Yamhill County standards and provide documentation of such abandonment/removal.

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

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: Preliminary plans indicate that the applicant will be able to meet requirements of the Public Works Design and Construction Standards. The applicant has indicated that an existing 8-inch gravity wastewater service connects to the existing wastewater sewer in N Springbrook Road and is available to serve the development. Gravity wastewater service can be provided to all 20-lots within the development. Temporary wastewater facilities are not being proposed with this project. It is not anticipated that a future wastewater extension could be made from the proposed development. Because the applicant has not submitted construction plans, the applicant will be required to submit construction plans and obtain a Public Improvement Permit to install the wastewater service main and laterals pursuant to the requirements of the City’s Public Works Design and Construction Standards.

These criteria will be met if the aforementioned condition of approval is adhered to.

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. [Ord. 2810 § 2 (Exhs. B, C), 12-19-16.]

Finding: The applicant has submitted a preliminary PUD development application and plans that show some utility easements. Because the applicant has not recorded all utility easements, the applicant will be required to submit a final plat that includes necessary utility easements meeting the specifications and standards of the City’s Public Works Design and Construction Standards, but not necessarily limited to:

- 1) 8-foot to 10-foot utility easements along all property frontages as coordinated with and approved by PGE. Stormwater facilities are not allowed to be co-located in public utility easements.
- 2) 15-foot utility easement for each public stormwater, sewer, and water lines where not located within the existing roadway right-of-way.

- 3) Public access and utility easement over Tract A for the purpose of serving Lots 13, 14, 15, a future public walkway and to provide access to the Tract B stormwater facility.
- 4) A public utility easement will be required over the proposed public stormwater line and outfall shown in Tract C, which flows into the west fork of Springbrook Creek.

This criterion will be met if the aforementioned conditions of approval are adhered to.

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.

Finding: The applicants' plans and narrative show a water quality and detention pond proposed along the eastern edge of the development near the existing stream corridor. The proposed water quality and detention pond in Tract B will outfall into the west fork of Springbrook Creek and serve all new impervious surface areas created as part of the PUD. Because the applicant has not provided construction plans or a final stormwater report, the applicant will be required provide detailed construction plans and a final stormwater report that address requirements outlined in the Public Works Design and Construction Standards in accordance with NMC 13.25 Stormwater Management.

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 applicants' narrative indicates developing a 20-unit single family residential PUD. New impervious surface areas will be created and the applicant indicated they would install one large stormwater facility in Tract B to treat stormwater. Because the applicant did not discuss the need for an erosion and sedimentation control permit to construct the proposed development, the applicant will be required to obtain an erosion and sedimentation control permit at the time of Building Permit.

These criteria 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 applicants' plans and narrative show a water quality and detention pond proposed along the eastern edge of the development near the existing stream corridor. The proposed water quality and detention pond in Tract B will outfall into the west fork of Springbrook Creek and serve all new impervious surface areas created as part of the PUD. Because the applicant has not submitted construction plans or a final stormwater report, the applicant will need to submit a stormwater report and construction plans meeting the City's Public Works Design and Construction Standards and NMC 13.25 Stormwater Management requirements and obtain a Building Permit prior to installing the stormwater system improvements. Utility designs and alignments will be reviewed as part of the Public Improvement Permit.

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

Conclusion: Based on the above-mentioned findings, the application meets the required criteria within the Newberg Development Code, subject to completion of the attached conditions found in Exhibit "B".

**Exhibit “B” to Planning Commission Order 2019-01
Conditions – File PUD18-0002
EDGEWATER PUD**

A. The applicant must complete the following prior to final plat approval.

1. **Substantially Complete the Construction Improvements:** In accordance with NDC 15.240.040, submit the final plan application. Prior to final plan approval for a given phase, the applicant must substantially complete the construction improvements and secure for them in accordance with city policy. Complete construction and call for a walk-through inspection with the Engineering Division (503-537-1273).
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. **Public Utility Easements:**
 - a. The applicant is required to coordinate with PGE and provide a public utility easement width that meets PGE requirements with a maximum public utility easement of 10-feet and a minimum public utility easement of 8-feet along all property frontages. The City of Newberg must be provided with documentation of the ultimate public utility easements coordinated and approved by PGE, prior to approval of the final plat.
4. **Required Permits:**
 - a. The applicant is required to follow State and Federal processes to delineate wetlands and apply for a Joint Permit Application (JPA).
 - b. A Type I application and review will be required for the construction of any pathway, bicycle or pedestrian paths within the Stream Corridor.
 - c. If a pathway is constructed that fits the description of activities described in Section 15.342.070(A), (B), (G), (H), (I) or (J) then a Type II permit application must be submitted to the City of Newberg for review.
 - d. Public utility infrastructure improvements not limited to street improvements, water, wastewater, and stormwater will require completed permits from partner agencies to authorize different work tasks. Issuance of required permits for wetland delineation/mitigation, construction, etc. not limited to the agencies of Yamhill County, the State of Oregon, and the Federal Government will be required prior to the City of Newberg issuing a Public Improvement Permit.
 - e. The applicant will be required to obtain an erosion and sedimentation control permit at the time of Building Permit.

5. Roads and Sidewalks:

- a. The applicant will be required to provide for a continuous ADA accessible sidewalk that connects to the existing sidewalk along the east side of N Springbrook Road.
- b. The applicant will be required to conduct and submit an intersection sight distance evaluation per Section 5.23 in the Public Works Design & Construction Standards.
- c. The applicant will be required to select a street name, and install new street name signs at the intersection of their proposed limited residential street and N Springbrook Road.
- d. The applicant will be required to follow all requirements as required by the Fire Marshall for the proposed shared driveway including but not limited to installing “No Parking – Fire Lane” signage along the shared driveway, and provide plans which show adequate parking spaces for the proposed shared driveway as indicated in section 15.505.030(7)(e) are being met.
- e. The applicant will be required to obtain any necessary ODOT permitting to perform work within the ODOT right-of-way.

6. Landscaping and Lighting:

- a. The applicant will be required to provide any necessary street trees in compliance with 15.420.010(B).
- b. The applicant will be required to adequately light the following locations or show via a lighting analysis that the existing street lighting meets City standards. If existing street lighting does not meet City standards the applicant shall provide additional street lighting along the property frontage in compliance with the City’s Public Works Design and Construction Standards. Street lighting meeting City standards is required at the following locations:
 - i. Street lighting will be required along the proposed unnamed limited residential street
 - ii. Street lighting will be required at the newly created intersection of the proposed unnamed limited residential street and N Springbrook Road
 - iii. Street lighting will be required on the east side of N Springbrook Road along the property frontage.

7. Water:

- a. The applicant will be required to submit fire flow calculations to show that the existing and proposed service is adequate prior to the issuance of the Public Improvement Permit.
- b. The applicant will be required to submit construction plans and obtain and Public Improvement Permit to install the water service laterals to the

requirements of the City's Public Works Design and Construction Standards.

8. Wastewater:

- a. The applicant will be required to provide documentation that a septic system does not exist for the existing house on proposed Lot 12, or abandon and remove the existing system in accordance with Yamhill County standards and provide documentation of such abandonment/removal.
- b. The applicant will be required to submit construction plans and obtain a Public Improvement Permit to install the wastewater service main and laterals pursuant to the requirements of the City's Public Works Design and Construction Standards.

9. Easements:

- a. the applicant will be required to submit a final plat that includes necessary utility easements meeting the specifications and standards of the City's Public Works Design and Construction Standards, but not necessarily limited to:
 - i. 8-foot to 10-foot utility easements along all property frontages as coordinated with and approved by PGE. Stormwater facilities are not allowed to be co-located in public utility easements.
 - ii. 15-foot utility easement for each public stormwater, sewer, and water lines where not located within the existing roadway right-of-way.
 - iii. Public access and utility easement over Tract A for the purpose of serving Lots 13, 14, 15, a future public walkway and to provide access to the Tract B stormwater facility.
 - iv. A public utility easement will be required over the proposed public stormwater line and outfall shown in Tract C, which flows into the west fork of Springbrook Creek.

10. Stormwater:

- a. The applicant will be required provide detailed construction plans and a final stormwater report that address requirements outlined in the Public Works Design and Construction Standards in accordance with NMC 13.25 Stormwater Management.
- b. The applicant will need to submit a stormwater report and construction plans meeting the City's Public Works Design and Construction Standards and NMC 13.25 Stormwater Management requirements and obtain a Building Permit prior to installing the stormwater system improvements. Utility designs and alignments will be reviewed as part of the Public Improvement Permit.

11. Lapse of Approval. If the applicant fails to submit material required for consideration at the next step in accordance with the schedule approved at the previous step or, in the absence of a specified schedule, within one year of such approval, the application as approved at the previous step expires. If the applicant

fails to obtain a building permit for construction in accordance with the schedule as previously approved, or in the absence of a specified schedule, within three years of a preliminary plan approval, preliminary and final plan approvals expire. Prior to expiration of plan approval at any step, the hearing authority responsible for approval may, if requested, extend or modify the schedule, providing it is not detrimental to the public interest or contrary to the findings and provisions specified herein for planned unit developments. Unless the preliminary plan hearing authority provides to the contrary, expiration of final plan approval of any phase automatically renders all phases void that are not yet finally approved or upon which construction has not begun.

12. Application Materials:

- a. Type I application form (found either at City Hall or on the website – www.newbergoregon.gov in the Planning Forms section) with the appropriate fees.
- b. A current title report (within 6 months old) for the property. Include copies of all existing easements and CC&Rs that pertain to the property.
- c. A written response to these Conditions of Approval that specifies how each condition has been met.
- d. Two blue-line copies of the final plat for preliminary review by the City Engineering Division. Engineering will make red-line comments on these sheets for your surveyor/engineer to correct prior to printing final Mylar copies.
- e. Any other documents required for review.

13. Final Mylar Copies of the Plat: Submit final mylar copies of the corrected final plat (after red-line corrections have been made).

- a. Three sets (one original and two copies), 18 inches by 24 inches in size, of the final PUD plans drawn in black India ink in clear and legible form. Original plats shall be in substantial conformity to the approved tentative plan and shall conform to the Yamhill County Surveyor's specifications and requirements.

14. Required Signatures: According to NDC 15.235.180, approval of a final plat must be acknowledged and signed by the following:

- a. Community Development Director
- b. The County Assessor
- c. The County Surveyor
- d. The City Recorder

15. Recording: Deliver the approved plat to the office of the County Clerk for recording. The County Clerk's office is located at 414 NE Evans St, McMinnville, OR 97128.

16. **Copy returned to the City:** Return an exact mylar copy of the recorded plat to the Director to complete the plat process. The land division will not be considered final until the copy is returned to the Director. No permits will be issued for any development on the property after the plat is signed until the copy is returned.

B. Development Notes:

13. **Postal Service:** The applicant shall submit plans to the Newberg Postmaster for approval of proposed mailbox delivery locations. Contact the Newberg Post Office for assistance at 503-554-8014.
14. **PGE:** PGE can provide electrical service to this project under terms of the current tariff which will involve developer expense and easements. Contact the Service & Design Supervisor, PGE, at 503-463-4348.
15. **Frontier:** The developer must coordinate trench/conduit requirements with Frontier. Contact the Engineering Division, Frontier, at 541-269-3375.
16. **Addresses:** The Planning Division will assign addresses for the new lots. Planning Division staff will send out notice of the new addresses after they receive a mylar copy of the recorded final plat.

Attachment 1: Application Material

Edgewater PUD Project Overview

The applicant is proposing to complete a 20 lot PUD located at 112 N. Springbrook Road (Tax Map 3221BB 00700). The access from Springbrook Road has been stubbed to the site by the recent ODOT project. In addition, public water and sanitary sewer were also stubbed to the site with the ODOT project. The existing site has a single residential house that is bounded by West Fork Springbrook Creek to the east, a mobile home park to the west across Springbrook Road, Springbrook Ridge Apartments to the south and a single family residence to the north. The PUD meets the City code except for three provisions as follows that we are proposing to adjust in the PUD process. These provisions are as follows:

1. 15.405.030(D)(1)(b) Limits the lot width at building setback line to 30 feet, we are proposing 22ft for two lots on the subdivision.
2. 15.405.030(D)(1)(a) Limits lot public street frontage to 25 feet, we are proposing a reduction to 16.2 for two lots off of the cul-de-sac, and 23ft for two lots that access the access tract.
3. 15.505.030(L) Limits the maximum number of single family homes served by a cul-de-sac to 18, we are proposing to increase this to 20.

The project is projected to be constructed in 2019.

List of Exhibits

Exhibit 1 – Zone Map

Exhibit 2 – TVFD Correspondence

Exhibit 3 – Building Elevations & Floor Plans

Exhibit 4 – Civil Drawings (Overall PUD Plan, Utility Plan, Grading & Drainage Plan, etc.)

Exhibit 5 – Sun Exposure Diagrams

Edgewater PUD Written Response

PLANNED UNIT DEVELOPMENT CRITERIA

Below is the criteria followed by the applicant's response.

(1) *The proposed development is consistent with standards, plans, policies and ordinances adopted by the city; and*

Applicant's Response: As shown in the application and described below in the written response to the criteria and the code standards the development is consistent with the standards, plans, policies and ordinances adopted by the City.

(2) *The proposed development's general design and character, including but not limited to anticipated building locations, bulk and height, location and distribution of recreation space, parking, roads, access and other uses, will be reasonably compatible with appropriate development of abutting properties and the surrounding neighborhood; and*

Applicant's Response: The properties adjacent the applicant's property are in the same zoning district or R-3 and are developed at similar densities as the applicant is proposing. Therefore, the general design, character, bulk and height of the development will be reasonably compatible with the surrounding neighborhood. The applicant is proposing to provide recreational space along the stream corridor and the development will provide a public street to the City that has adequate emergency access.

(3) *Public services and facilities are available to serve the proposed development. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:*

- a) Public facility planning by the appropriate agencies; or*
- b) A commitment by the applicant to provide private services and facilities adequate to accommodate the projected demands of the project; or*
- c) Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development.*

Applicant's Response: Please refer to Exhibit 4 (Overall Utility Plan). As shown, there is an existing 8" public sanitary sewer service that is stubbed to the site off of S. Springbrook Road. This is of sufficient size to service the proposed PUD. In addition, there is an existing 8" public water line stub located in Springbrook Road and will be utilized to service the PUD. Stormwater for the PUD will be routed in a public storm system to a raingarden providing treatment and flow control prior to discharge into W. Fork Spring Brook Creek. The applicant is proposing to construct the improvements prior to constructing the homes, thereby committing to the project early in the process.

(4) *The provisions and conditions of this code have been met; and*

Applicant's Response: As shown below in the summary table and described under the "Written Response to the Development Code" the provisions and the conditions have been met or can be met with a condition of approval. The **bold** items shown in the table below are proposed to be altered from the City code as shown, which is allowed under a PUD plan.

City of Newberg Summary Table

Lot Standards	Required/ Allowed	Provided	Applicable Municipal Code
Total Site Area, AC	-	3.89	
Minimum Average Lot Size, SF	3,000	4,213	15.405.010(A)(2)
Lot Depth	N/A ¹	-	15.405.030(B)
Lot Width at Building Line, FT	30	22	15.405.030(D)(1)(b)
Public Street Frontage, FT	25	16.2	15.405.030(D)(1)(a)
Maximum Lot Coverage, %	50%	42%	15.405.040(B)(1)(b)
Maximum Parking Coverage, %	30%	18%	15.405.040(B)(2)
Maximum Lot & Parking Coverage Combined, %	70%	60%	15.405.040(B)(3)(a)
Maximum Density Points per Acre	310	242	15.240.020(F)(1)(a)
Minimum Setbacks			
Front Yard Size, FT	15	15	15.410.020(A)(1)
Garage to Street Property Line, FT	20	20	15.410.020(A)(3)
Building to Street Centerline, FT	40 ²	40	15.410.050(C)(5)
Interior Yard, FT	5	5	15.410.030(A)(1)
Building Standards			
Maximum Dwelling Unit Height	Dependent on Sun Exposure	See Ex. 5: Sun Exposure Diagram	15.240.020(K)
Outdoor Living Area	10% gross floor area	21%	15.240.020(N)
Maximum Porch Projection into Front Yard, FT	5	5	15.410.070(C)
Maximum Porch Projection into Interior Yard, FT	2	2	15.410.070(C)
Street Standards			
Public Street ROW Width, FT	40-46 ³	44	Table 15.505.030(G)
Minimum Pavement Width, FT	28 ³	28	Table 15.505.030(G)
Minimum Cul-de-sac Bulb Radius, FT	35 ⁴	36	15.505.030(L)
Minimum Curb-Side Sidewalk Width, FT	6	6	15.505.030(G)(8)(b)
Maximum Single-Family Homes Served by Cul-de-sac	18	20	15.505.030(L)

¹ Development of lots under 15,000 SF are exempt from the lot depth to width ratio requirement. All proposed lots are less than 15,000 SF.

² Building to street centerline setback is 25 feet plus the required yard setback of 15 feet.

³ Minimum street ROW for limited residential streets with parking on one side.

⁴ 35 foot radius allowed per 15.505.030(L) since using mountable curbs, curbside sidewalks, no street parking around cul-de-sac, and sprinkler systems in every building along cul-de-sac.

(5) *Proposed buildings, roads, and other uses are designed and sited to ensure preservation of features, and other unique or worthwhile natural features and to prevent soil erosion or flood hazard; and*

Applicant's Response: Please refer to Exhibit 4 (Overall PUD Plan). The site has a natural feature on site including West Fork Spring Brook Creek on the east that flows north to south. The creek is covered by a canopy of trees on the eastern portion of the site. Per the site plan, the new public street and proposed lot layout preserves these natural features. In addition, houses that front the forest area will have daylight basements to reduce site grading and take advantage of the natural slope.

(6) *There will be adequate on-site provisions for utility services, emergency vehicular access, and, where appropriate, public transportation facilities; and*

Applicant's Response: Please refer to Exhibit 4 (Overall Utility Plan). As shown on sheet C7.0, the site is proposed to be fully serviced with a public street, sewer, water, and storm. Per C4.1, emergency vehicular access is provided via the new 28' curb-to-curb public street with parking along one side and an emergency vehicular turnaround that utilized the lot 13, 14, & 15 access tract. There is existing Yamhill County Transit Route #7 that is located at the intersection of E. 2nd Street and S. Springbrook Road about a block south of the proposed development.

(7) *Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development; and*

Applicant's Response: As shown on Exhibit 4, each home will have an outdoor living area in the form of a covered front porch and cover back patio, and off-street parking for two cars (not including street parking). In addition, the Tract C located along the creek will provide residents with open space and recreation facilities. Therefore, this criteria has been met.

(8) *Proposed buildings, structures, and uses will be arranged, designed, and constructed so as to take into consideration the surrounding area in terms of access, building scale, bulk, design, setbacks, heights, coverage, landscaping and screening, and to assure reasonable privacy for residents of the development and surrounding properties.*

Applicant's Response: As shown on Exhibit 4, the proposed cul-de-sac takes access from an existing street stub recently constructed in an ODOT project. The proposed buildings will access this cul-de-sac that meets code ROW, and street widths. The proposed building setbacks, heights, and coverage will all meet minimum code setbacks (as described below). In addition, as shown in Exhibit 3 the proposed building scale, and design will be similar to surrounding developments. Each proposed residence will have a 6-ft privacy fence and be attractively landscaped to meet or exceed those of the surrounding properties, therefore this criteria has been met.

Written response to § 15.240, 15.342, & 15.505 of the Development Code

Below is the criteria followed by the applicant's response.

15.240.020 PD Planned Unit Development Regulations

15.240.020 General provisions.

A. Ownership. Except as provided herein, the area included in a proposed planned unit development must be in single ownership or under the development control of a joint application of owners or option holders of the property involved.

Applicant's Response: The applicant is Mr. Jason Phillips. The property is currently owned by Mr. Larry Anderson, 35495 River View Drive, Pacific City, OR 97135. Upon PUD land use approval, Mr. Jason Phillips of West One Homes plans to purchase the property and construct the PUD.

B. Processing Steps – Type III. Prior to issuance of a building permit, planned unit development applications must be approved through a Type III procedure and using the following steps:

- 1. Step One – Preliminary Plans. Consideration of applications in terms of on-site and off-site factors to assure the flexibility afforded by planned unit development regulations is used to preserve natural amenities; create an attractive, safe, efficient, and stable environment; and assure reasonable compatibility with the surrounding area. Preliminary review necessarily involves consideration of the off-site impact of the proposed design, including building height and location.*
- 2. Step Two – Final Plans. Consideration of detailed plans to assure substantial conformance with preliminary plans as approved or conditionally approved. Final plans need not include detailed construction drawings as subsequently required for a building permit.*

Applicant's Response: The submitted of this application satisfies step 1 of the process. Step 2 can be completed once the application is approved.

C. Phasing. If approved at the time of preliminary plan consideration, final plan applications may be submitted in phases. If preliminary plans encompassing only a portion of a site under single ownership are submitted, they must be accompanied by a statement and be sufficiently detailed to prove that the entire area can be developed and used in accordance with city standards, policies, plans and ordinances.

Applicant's Response: This criteria is not applicable. The applicant's buyer plans to develop the PUD in one phase.

D. Lapse of Approval. If the applicant fails to submit material required for consideration at the next step in accordance with the schedule approved at the previous step or, in the absence of a specified schedule, within one year of such approval, the application as approved at the previous step expires. If the applicant fails to obtain a building permit for construction in accordance with the schedule as previously approved, or in the absence of a specified schedule, within three years of a preliminary plan approval, preliminary and final plan approvals expire. Prior to expiration of plan approval at any step, the hearing authority responsible for approval may, if requested, extend or modify the schedule, providing it is not detrimental to the public interest or contrary to the findings and provisions specified herein for planned unit developments. Unless the preliminary plan hearing authority provides to the contrary, expiration of final plan approval of any phase automatically renders all phases void that are not yet finally approved or upon which construction has not begun.

Applicant's Response: The applicant does not intend to let the land use approval lapse.

E. Resubmittal Following Expiration. Upon expiration of preliminary or final plan approval, a new application and fee must be submitted prior to reconsideration. Reconsideration shall be subject to the same procedures as an original application.

Applicant's Response: Applicant understands the risks associated with preliminary and final plan approval.

F. Density. Except as provided in NMC 15.302.040 relating to subdistricts, dwelling unit density provisions for residential planned unit developments shall be as follows:

1. Maximum Density.

a. Except as provided in adopted refinement plans, the maximum allowable density for any project shall be as follows:

District	Density Points
<i>R-1</i>	<i>175 density points per gross acre, as calculated in subsection (F)(1)(b) of this section</i>
<i>R-2</i>	<i>310 density points per gross acre, as calculated in subsection (F)(1)(b) of this section</i>
<i>R-3</i>	<i>640 density points per gross acre, as calculated in subsection (F)(1)(b) of this section</i>
<i>RP</i>	<i>310 density points per gross acre, as calculated in subsection (F)(1)(b) of this section</i>
<i>C-1</i>	<i>As per required findings</i>
<i>C-2</i>	<i>As per required findings</i>
<i>C-3</i>	<i>As per required findings</i>

b. Density point calculations in the following table are correlated to dwellings based on the number of bedrooms, which for these purposes is defined as an enclosed room which is commonly used or capable of conversion to use as sleeping quarters. Accordingly, family rooms, dens, libraries, studies, studios, and other similar rooms shall be considered bedrooms if they meet the above definitions, are separated by walls or doors from other areas of the dwelling and are accessible to a bathroom without passing through another bedroom. Density points may be reduced at the applicant's discretion by 25 percent for deed-restricted affordable dwelling units as follows:

Density Point Table

Dwelling Type	Density Points:	Density Points:
	Standard Dwelling	Income-Restricted Affordable Dwelling Unit
Studio and efficiency	12	9
One-bedroom	14	11
Two-bedroom	21	16
Three-bedroom	28	21
Four or more bedrooms	35	26

The density points in the right-hand column are applicable to income-restricted affordable dwelling units, provided the dwelling units meet the affordability criteria under NMC 15.242.030 regarding affordable housing requirements for developments using the flexible development standards.

Applicant's Response: The property is zoned R-2 (per Exhibit 1) and is allowed 310 density points per acre minus the stream corridor tract (3.89 acres – 1.31 acres = 2.58 acres). Maximum density is calculated as follows 310 points per acre x 2.58 acres = 799.8 density points. The applicant is proposing to construct 9 new four-bedroom, 10 new three-bedroom, and 1 existing 3 bedroom single family homes. Therefore, the proposed number of density points is 35 (four bedroom) x 9 dwelling units + 28 (three bedroom) x 11 dwelling units = 623 density points (242/acre). Therefore, the proposed development is less dense than what is allowed in the code and this criteria has been met.

2. *Approved Density.* The number of dwelling units allowable shall be determined by the hearing authority in accordance with the standards set forth in these regulations. The hearing authority may change density subsequent to preliminary plan approval only if the reduction is necessary to comply with required findings for preliminary plan approval or if conditions of preliminary plan approval cannot otherwise be satisfied.

Applicant's Response: We believe our density calculations are in accordance with the standards set forth in these regulations.

3. Easement Calculations. Density calculations may include areas in easements if the applicant clearly demonstrates that such areas will benefit residents of the proposed planned unit development.

Applicant's Response: The density calculations that we provided included the public utility easement (PUE) and a sidewalk easement at the connection of the new public street to S. Springbrook Road. The PUE benefits residents of the proposed development by providing a pathway to orderly and efficiently supply the residents with power, gas, cable, phone and internet. The public sidewalk easement provides a location that the proposed sidewalks can connect to the Springbrook Road sidewalks and meet PROWAG and ODOT standards, benefitting those residents that require use of a wheel chair.

4. Dedications. Density calculations may include areas dedicated to the public for recreation or open space.

Applicant's Response: The density calculations that we provided did not include the Tract C (Stream Corridor Tract) that will be used for recreation or open space.

5. Cumulative Density. When approved in phases, cumulative density shall not exceed the overall density per acre established at the time of preliminary plan approval.

Applicant's Response: This criteria is not applicable because the project is proposed to be constructed in one phase.

G. Buildings and Uses Permitted. Buildings and uses in planned unit developments are permitted as follows:

1. R-1, R-2, R-3 and RP Zones.

a. Buildings and uses permitted outright or conditionally in the use district in which the proposed planned unit development is located.

b. Accessory buildings and uses.

c. Duplexes.

d. Dwellings, single, manufactured, and multifamily.

e. Convenience commercial services which the applicant proves will be patronized mainly by the residents of the proposed planned unit development.

Applicant's Response: As shown on Exhibit 1 – Zone Map, the property is zoned R-2. The applicant proposes to construct single family detached residential units which are permitted in the R2 Zone. The applicant does not propose to construct accessory buildings, duplexes, multi family, manufactured homes or convenience commercial services. Therefore, this criteria is met.

2. C-1, C-2 and C-3 Zones.

a. When proposed as a combination residential-commercial planned unit development, uses and buildings as listed in subsection (G)(1) of this section and those listed as permitted outright or conditionally in the use district wherein the development will be located.

b. When proposed as a residential or commercial planned unit development, uses and buildings as permitted outright or conditionally in the use district wherein the development will be located.

Applicant's Response: This criteria is not applicable because the applicant is not proposing commercial, nor is the development located in a 'C' zone.

3. M-1, M-2 and M-3 Zones. Uses and buildings as permitted outright or conditionally in the use district wherein the development will be located.

4. M-4 Zone. Uses and buildings as permitted outright or conditionally in the use district wherein the development will be located. Proposed sites, structures and uses must work together to support a common theme, product or industry. Applicants for an industrial planned development in M-4 must demonstrate conformance with any adopted master plan for the subject area and provide a plan describing how the proposed structures and uses will work together to support a common theme, product or industry. Prior to subdivision, covenants must limit occupancy to the types of industrial and related uses identified in the development plan.

Applicant's Response: This criteria is not applicable because the proposed development is not located in the M1, M-2, M-3 or M-4 Zone.

H. Professional Coordinator and Design Team. Professional coordinators and design teams shall comply with the following:

1. Services. A professional coordinator, licensed in the State of Oregon to practice architecture, landscape architecture or engineering, shall ensure that the required plans are prepared. Plans and services provided for the city and between the applicant and the coordinator shall include:

a. Preliminary design;

b. Design development;

c. Construction documents, except for single-family detached dwellings and duplexes in subdivisions; and

d. Administration of the construction contract, including, but not limited to, inspection and verification of compliance with approved plans.

Applicant's Response: The applicant's representative has hired Westech Engineering, Inc., a civil and environmental engineering firm located in Salem, OR. W. Josh Wells, P.E. is an Oregon licensed engineer (#6491615) is the professional coordinator for the project for preliminary design, design development, construction documents, and contract administration.

2. Address and Attendance. The coordinator or the coordinator's professional representative shall maintain an Oregon address, unless this requirement is waived by the director. The coordinator or other member of the design team shall attend all public meetings at which the proposed planned unit development is discussed.

Applicant's Response: W. Josh Wells, P.E. of Westech Engineering, Inc. is the project coordinator and is located out of Salem, OR.

3. Design Team Designation. Except as provided herein, a design team, which includes an architect, a landscape architect, engineer, and land surveyor, shall be designated by the professional coordinator to prepare appropriate plans. Each team member must be licensed to practice the team member's profession in the State of Oregon.

Applicant's Response: W. Josh Wells, P.E. of Westech Engineering, Inc. will prepare all plans for the PUD except the single-family home plans and the landscape plans. Once PUD is approved Westech plans

to hire Laura A. Antonson, RLA of Laurus Design, LLC of Silverton, OR to complete the landscape design.

4. Design Team Participation and Waiver. Unless waived by the director upon proof by the coordinator that the scope of the proposal does not require the services of all members at one or more steps, the full design team shall participate in the preparation of plans at all three steps.

Applicant's Response: This is the intent of our design team.

5. Design Team Change. Written notice of any change in design team personnel must be submitted to the director within three working days of the change.

Applicant's Response: The requirement is noted and can be met if personnel changes occur.

6. Plan Certification. Certification of the services of the professionals responsible for particular drawings shall appear on drawings submitted for consideration and shall be signed and stamped with the registration seal issued by the State of Oregon for each professional so involved. To assure comprehensive review by the design team of all plans for compliance with these regulations, the dated cover sheet shall contain a statement of review endorsed with the signatures of all designated members of the design team.

Applicant's Response: All final PUD plans will be signed and stamped by the following:
W. Josh Wells, P.E., Westech Engineering, Inc. (Civil)
Laura A. Antonson, RLA of Laurus Designs (Landscape)

I. Modification of Certain Regulations. Except as otherwise stated in these regulations, fence and wall provisions, general provisions pertaining to height, yards, area, lot width, frontage, depth and coverage, number of off-street parking spaces required, and regulations pertaining to setbacks specified in this code may be modified by the hearing authority, provided the proposed development will be in accordance with the purposes of this code and those regulations. Departures from the hearing authority upon a finding by the engineering director that the departures will not create hazardous conditions for vehicular or pedestrian traffic. Nothing contained in this subsection shall be interpreted as providing flexibility to regulations other than those specifically encompassed in this code.

Applicant's Response:

The applicant is proposing to adjust the following code provisions.

1. 15.405.030(D)(1)(b) Limits the lot width at building setback line to 30 feet, we are proposing 22ft for two lots on the subdivision.
2. 15.405.030(D)(1)(a) Limits lot public street frontage to 25 feet, we are proposing a reduction to 16.2 for two lots off of the cul-de-sac, and 23ft for two lots that access the access tract.
3. 15.505.030(L) Limits the maximum number of single family homes served by a cul-de-sac to 18, we are proposing to increase this to 20.

As shown Exhibit 4 (C4.1 Fire Access Turnaround) there is pedestrian access to the site, sidewalks providing safe pedestrian access and a new cul-de-sac that provides safe vehicle and fire truck access, therefore these adjustments do not create a hazardous conditions for vehicular or pedestrian traffic.

J. Lot Coverage. Maximum permitted lot and parking area coverage as provided in this code shall not be exceeded unless specifically permitted by the hearing authority in accordance with these regulations.

Applicant's Response: As shown on the "City of Newberg Summary Table" located in the PUD Criteria Response, the maximum permitted lot and parking area coverage is not exceeded.

K. Height. Unless determined by the hearing authority that intrusion of structures into the sun exposure plane will not adversely affect the occupants or potential occupants of adjacent properties, all buildings and structures shall be constructed within the area contained between lines illustrating the sun exposure plane (see Appendix A, Figure 8 and the definition of "sun exposure plane" in NMC 15.05.030). The hearing authority may further modify heights to:

1. *Protect lines of sight and scenic vistas from greater encroachment than would occur as a result of conventional development.*
2. *Protect lines of sight and scenic vistas.*
3. *Enable the project to satisfy required findings for approval.*

Applicant's Response: As shown in Exhibit 5 (Sun Exposure Diagram), the proposed homes will not intrude into the sun exposure plane. Per Appendix A, Figure 8 of NMC 15.05.030, northern exposure structures are subject to more stringent requirements. As such, Exhibit 5 uses the most constrained lot with northern exposure (the "Moreland" style home at lot 17) to document the proposed homes will meet height and sun exposure requirements. A Sun Exposure Diagram was also created for the home proposed at lot 8 which is directly south of the existing dwelling at 204 N. Springbrook Road.

L. Dedication, Improvement and Maintenance of Public Thoroughfares. Public thoroughfares shall be dedicated, improved and maintained as follows:

1. Streets and Walkways. Including, but not limited to, those necessary for proper development of adjacent properties. Construction standards that minimize maintenance and protect the public health and safety, and setbacks as specified in NMC 15.410.050, pertaining to special setback requirements to planned rights-of-way, shall be required.

Applicant's Response: As shown on Exhibit 4 (Overall PUD Plan), the proposed development will include a 28 ft wide public street and 6 ft wide sidewalks on each side that will be dedicated within a minimum 44 ft ROW upon plan approved. These improvements are proposed to be constructed to City of Newberg standards thereby minimizing maintenance, and protecting the health and safety of the public. In addition, we are proposing to construct the homes to meet all the front yards, side yard and rear yard setbacks allowed in code. Therefore, this criteria has been met.

2. Notwithstanding subsection (L)(1) of this section, a private street may be approved if the following standards are satisfied.

a. An application for approval of a PUD with at least 50 dwelling units may include a private street and the request for a private street shall be supported by the evidence required by this section. The planning commission may approve a private street if it finds the applicant has demonstrated that the purpose statements in NMC 15.240.010(A) through (D) are satisfied by the evidence in subsections (L)(2)(a)(i) through (v) of this section.

i. A plan for managing on-street parking, maintenance and financing of maintenance of the private street, including a draft reserve study showing that the future homeowners association can financially maintain the private street;

ii. A plan demonstrating that on- and off-street parking shall be sufficient for the expected parking needs and applicable codes;

iii. Proposed conditions, covenants and restrictions that include a requirement that the homeowners association shall be established in perpetuity and shall continually employ a community management association whose duties shall include assisting the homeowners association with the private street parking management and maintenance, including the enforcement of parking restrictions;

iv. Evidence that the private street is of sufficient width and construction to satisfy requirements of the fire marshal and city engineer; and

v. The PUD shall be a Class I planned community as defined in ORS Chapter 94.

b. If the PUD is established, the homeowners association shall provide an annual written report on the anniversary date of the final approval of the PUD approval to the community development director that includes the following:

i. The most recent reserve study.

ii. The name and contact information for the retained community management association.

iii. A report on the condition of the private street and any plans for maintenance of the private street.

Applicant's Response: The applicant is not proposing to construct a private street, therefore this criteria is not applicable.

3. Easements. As are necessary for the orderly extension of public utilities and bicycle and pedestrian access.

Applicant's Response: As previously discussed in Section (L), the proposed development will dedicated ROW that will include streets, public utilities and sidewalks for pedestrian access. Therefore this criteria has been met

M. Underground Utilities. Unless waived by the hearing authority, the developer shall locate all on-site utilities serving the proposed planned unit development underground in accordance with the policies, practices and rules of the serving utilities and the Public Utilities Commission.

Applicant's Response: As shown on Exhibit 4 (Overall Utility Plan) the applicant is proposing to install water, sewer, storm, and franchise utilities underground per City of Newberg Public Works Design Standards and per franchise utility standards. Therefore, this criteria has been met.

N. Usable Outdoor Living Area. All dwelling units shall be served by outdoor living areas as defined in this code. Unless waived by the hearing authority, the outdoor living area must equal at least 10 percent of the gross floor area of each unit. So long as outdoor living area is available to each dwelling unit, other outdoor living space may be offered for dedication to the city, in fee or easement, to be incorporated in a city-approved recreational facility. A portion or all of a dedicated area may be included in calculating density if permitted under these regulations.

Applicant's Response: As shown on Exhibit 3 and 4, each residence has outdoor living area in the form of front porch and a cover patio, and natural ground areas on each lot. Each residence has at least 21% of Usable Outdoor Living Area.

O. Site Modification. Unless otherwise provided in preliminary plan approval, vegetation, topography and other natural features of parcels proposed for development shall remain substantially unaltered pending final plan approval.

Applicant's Response: As shown on Exhibit 4 (Overall PUD Plan) the applicant proposes to preserve the West Fork Springbrook Creek stream corridor (Tract C) and surrounding trees (vegetation and natural features) located along the east side of lots 9, 10 and 11. In addition, as shown on Exhibit 4 – Overall PUD Plan, and Overall Grading & Drainage Plan, lots 9, 10, 11 and 13 are proposed to be day light basements that exit creekside which will substantially maintain the topography of the site.

P. Completion of Required Landscaping. If required landscaping cannot be completed prior to occupancy, or as otherwise required by a condition of approval, the director may require the applicant to post a performance bond of a sufficient amount and time to assure timely completion.

Applicant's Response: The applicant does not have an issue with this approach, if the landscaping is not completed prior to occupancy.

Q. Design Standards. The proposed development shall meet the design requirements for multifamily residential projects identified in NMC 15.220.060. A minimum of 40 percent of the required points shall be obtained in each of the design categories. [Ord. 2822 § 1 (Exh. A), 2-5-18; Ord. 2763 § 1 (Exh. A §§

9, 10), 9-16-13; Ord. 2730 § 1 (Exh. A § 9), 10-18-10; Ord. 2720 § 1(4), 11-2-09; Ord. 2505, 2-1-99; Ord. 2451, 12-2-96. Code 2001 § 151.226.]

15.220.060 Additional requirements for multifamily residential projects.

The purpose of this section is to ensure that residential projects containing three or more units meet minimum standards for good design, provide a healthy and attractive environment for those who live there, and are compatible with surrounding development. As part of the site design review process, an applicant for a new multifamily residential project must demonstrate that some of the following site and building design elements, each of which has a point value, have been incorporated into the design of the project. At least 14 points are required for attached single-family projects of any size and smaller multifamily projects with six or fewer units and at least 20 points are required for multifamily projects with seven or more units. For more information and illustrations of each element, refer to the Newberg Residential Development Design Guidelines (July 1997).

A. Site Design Elements.

1. Consolidate green space to increase visual impact and functional utility. This applies to larger projects which collectively have a significant amount of open space areas which can be consolidated into children's play areas, gardens, and/or dog-walking areas (three points).

2. Preserve existing natural features, including topography, water features, and/or native vegetation (three points).

Applicant's Response: As shown on Exhibit 4 (C6.0 Overall Grading Plan), the applicant is proposing to provide protect the existing native vegetation along the creek and minimally grade the site. The houses along the creek will have daylight basements to fit the land and preserve topography.

3. Use the front setback to build a street edge by orienting building(s) toward the street with a relatively shallow front yard (12 to 15 feet for two-story buildings) to create a more "pedestrian-friendly" environment (three points).

4. Place parking lots to the sides and/or back of projects so that front yard areas can be used for landscaping and other "pedestrian-friendly" amenities (three points).

5. Create "outdoor" rooms in larger projects by grouping buildings to create well-defined outdoor spaces (two points).

6. Provide good-quality landscaping. Provide coordinated site landscaping sufficient to give the site its own distinctive character, including the preservation of existing landscaping and use of native species (two points).

Applicant's Response: The **2 points**

7. *Landscape at the edges of parking lots to minimize visual impacts upon the street and surrounding properties (two points).*

8. *Use street trees and vegetative screens at the front property line to soften visual impacts from the street and provide shade (one point).*

Applicant's Response: The **1 point**

9. *Use site furnishings to enhance open space. Provide communal amenities such as benches, playground equipment, and fountains to enhance the outdoor environment (one point).*

10. *Keep fences neighborly by keeping them low, placing them back from the sidewalk, and using compatible building materials (one point).*

Applicant's Response: The **1 point**

11. *Use entry accents such as distinctive building or paving materials to mark major entries to multifamily buildings or to individual units (one point).*

12. *Use appropriate outdoor lighting which enhances the nighttime safety and security of pedestrians without causing glare in nearby buildings (one point).*

Applicant's Response: As shown on the street lighting plan the applicant is proposing three street lights per City standards.

B. Building Design Elements.

1. *Orient buildings toward the street. For attached single-family and smaller multifamily projects, this means orienting individual entries and porches to the street. In larger projects with internal circulation and grounds, this means that at least 10 percent of the units should have main entries which face the street rather than be oriented toward the interior (three points).*

Applicant's Response: The **3 points**

2. *Respect the scale and patterns of nearby buildings by reflecting the architectural styles, building details, materials, and scale of existing buildings (three points).*

3. *Break up large buildings into bays by varying planes at least every 50 feet (three points).*

4. *Provide variation in repeated units in both single-family attached and large multifamily projects so that these projects have recognizable identities. Elements such as color; porches, balconies, and windows; railings; and building materials and form, either alone or in combination, can be used to create this variety (three points).*

5. *Building Materials. Use some or all of the following materials in new buildings: wood or wood-like siding applied horizontally or vertically as board and batten; shingles, as roofing, or on upper portions of exterior walls and gable ends; brick at the base of walls and chimneys; wood or wood-like sash windows; and wood or wood-like trim (one point for each material described above).*

Applicant's Response: The 5 points

6. *Incorporate architectural elements of one of the city's historical styles (Queen Anne, Dutch colonial revival, colonial revival, or bungalow style) into the design to reinforce the city's cultural identity. Typical design elements which should be considered include, but are not limited to, "crippled hip" roofs, Palladian-style windows, roof eave brackets, dormer windows, and decorative trim boards (two points).*

7. *Keep car shelters secondary to the building by placing them to the side or back of units and/or using architectural designs, materials, and landscaping to buffer visual impacts from the street (two points).*

8. *Provide a front porch at every main entry as this is both compatible with the city's historic building pattern and helps to create an attractive, "pedestrian-friendly" streetscape (two points).*

9. *Use sloped roofs at a pitch of 3:12 or steeper. Gable and hip roof forms are preferable (two points). [Ord. 2763 § 1 (Exh. A § 8), 9-16-13; Ord. 2505, 2-1-99. Code 2001 § 151.195.]*

Applicant's Response: As shown on the summary table below the applicant needs 14 points and is providing 17 points. Therefore, this criteria is met.

Multi-Family Summary Table

<u>Design Elements (from above)</u>	<u>Available Points</u>	<u>Applicants Points</u>
Site Design #1	3	
Site Design #2	3	3
Site Design #3	3	
Site Design #4	3	
Site Design #5	2	
Site Design #6	2	2
Site Design #7	2	
Site Design #8	1	1
Site Design #9	1	
Site Design #10	1	1
Site Design #11	1	
Site Design #12	1	
Building Design #1	3	3
Building Design #2	3	
Building Design #3	3	
Building Design #4	3	
Building Design #5	Depends on # materials	5
Building Design #6	2	
Building Design #7	2	
Building Design #8	2	
Building Design #9	2	2
	Total	17
	Total Required	14

15.342 Stream Corridor Overlay (SC) Subdistrict

15.342.020 *Where these regulations apply.*

The regulations of this chapter apply to the portion of any lot or development site which is within an SC overlay subdistrict. Unless specifically exempted by NMC 15.342.040, these regulations apply to the following:

- A. New structures, additions, accessory structures, decks, addition of concrete or other impervious surfaces;*
- B. Any action requiring a development permit by this code;*
- C. Changing of topography by filling or grading;*
- D. Installation or expansion of utilities including but not limited to phone, cable TV, electrical, wastewater, storm drain, water or other utilities;*
- E. Installation of pathways, bridges, or other physical improvements which alter the lands within the stream corridor overlay subdistrict. [Ord. 2451, 12-2-96. Code 2001 § 151.466.]*

Applicant's Response: As shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the development proposes the storm drain utility to be extended into the Stream Corridor in the form of a rip rap outfall to the creek.

15.342.030 *General information.*

The delineated stream corridor overlay subdistrict is described by boundary lines delineated on the City of Newberg zoning map indicated with an SC symbol. The boundaries of the SC areas were established by an ecologist analyzing several environmental values including erosion potential, wildlife habitat, riparian water quality protection, floodplain water quality protection, natural condition, and ecological integrity. This information is contained in more detail in a document titled "City of Newberg, Stream Corridors as a Goal 5 Resource." This document includes a Goal 5 ESEE (economic, social, environment and energy consequences) analysis and was the basis for the preparation of this chapter. The boundaries of the SC overlay subdistrict are typically located at a logical top of bank, or where no obvious top of bank exists, are located at a distance 50 feet from the edge of the wetland. [Ord. 2451, 12-2-96. Code 2001 § 151.467.]

Applicant's Response: The location of the stream corridor overlay for West Fork Springbrook Creek is shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan). Stream corridor boundaries were determined by exporting data from the City GIS Interactive Planning Map.

15.342.040 *Activities exempt from these regulations.*

Applicant's Response: The applicant does not propose any activities within the stream corridor that qualify as exempt. This criteria is not applicable.

15.342.050 Activities requiring a Type I process.

The following uses shall be processed as a Type I decision and shall be approved by the director upon submittal of a plan indicating compliance with the accompanying criteria and the restoration standards indicated in NMC 15.342.060.

A. The expansion of an existing single-family structure, building, improvements, or accessory structures inside the corridor delineation boundary; provided, that the following criteria have been satisfied:

- 1. The expansion of a single-family structure or improvement (including decks and patios); provided, that it is located no closer to the stream or wetland area than the existing structure or improvement;*
- 2. The coverage of all structures within the SC overlay subdistrict on the subject parcel shall not be increased by more than 1,000 square feet of the coverage in existence as of December 4, 1996;*
- 3. The disturbed area is restored pursuant to NMC 15.342.060; and*
- 4. No portion of the improvement is located within the 100-year flood boundary.*

B. Private or public service connection laterals and service utilities extensions where the disturbed area shall be restored pursuant to NMC 15.342.060.

C. Private or public sidewalks, stairs and related lighting where the disturbed area is restored pursuant to NMC 15.342.060.

D. Bicycle and pedestrian paths; provided, that the area is restored pursuant to NMC 15.342.060.

E. Temporary construction access associated with authorized Type I uses. The disturbed area associated with temporary construction access shall be restored pursuant to NMC 15.342.060.

F. The removal of nonnative vegetation (such as blackberries) by mechanical means; provided, that the site is restored pursuant to NMC 15.342.060.

G. Single-family structures which are nonconforming to the standards of this chapter may be rebuilt in the event of damage due to fire or other natural hazard; provided, that the structure is placed within the same foundation lines. [Ord. 2451, 12-2-96. Code 2001 § 151.469.]

Applicant's Response: As shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the development proposes the public storm drain utility to be extended into the stream corridor in the form of a rip rap outfall to the creek. Disturbed areas will be restored pursuant to NMC 15.342.060 as discussed below.

15.342.060 Restoration standards for Type I process.

A plan shall be approved only if the following standards can be met. This shall be shown on a plan submitted along with a Type I application.

A. Disturbed areas, other than authorized improvements, shall be regraded and contoured to appear natural. All fill material shall be native soil. Native soil may include soil associations commonly found within the vicinity, as identified from USDA Soil Conservation Service, Soil Survey of Yamhill Area, Oregon.

Applicant's Response: Areas disturbed by the construction of the rip rap storm outfall will be regraded to appear natural and any fill will be native soil. This criteria can be met.

B. Replanting shall be required using a combination of trees, shrubs and grasses. Species shall be selected from natives on the Newberg plant list.

Applicant's Response: Replanting will be conducted in accordance with the natives on the Newberg plant list.

C. Removed trees over six inches in diameter, as measured at breast height, shall be replaced at a ratio of three new trees for every one removed. All trees replaced pursuant to this section shall have an average caliper measurement of a minimum of one inch. Additional trees of any caliper may be used to further enhance the mitigation site.

Applicant's Response: Installation of the rip rap storm outfall will require removal of five trees. As shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) 15 new trees will be planted onsite within the stream corridor to mitigate the five trees removed within the stream corridor. Trees will be planted in accordance with this section. This criteria is met.

D. All disturbed areas, other than authorized improvements, shall be replanted to achieve 90 percent cover in one year.

Applicant's Response: All areas disturbed by construction outside of the rip rap outfall will be replanted to achieve 90 percent cover in one year. This criteria can be met.

E. All disturbed areas shall be protected with erosion control devices prior to construction activity. The erosion control devices shall remain in place until 90 percent cover is achieved.

Applicant's Response: As shown by Exhibit 4 (C3.1 Pre-Developed Erosion Control & Demolition Plan) erosion control devices will be installed prior to construction activity and will remain until 90% cover is achieved. This criteria is met.

F. Except as provided below, all restoration work must occur within the SC overlay subdistrict and be on the same property. The director may authorize work to be performed on properties within the general vicinity or adjacent to the overlay subdistrict; provided, that the applicant demonstrates that this will provide greater overall benefit to the stream corridor areas. [Ord. 2451, 12-2-96. Code 2001 § 151.470.]

Applicant's Response: As shown by Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the 15 new trees planted for mitigation will be within the stream corridor on the subject property.

15.342.070 Activities requiring a Type II process.

15.342.080 Plan submittal requirements for Type II activities.

15.342.090 Mitigation requirements for Type II activities.

Applicant's Response: No Type II activities are proposed within the stream corridor. These criteria are not applicable.

15.342.100 Type III process for exceptions and variances.

Applicant's Response: No exceptions or variances are requested for the project. This criteria is not applicable

15.342.110 Prohibited uses and activities.

Applicant's Response: No prohibited uses or activities are proposed.

15.342.120 Density transfer.

For residential development proposals on lands which contain the SC overlay subdistrict, a transfer of density shall be permitted within the development proposal site. The following formula shall be used to calculate the density that shall be permitted for allowed residential use on the property:

Applicant's Response: A density transfer is not requested for the proposed PUD development.

15.342.130 Procedure for adjusting and amending the delineated stream corridor.

Applicant's Response: The applicant does not propose an adjustment or amendment to the delineated stream corridor. This criteria is not applicable.

15.342.140 Stream corridor impact report (SCIR) and review criteria.

Applicant's Response: The applicant does not request an exception or variance (i.e. Type III process) to the stream corridor and therefore does not require an SCIR. This criteria is not applicable.

15.505 – Public Improvements Standards

15.505.030 Street Standards

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 street section width needed, existing street 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>
<i>Arterial Streets</i>						
<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>
<i>Collectors</i>						
<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>
<i>Local Streets</i>						
<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.

** All standards shall be per ODOT expressway standards.

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

Applicant's Response: The applicant proposes a new limited residential street. This criteria is not applicable.

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.

Applicant's Response: The applicant proposes a new limited residential street which does not require bike lanes. This criteria is not applicable.

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.

Applicant's Response: The applicant proposes a new limited residential street which does not require parking lanes. This criteria is not applicable.

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

Applicant's Response: No center turn lane is proposed with the development. This criteria is not applicable.

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.*

Applicant's Response: As shown on Exhibit 4 the applicant proposes to construct a limited residential street with parking on one side, a 28-foot curb-to-curb width, and 44-foot ROW. This provides a curb-to-curb width slightly wider than required and ROW width on the larger end of the acceptable range per Table 15.505.030(G). The Deputy fire Marshall with Tualatin Valley Fire & Rescue has approved the emergency access and turnaround proposed on C4.1 per Exhibit 2. The proposed street is 400-feet long ending in a cul-de-sac and will only receive the traffic generated from the 20 proposed single-family homes. Street parking will only be allowed on one side and two off-street parking spaces are provided per home, providing ample off-street parking per residence. This criteria can be met.

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

Applicant's Response: As shown on sheet ST-2 of Exhibit 4, 6-foot wide sidewalks are proposed on both sides of the street.

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.

Applicant's Response: As mentioned above a limited residential street is proposed for the development. As shown on sheet ST-2 of Exhibit 4 the applicant proposes curb-side sidewalks 6-feet wide with a rolled curb (i.e. mountable curb). The proposed curb is 6-inches thick and not anticipated to require reinforcement. Reinforcement can be provided if otherwise required by the City. This criteria is met.

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

Applicant's Response: As shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the existing ground is relatively flat at the proposed street and does not require slope easements for stability. This criteria is met.

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.*

Applicant's Response: As shown on sheets C8.0 and ST-2 of Exhibit 4, the proposed street and sidewalk meet Newberg public works design and construction standards. This condition has been met.

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.*

Applicant's Response: The proposed PUD is 20 lots, this criteria is not applicable.

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:

Applicant's Response: The applicant does not request modification to the street ROW or improvement width. This criteria is not applicable.

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

Applicant's Response: As shown on sheet C6.0 of Exhibit 4 the proposed street is designed to maximize the use of existing gradual slopes and avoid the steeper slopes onsite.

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.

Applicant’s Response: The adjacent lots north and south of the subject property are considerably smaller lots not suitable for subdivision. A cul-de-sac is therefore proposed for the PUD.

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.

Applicant’s Response: The adjacent lots north and south of the subject property are considerably smaller lots not suitable for subdivision. The existing adjacent lots have single-family homes and outbuildings and are unlikely to redevelop. A cul-de-sac is therefore proposed for the PUD.

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).

Applicant’s Response: As shown on ST-1 of Exhibit 4 the cul-de-sac is 400-feet long from the centerline of the intersection with Springbrook Road and the radius of the bulb. This condition has been met.

3. Cul-de-sacs shall not serve more than 18 single-family dwellings.

Applicant’s Response: The applicant proposes to serve 20 single-family dwellings with a cul-de-sac, exceeding the maximum allowed. The applicant proposes to adjust this requirement through the PUD process. This condition can be met.

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.

Applicant's Response: As shown on C4.0 of Exhibit 4 the applicant proposes a 35-foot radius for the residential cul-de-sac. The cul-de-sac will not allow parking along the radius and will include mountable curbs, curb-side sidewalks, and all buildings along street will be installed with sprinkler systems. This criteria is met.

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.

Applicant's Response: The proposed new street is not in alignment with any existing streets. A street name has not been selected at this time. The applicant understands the proposed street name is subject to approval. This criteria can be met.

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.

Applicant's Response: No alleys are proposed for the PUD development. This criteria is not applicable.

A private access from the proposed new street is provided to lots 13-15 by Tract A. As shown on Exhibit 4 (C5.0 Preliminary Plat Map) a public access easement is provided over the entirety of Tract A to access the public stormwater treatment and detention facilities on Tract B.

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.*

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

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 R-1 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.*

Applicant's Response: The proposed PUD does not create any blocks. The new street ending in a cul-de-sac is 400-feet in total length.

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).

Applicant's Response: The proposed PUD does not create any private streets. This criteria is not applicable.

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.

Applicant's Response: The applicant does not anticipate the need for traffic calming measures. The proposed new limited residential street and cul-de-sac is 400-feet long and will only see traffic generated by the 20 single-family homes. This criteria is not applicable.

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

<i>Roadway Functional Classification</i>	<i>Area¹</i>	<i>Minimum Public Street Intersection Spacing (Feet)²</i>	<i>Driveway Setback from Intersecting Street³</i>
<i>Expressway</i>	<i>All</i>	<i>Refer to ODOT Access Spacing Standards</i>	<i>NA</i>
<i>Major arterial</i>	<i>Urban CBD</i>	<i>Refer to ODOT Access Spacing Standards</i>	
<i>Minor arterial</i>	<i>Urban CBD</i>	<i>500 200</i>	<i>150 100</i>
<i>Major collector</i>	<i>All</i>	<i>400</i>	<i>150</i>
<i>Minor collector</i>	<i>All</i>	<i>300</i>	<i>100</i>

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 driveways or driveways on adjoining streets, one driveway is allowed as far from the intersection as possible.

Applicant’s Response: The proposed new public street accesses a minor arterial (Springbrook Road). The new street connects to an access stub installed by ODOT with approval of the City for the recent ODOT project.

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.*

Applicant’s Response: The subject property does not have multiple street frontages. This criteria 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.*

Applicant’s Response: As shown on sheet C4.2 of Exhibit 4 each proposed lot has only one access to the new street. This criteria is not applicable.

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.*
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.

Applicant's Response: The subject property does not have access to an alley. The only street frontage is to Springbrook Road, a minor arterial. This criteria is not applicable.

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).*

Applicant's Response: Adjoining lots to the subject property are developed with single-family homes and have structures along the shared lot lines. Existing structures would have to be demolished to create a shared access. Additionally, the adjacent lots are smaller and unlikely to be subdivided for redevelopment. A shared access is not feasible for this project.

- 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.*

Applicant's Response: As explained above, a shared access is not feasible for this project. This criterion is not applicable.

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.*

Applicant's Response: The subject property has 165 feet of street frontage on Springbrook Road. A frontage street is not appropriate for the size of the proposed development.

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.*

Applicant's Response: The subject property abuts Springbrook Road which is within ODOT ROW. As shown on Exhibit 4 (C3.0 Existing Conditions) a permitted access stub constructed by ODOT is already provided to the subject property.

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.

Applicant's Response: The proposed development utilizes an existing access stub to Springbrook Road recently constructed by the ODOT project. The stub does not meet access spacing requirements per the above standards. The subject property does not have frontage to other public streets. Moving the existing access to another location would not alleviate the non-conformance nor is a shared access feasible with adjacent lots as explained above. Due to the physical constraints and lot configuration the applicant requests an exception.

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.*

Applicant's Response: The access will be as safe and functional as practical for the circumstance. This criteria can be met.

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.

Applicant's Response: The PUD application is subject to Type III design review. There are no developments adjacent to the subject property to which to connect a public walkway for the safety and convenience of pedestrians. The subject property fronts Springbrook Road to the West, adjacent lots to the south and north are single-family lots unlikely to redevelop, and the West Fork Springbrook Creek abuts the east property line. As shown on Exhibit 4 (C4.0 Overall PUD Site Dimension Plan) the portion of the subject property along West Fork Pringle Creek is created into Tract C (Stream Corridor Tract) which is proposed to be granted to Chehalem Park & Recreation District. The District may provide a future public walkway within Tract C for the enjoyment of the creek.

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.

Applicant's Response: No public walkways are to be provided by the proposed PUD development. 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).

15.420.10(B)

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.

Applicant's Response: Street trees were planted along the subject property's Springbrook Road frontage (a minor arterial) with the recent ODOT project.

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.

Applicant's Response: As shown on Exhibit 4 (C4.2 Overall PUD Plan) 21 street trees are provided along the new public residential street. The new street has approximately 800 feet of street frontage which requires 20 street trees at 40 feet on center. Street trees will have a minimum one and one-half inch trunk and planted per City requirements. This criteria has been met.

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>

Applicant's Response: Landscaping design is not completed at this time. The applicant plans to hire Laura A. Antonson, RLA of Laurus Design, LLC of Silverton, OR as the Landscape Architect once the PUD is approved. The landscape design will meet City requirements. This criteria can be 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.

Applicant's Response: As shown on Exhibit 4 (SST-1 Signing, Striping, & Lighting Plan) street lights are and underground electric services are provided for the proposed development. Lights will be constructed per City design and construction standards. This criteria has been met.

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. [Ord. 2822 § 1 (Exh. A), 2-5-18; Ord. 2810 § 2 (Exhs. B, C), 12-19-16; Ord. 2763 § 1 (Exh. A § 19), 9-16-13; Ord. 2736 § 1 (Exh. A §§ 1, 3, 4), 3-21-11; Ord. 2619, 5-16-05; Ord. 2513, 8-2-99; Ord. 2507, 3-1-99; Ord. 2494, 4-6-98; Ord. 2451, 12-2-96. Code 2001 §§ 151.681, 151.683, 151.684 – 151.686, 151.689 – 151.692, 151.694, 151.695, 151.701 – 151.703, 151.705.]*

Applicant's Response: There are no existing or planned transit facilities on or adjacent to the subject property. These criteria are not applicable.

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.

Applicant's Response: As shown on Exhibit 4, the proposed improvements within rights-of-way and easements meet City design and construction standards except for adjustments requested through the PUD process as previously discussed. After PUD approval and prior to construction, a public improvements permit will be acquired by the applicant. This criteria can be met.

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.

Applicant's Response: As shown on Exhibit 4 public utilities were designed with the intent to minimize soil and site disturbance as feasible. The applicant will coordinate construction of utilities will with the City. This criteria can be met.

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.

Applicant's Response: An existing public 8-inch waterline is stubbed to the subject property from Springbrook Road and will be used to service the proposed PUD. The 8-inch line is sufficient to service the 20 homes proposed by the development. As shown on Exhibit 4 (C7.0 Overall Utility Plan) the public waterline will be within City ROW and installed per City standards. No coordination for future extensions is anticipated to be required. This criteria can be met.

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.

Applicant's Response: The applicant acknowledges this requirement. The public 8-inch waterline is anticipated to be sufficient to serve the proposed PUD development with acceptable pressures.

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.

Applicant's Response: The adjacent properties are single-family homes on smaller lots unlikely to be redeveloped in the future. No coordination for future extensions beyond the development is anticipated to be required.

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

Applicant's Response: The applicant acknowledges this requirement and will design and construct the waterline per director specifications. This criteria can be met.

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.

Applicant's Response: Septic tank systems are not proposed for the PUD development. This criteria has been met.

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.

Applicant's Response: As shown on Exhibit 4 (SS-1, 2 Sanitary Sewer Plan & Profile) gravity wastewater service to the City wastewater system is provided for the entire proposed PUD development. This criteria has been met.

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.

Applicant's Response: As shown on Exhibit 4 (SS-1, 2 Sanitary Sewer Plan & Profile) new 8-inch gravity wastewater service connects the proposed PUD development to the existing wastewater sewer in Springbrook Road. The new wastewater lines are constructed within the new street ROW. This criteria has been met.

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.

Applicant's Response: The new 8-inch gravity wastewater service will only serve the 20 single-family homes proposed with the PUD development and is sufficiently sized to serve 20 homes. This condition is met.

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.

Applicant's Response: Temporary wastewater facilities are not proposed with this project. This criteria is not applicable.

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.

Applicant's Response: As previously mentioned the surrounding properties are not likely to be further developed due to lot size and dimensions. Wastewater extension is not anticipated to be needed beyond the development in the future. This criteria is met.

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

Applicant's Response: The applicant acknowledges this requirement and will design and construct the wastewater facilities per director specifications. This criteria can be met.

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. [Ord. 2810 § 2 (Exhs. B, C), 12-19-16.]

Applicant's Response: As shown on Exhibit 4 (C7.0 Overall Utility Plan) all public utilities are either constructed in the new street ROW, Tract A, or the Stormwater Treatment Area (). Tract A is a private access that will have a public access easement over the entire Tract. Tract B will be dedicated to the City. This criteria is met.

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.

Applicant's Response: As shown on Exhibit 4 (C6.0 Overall Grading & Drainage Plan) the development is designed to collect all surface runoff from the development and discharge to West Fork Springbrook Creek which flows through the eastern portion of the property. The entire existing site drains to West Fork Springbrook Creek. Onsite stormwater detention will be provided in Tract B to control stormwater runoff released to the creek to be less than or equal to pre-developed conditions, thereby not impacting downstream capacity. This criteria has been met.

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.

Applicant's Response: As shown on sheets C3.1 to C3.5 of Exhibit 4, draft Erosion Control plans are developed for the PUD development which will be stamped by an Oregon registered engineer after PUD approval and prior to submittal for building permits. These Erosion Control plans are designed to minimize runoff, sedimentation, and pollution from the project. This criteria can be met.

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.

Applicant's Response: Overall stormwater drainage and management plans are provided on sheets C6.0 and C6.1 of Exhibit 4. Stormwater line sizes and profiles are depicted on ST-1, ST-2, and SD-1 of Exhibit 4. Detailed construction specifications/notes will be provided after PUD approval and prior to submittal for building permits. This criteria can be met.

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.

Applicant's Response: Preliminary stormwater calculations were conducted to size the stormwater treatment and detention area to assure adequate space is provided. A formal Stormwater Report with design calculations meeting City standards will be submitted to the City after PUD approval and prior to submittal for building permits. These criteria can be met.

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. [Ord. 2810 § 2 (Exhs. B, C), 12-19-16.]

Applicant's Response: As shown by Exhibit 4 the proposed PUD development is designed to City standards except as noted above where modifications are requested through the PUD process. The applicant will plan, design, construct, and maintain the proposed public improvements in compliance with City design and construction standards. This criteria can be met.

EXHIBIT 1 - Zone Map

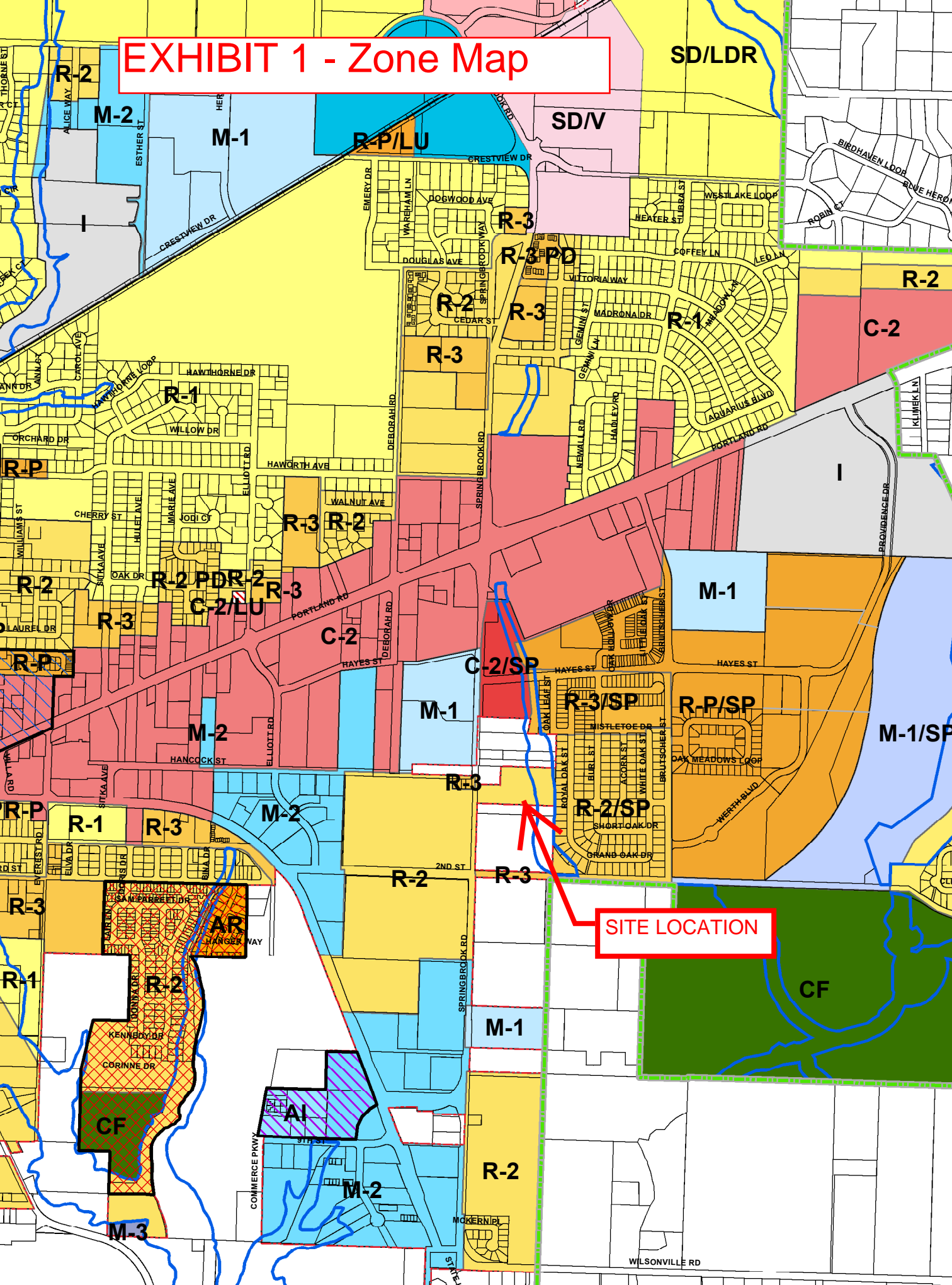


Exhibit 2 - TVFD Correspondence

From: Arn, Jason S. <Jason.Arn@tvfr.com>
Sent: Wednesday, June 27, 2018 4:14 PM
To: Josh Wells
Cc: Jason Phillips; Cheryl Caines; Keith Leonard
Subject: RE: Edgewater Subdivision
Attachments: Edgewater Fire Truck Turning.pdf; Edgewater Fire Truck Turnaround Overlay .pdf

Josh,

I will accept the proposed turnaround location. Please ensure that No Parking Signs are placed in the areas of the street to accommodate the turn-around overlay in the attachment.

Thanks,

Jason Arn | Deputy Fire Marshal

Tualatin Valley Fire & Rescue

Direct: 503-259-1510

www.tvfr.com

From: Josh Wells <jwells@westech-eng.com>
Sent: Wednesday, June 27, 2018 2:08 PM
To: Arn, Jason S. <Jason.Arn@tvfr.com>
Cc: Jason Phillips <west1homes@gmail.com>
Subject: RE: Edgewater Subdivision

Jason,

I cant quite make the 350 turnaround work in the idealized sense. I have attached a color version showing the best we could do at the current design. However, running the aerial access fire truck in AutoTurn, the fire truck can turn around.

Would this AutoTurn be acceptable in lieu of the exact 350 turnaround template?

Let me know.

Thanks

W. Josh Wells, P.E.
Westech Engineering, Inc.
3841 Fairview Industrial Dr. SE Suite 100
Salem, OR 97302
P 503.585.2474
C 503.991.1615

Celebrating 50 Years of Service
1968 - 2018

From: Arn, Jason S. [<mailto:Jason.Arn@tvfr.com>]
Sent: Tuesday, June 26, 2018 2:02 PM
To: Josh Wells <jwells@westech-eng.com>

Cc: Jason Phillips <west1homes@gmail.com>

Subject: RE: Edgewater Subdivision

Josh,

I think that will work. Can you overlay the alternate hammerhead #1 design in my attachment into tract A?

Thanks,

Jason Arn | Deputy Fire Marshal

Tualatin Valley Fire & Rescue

Direct: 503-259-1510

www.tvfr.com

From: Josh Wells <jwells@westech-eng.com>

Sent: Tuesday, June 26, 2018 12:44 PM

To: Arn, Jason S. <Jason.Arn@tvfr.com>

Cc: Jason Phillips <west1homes@gmail.com>

Subject: RE: Edgewater Subdivision

Thanks

Can Tract A, per the attached be used for the "approved turn around" in lieu of making the 96 ft diameter culdesac, because the length to the culdesac from this turnaround would be less than 150 ft?

Let us know.

Thanks

W. Josh Wells, P.E.

Westech Engineering, Inc.

3841 Fairview Industrial Dr. SE Suite 100

Salem, OR 97302

P 503.585.2474

C 503.991.1615

Celebrating 50 Years of Service

1968 - 2018

From: Arn, Jason S. [<mailto:Jason.Arn@tvfr.com>]

Sent: Monday, June 25, 2018 5:26 PM

To: Josh Wells <jwells@westech-eng.com>

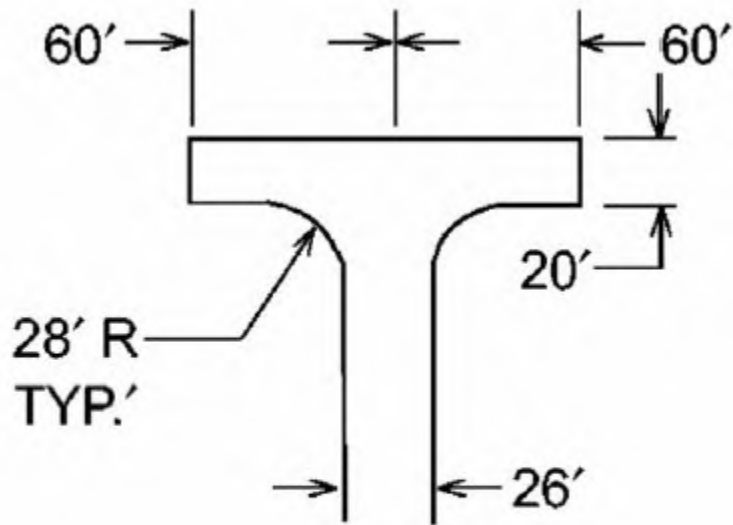
Subject: RE: Edgewater Subdivision

Hi Josh,

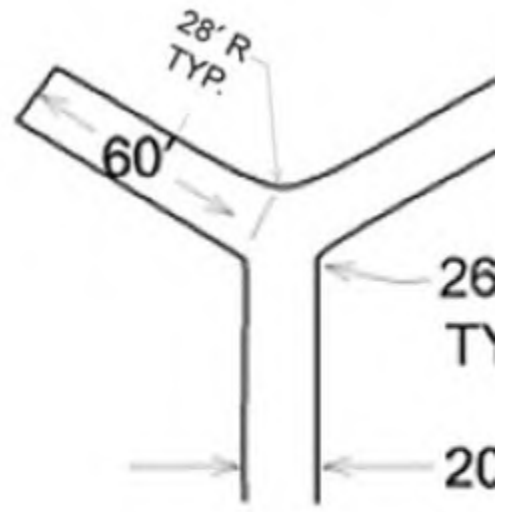
Here are our fire access requirements that apply to your project.

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be 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. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)

2. **DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an **approved** turnaround. Diagrams can be found in the corresponding guide. <http://www.tvfr.com/DocumentCenter/View/1438> (OFC 503.2.5 & D103.1) **Please confirm the proposed cul-de-sac design meets our requirements. NOTE: Mountable curbs are not an approved design for cul-de-sacs.**



120' HAMMERHEAD



60-FOOT "Y"

3. **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)
4. **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)
5. **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)
6. **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
7. **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)
8. **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)
9. **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>

A full copy of the New Construction Fire Code Applications Guide for Residential Development is available at <http://www.tvfr.com/DocumentCenter/View/1438>

Please let me know if you have any questions or need further.

Best,

Jason Arn | Deputy Fire Marshal

Tualatin Valley Fire & Rescue

Direct: 503-259-1510

www.tvfr.com

From: Josh Wells <jwells@westech-eng.com>

Sent: Friday, June 22, 2018 1:40 PM

To: Arn, Jason S. <Jason.Arn@tvfr.com>

Subject: Edgewater Subdivision

Hi Jason,

We are working with West One homes to complete a subdivision as shown. We met with the City regarding the attached layout to discuss reducing the width of the street. The City recommended talking with you to discuss the districts limitations with street width, parking, culdesac turnaround, mountable curbs and fire sprinklers to see if they are more restrictive than the City standards.

Right now we show 32 ft wide street, with 36 ft radius cul-de sack, mountable curb, and a 20 ft wide tract that serves lots 13, 14 and 15. We will need to shrink the street width to accommodate City utilities.

What would be impacts or requirements if we shrank the street width to 30, or 28 feet?

Let me know. If its easier to discuss of the phone please give me a call.

Thanks for your help.

W. Josh Wells, P.E.

Westech Engineering, Inc.

3841 Fairview Industrial Dr. SE Suite 100

Salem, OR 97302

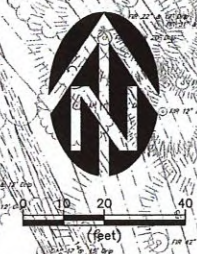
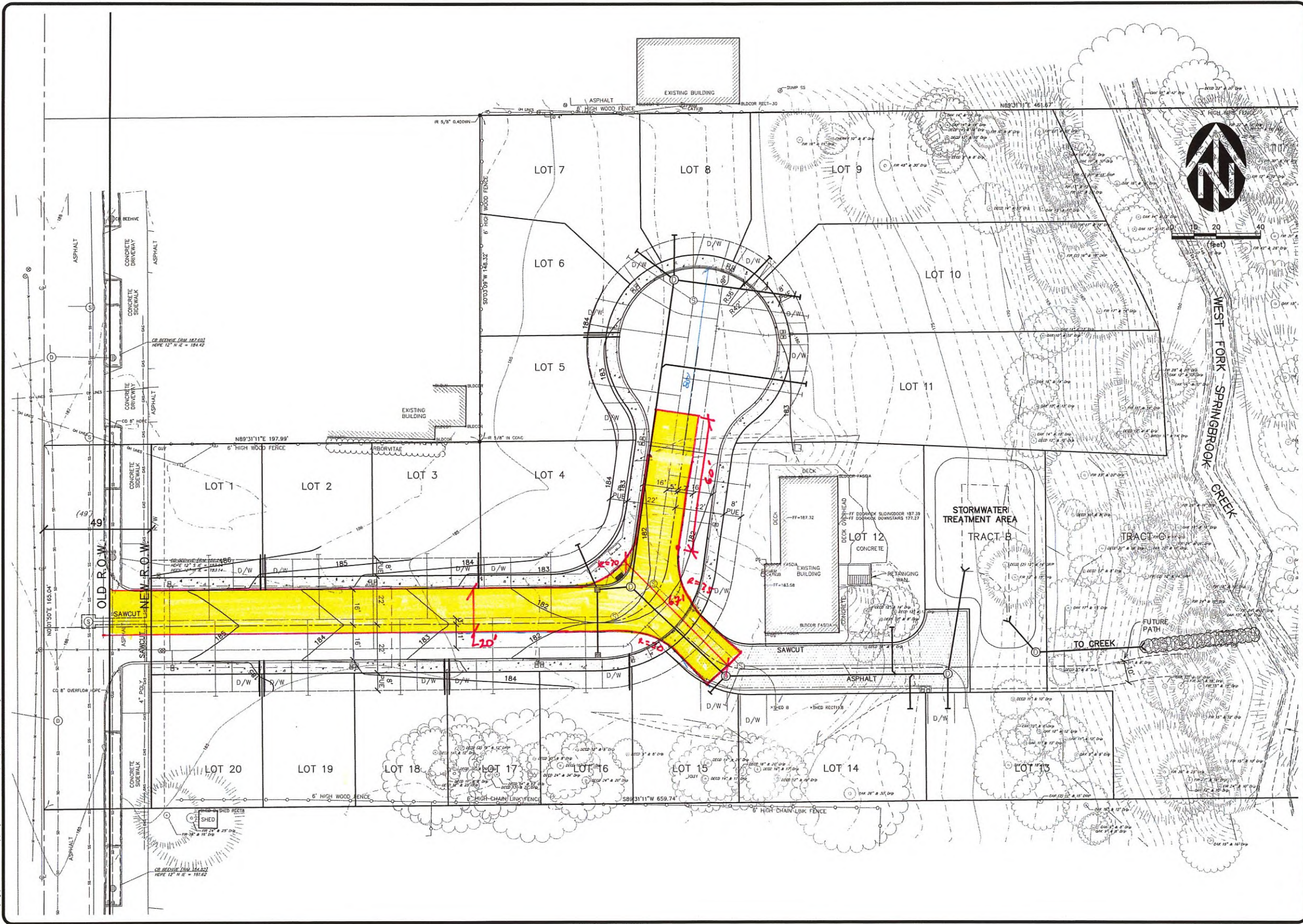
P 503.585.2474

C 503.991.1615

Celebrating 50 Years of Service

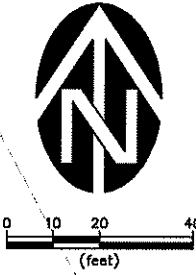
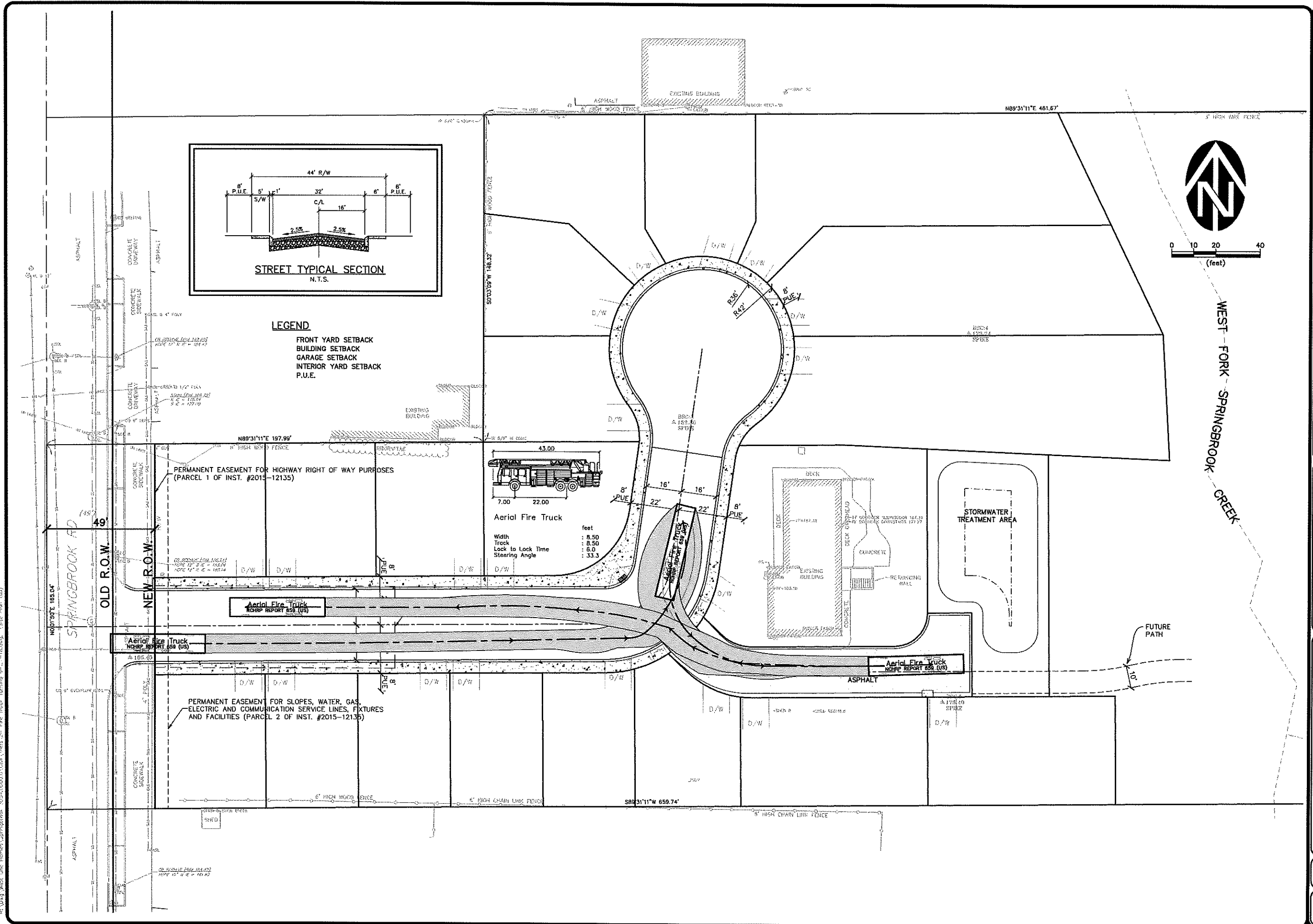
1968 - 2018

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 R:\Dwg\West One Homes\Springbrook_3054.0000.0\Civil\Plans\C6.0 CAD.dwg (C6.0.tbl)



VERIFY SCALE 1" = 40'-0" (AS SHOWN) IF NOT ONE FOOT OR OTHER SCALE ACCURACY		DSN: JW DRN: TN CKD: JW DATE: MAY 2018	NO. 1 DATE DESCRIPTION REVISIONS
WESTTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Foxview Industrial Dr., SE, Suite 100, Salem, OR 97302 Phone: (503) 565-2474 Fax: (503) 565-3986 E-mail: westtech@westtech-eng.com		REVIEW REVIEW WEST ONE HOMES PAMELIA LANE-SPRINGBROOK PUD OVERALL GRADING & DRAINAGE PLAN DRAWING C6.0 JOB NUMBER 3054.0000.0	

6/27/2018 11:55:28 AM
 C:\Users\pjohns\Desktop\3054\0000\01\Drawings\Site Plan.dwg (Site Plan.dwg)



LEGEND
 FRONT YARD SETBACK
 BUILDING SETBACK
 GARAGE SETBACK
 INTERIOR YARD SETBACK
 P.U.E.

Aerial Fire Truck	
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

NO.	DATE	DESCRIPTION	BY
1			

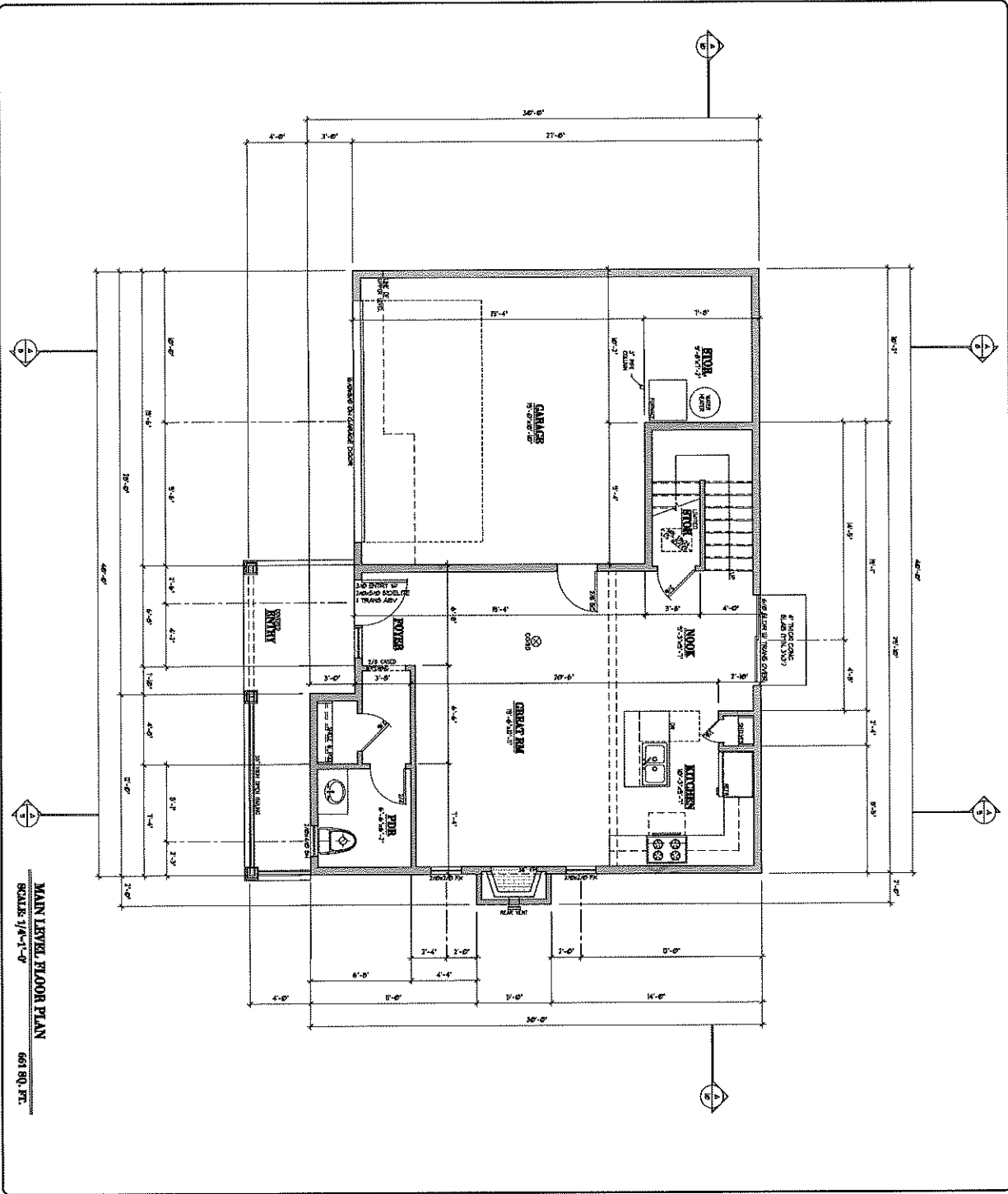
VERIFY SCALE
 BAR IS ONE INCH ON ORIGINAL DRAWING
 ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED
 ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED
 ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED
 ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED

REVIEW REVIEW

WE
WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3941 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2474 Fax: (503) 585-3986
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 PAMELIA LANE-SPRINGBROOK
SITE PLAN
 DRAWING
C1.0
 JOB NUMBER
3054.0000.0

Exhibit 3 – Building Elevations & Floor Plans



MAIN LEVEL FLOOR PLAN
 SCALE: 1/8"=1'-0"
 661 SQ. FT.

3

DATE: 11/20/02

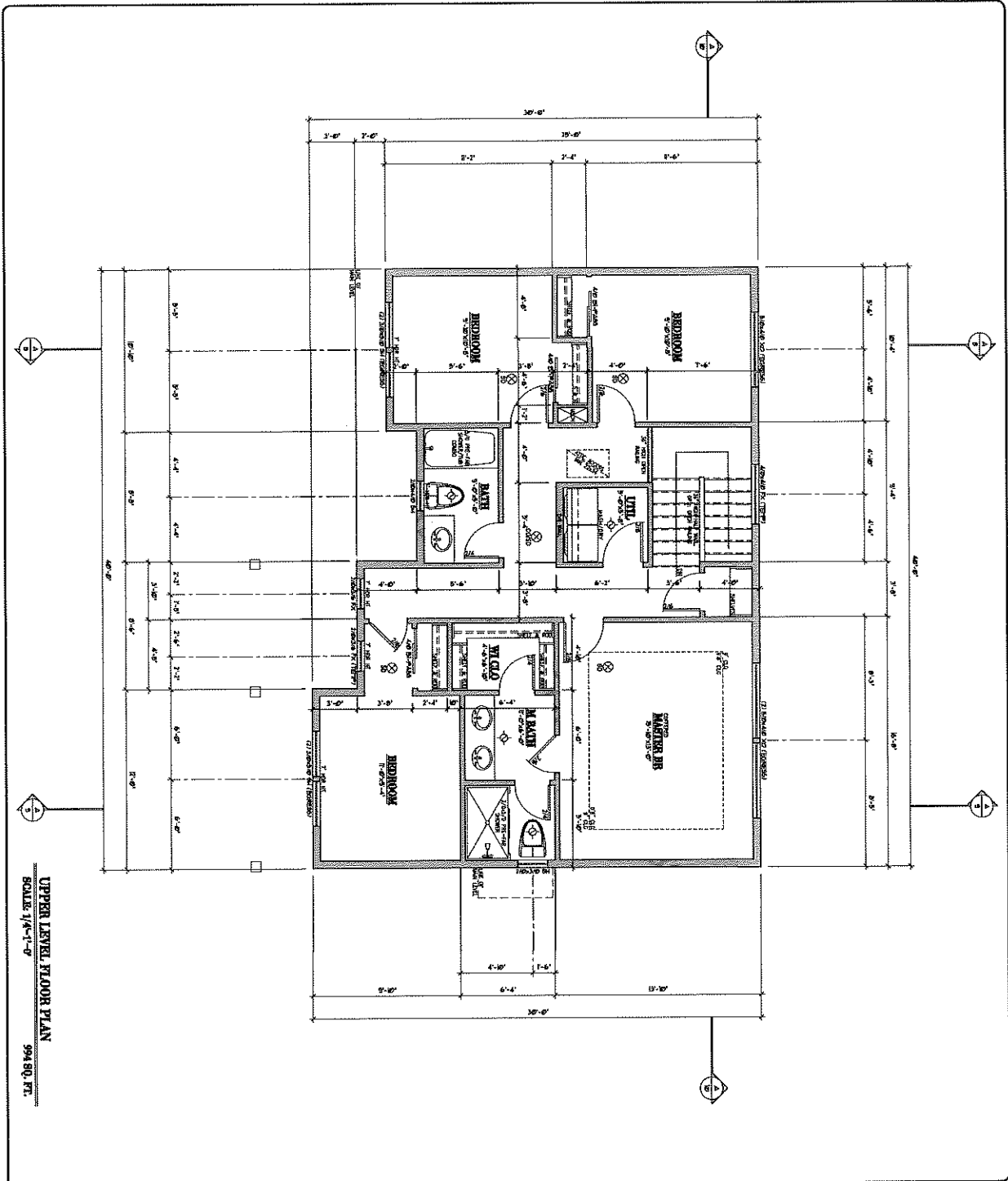
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ADAMS B

PLAN NUMBER 110117B 1,655 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 994 80. FT.

4

JOB: _____
 NAME: _____
 DATE: 11/20/17
 SA: _____

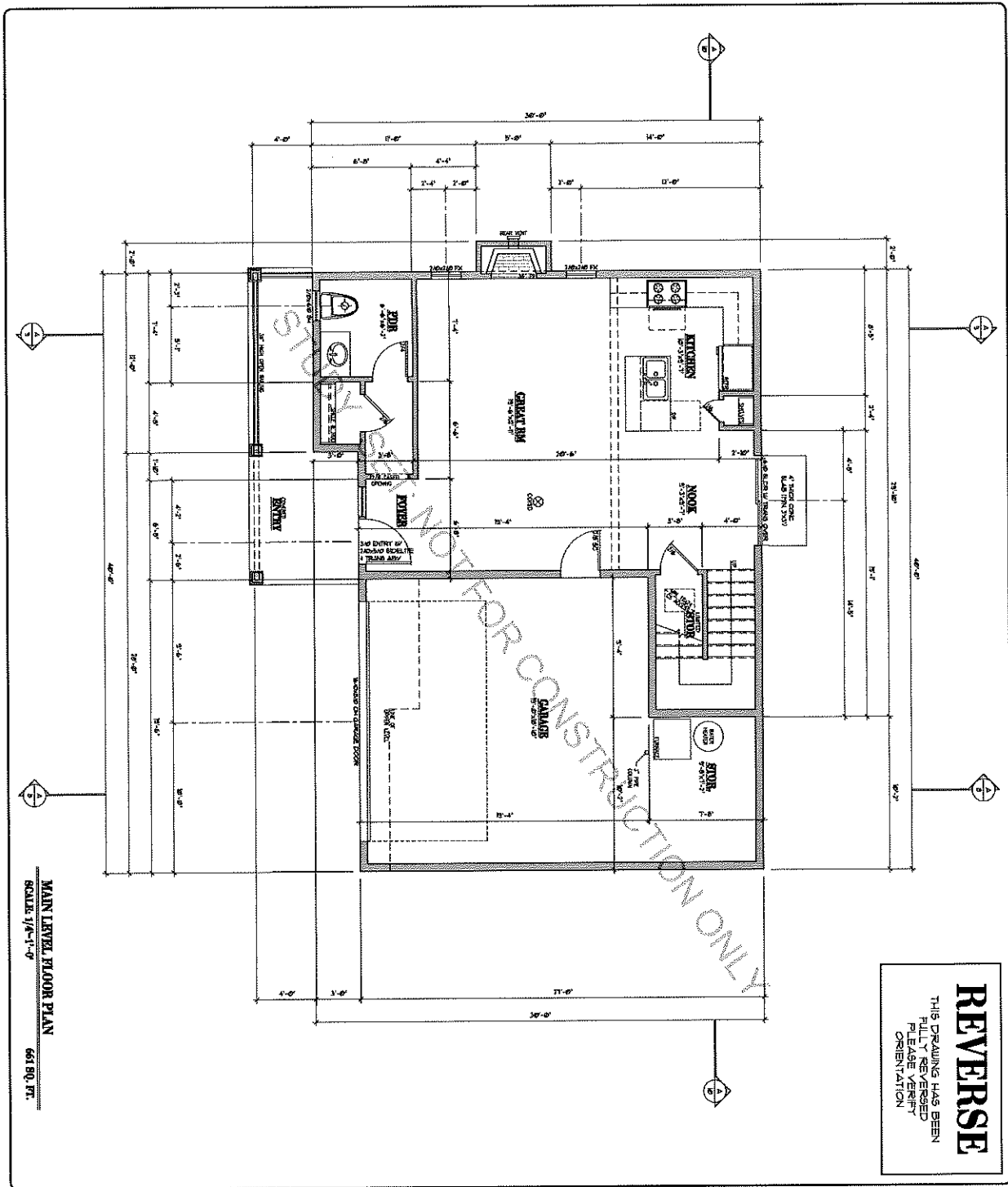
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ADAMS B

PLAN NUMBER 110117B 1,655 TOTAL SQUARE FEET



3

DATE: 11/20/07

54

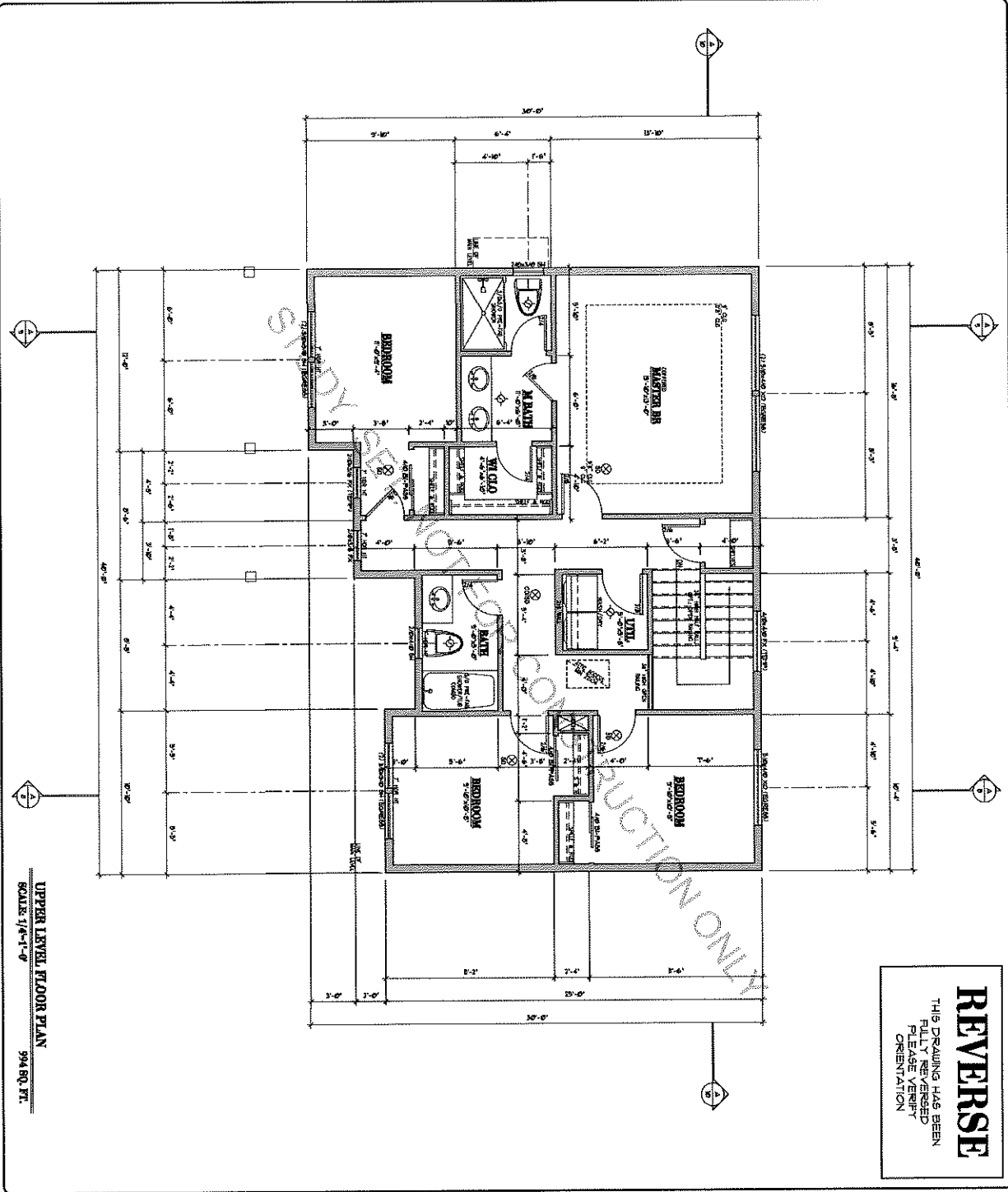
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IDENTIFICATION OF THE REVERSED ONLY
PLAN. OTHER INFORMATION IS CORRECT. ANY
REVISIONS TO THIS PLAN MUST BE MADE
ON THE ORIGINAL PLAN. THIS PLAN IS
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OWNER AND ARCHITECT SHALL BE RESPONSIBLE
FOR VERIFYING THE REVERSED PLAN
BEFORE CONSTRUCTION. THE ARCHITECT
MAKES NO WARRANTY, EXPRESS OR
IMPLIED, FOR THE ACCURACY OF THE
DIMENSIONS AND SQUARE FEETAGE
INDICATED ON THIS PLAN. THE ARCHITECT
ACCEPTS NO LIABILITY FOR ANY
CONSTRUCTION ERRORS AND OMISSIONS
RESULTING FROM THE REVERSED PLAN.

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ADAMS B

PLAN NUMBER 110117B 1,655 TOTAL SQUARE FEET



REVERSE
 THIS DRAWING HAS BEEN
 FULLY REVERSED
 TO CORRECT
 ORIENTATION

UPPER LEVEL FLOOR PLAN
 SCALE: 1/8"=1'-0"
 994 SQ. FT.

4

JOB NO. _____
 DATE: 11/20/02
 SA

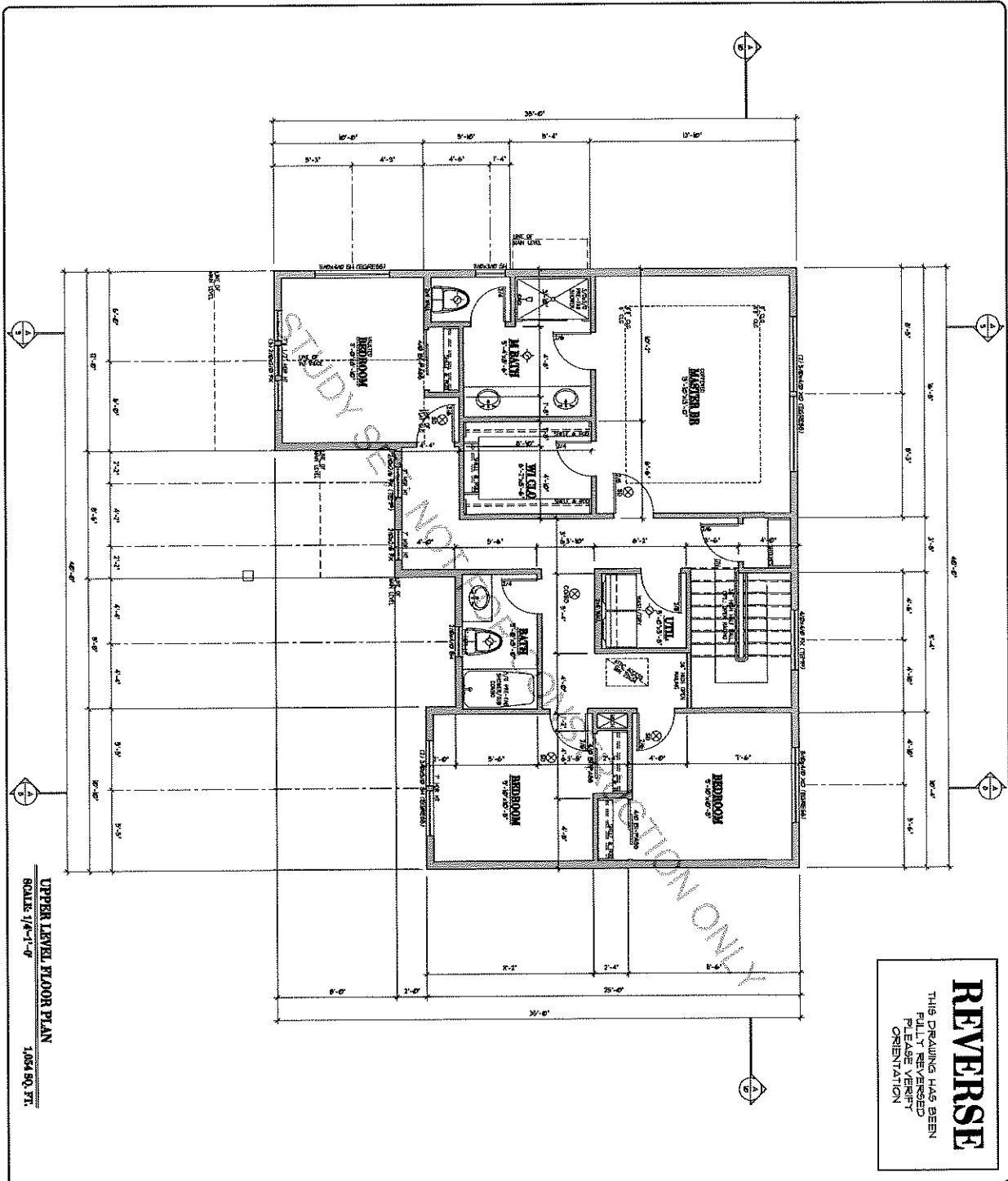
THIS PLAN HAS BEEN REVISED FOR THE
 CONSTRUCTION OF ONE BLDG. ONLY.
 THIS PLAN IS NOT TO BE USED FOR ANY
 OTHER PROJECTS WITHOUT THE WRITTEN
 CONSENT OF SUNTEL DESIGN INC.
 SUNTEL DESIGN INC. IS NOT RESPONSIBLE
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ADAMS B

PLAN NUMBER 110117B 1,655 TOTAL SQUARE FEET



REVERSE
 THIS DRAWING HAS BEEN
 FULLY REVERSED
 PLEASE VERIFY
 ORIENTATION

UPPER LEVEL FLOOR PLAN
 SCALE 1/8"=1'-0"
 1,864 SQ. FT.

4

JOB NAME: _____
 DATE: 1/20/22
 S1

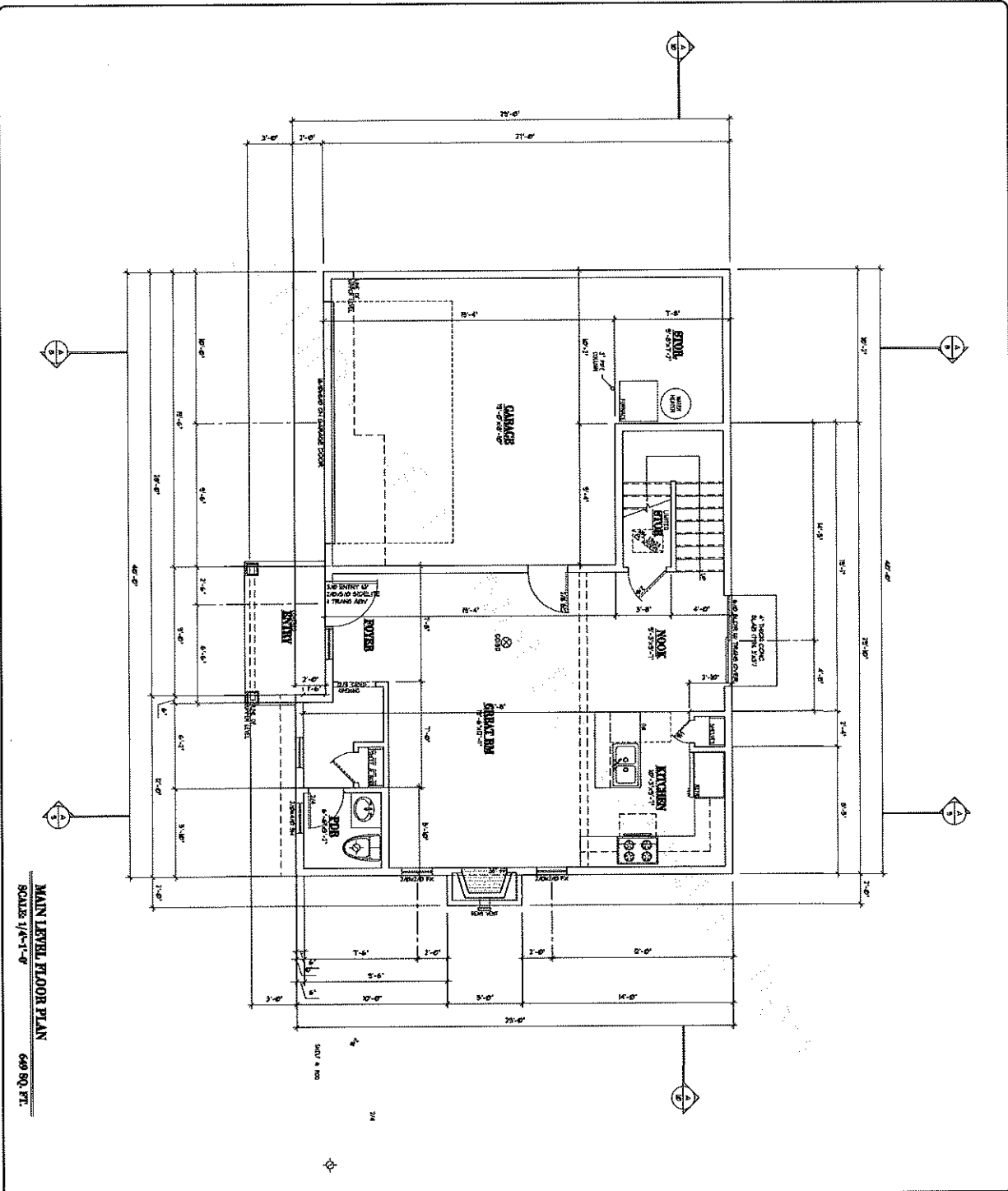
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ADAMS C

PLAN NUMBER 110117C 1,866 TOTAL SQUARE FEET



MAIN LEVEL FLOOR PLAN
 SCALE 1/4"=1'-0"
 649 SQ. FT.

3

DATE: 11/20/01

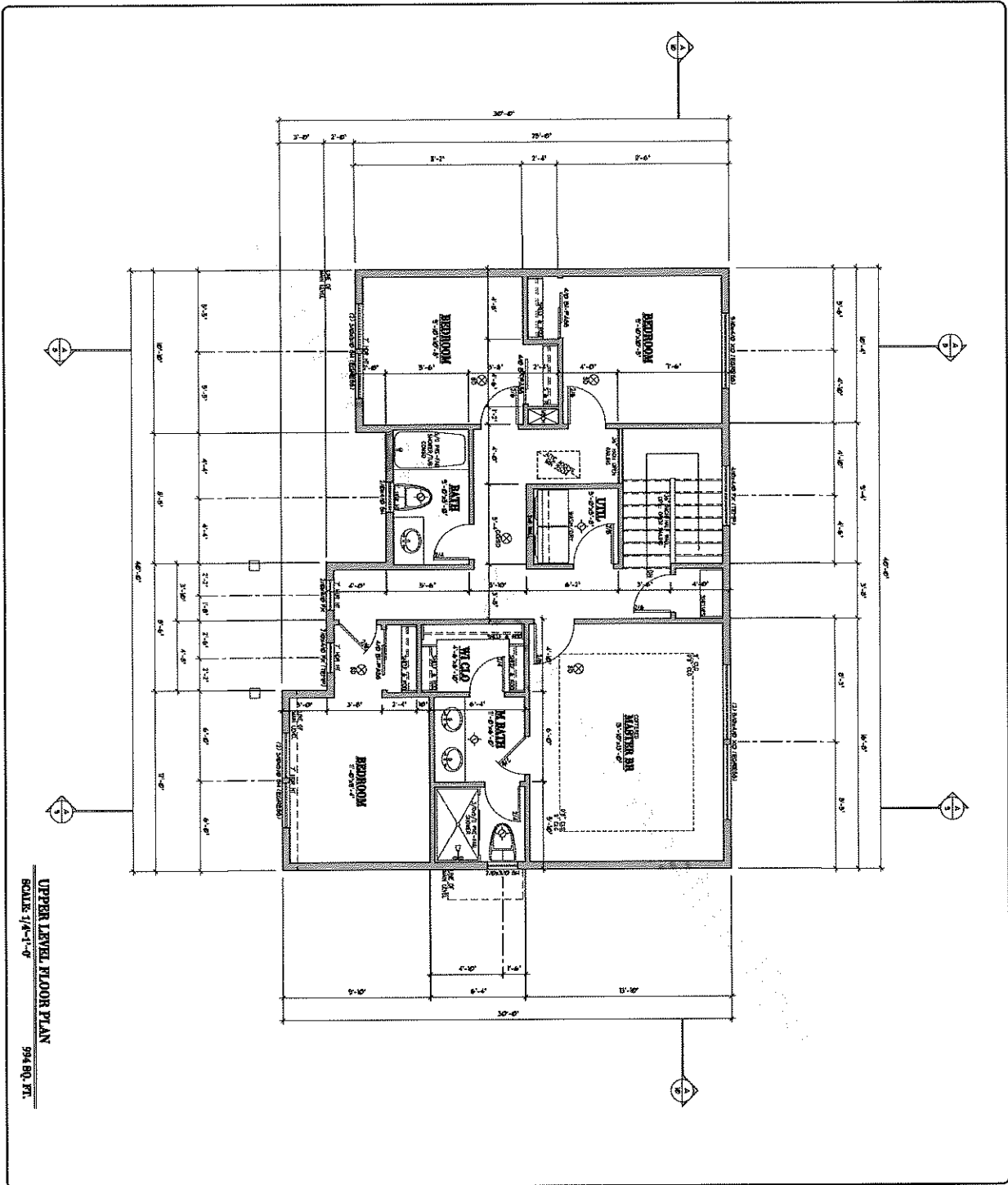
SCALE: 1/4"=1'-0"

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ADAMS

PLAN NUMBER 110117 1,643 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 994 SQ. FT.

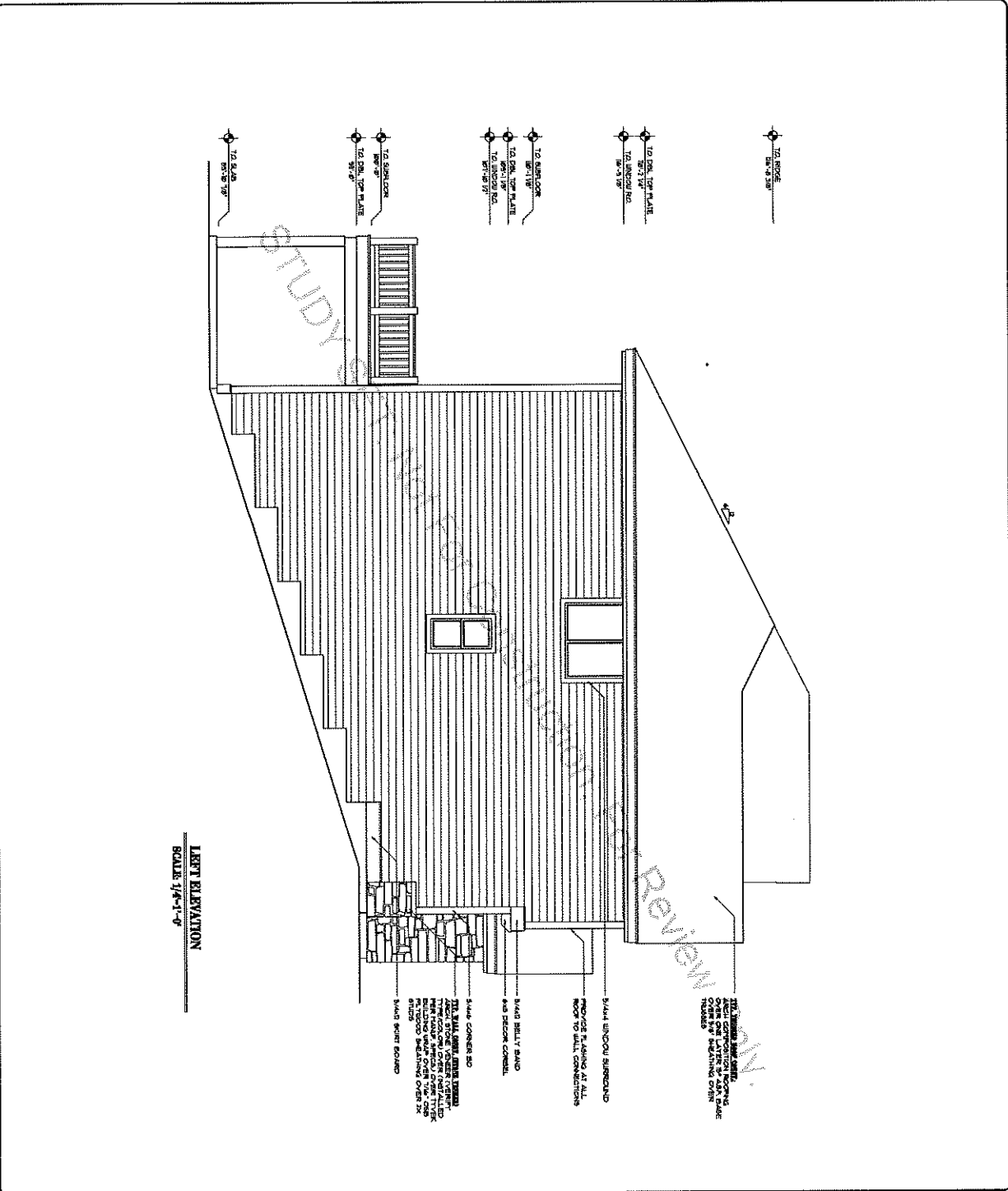
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JOB NAME: _____
 DATE: 11/20/12
 SA

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ADAMS
 PLAN NUMBER 110117 1,643 TOTAL SQUARE FEET



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

3

PLAN NAME: ARLINGTON K
DATE: A/A
REV:

THESE PLANS HAVE BEEN PREPARED FOR THE CONSTRUCTION OF ONE OR MORE UNITS OF A MULTIFAMILY RESIDENTIAL BUILDING. THESE PLANS ARE TO BE USED IN CONJUNCTION WITH THE CITY OF LAKE OSWEGO BUILDING DEPARTMENT'S REGULATIONS AND ORDINANCES. THESE PLANS DO NOT CONSTITUTE A CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAKE OSWEGO BUILDING DEPARTMENT AND THE STATE OF OREGON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION PROVIDED HEREON AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAKE OSWEGO BUILDING DEPARTMENT AND THE STATE OF OREGON.

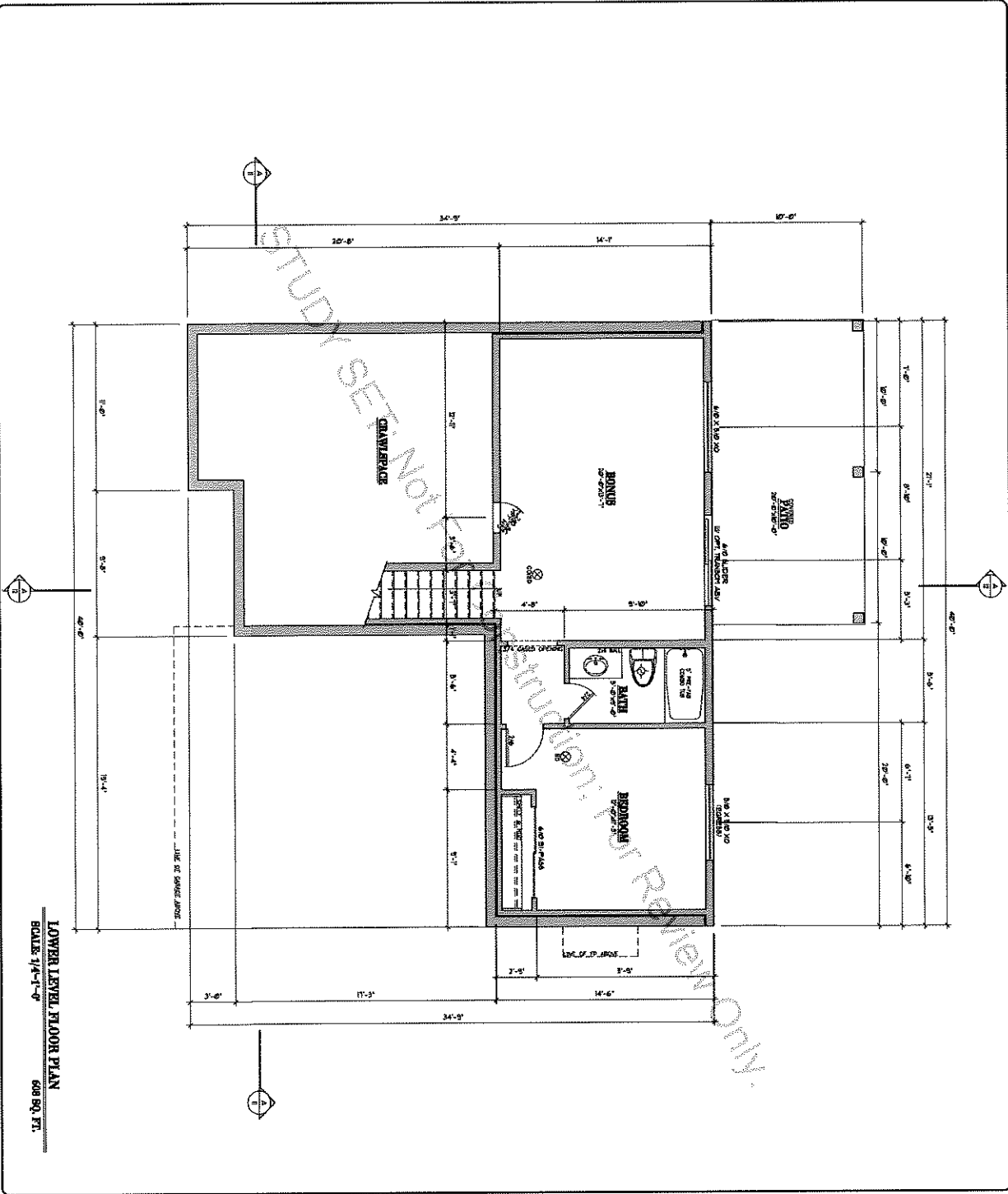
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DESIGN · INC.

16865 Boones Ferry Road, Suite 201, Lake Oswego, Oregon 97035
Tel: (503) 624 8555 · Fax: (503) 624 0155
www.suntelellc.com

PLAN NUMBER 111511K

ARLINGTON K

2852 TOTAL SQUARE FEET



LOWER LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 608 SQ. FT.

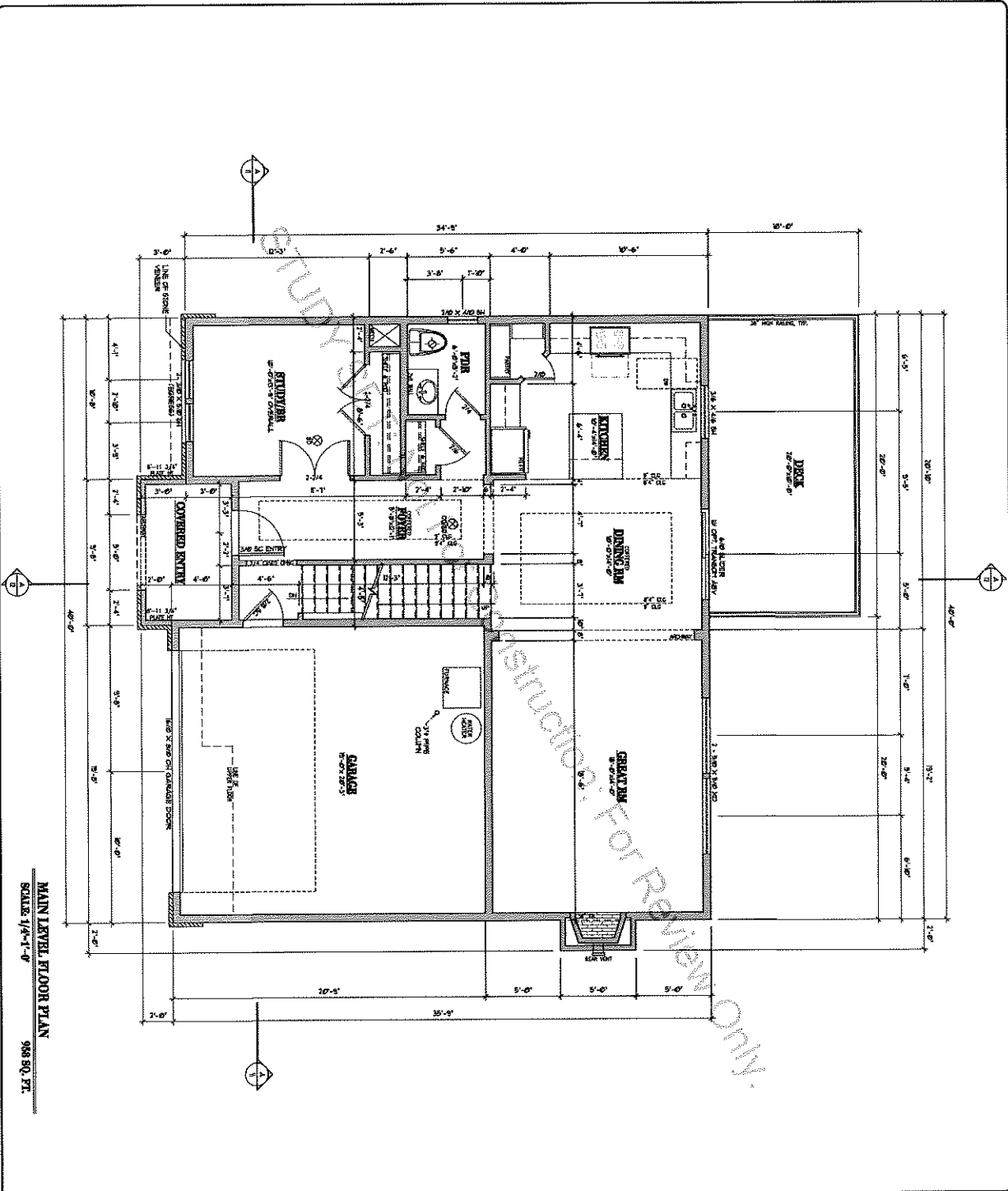
4

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 DESIGN INC.

18865 Boonas Ferry Road, Suite 201, Lake Oswego, Oregon 97035
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 www.suntelidesign.com

PLAN NUMBER 111511K
ARLINGTON K
 2852 TOTAL SQUARE FEET



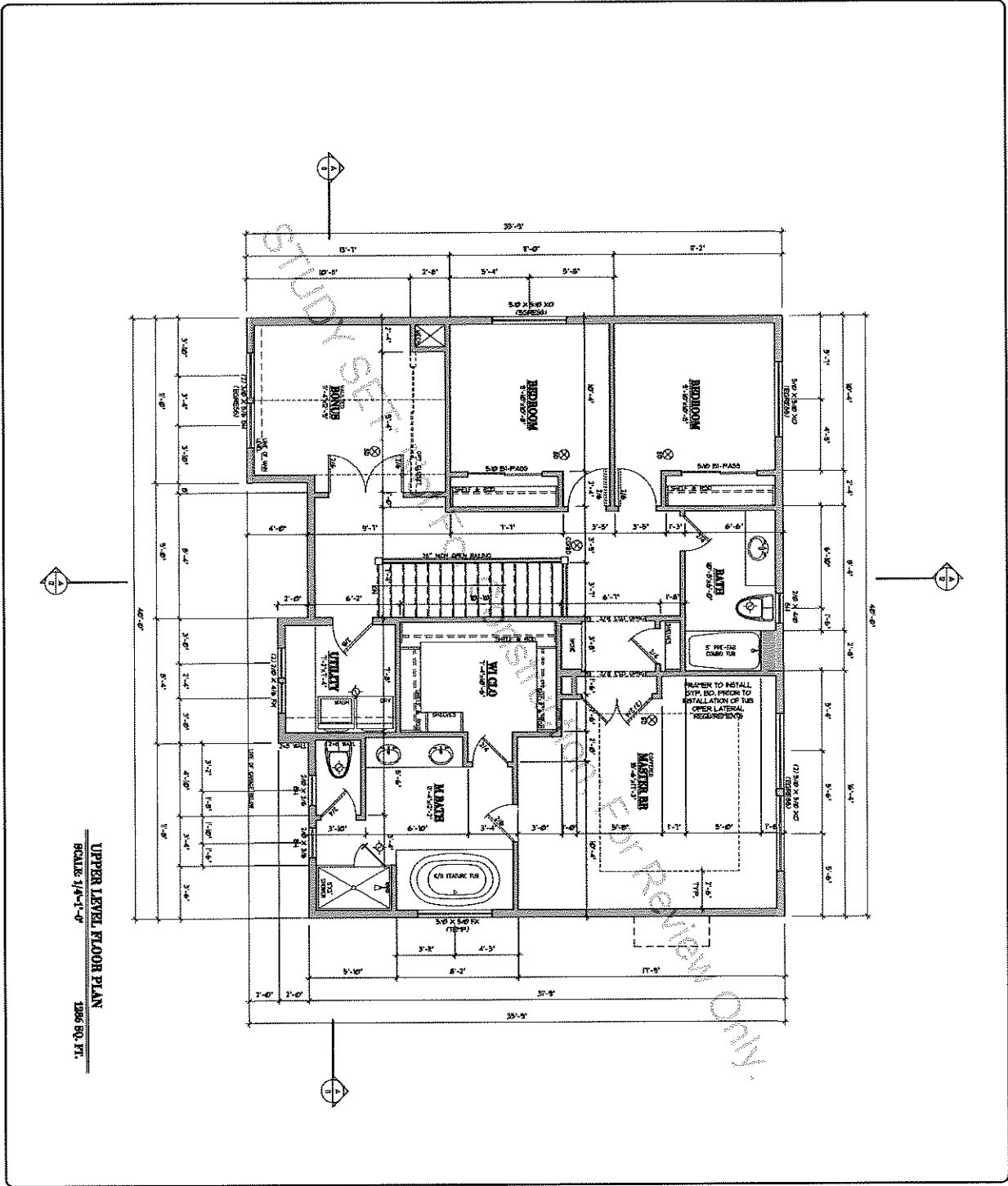
MAIN LEVEL FLOOR PLAN
SCALE 1/4"=1'-0"
968 SQ. FT.

5
PLAN: JAMESONK
DATE: A/D
REV: _____


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PLAN NUMBER 111511K
ARLINGTON K
2852 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 1286 SQ. FT.

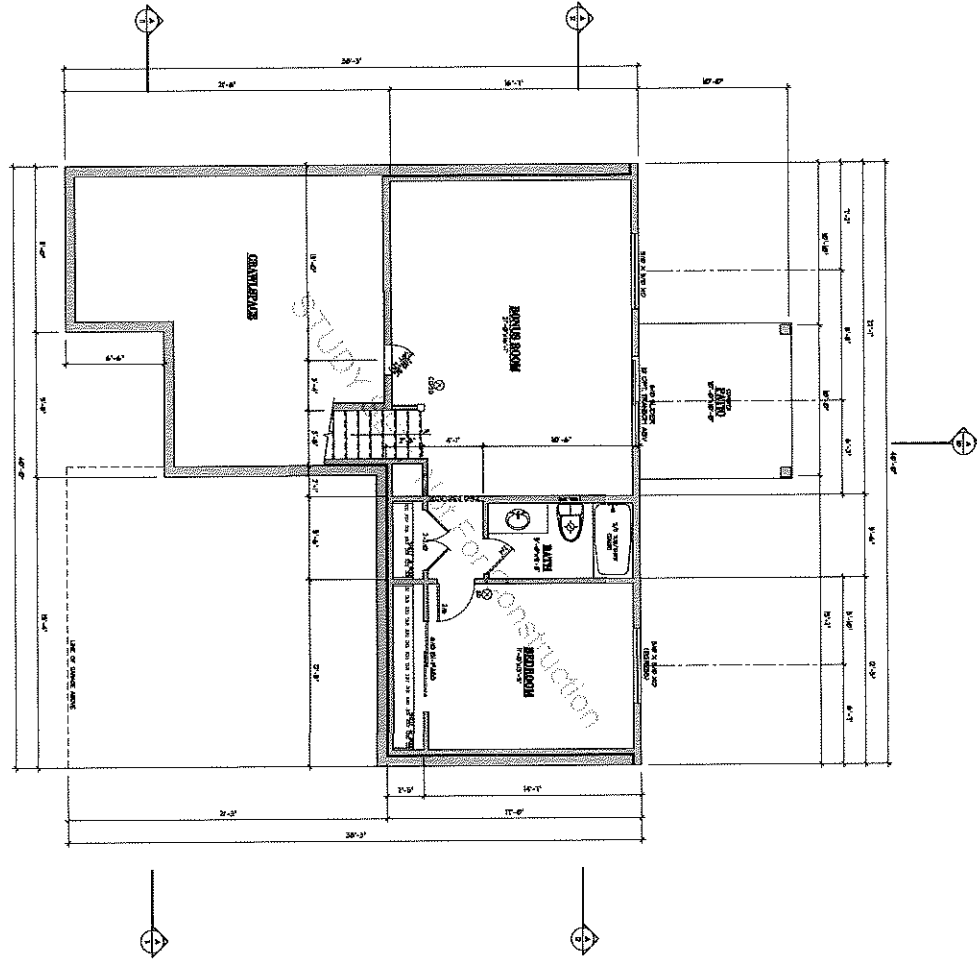

 PLAN: ARLINGTON
 NAME: ARLINGTON
 DATE: A/A
 REV:

THIS PLAN HAS BEEN PREPARED FOR THE
 ARCHITECTURE OF OUR CLIENTS ONLY. IT IS
 NOT TO BE USED FOR ANY OTHER PURPOSES
 WITHOUT THE WRITTEN CONSENT OF SUNTEL
 DESIGN, INC. THE CLIENTS ARE RESPONSIBLE
 FOR OBTAINING ALL NECESSARY PERMITS AND
 APPROVALS FROM ALL APPLICABLE AGENCIES
 AND TO OBTAIN ALL NECESSARY INSURANCE
 COVERAGE. SUNTEL DESIGN, INC. IS NOT
 RESPONSIBLE FOR ANY DAMAGES, LOSSES OR
 INJURIES THAT MAY OCCUR AS A RESULT OF
 THE USE OF THIS PLAN.


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 www.suntel-design.com

PLAN NUMBER 111511K
ARLINGTON K
 2852 TOTAL SQUARE FEET

LOWER LEVEL FLOOR PLAN
 SCALE 1/4"=1'-0"
 696 SQ. FT.



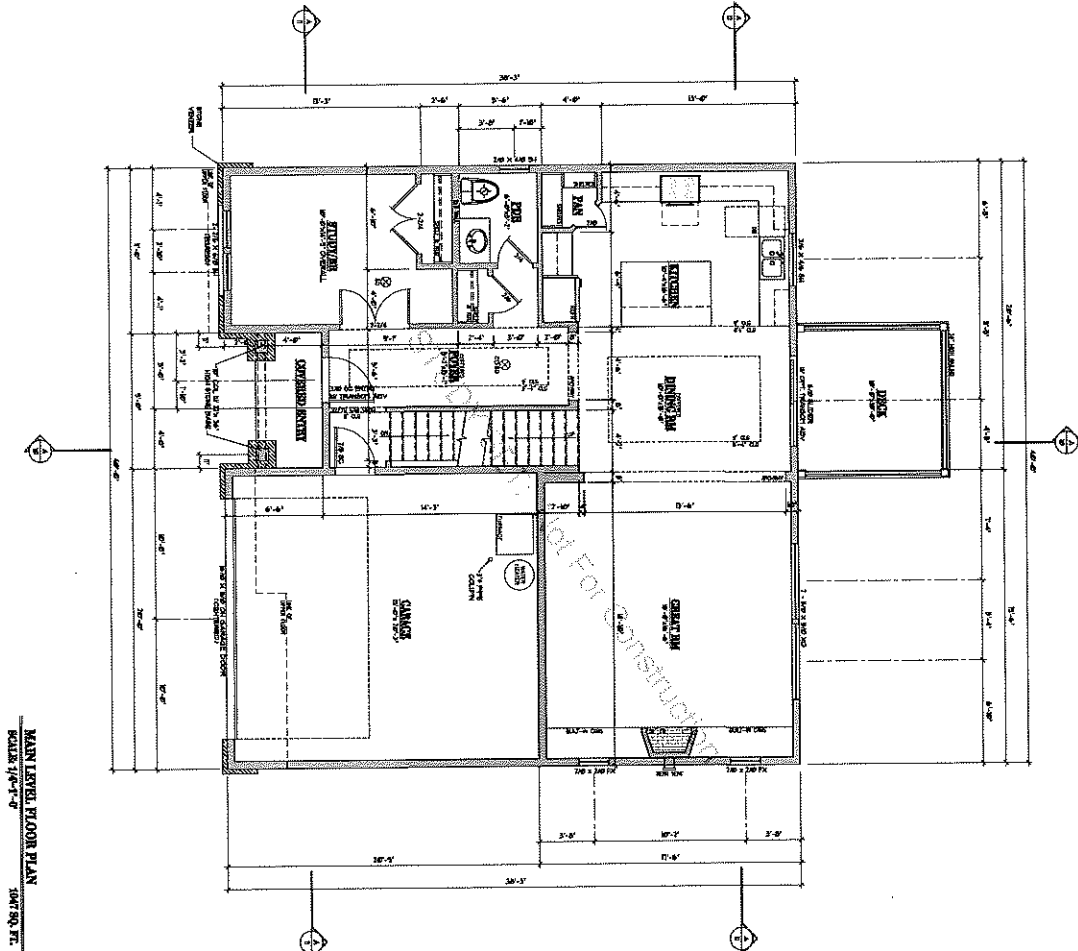
3

PAUL ANNEBELL
 DATE: 2/14/11
 REV: _____

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 DESIGN, INC.

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 Tel: (503) 624-0555-Fax: (503) 624-0105
 www.suntelhomedesign.com

PLAN NUMBER 111511L
ARLINGTON L
 3,102 TOTAL SQUARE FEET

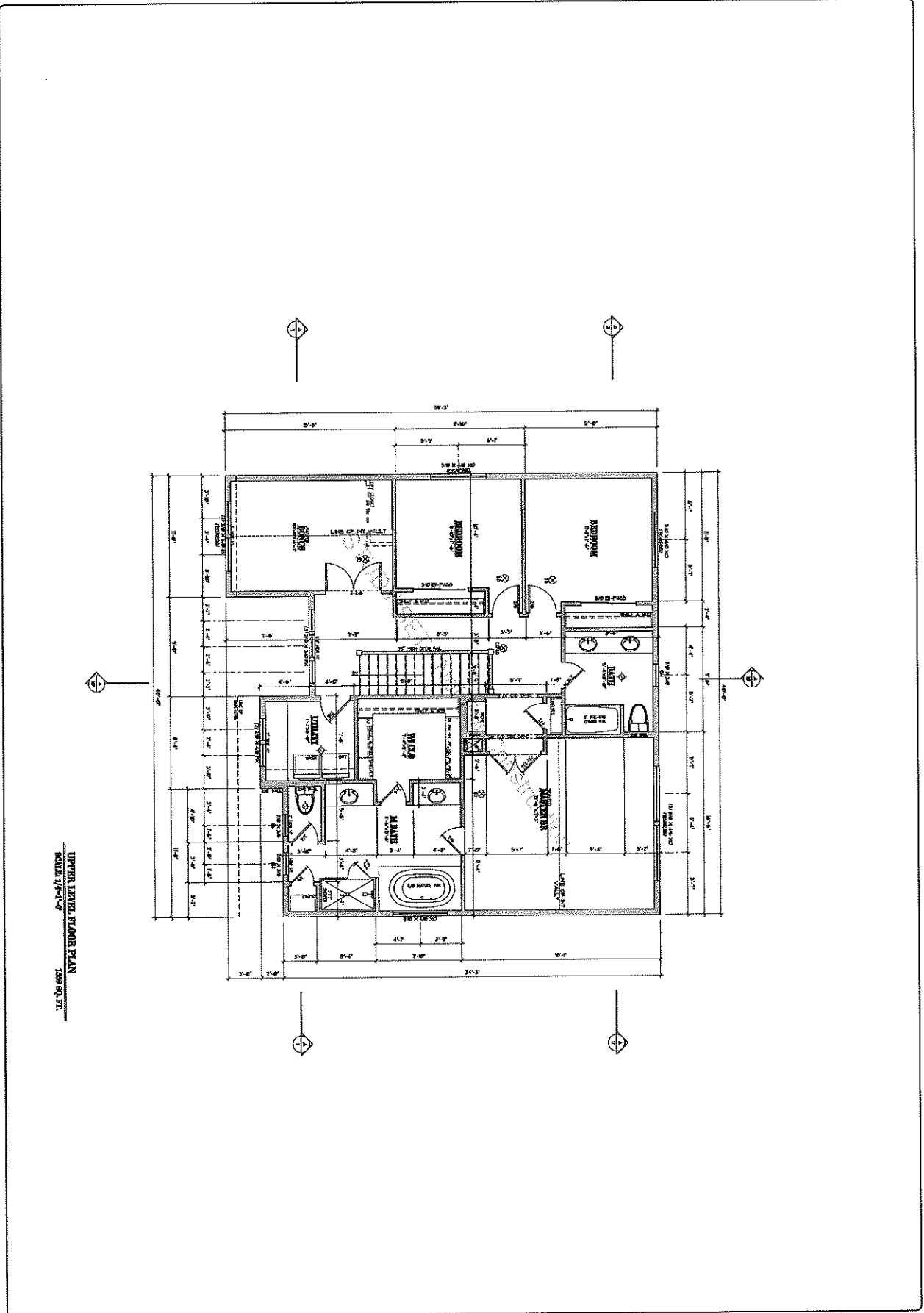


MAIN LEVEL FLOOR PLAN
SCALE 1/4" = 1'-0"

DATE: 7/26
 NAME: JENNIFER
 PROJECT: ARLINGTON L

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 Tel: (503) 624 8555 • Fax: (503) 624 6155
 www.suntelhome.com

PLAN NUMBER 111511L
ARLINGTON L
 3,102 TOTAL SQUARE FEET



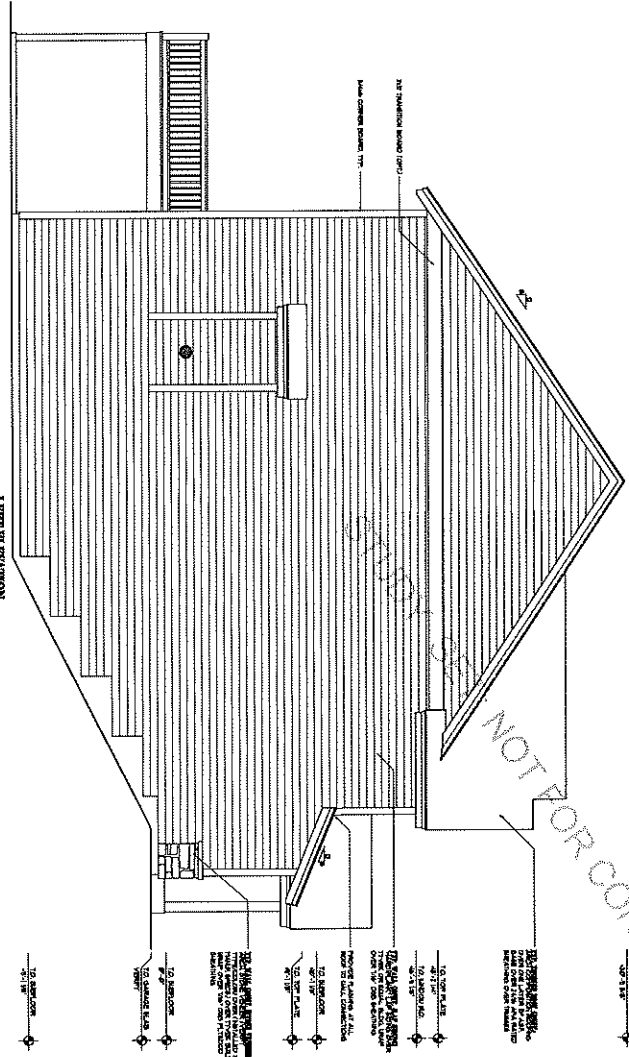
UPPER LEVEL FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 1589 SQ. FT.

DATE: 7/28
 NAME: JANSSEN

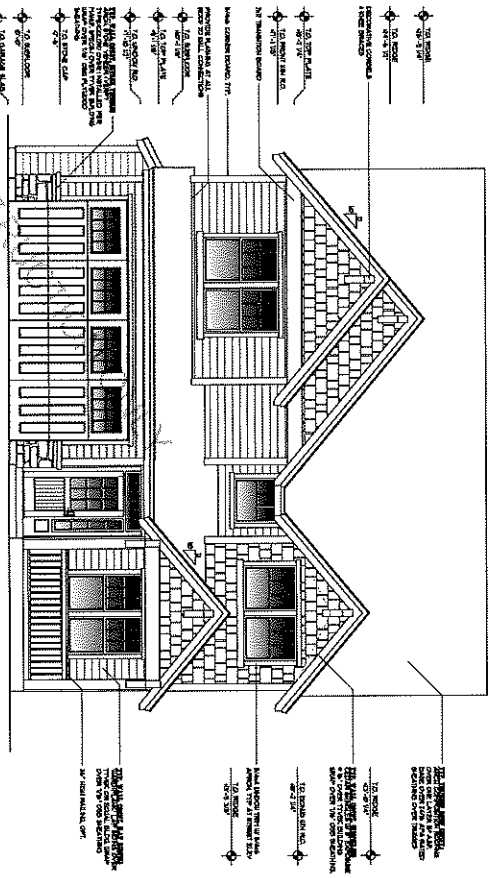
Suntel
 DESIGN, INC.
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 Tel: (503) 624 0555-Fax: (503) 624 0155
 www.suntelhome.com

PLAN NUMBER 111511L
ARLINGTON L
 3,102 TOTAL SQUARE FEET

LEFT ELEVATION
SCALE 1/8"=1'-0"



FRONT ELEVATION
SCALE 1/8"=1'-0"



DATE: _____
BY: _____
SUNTEL DESIGN, INC.

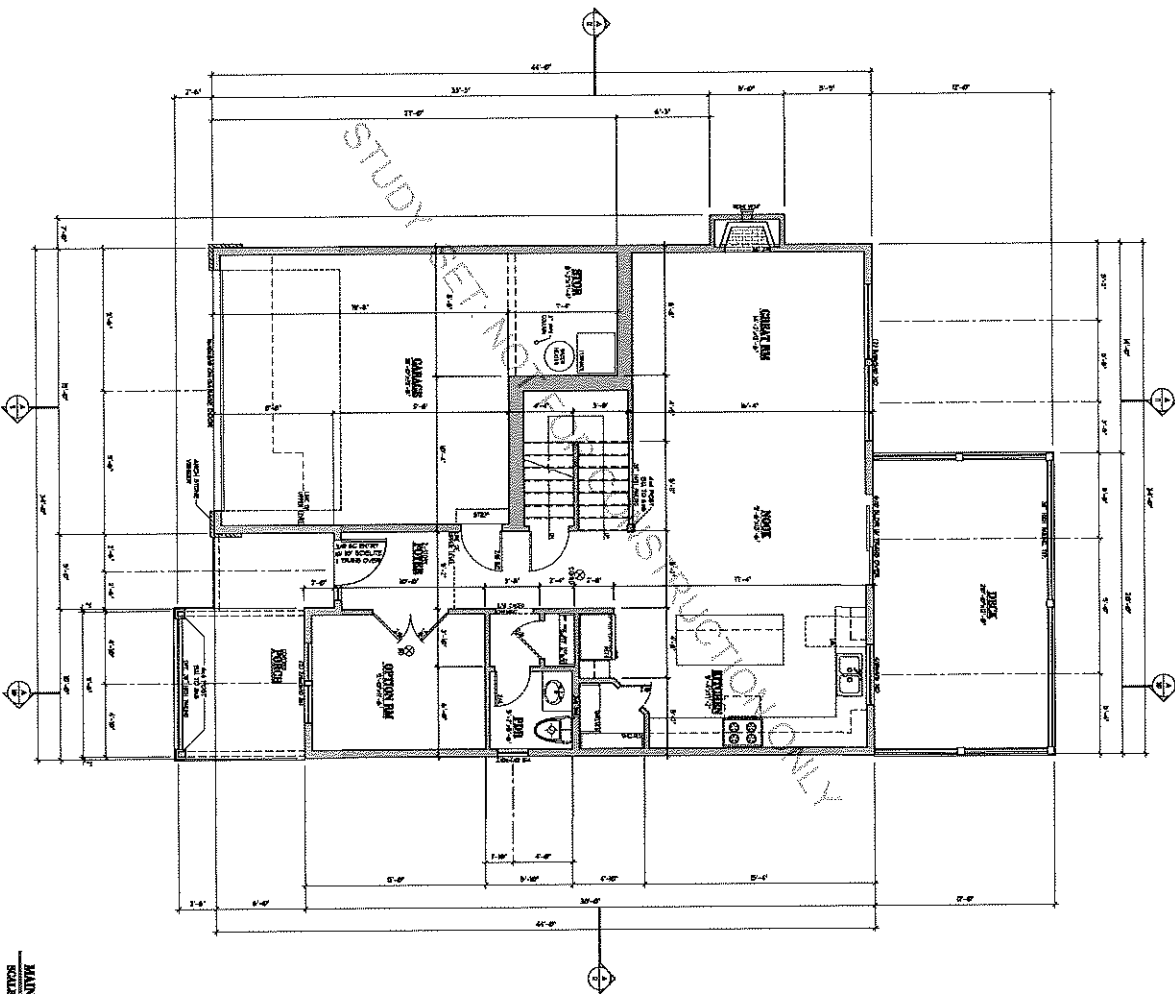
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AVERY E

PLAN NUMBER 52214E

2,838 TOTAL SQUARE FEET



MAIN LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

3

DATE: 07/20/04
SCALE: 1/8" = 1'-0"

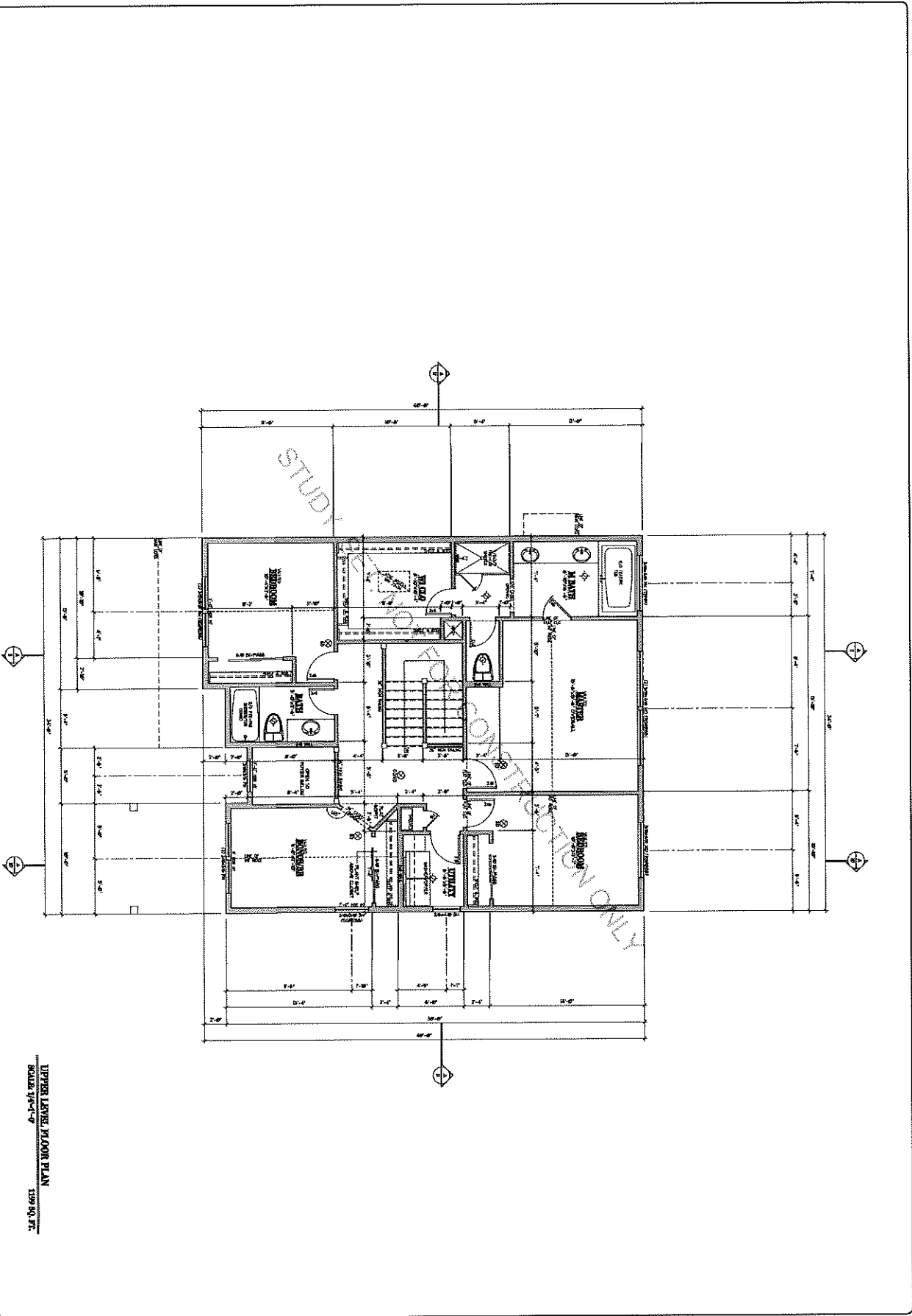
THIS PLAN HAS BEEN SUBMITTED TO THE CITY OF OSWEGO FOR REVIEW AND APPROVAL. THE CITY ENGINEER HAS REVIEWED THIS PLAN AND HAS APPROVED IT FOR CONSTRUCTION. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED HEREON. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED HEREON.

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www.suntel.com

AVERY E

PLAN NUMBER 52214E

2,851 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
 SCALE 1/8"=1'-0"
 1199 SQ. FT.

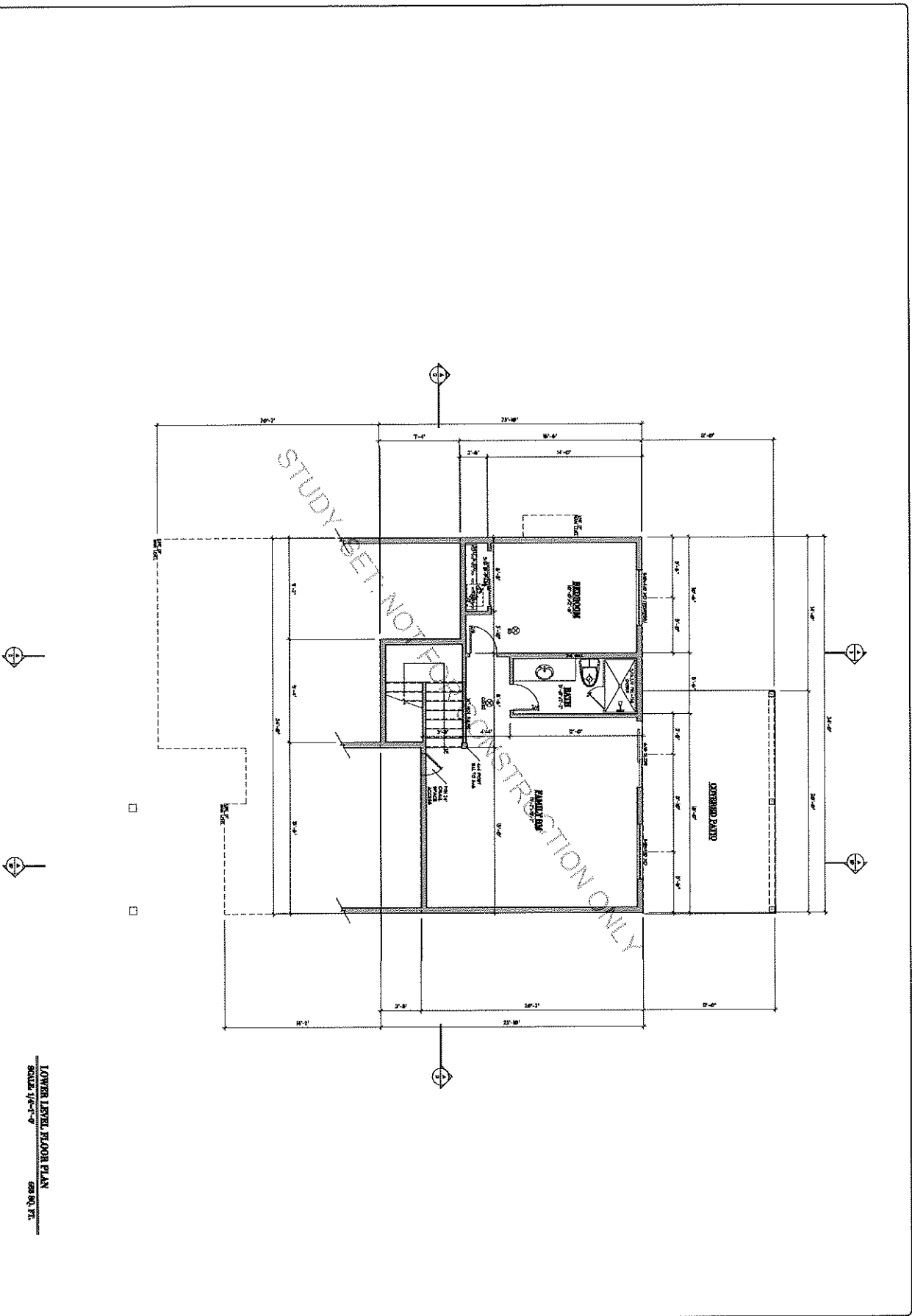
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AVERY E

PLAN NUMBER 52214E

2,838 TOTAL SQUARE FEET



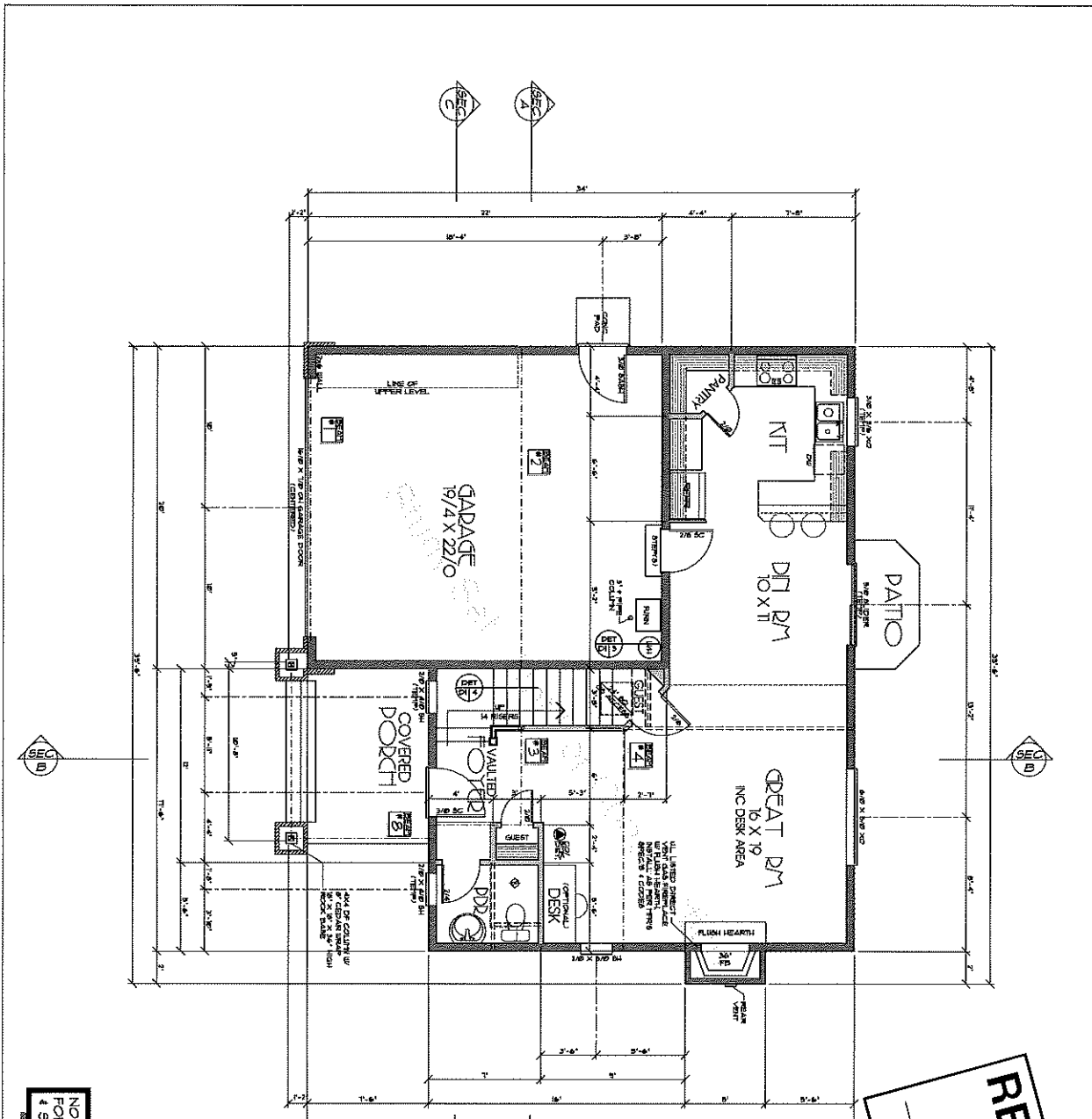
LOWER LEVEL FLOOR PLAN
 SCALE 1/8"=1'-0"
 608 00, P1.

5

DATE: 05/03/09
 NAME: _____
 TITLE: _____

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 Tel: (503) 624-0555 • Fax: (503) 624-0165
 www.suntelhome.com

AVERY E
 PLAN NUMBER 52214E
 2,838 TOTAL SQUARE FEET



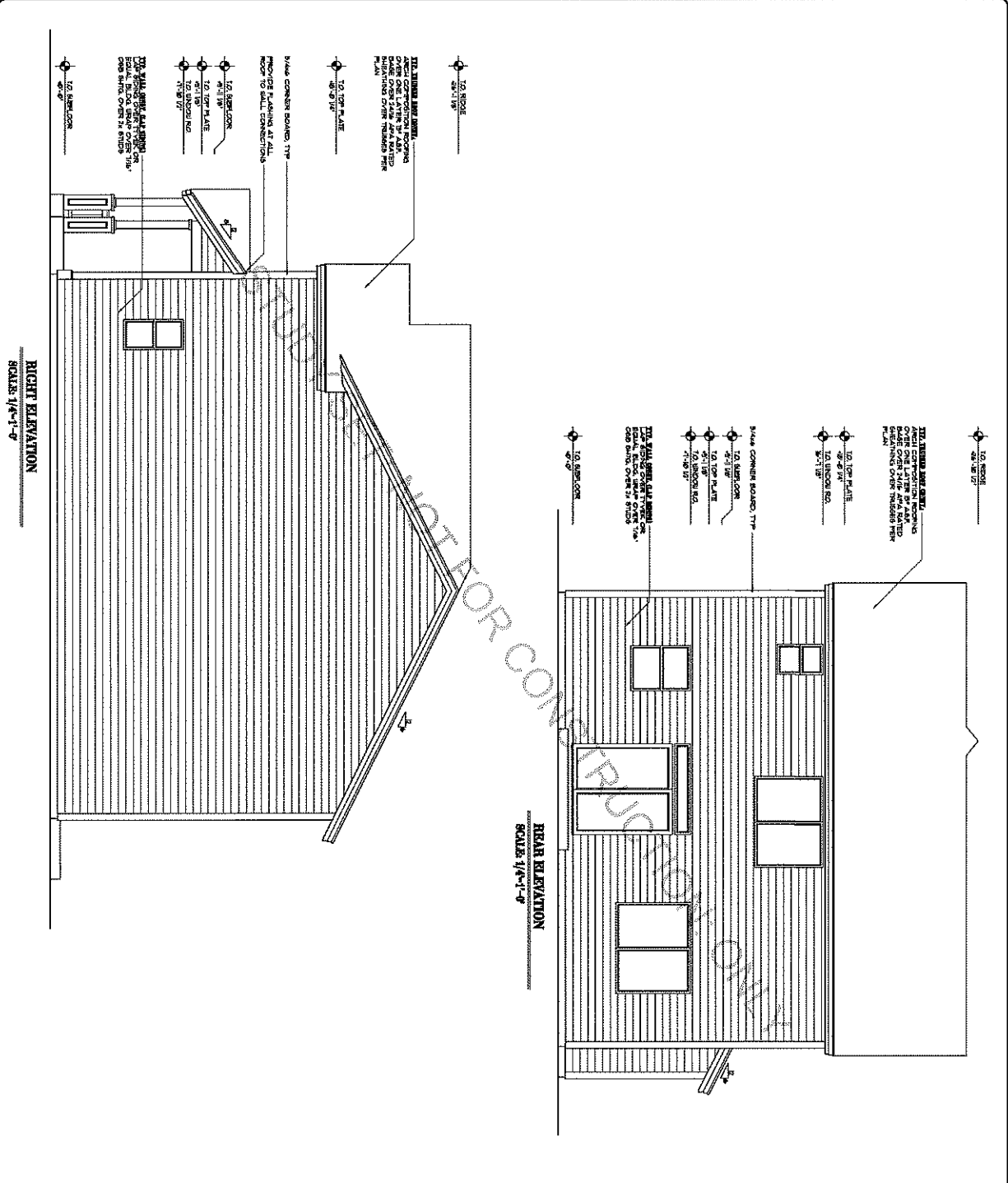
REVISED
 ALL PARTS OF THIS DRAWING HAVE BEEN REVISED AS DATE BELOW DATE KAK
 AUGUST 12, 2018
 THIS DRAWING HAS PRECEDENCE OVER THOSE OF EARLIER DATES

NOTE: SEE FRAMING PLAN FOR BEAM & JOIST SIZE & SPACING

1648 BOONES BERRY ROAD
 SITE OF
 LAKE OSAGE
 (202) 964-0055
 PLAN NO. 12901D
 SHEET PLAN FR. PLAN
 THE ELMWOOD D
 DATE 12/24/17
 REV. 2
 SHEET NO. 2
 A NORTHWEST DESIGN

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THE ELMWOOD D ● PLAN NUMBER 12901D
MAIN FLOOR PLAN
 SCALE: 1/4" = 1'-0"
 694 SQUARE FEET ● 1698 TOTAL SQUARE FEET



2

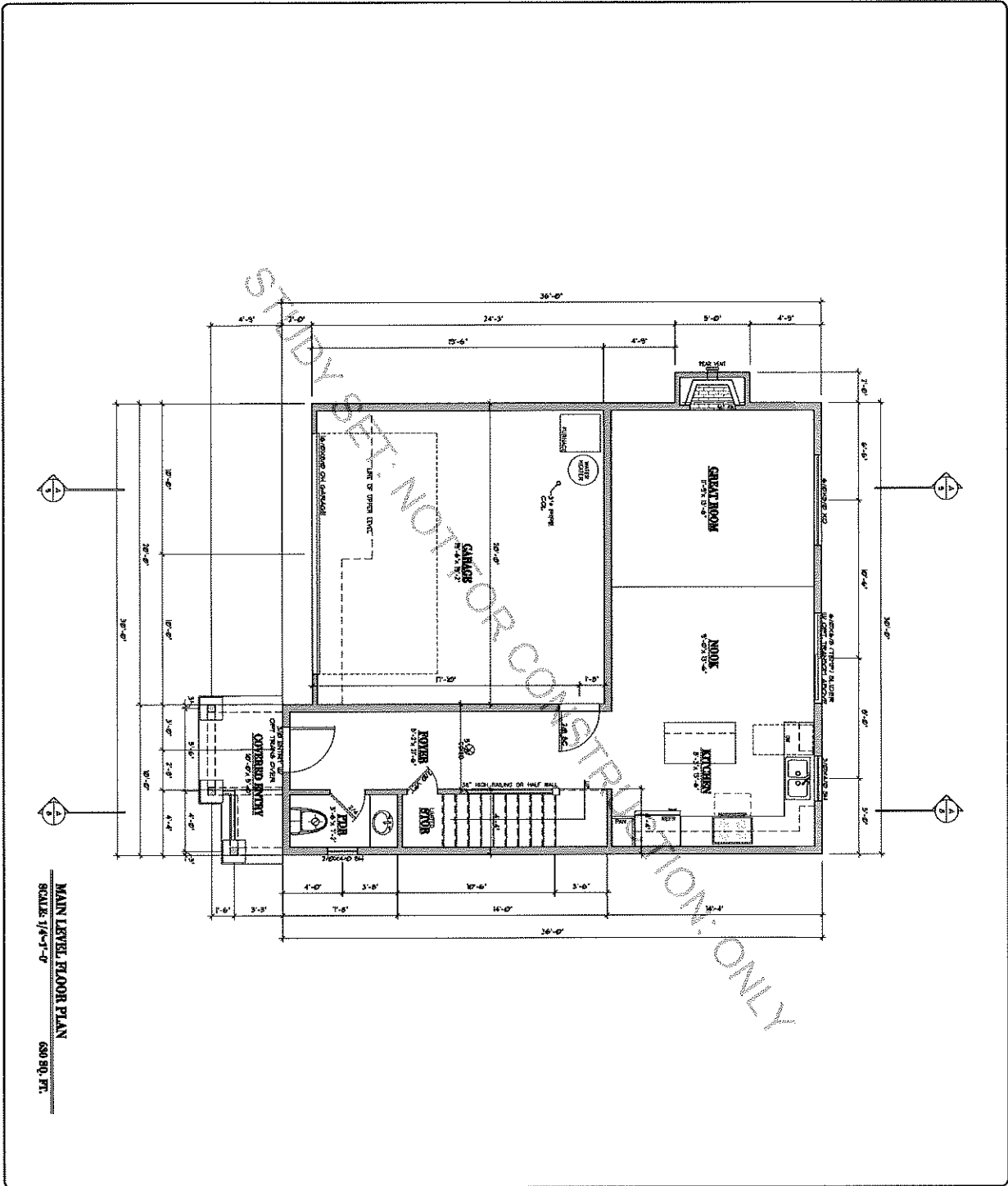
125
NAME MORELAND
DATE 12/2/13

Suntel
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Tel: (503) 624-0555-Fax: (503) 624-0155
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PLAN NUMBER 112113
THE MORELAND
1555 TOTAL SQUARE FEET



MAIN LEVEL FLOOR PLAN
SCALE: 1/4"=1'-0"
650 SQ. FT.

3

CSA
NAME: MORELAND
DATE: 11/21/15

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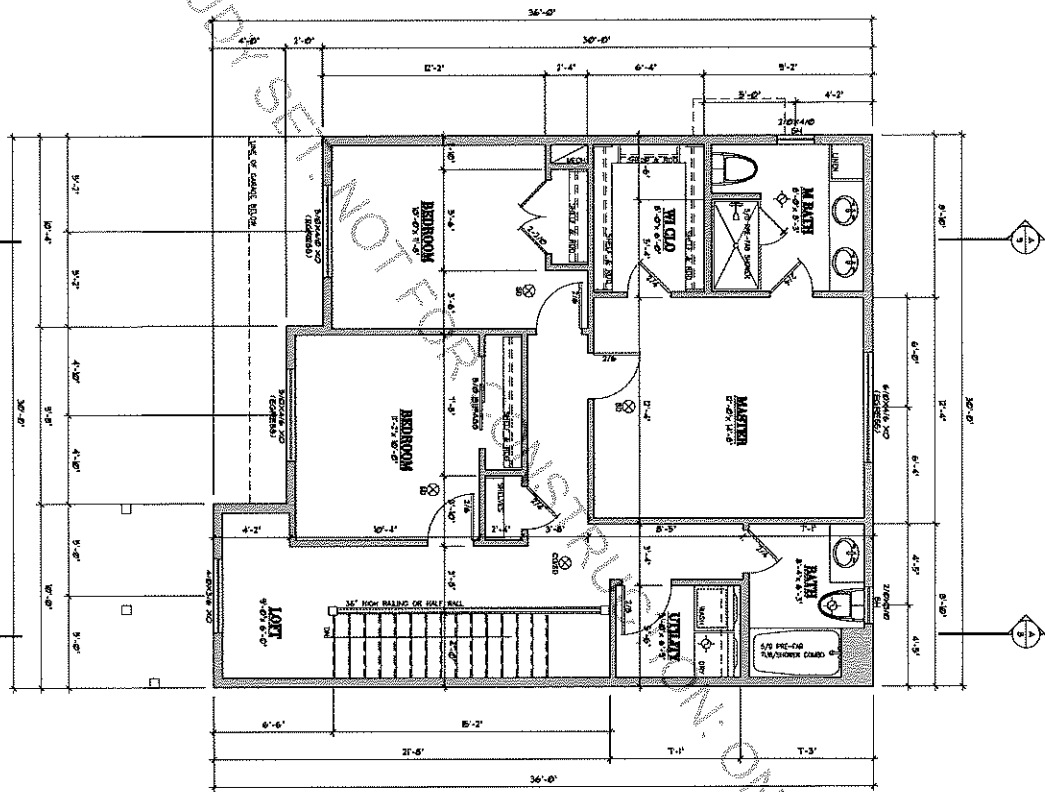
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www.suntelinc.com

PLAN NUMBER 112113

THE MORELAND

1555 TOTAL SQUARE FEET



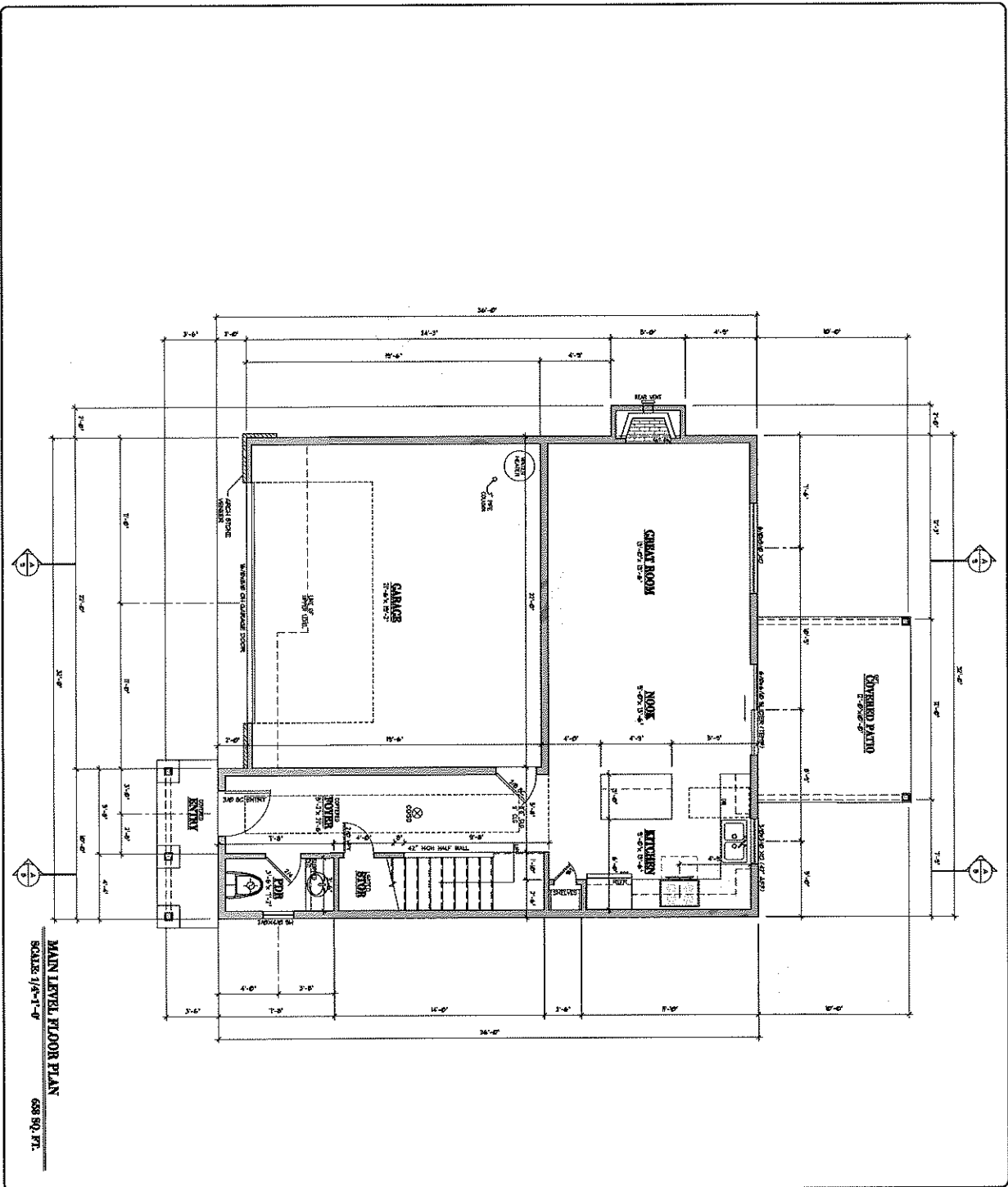
UPPER LEVEL FLOOR PLAN
SCALE 1/4"=1'-0"
925 SQ. FT.

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PLAN NUMBER 112113
THE MORELAND
1555 TOTAL SQUARE FEET



MAIN LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 688 SQ. FT.

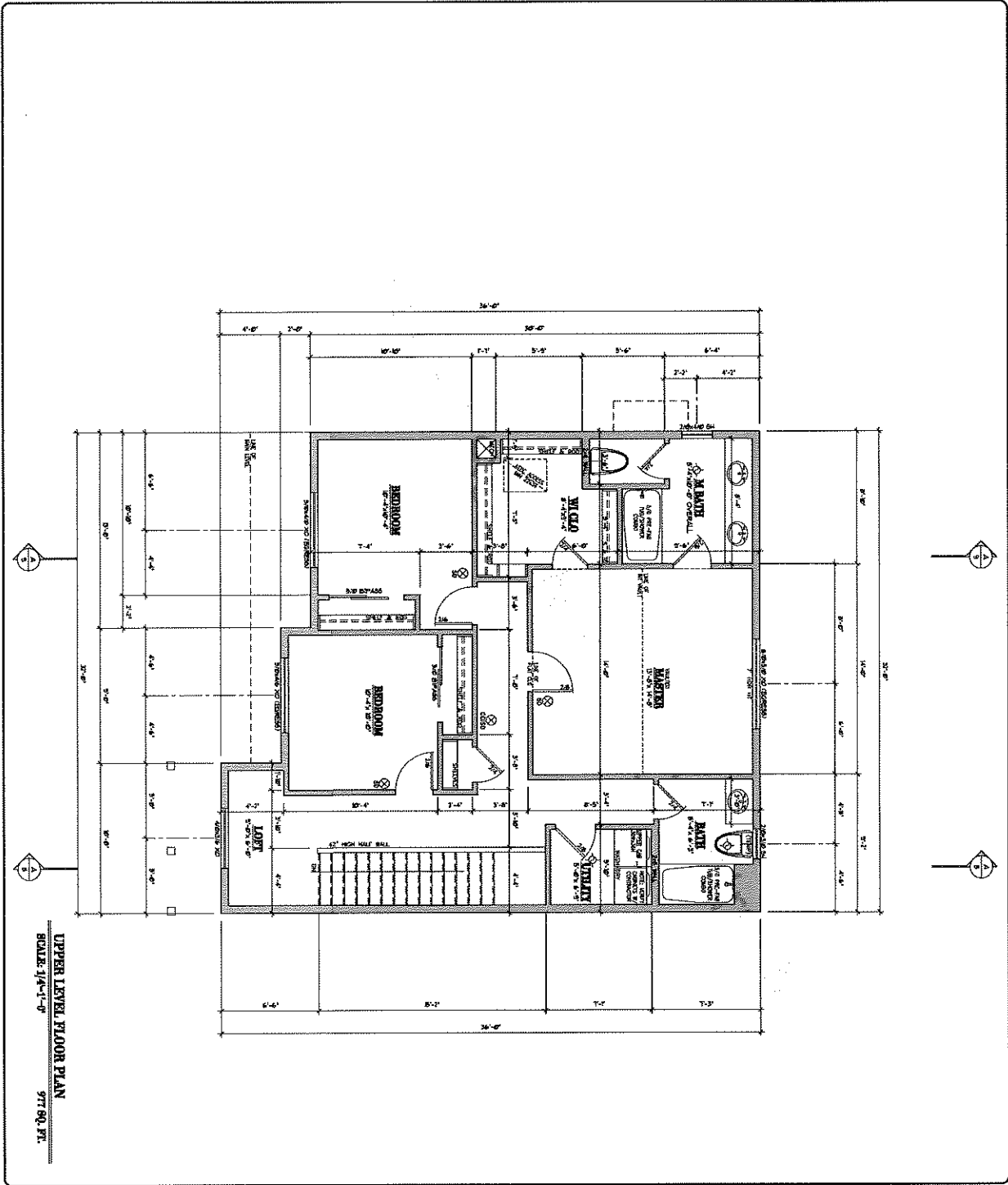
3

JOB NAME: _____
 DATE: 02/20/08
 EAK

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PALMER B
 PLAN NUMBER 020818B 1,635 TOTAL SQUARE FEET

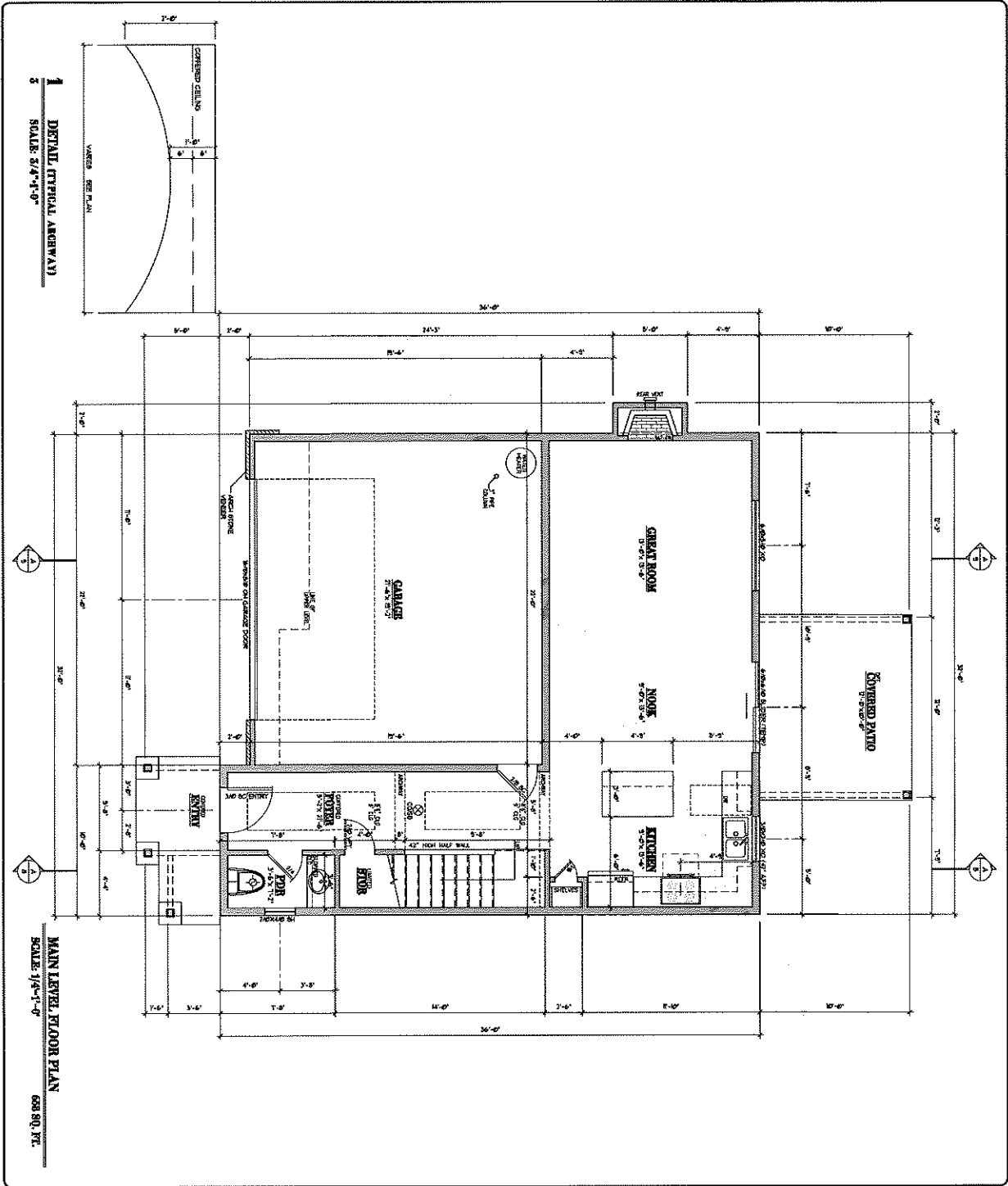


4
 NAME: _____
 DATE: 02/20/08
 MAX

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 THE PERFORMANCE OF THE CONTRACTOR.


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PALMER B
 PLAN NUMBER 020818B 1,635 TOTAL SQUARE FEET



1
 DETAIL (TYPICAL ARCHWAY)
 SCALE: 3/4"=1'-0"

MAIN LEVEL FLOOR PLAN
 SCALE: 1/8"=1'-0"
 638 SQ. FT.

3

CSB
 NAME _____
 DATE 02/20/08 JEM

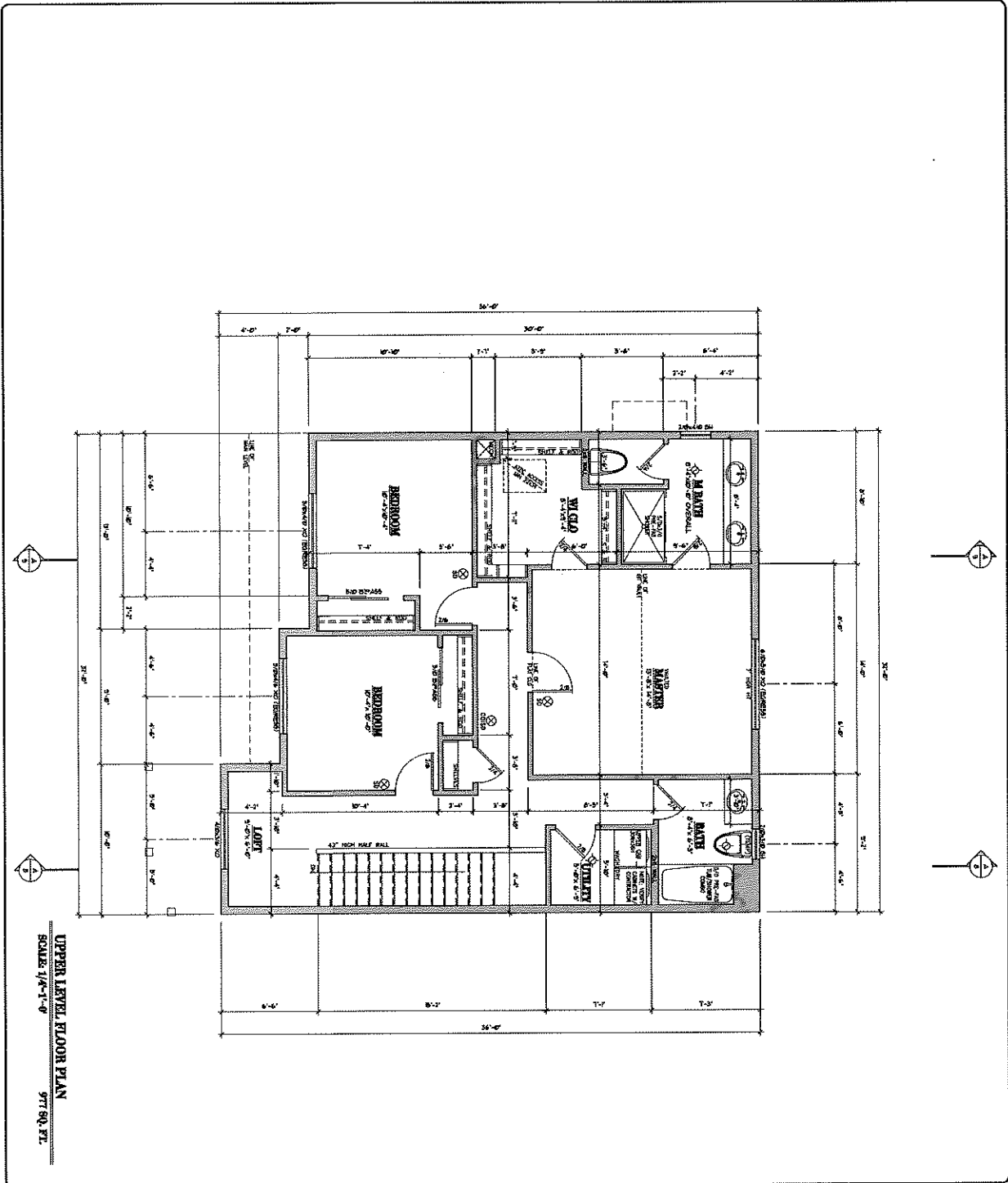
DESIGNING AND BUILDING FOR THE
 FUTURE. WE ARE COMMITTED TO THE
 HIGHEST LEVELS OF SERVICE AND
 INTEGRITY. WE ARE COMMITTED TO THE
 BEST OF OUR CLIENTS. WE ARE
 COMMITTED TO THE BEST OF OUR
 CRAFTSMEN. WE ARE COMMITTED TO
 THE BEST OF OUR DESIGN AND CONSTRUCTION.
 WE ARE COMMITTED TO THE BEST OF
 OUR COMMUNITY. WE ARE COMMITTED
 TO THE BEST OF OUR FUTURE.

Suntel
 DESIGN · INC.

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 www.suntelinc.com

PALMER

PLAN NUMBER 020818 1,635 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
 SCALE 1/4"=1'-0"
 977 SQ. FT.

4

JOB NAME _____
 DATE ORDERED _____ AM

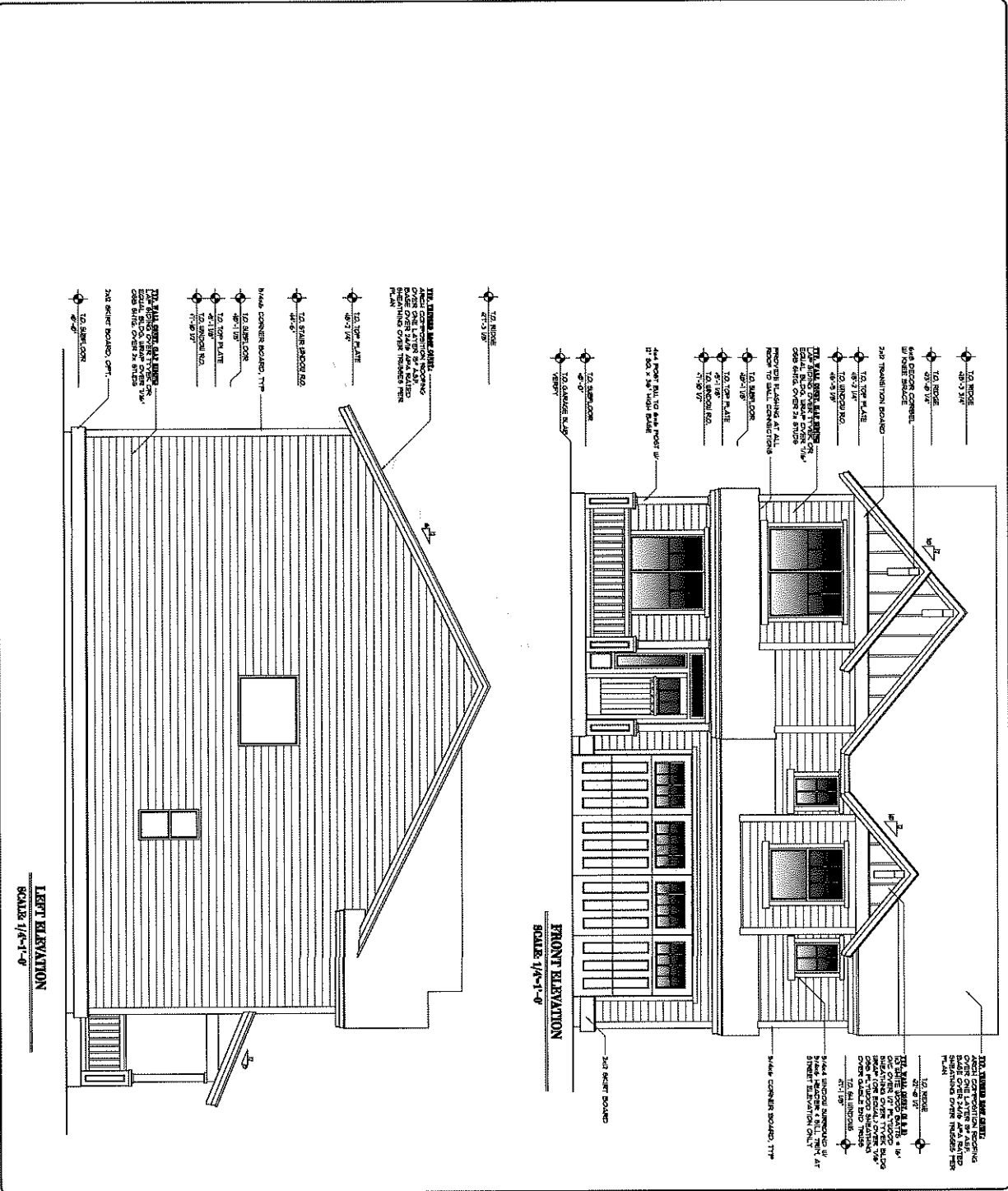
THESE PLANS HAVE BEEN PREPARED FOR THE
 INDIVIDUAL USE OF CLIENTS OF THE
 DESIGNER. THE DESIGNER HAS NO LIABILITY
 FOR ANY OTHER USES OF THESE PLANS.
 ANY REVISIONS TO THESE PLANS MUST BE
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 DOES NOT WARRANT THE ACCURACY OF THE
 INFORMATION CONTAINED HEREIN. THE
 CLIENTS SHALL BE RESPONSIBLE TO VERIFY
 THE INFORMATION CONTAINED HEREIN AND
 OBTAIN NECESSARY PERMITS AND INSURE
 THE PROJECT FOR ACCIDENTS FOR
 THE PROJECT.

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 www.suntelhomedesign.com

PALMER

PLAN NUMBER 020818 1,635 TOTAL SQUARE FEET



JOB NAME: _____
 DATE: 01/20/2018

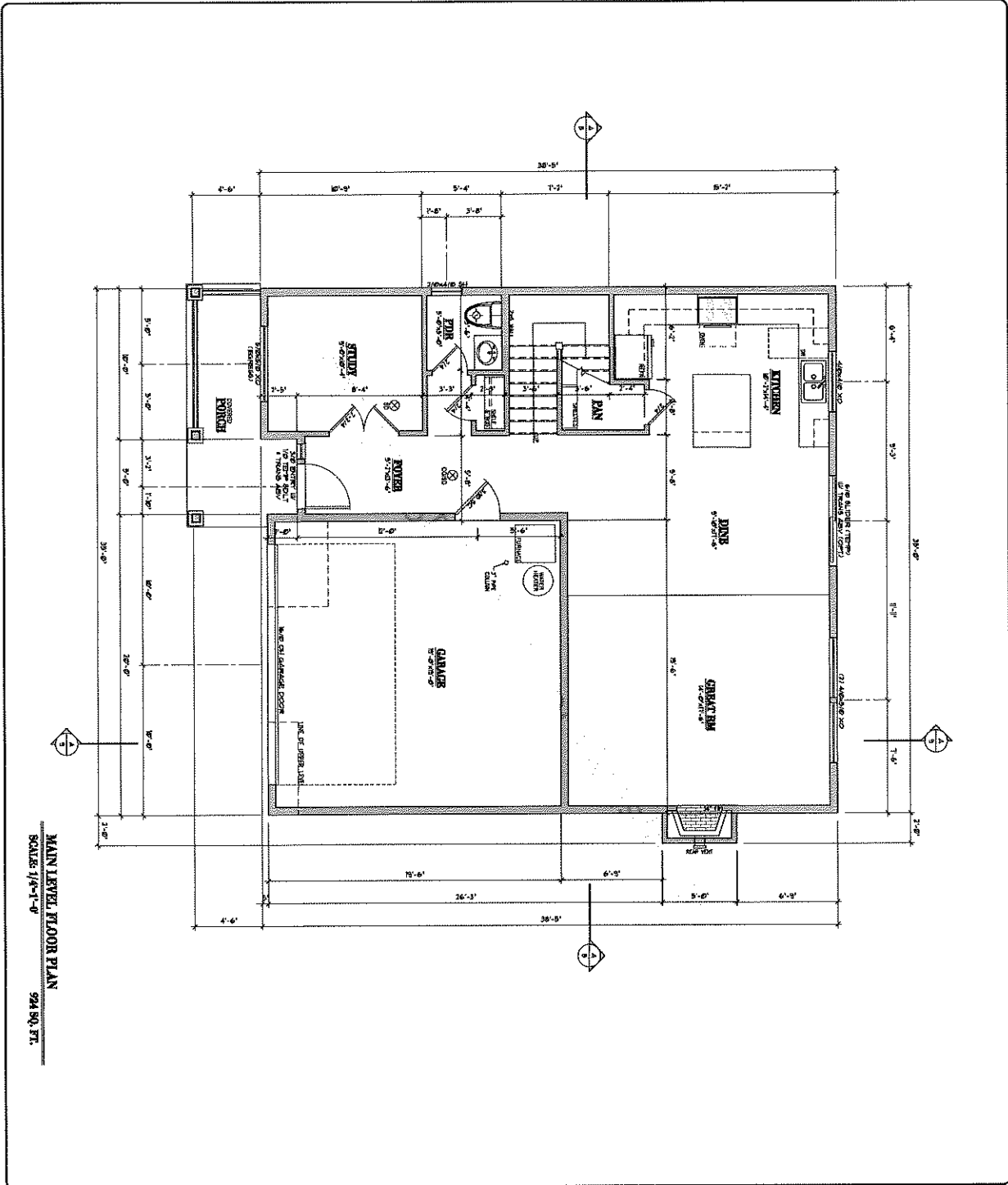
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PRESCOTT

PLAN NUMBER 020313 2,138 TOTAL SQUARE FEET



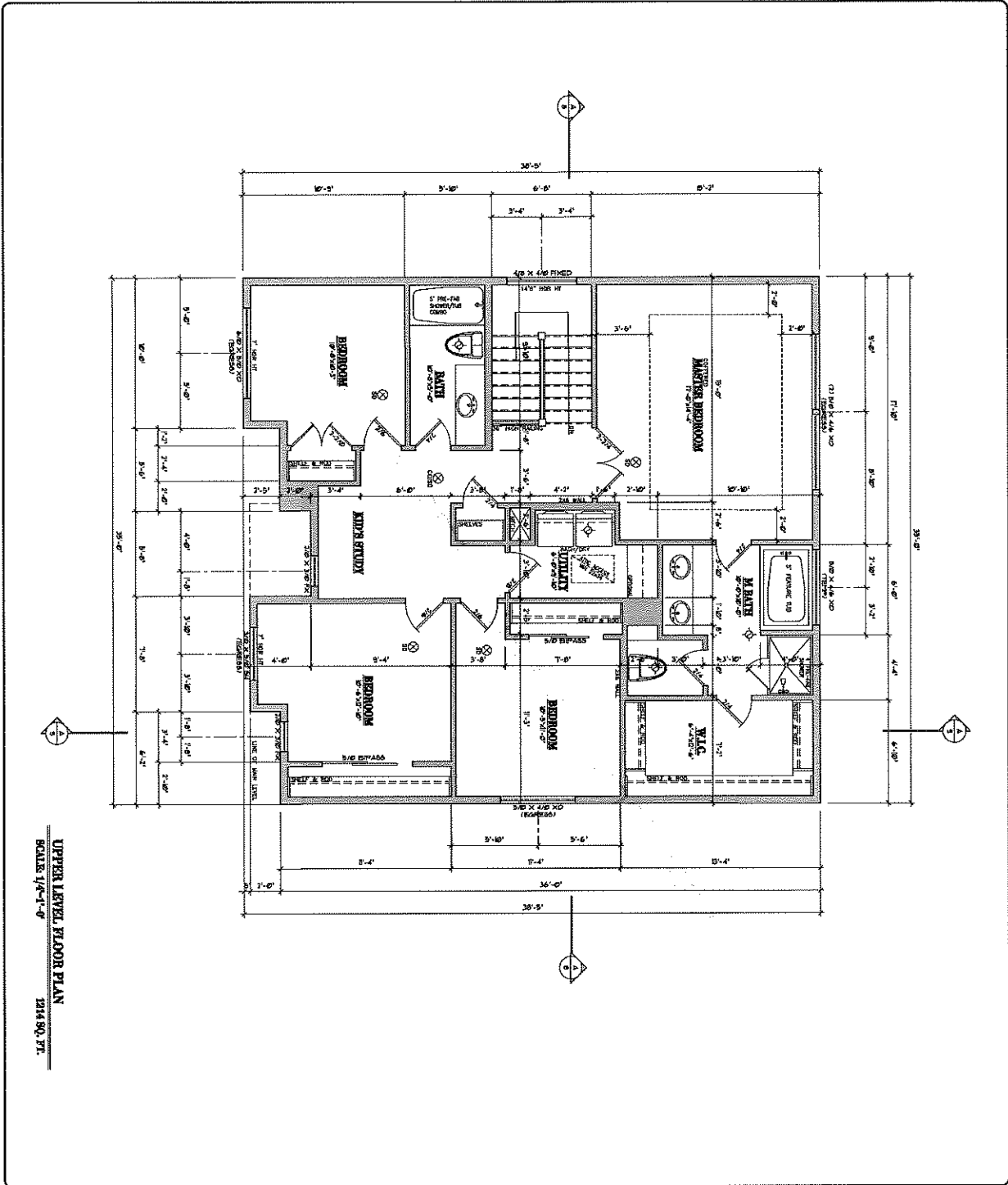
MAIN LEVEL FLOOR PLAN
 SCALE: 1/4"=1'-0"
 924 SQ. FT.

JOB NAME: _____
 DATE: 02/29/2013

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PRESCOTT
 PLAN NUMBER 020313 2,138 TOTAL SQUARE FEET



UPPER LEVEL FLOOR PLAN
SCALE 1/4"=1'-0"
1314 SQ. FT.

4

ARCH NAME _____
DATE 01/23/2018

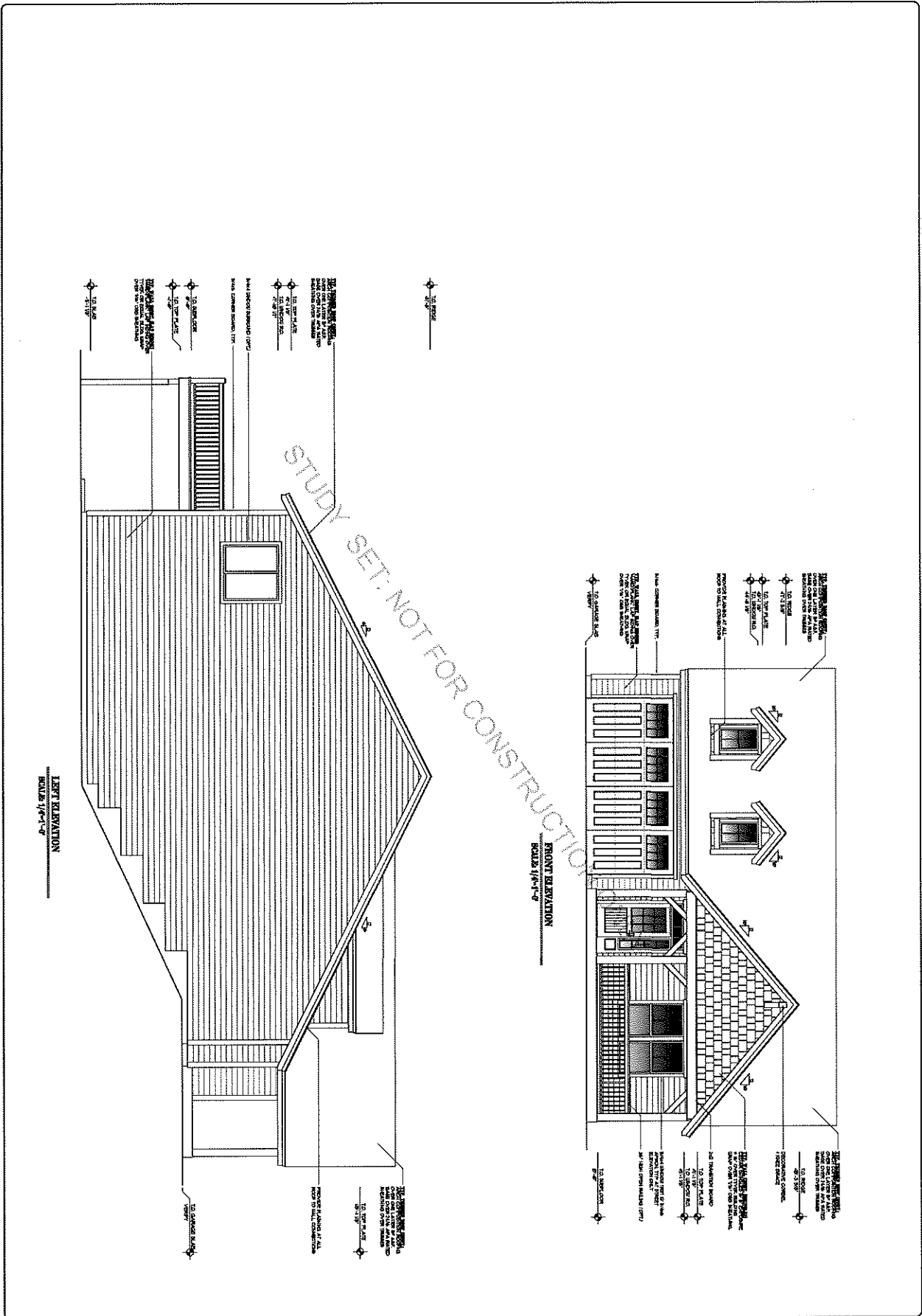
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DESIGN • INC.

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Tel: (503) 624 0555 • Fax: (503) 624 0155
www.suntelhomedesign.com

PRESCOTT

PLAN NUMBER 020313 2,138 TOTAL SQUARE FEET



DATE: 11/11/11
 DRAWN: J. J. JENSEN
 CHECKED: J. J. JENSEN

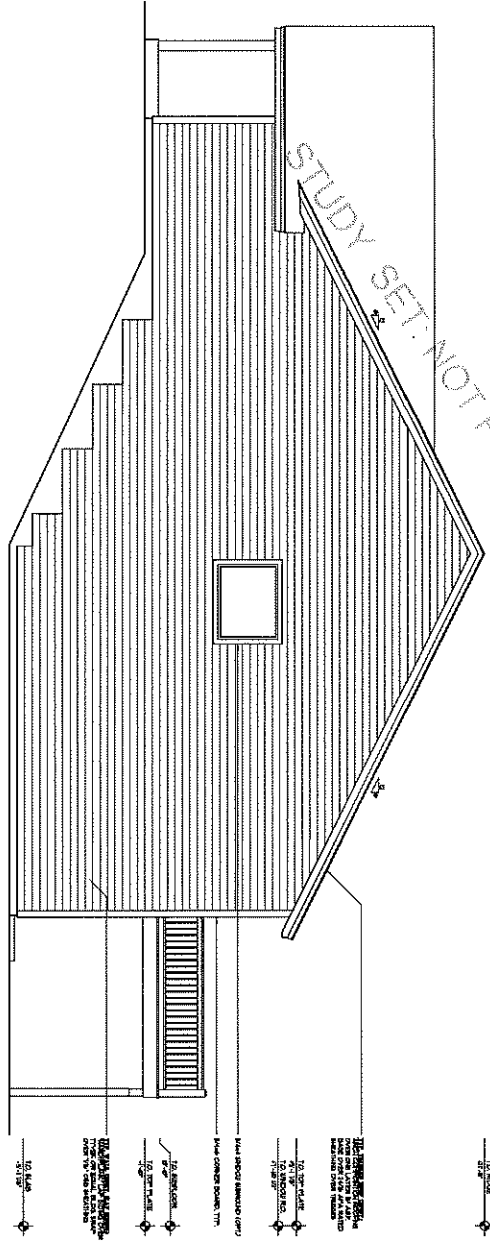
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 Tel: (503) 624-0555 Fax: (503) 624-9155
 www.suntelarchitect.com

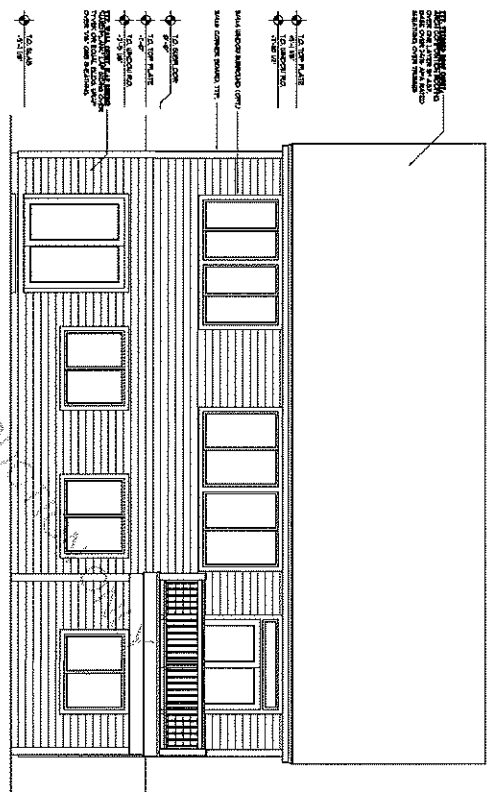
PROVIDENCE
 PLAN NUMBER 112216
 2,559 TOTAL SQUARE FEET

STUDY SET - NOT FOR CONSTRUCTION

RIGHT ELEVATION
SCALE 1/8"=1'-0"



REAR ELEVATION
SCALE 1/8"=1'-0"



N

DATE: 05/20/2018
PAGE: 18

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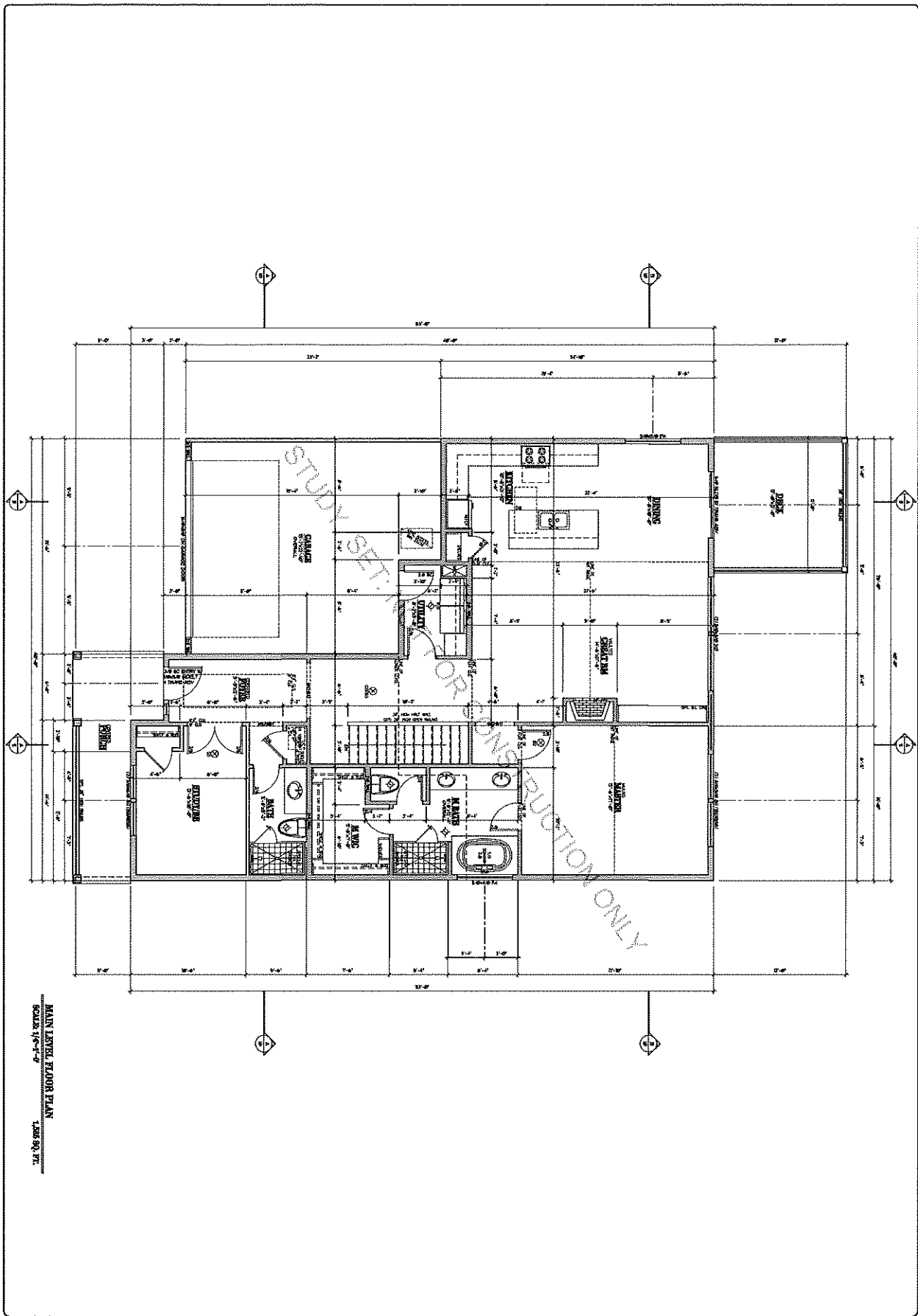
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DESIGN, INC.

18465 Boones Ferry Road, Suite 201, Lake Oswego, Oregon 97035
Tel: (503) 624-0335 - Fax: (503) 624-0195
www.suntelthomadesign.com

PROVIDENCE

PLAN NUMBER 112216

2,559 TOTAL SQUARE FEET



3

DATE: 07/20/06

SI

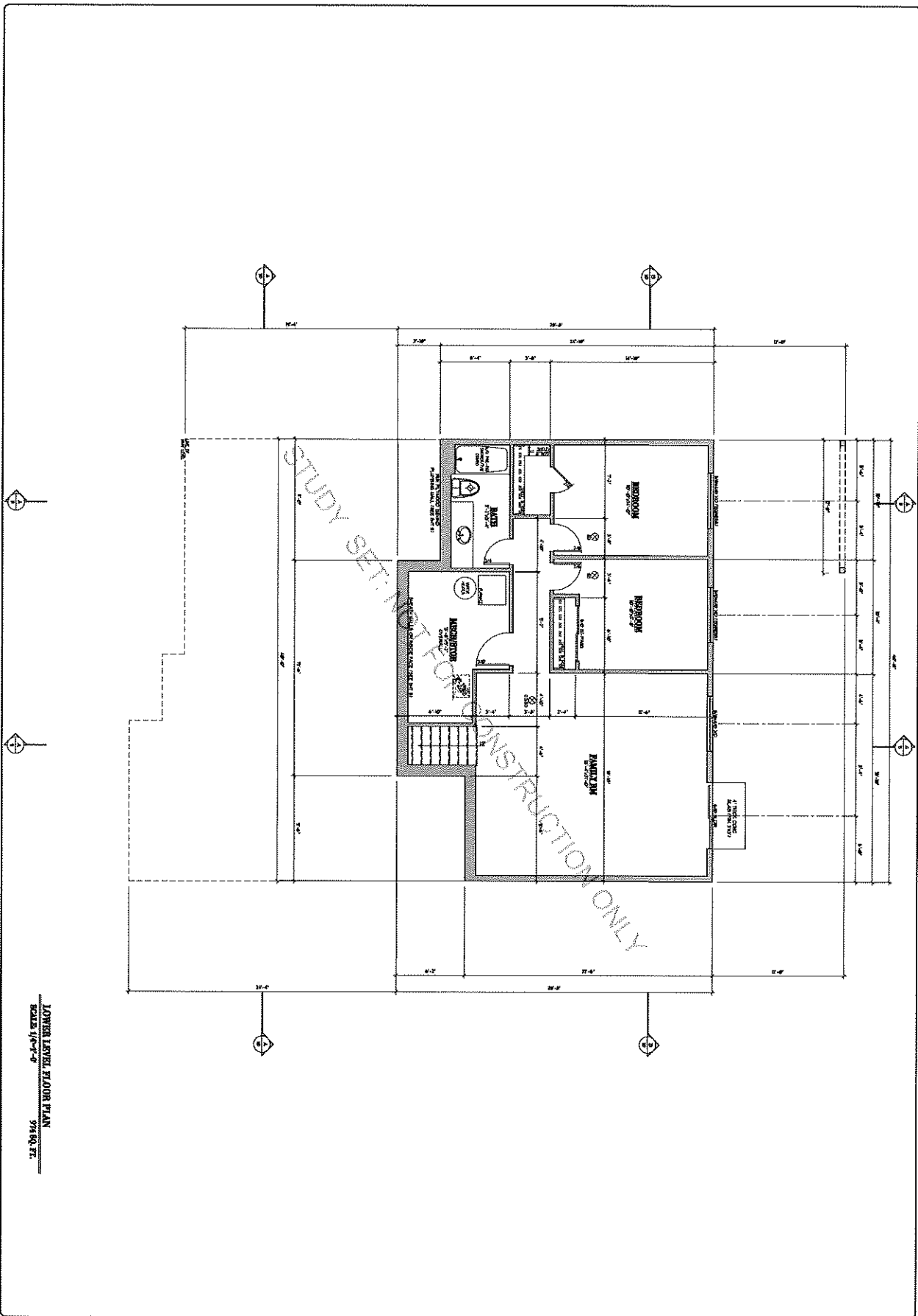
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 www.suntelindesign.com

PROVIDENCE

PLAN NUMBER 112216 2,559 TOTAL SQUARE FEET



LOWER LEVEL FLOOR PLAN
SCALE 1/8" = 1'-0"
5/18/00, ST.

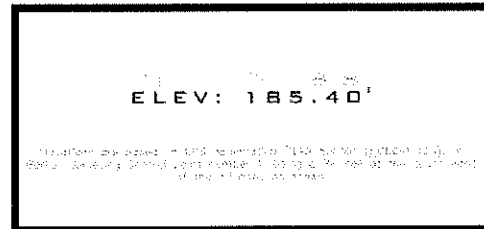
Exhibit 4 – Civil Drawings

DRAWINGS FOR:

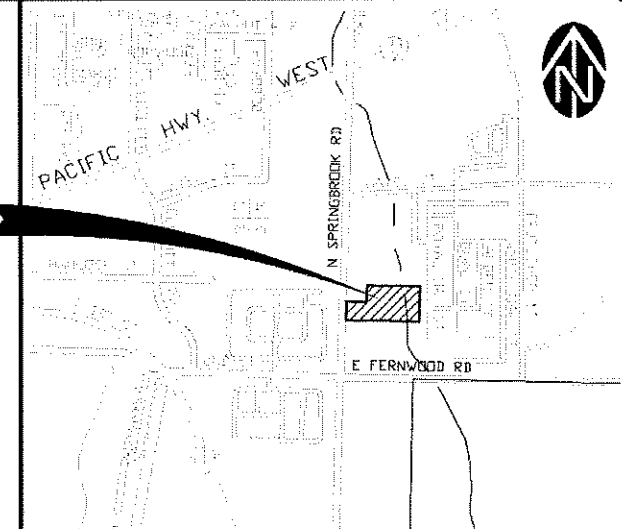
EDGEWATER PUD SUBDIVISION (LOTS 1-20) 112 N SPRINGBROOK RD NEWBERG, OR 97132

FOR:

WEST ONE HOMES INC.
P.O. BOX 2938
OREGON CITY, OR 97045



Know what's below.
Call before you dig.



VICINITY MAP

GENERAL LEGEND

ITEM	PROPOSED	EXISTING
SANITARY SEWER	—SS—	—SS—
STORM DRAIN	—SD—	—SD—
WATER	—W—	—W—
GAS	—G—	—G—
TELEPHONE	—T—	—T—
POWER	—E—	—E—
TELEVISION	—TV—	—TV—
FENCE	—X—	—X—
RAILROAD	—R—	—R—
CURB, DRIVEWAY, P.C.C. SIDEWALK		
BARRICADE		
FLOW DIRECTION		
TELEPHONE MANHOLE		
TELEPHONE PEDESTAL		
SANITARY SEWER MANHOLE		
STORM DRAIN MANHOLE		
CATCH BASIN		
JUNCTION BOX		
FIRE HYDRANT AND VALVE		
WATER METER		
WATER VALVE		
POWER POLE		
POLE W/ANCHOR		
POLE W/ALUMINARE		
LIGHT POLE		
SIGN POST		
MAILBOX		
TRAFFIC SIGNAL		
X-WALK SIGNAL		
HEDGE OR BRUSH		
TREES		

STREET OR ALLEY RIGHT OF WAY	—R/W—
PLATTED LOT LINE	—
PLATTED LOT LINE (ABANDONED)	—
OWNERSHIP LINE	—
EASEMENT OR TEMPORARY RIGHT OF WAY	—
IMPROVEMENT DISTRICT BOUNDARY	—
PROJECT CENTERLINE AND STATIONING	0+00 1+00 2+00 3+00

SHEET INDEX

SHT NO	DESCRIPTION	SHT NO	DESCRIPTION	SHT NO	DESCRIPTION
	GENERAL		STREETS		SIGNING & STRIPING
C1.0	COVER SHEET	ST-01	PAMELIA LANE PLAN & PROFILE STA. 0+00 TO 4+50	SST-1	SIGNING, STRIPING, & LIGHTING PLAN
C2.0	NOTES	ST-02	PAMELIA LANE CUL-DE-SAC PLAN & PROFILE STA. 0+00 TO 2+18.65		
C3.0	EXISTING CONDITIONS				
C3.1	PRE-DEVELOPMENT EROSION CONTROL & DEMOLITION PLAN		STORM DRAINS		
C3.2	POST-DEVELOPMENT EROSION CONTROL PLAN	SD-01	STORM DRAIN PLAN & PROFILE STA. 0+00 TO 2+05.93		
C3.3	EROSION CONTROL NOTES & TABLE				
C3.4	EROSION CONTROL NOTES CONTINUED				
C3.5	EROSION CONTROL DETAILS		SANITARY SEWERS		
C4.0	OVERALL PUD SITE DIMENSION PLAN	SS-01	SAN. SEWER PLAN & PROFILE STA. 0+00 TO 3+91.77		
C4.1	FIRE ACCESS PLAN	SS-02	SAN. SEWER LAT. A PLAN & PROFILE STA. 0+00 TO 1+44.34		
C4.2	OVERALL PUD PLAN				
C5.0	PRELIMINARY PLAT MAP		WATER		
C6.0	OVERALL GRADING & DRAINAGE PLAN	W-01	PUBLIC WATER PLAN & PROFILE STA. 0+00 TO X		
C6.1	STORMWATER MANAGEMENT PLAN				
C7.0	OVERALL UTILITY PLAN				
C8.0	OVERALL SURFACING PLAN				

NO.	DATE	DESCRIPTION	BY
1			

VERIFY SCALE
BASE ON ONE INCH OR
ORIGINAL DRAWING
1" = 100'
IF ANY ONE INCH OR
SCALE IS ACCIDENTALLY
CHANGED, THE SCALE
WILL BE ACCIDENTALLY
CHANGED.

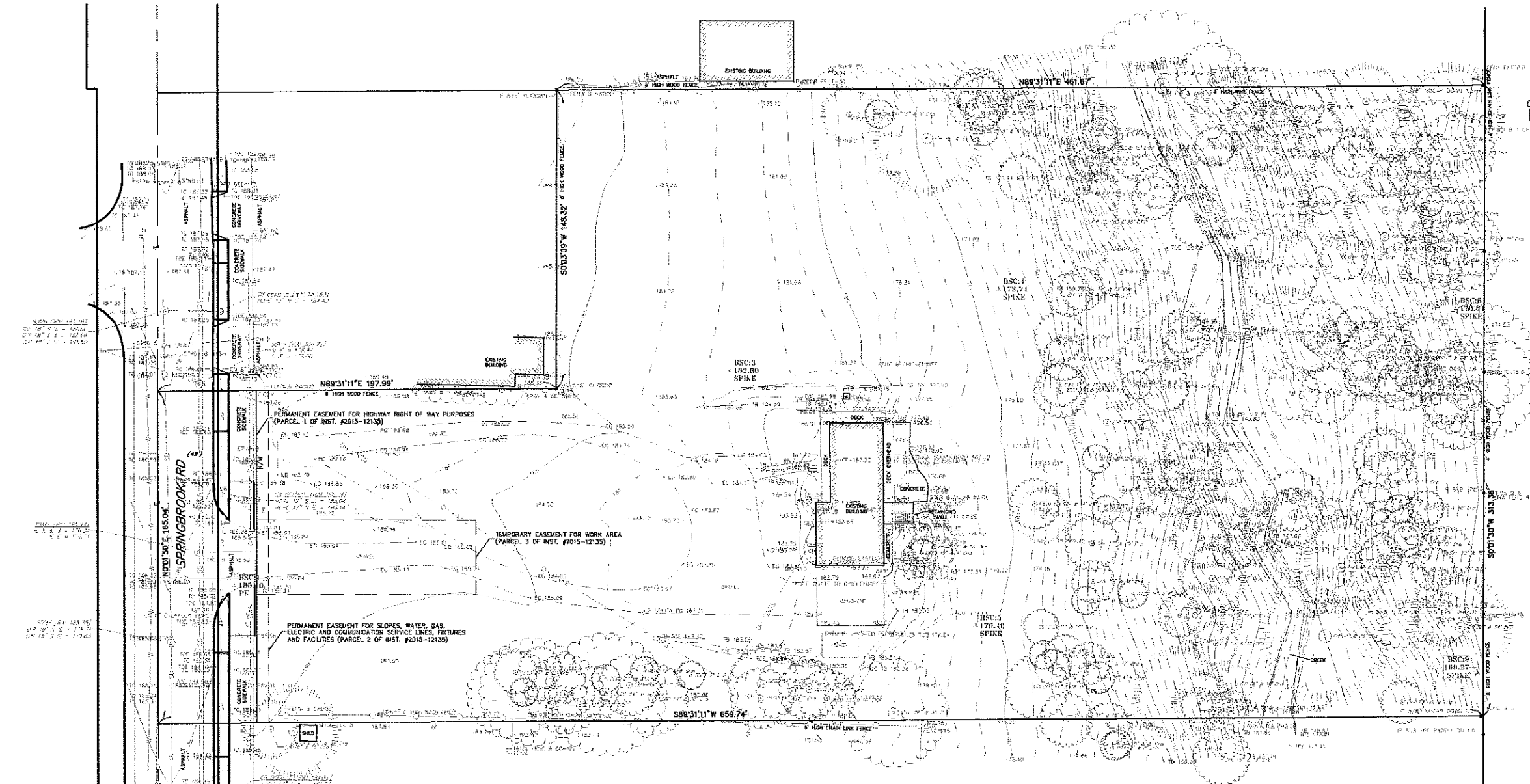
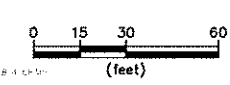
DSN. JW
ERN. TN
CKD. JW
DATE: AUG. 2018

REGISTERED PROFESSIONAL ENGINEER
STATE OF OREGON
NO. 12,345
WILLIAM J. WEST

WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3866
E-mail: westtech@westtech-eng.com

WEST ONE HOMES
EDGEWATER PUD
COVER SHEET

DRAWING
C1.0
JOB NUMBER
3054.0000.0



ABBREVIATIONS

ASPH	ASPHALT	JB	JUNCTION BOX
BLDG	BUILDING	LP	LIGHT POLE
BW	BOTTOM OF WALL	MB	MAILBOX
CB	CATCH BASIN	MH	MANHOLE
CONC	CONCRETE	OH	OVER-HEAD
C	CENTERLINE	P/L	PROPERTY LINE
CMP	CORRUGATED METAL PIPE	POLY	POLYETHYLENE
CLF	CHAIN LINK FENCE	PVC	POLYVINYL CHLORIDE
DIP	DUCTILE IRON PIPE	PWR	POWER
EG	EDGE OF GRAVEL	RCP	ROUND CONCRETE PIPE
EP	EDGE OF PAVEMENT	R/W	RIGHT-OF-WAY
FDC	FIRE DEPT. CONNECTOR	SS	SANITARY SEWER
FF	FINISH FLOOR	SD	STORM DRAIN
FI	FIELD INLET	SKW	SIDEWALK
FM	FORCE MAIN	TC	TOP OF CURB
GRAV	GRAVEL	TR	TRANSFORMER
HYD	HYDRANT	TS	TRAFFIC SIGNAL
HDPE	HIGH DENSITY POLY	TW	TOP OF WALL
IR	IRON BAR	TYP	TYPICAL
IR	IRON ROD	UV	UTILITY VAULT
IP	IRON PIPE	YPC	YELLOW PLASTIC CAP
IRR	IRRIGATION		

SYMBOLS

ADD	AREA DRAIN	SP	SIGN POST
CB	CATCH BASIN	PPPE	POWER PEDESTAL
COO	CLEANOUT	TEPE	TELEPHONE PEDESTAL
FH	FIRE HYDRANT	CAPE	CATV PEDESTAL
GV	GAS VALVE	MB	MAIL BOX
WV	WATER VALVE	IRV	IRRIGATION VALVE
GAS/PWR/WATER METER		GS	GROUND/STREET LIGHTS
DS	DOWN SPOUT	UP	UTILITY/POWER POLES
TP	TEST PIT	MF	MONUMENT FOUND
MH	MANHOLE		
MH SD	MANHOLE STORM DRAIN		
MH SS	MANHOLE SANITARY SEWER		
MH	MANHOLE		

LINE TYPES

CABLE TELEVISION LINE	---	---	CATV
COMMUNICATION LINE	---	---	COM
EASEMENT LINE	---	---	COM
FENCE LINE	---	---	FDC
FIBER OPTIC	---	---	FDC
GAS LINE	---	---	GAS
OVERHEAD LINE	---	---	OH LINES
PHONE LINE	---	---	PH
POWER LINE	---	---	PH
SANITARY SEWER	---	---	SS
STORM DRAIN	---	---	SD
WATER LINE	---	---	W

NOTES: UTILITIES LOCATED ARE BASED ON RECORD PLANS AND FIELD SURVEY. ALL UTILITIES SHOWN ARE ASSUMED TO BE CORRECT UNLESS OTHERWISE NOTED. CONTRACTOR SHALL VERIFY ALL UTILITIES SHOWN AND LOCATE ANY UNDETECTED UTILITIES PRIOR TO CONSTRUCTION. THE DATE OF ACTUAL SURVEY IS 08/20/2018. THIS DRAWING IS THE PROPERTY OF WESTTECH ENGINEERING, INC. AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF WESTTECH ENGINEERING, INC.

ELEV: 185.40'

Elevations are based on GPD elevation of 185.40' at station 1+00.00. All elevations are in feet unless otherwise noted.

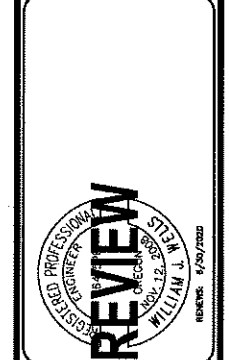
NO.	DATE	DESCRIPTION	BY

VERIFY SCALE: 1" = 30'

DATE: AUG. 2018

DRN: JW

CHKD: JW



WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS

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WEST ONE HOMES
 EDGEWATER PUD

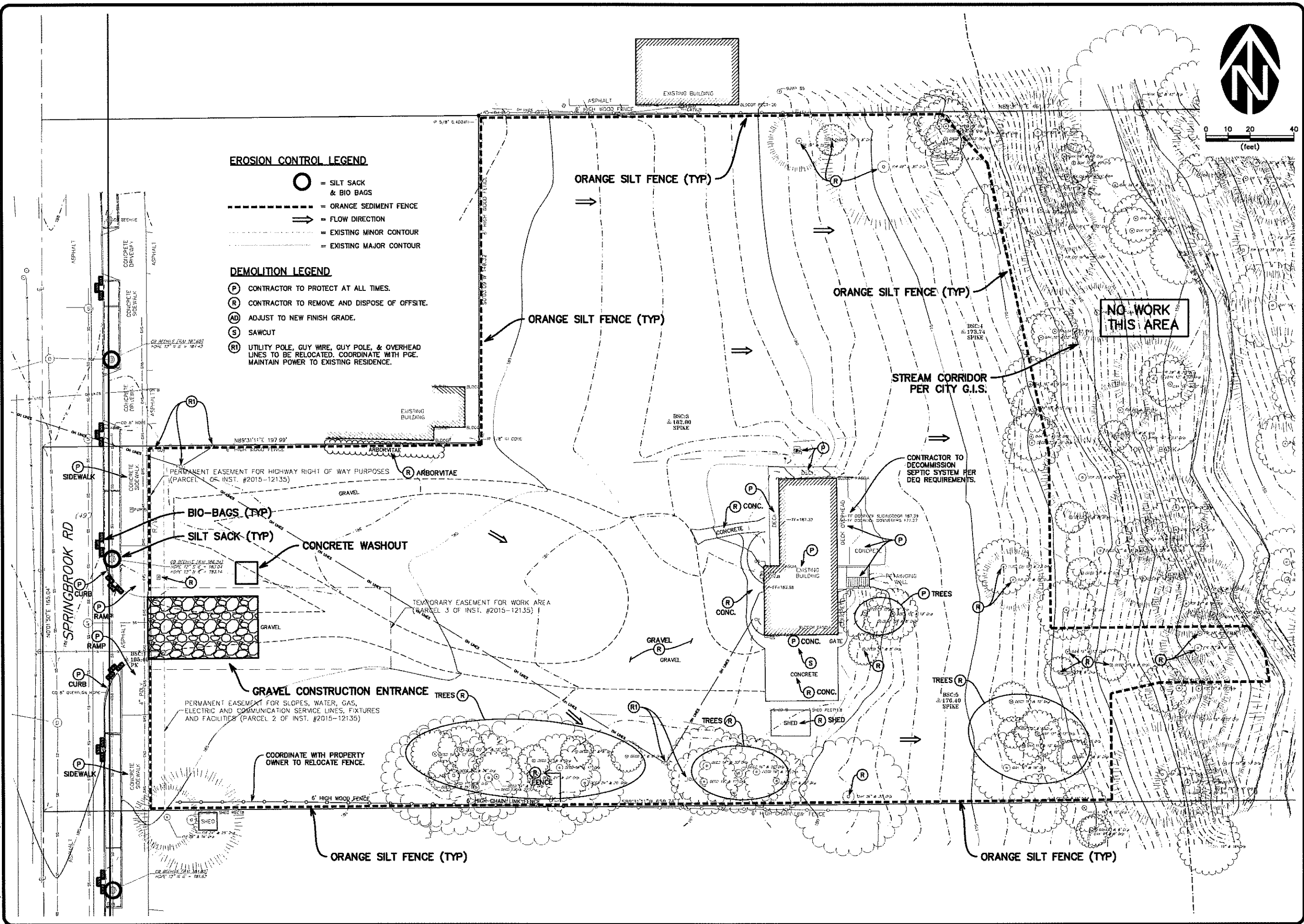
EXISTING CONDITIONS

DRAWING
C3.0

JOB NUMBER
3054.0000.0

11/17/2018 3:05:50 PM
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11/7/2018 3:00:58 PM
 R:\Dwg\West One Homes\Springbrook 3054 0000 D:\Cadd\Print\021 Error-Demo-Pre.dwg (33.1.tbd)



EROSION CONTROL LEGEND

- = SILT SACK & BIO BAGS
- = ORANGE SEDIMENT FENCE
- ⇒ = FLOW DIRECTION
- - - = EXISTING MINOR CONTOUR
- - - = EXISTING MAJOR CONTOUR

DEMOLITION LEGEND

- (P) CONTRACTOR TO PROTECT AT ALL TIMES.
- (R) CONTRACTOR TO REMOVE AND DISPOSE OF OFFSITE.
- (AD) ADJUST TO NEW FINISH GRADE.
- (S) SAWCUT
- (RI) UTILITY POLE, GUY WIRE, GUY POLE, & OVERHEAD LINES TO BE RELOCATED, COORDINATE WITH PGE. MAINTAIN POWER TO EXISTING RESIDENCE.

NO.	DATE	DESCRIPTION	BY

VERIFY SCALE ON ALL PLANS OR DRAWINGS. IF NOT ONE INCH ON ALL PLANS, VERIFY SCALE.

DATE: AUG. 2018

DRN. JW
 CKD. JW
 DATE: AUG. 2018

REVIEW

PROFESSIONAL ENGINEER
 WILLIAM J. FAY
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF TENNESSEE
 NO. 12,000
 EXPIRES 12/31/2020

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WEST ONE HOMES
 EDGEWATER PUD

**PRE-DEVELOPMENT
 EROSION CONTROL &
 DEMOLITION PLAN**

DRAWING
C3.1

JOB NUMBER
3054.0000.0

YEAR:	'18	'18	'18	'18	'18	'18	'18	'19	'19	'19	'19	'19
MONTH:	06	07	08	09	10	11	12	01	02	03	04	05
CLEARING	X	X	X									
EXCAVATION	X	X	X	X								
GRADING	X	X	X	X	X							
CONSTRUCTION	X	X	X	X	X	X	X	X	X	X	X	X
SEDIMENT CONTROLS:												
Silt Fencing	X	X	X	X	X	X	X	X	X	X	X	X
Sediment Traps	X	X	X	X	X	X	X	X	X	X	X	X
Sediment Basins												
Storm Inlet Protection	X	X	X	X	X	X	X	X	X	X	X	X
Drainage Swales												
Check Dams												
Contour Furrows												
Terracing												
Pipe Slope Drains												
Rock Outlet Protection	X	X	X	X	X	X	X	X	X	X	X	X
Gravel Construction Entrance	X	X	X	X	X	X	X	X	X	X	X	X
Grass-lined Channel (Turf Reinforcement Mats)												
Protection of trees with construction fences												
Temporary Seeding and Planting												
Permanent Seeding and Planting												
Other:												

CONTROL MEASURE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
Silt Fencing	X	X	X	X	
Construction Entrance	X	X	X	X	
Sediment Traps	X	X	X	X	
Storm Inlet Protection	X	X	X	X	
Concrete Washout		X	X	X	
Rock Outlet Protection		X	X	X	
Permanent Seeding and Planting					X

Phase 1: Prior to Ground Disturbance
Phase 2: After Completion of Rough Grading
Phase 3: After Installation of Storm Facilities
Phase 4: After Paving & Construction
Phase 5: After Project Completion and Cleanup

INSPECTION FREQUENCY FOR BMP	
Site Condition	Minimum Frequency
1. Active period	Daily when stormwater runoff, including runoff from snowmelt, is occurring. At least once every 14 days, regardless of whether stormwater runoff is occurring.
2. Prior to the site becoming inactive or in anticipation of site inaccessibility.	Once to ensure that erosion and sediment control measures are in working order. Any necessary maintenance and repair must be made prior to leaving the site.
3. Inactive periods greater than seven (14) consecutive calendar days	Once every month.
4. Periods during which the site is inaccessible due to inclement weather	If practical, inspections must occur daily at a relevant and accessible discharge point or downstream location.
5. Periods during which discharge is unlikely due to frozen conditions	Monthly. Resume monitoring immediately upon melt, or when weather conditions make discharge likely.

BMP Rationale
A comprehensive list of available Best Management Practices (BMP) options based on DEQ's 1200-C Permit Application and ESCP Guidance Document has been reviewed to complete this Erosion and Sediment Control Plan. Some of the above listed BMPs were not chosen because they were determined to not effectively manage erosion prevention and sediment control for this project based on specific site conditions, including soil conditions, topographic constraints, accessibility to the site, and other related conditions. As the project progresses and there is a need to revise the ESCP, an Action Plan will be submitted.

SOIL TYPE(S): PER NRCS WEB SOIL SURVEY THE SITE SOILS INCLUDE, "ALPHA SILT LOAM, 0 TO 3 PERCENT SLOPES, WOODBURN SILT LOAM, 0 TO 3 PERCENT SLOPES, WOODBURN SILT LOAM, 12 TO 20 PERCENT SLOPES, & WOODBURN SILT LOAM 20 TO 55 PERCENT SLOPES".
EROSION HAZARD: PER NRCS WEB SOIL SURVEY EROSION HAZARD RANGES FROM "SLIGHT" TO "SEVERE".
SITE AREA: 3.89 Ac
DISTURBANCE AREA: 2.6 Ac

SUPPLEMENTAL NOTES:

- Erosion control measures shall be maintained in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system, roadway, or violate applicable water quality standards.
- The erosion control construction, maintenance, replacement and upgrading of the erosion control facilities is the responsibility of the Contractor until all construction is completed and approved, and permanent erosion control (i.e. vegetation/landscaping) is established on all disturbed areas.
- All recommended erosion control procedures are dependent on construction methods, staging, site conditions, weather and scheduling. During the construction period, erosion control facilities shall be upgraded as necessary due to unexpected storm events and to ensure that sediment and sediment laden water does not leave the site.
- The Contractor is responsible for control of sediment transport within project limits. If an installed erosion control system does not adequately contain sediment on site, then the erosion control measures shall be adjusted or supplemented by the Contractor as necessary to ensure that sediment laden water does not leave the site. Additional measures shall be provided as required to ensure that all paved areas are kept clean for the duration of the project. Additional interim measures will include, at a minimum, installation of silt fences in accordance with the details shown on the drawings. These measures shall be installed along all exposed embankments and cut slopes to prevent sediment transport.
- All existing and newly constructed storm inlets and drains shall be protected until pavement surfaces are completed and/or vegetation is established.
- Erosion control facilities and sediment fences on active sites shall be inspected by the Contractor at least daily during any period with measurable precipitation. Any required repairs or maintenance shall be completed immediately. The erosion control facilities on inactive sites shall be inspected and maintained by the Contractor a minimum of once a month or within 24 hours following the start of a storm event.
- All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment-laden water into the stormwater system. The Contractor shall remove all accumulated sediment from all impacted catch basins and storm pipes prior to acceptance by the Owner.
- The Contractor is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction. Any damage resulting from such erosion and siltation shall be corrected at the sole expense of the Contractor.
- The Contractor shall provide site watering as necessary to prevent wind erosion of fine-grained soils.
- Unless otherwise indicated on the drawings, all temporary erosion control facilities, including sediment fences, silt sacks, bio-bags, etc. shall be removed by the Contractor within 30 days after permanent landscaping/vegetation is established.
- Sediment fences shall be constructed of continuous filter fabric to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum 6-inch overlap, and both ends securely fastened to a post.
- Sediment fence shall be installed per drawing details. Sediment fences shall have adequate support to contain all silt and sediment captured.
- The standard strength filter fabric shall be fastened securely to attached loops installed on the upslope side of the posts, and 6 inches of the fabric shall be extended into the trench. The fabric shall not extend more than 30 inches above the original ground surface. Filter fabric shall not be stapled to existing trees.
- Bio-filter bags shall be clean 100 percent wood product waste. Bags shall be 18-inch x 18-inch x 30-inch, weigh approximately 45 lbs., and be contained in a bag made of 1/2-inch plastic mesh.
- Sediment barriers shall be maintained until the up-slope area has been permanently stabilized. At no time shall more than 10-inches of sediment be allowed to accumulate behind sediment fences. No more than 2 inches of sediment shall be allowed to accumulate behind bio-filter bags. Sediment shall be removed prior to reaching the above stated depths. New sediment barriers shall be installed uphill as required to control sediment transport.
- Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to ensure that all paved areas are kept clean for the duration of the project.
- The Contractor shall verify that all trucks are well sealed when transporting saturated soils from the site. Water drippage from trucks transporting saturated soils must be reduced to less than 1 gallon per hour prior to leaving the site.
- The entrance shall be maintained in a condition that will prevent tracking or flow of mud onto the public right-of-way or approved access point. The entrance may require periodic top dressing as conditions demand, and repair and/or cleanout of any structures used to trap sediment.
- All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately, and the Contractor shall provide protection of downstream inlets and catch basins to ensure sediment laden water does not enter the storm drain system.
- Temporary grass cover measures must be fully established by Nov 1st, or other cover measures (i.e. erosion control blankets with anchors, 3-inch minimum of straw mulch, 6 mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30th. To establish an adequate grass stand for controlling erosion by Nov 1st, it is recommended that seeding and mulching occur by September 1st. Straw mulch, if used, shall not leave any bare ground visible through the straw.
- Minimum wet weather slope protection. For 3:1V or steeper slopes use Bio Terra Type C2 or North American Green Type C125 erosion control blanket. Use a minimum of 2-inch straw mulch or North American Green Type S150 for slopes flatter than 3:1V. Slope protection shall be placed on all disturbed areas immediately after completion of each section of construction activity, until the erosion control seeding has been established. As an option during temporary or seasonal work stoppages, a 6-mil HDPE plastic sheet may be placed on exposed slopes. The plastic sheet shall be provided with an anchor trench at the top and bottom of the slope, and shall be sandbagged on the slopes as required to prevent damage or displacement by wind.
- Permanent erosion control vegetation on all embankments and disturbed areas shall be re-established as soon as construction is completed.

23. Soil preparation. Topsoil should be prepared according to landscape plans, if available, or recommendations of grass seed supplier. It is recommended that slopes be textured before seeding by rack walking (i.e. driving a crawling tractor up and down the slopes to leave a pattern of cleat imprints parallel to slope contours) or other method to provide stable areas for seeds to rest.

24. When used, hydromulch shall be applied with grass seed at a rate of 2000 lbs. per acre between April 30 and June 10, or between September 1 and October 1. On slopes steeper than 10 percent, hydromulch and mulch shall be applied with a bonding agent (lockifier). Application rate and methodology to be in accordance with seed supplier recommendations.

25. When used in lieu of hydromulch, dry, loose, weed free straw used as mulch shall be applied at a rate of 4000 lbs. per acre (double the hydromulch application requirement). Anchor straw by working in by hand or with equipment (rollers, cloot tractors, etc.). Mulch shall be spread uniformly immediately following seeding.

26. When conditions are not favorable to germination and establishment of the grass seed, the Contractor shall irrigate the seeded and mulched areas as required to establish the grass cover.

27. Seeding. Recommended erosion control grass seed mix is as follows. Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (60 % by weight), creeping red fescue (20 % by weight). Application rate shall be 100 lbs. per acre minimum.

28. Grass seed shall be fertilized at a rate of 10 lbs. per 1000 S.F with 16-16-16 slow release type fertilizer. Development areas within 50 feet of water bodies and wetlands must use a non-phosphorous fertilizer.

29. Prior to starting construction contractor shall acquire the services of a DEQ Certified Erosion and Sediment Control Inspector and shall submit an "Action Plan" to DEQ identifying their names, contact information, training and experience as required in Schedule A.8.b.1-3 of the 1200-C Permit

30. Contractor shall submit "Notice of Termination" to DEQ to end the 1200-C permit coverage once all soil disturbance activities have been completed and final stabilization of exposed soils has occurred.

CITY OF NEWBERG REQUIRED STANDARD NOTES

- The implementation of this ESC plan and the construction, maintenance, replacement, and upgrading of the ESC facilities is the responsibility of the applicant/contractor until all construction is completed, approved and vegetation/landscaping is established.
- The ESC Plan, any revisions, and inspection logs shall be kept onsite at all times.
- The ESC measures shown on the plan are the minimum requirements for the project site and shall be upgraded as needed to maintain compliance with all regulations.
- All ESC measures shall be approved, in place, and functional prior to any ground disturbance of the site. Contractor shall maintain all ESC measures throughout construction.
- Clearing limits, critical riparian areas, buffer zones, and preserved vegetation (including important trees and associated critical root zones) shall have high visibility fence installed before grading or construction to identify, mark, and protect the areas.
- Construction activities will avoid or minimize any excavation or other soil destabilization from October 1st to May 31st of the following year.
- Temporary site stabilization measures will be installed at the end of the shift before a holiday or weekend or at the end of each workday if rain is forecast in the next 24 hours.
- Sediment controls must be installed and maintained along the site perimeter on all down-gradient sides of the construction site and at all active and operational internal stormdrains at all times during construction.
- Dry methods must be used to remove sediment and concrete sweepings from areas where discharge is likely to the storm drains, streets, watercourses, or sensitive areas.
- All dirt and debris tracked onto streets must be removed immediately if it can be spread by traffic or otherwise reach storm drains, watercourses, or sensitive areas.
- Sediment discharged offsite must be placed back onsite within 24 hours and stabilized. In-stream work shall be performed in accordance with the procedures and timeframes of the Oregon Department of State Lands.
- No sediment-laden water may be pumped, diverted, or otherwise discharged offsite unless approved by the ESC Plan.
- Sediment must be removed when it has reached the level specified in the standard areas.
- Sediment must be removed from sumped structures when the sediment retention capacity has been reduced by 1/3rd and within 30 days of project completion.
- When removing saturated soils from the site, either watertight trucks must be used or loads must be drained onsite until dripping has been reduced to minimize spillage.
- Erosion control measures will be inspected on active sites at least weekly or after precipitation in excess of 0.5 inches in 24 hours. If a site will be inactive more than fourteen (14) days, erosion control measures will be inspected prior to the inactive period and every two (2) weeks during the inactive period.
- All construction sites must follow proper storage, application, and disposal procedures of construction materials. No dumping or disposal of construction debris, waste, or spoil material will occur in any stream, stormwater system, wetlands, surface waters, or other watercourses or sensitive areas.
- Written spill prevention and response procedures are required for all sites.
- Toxic and hazardous materials must have cover and secondary containment.
- Concrete trucks shall not discharge washwater where it is likely to flow into storm drains, streets, watercourses, or sensitive areas.
- Paving activities shall be minimized between October 1st and May 31st of the following year to avoid potential discharge of paving chemicals into the storm drains, streets, watercourses, or sensitive areas.
- All ESC measures shall be removed from the site 30 days after construction is completed and approved by the City.

PROJECT LOCATION:

112 N SPRINGBROOK RD
NEWBERG, OREGON 97132
LATITUDE = 45°18'03" LONGITUDE = 122°56'48"

PROPERTY DESCRIPTION:

TAX LOT 700 LOCATED IN THE
NW 1/4 OF NW 1/4 OF SECTION 21, TOWNSHIP 3 SOUTH,
RANGE 2 WEST, WILLAMETTE MERIDIAN, YAMHILL
COUNTY, OREGON

ATTENTION EXCAVATORS:

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 852-001-0010 THROUGH OAR 852-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1997, IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6669.

DEVELOPER

WEST ONE HOMES INC.
P.O. BOX 2938
OREGON CITY, OR 97045

PLANNING / ENGINEERING / SURVEYING FIRM

WESTECH ENGINEERING
CONTACT: JOSH WELLS
3841 FAIRVIEW INDUSTRIAL DRIVE S.E., SUITE 100, SALEM, OR 97302
SALEM, OR 97302
PHONE: 503-585-2474
FAX: 503-585-3986

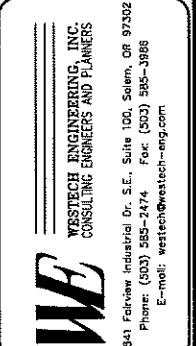
NARRATIVE DESCRIPTIONS

EXISTING SITE CONDITIONS

* EXISTING HOME, GRAVEL DRIVEWAY, GRASS, & WOODS.

DEVELOPED CONDITIONS

* 20-LOT PUD SUBDIVISION AND ASSOCIATED IMPROVEMENTS.



WEST ONE HOMES
EDGEWATER PUD
EROSION CONTROL NOTES & TABLE


DRAWING
C3.3
JOB NUMBER
3054.0000.0

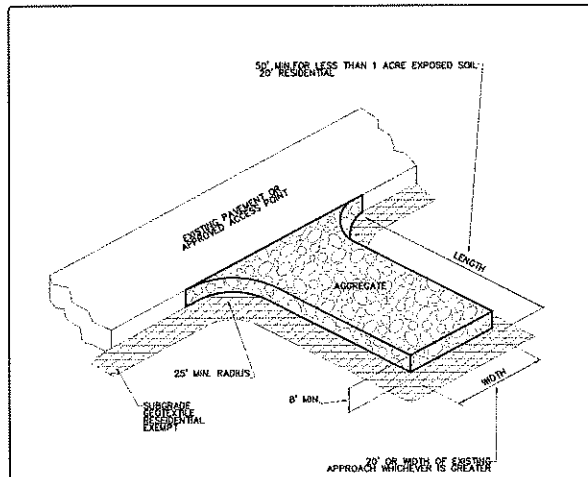
NO.	DATE	DESCRIPTION	BY
1	AUG. 2018		

DEQ EROSION CONTROL STANDARD NOTES:

1. Hold a pre-construction meeting of project construction personnel that includes the inspector to discuss erosion and sediment control measures and construction limits. (Schedule A.8.c.i.(3))
2. All inspections must be made in accordance with DEQ 1200-C permit requirements. (Schedule A.12.b and Schedule B.1)
3. Inspection logs must be kept in accordance with DEQ's 1200-C permit requirements. (Schedule B.1.c and B.2)
4. Retain a copy of the ESCP and all revisions on site and make it available on request to DEQ, Agent, or the local municipality. During inactive periods of greater than seven (7) consecutive calendar days, the above records must be retained by the permit registrant but do not need to be at the construction site. (Schedule B.2.c)
5. All permit registrants must implement the ESCP. Failure to implement any of the control measures or practices described in the ESCP is a violation of the permit. (Schedule A.8.a)
6. The ESCP must be accurate and reflect site conditions. (Schedule A.12.c.i)
7. Submission of all ESCP revisions is not required. Submittal of the ESCP revisions is only under specific conditions. Submit all necessary revision to DEQ or Agent within 10 days. (Schedule A.12.c.iv. and v)
8. Phase clearing and grading to the maximum extent practical to prevent exposed inactive areas from becoming a source of erosion. (Schedule A.7.a.ii)
9. Identify, mark, and protect (by construction fencing or other means) critical riparian areas and vegetation including important trees and associated rooting zones, and vegetation areas to be preserved. Identify vegetative buffer zones between the site and sensitive areas (e.g., wetlands), and other areas to be preserved, especially in perimeter areas. (Schedule A.8.c.i.(1) and (2))
10. Preserve existing vegetation when practical and re-vegetate open areas. Re-vegetate open areas when practicable before and after grading or construction. Identify the type of vegetative seed mix used. (Schedule A.7.a.v)
11. Maintain and delineate any existing natural buffer within the 50-foot of waters of the state. (Schedule A.7.b.i. and (2)(a)(b))
12. Install perimeter sediment control, including storm drain inlet protection as well as all sediment basins, traps, and barriers prior to land disturbance. (Schedule A.8.c.i.(5))
13. Control both peak flow rates and total stormwater volume, to minimize erosion at outlets and downstream channels and streambanks. (Schedule A.7.c)
14. Control sediment as needed along the site perimeter and at all operational internal storm drain inlets at all times during construction, both internally and at the site boundary. (Schedule A.7.d.i)
15. Establish concrete truck and other concrete equipment washout areas before beginning concrete work. (Schedule A.8.c.i.(6))
16. Apply temporary and/or permanent soil stabilization measures immediately on all disturbed areas as grading progresses. Temporary or permanent stabilizations measures are not required for areas that are intended to be left unvegetated, such as dirt access roads or utility pole pads. (Schedule A.8.c.ii.(3))
17. Establish material and waste storage areas, and other non-stormwater controls. (Schedule A.8.c.i.(7))
18. Prevent tracking of sediment onto public or private roads using BMPs such as: construction entrance, gravelled (or paved) exits and parking areas, gravel all unpaved roads located onsite, or use an exit tire wash. These BMPs must be in place prior to land-disturbing activities. (Schedule A.7.d.ii and A.8.c.i.(4))
19. When trucking saturated soils from the site, either use water-light trucks or drain loads on site. (Schedule A.7.d.ii.(5))
20. Control prohibited discharges from leaving the construction site, i.e., concrete wash-out, wastewater from cleanout of stucco, paint and curing compounds. (Schedule A.6)
21. Use BMPs to prevent or minimize stormwater exposure to pollutants from spills; vehicle and equipment fueling, maintenance, and storage; other cleaning and maintenance activities; and waste handling activities. These pollutants include fuel, hydraulic fluid, and other oils from vehicles and machinery as well as debris, fertilizer, pesticides and herbicides, paints, solvents, curing compounds and adhesives from construction operations. (Schedule A.7.e.i.(2))
22. Implement the following BMPs when applicable: written spill prevention and response procedures, employee training on spill prevention and proper disposal procedures, spill kits in all vehicles, regular maintenance schedule for vehicles and machinery, material delivery and storage controls, training and signage, and covered storage areas for waste and supplies. (Schedule A.7.e.iii.)
23. Use water, soil-binding agent or other dust control technique as needed to avoid wind-blown soil. (Schedule A.7.a.iv)
24. The application rate of fertilizers used to reestablish vegetation must follow manufacturer's recommendations to minimize nutrient releases to surface waters. Exercise caution when using time-release fertilizers within any waterway riparian zone. (Schedule A.9.b.ii)
25. If an active treatment system (for example, electro-coagulation, flocculation, filtration, etc.) for sediment or other pollutant removal is employed, submit an operation and maintenance plan (including system schematic, location of system, location of inlet, location of discharge, discharge dispersion device design, and a sampling plan and frequency) before operating the treatment system. Obtain plan approval before operating the treatment system. Operate and maintain the treatment system according to manufacturer's specifications. (Schedule A.9.d)
26. Temporarily stabilize soils at the end of the shift before holidays and weekends, if needed. The registrant is responsible for ensuring that soils are stable during rain events at all times of the year. (Schedule A.7.b)
27. As needed based on weather conditions, at the end of each workday soil stockpiles must be stabilized or covered, or other BMPs must be implemented to prevent discharges to surface waters or conveyance systems leading to surface waters. (Schedule A.7.e.ii.(2))
28. Construction activities must avoid or minimize excavation and bare ground activities during wet weather. (Schedule A.7.a.i)
29. Sediment fence; remove trapped sediment before it reaches one third of the above ground fence height and before fence removal. (Schedule A.9.c.i)
30. Other sediment barriers (such as blobags); remove sediment before it reaches two inches depth above ground height and before BMP removal. (Schedule A.9.c.i)
31. Catch basins: clean before retention capacity has been reduced by fifty percent. Sediment basins and sediment traps: remove trapped sediments before design capacity has been reduced by fifty percent and at completion of project. (Schedule A.9.c.iii& iv)
32. Within 24 hours, significant sediment that has left the construction site, must be remediated. Investigate the cause of the sediment release and implement steps to prevent a recurrence of the discharge within the same 24 hours. Any in-stream clean-up of sediment shall be performed according to the Oregon Division of State Lands required timeframes. (Schedule A.9.b.i)
33. The intentional washing of sediment into storm sewers or drainage ways must not occur. Vacuuming or dry sweeping and material pickup must be used to cleanup released sediments. (Schedule A.9.b.ii)
34. The entire site must be temporarily stabilized using vegetation or a heavy mulch layer, temporary seeding, or other method should all construction activities cease for 30 days or more. (Schedule A.7.f.i)
35. Provide temporary stabilization for that portion of the site where construction activities cease for 14 days or more with a covering of blown straw and a tackifier, loose straw, or an adequate covering of compost mulch until work resumes on that portion of the site. (Schedule A.7.f.ii)
36. Do not remove temporary sediment control practices until permanent vegetation or other cover of exposed areas is established. Once construction is complete and the site is stabilized, all temporary erosion controls and retained soils must be removed and disposed of properly, unless doing so conflicts with local requirements. (Schedule A.8.c.iii(1) and D.3.c.ii and iii)

Rev. 12/15/15 By: Krista Ratliff

<p>VERIFY SCALE BASE IS ONE INCH ON ORIGINAL DRAWING</p> <p>1" = 100' (AS SHOWN)</p> <p>IF PART ONE INCH OR SMALLER, SCALE ACCORDINGLY</p>	<p>DRN. JW</p> <p>BRN. JW</p> <p>CHK. JW</p>	<p>NO. 1</p> <p>DATE: AUG. 2018</p>	<p>DESCRIPTION</p> <p>REVISIONS</p>	<p>BY</p>	<p>DATE</p>	<p>NO.</p>	<p>DATE</p>
							
<p>WESTRICH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS</p> <p>3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3988 E-mail: westrich@westtech-eng.com</p>							
<p>WEST ONE HOMES EDGEWATER PUD</p> <p>EROSION CONTROL NOTES CONTINUED</p>							
<p>DRAWING C3.4</p>							
<p>JOB NUMBER 3054.0000.0</p>							



50' MINOR LESS THAN 1 ACRE EXPOSED SOIL
20' RESIDENTIAL

APPROXIMATE LENGTH

APPROXIMATE WIDTH

APPROXIMATE 20' OR MORE OF EXISTING APPROXIMATE WIDTH IS GREATER

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT INTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. WHERE RUNOFF CONTAINING SEDIMENT-LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO DIVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
5. DIMENSIONS:
 - SINGLE-FAMILY AND DUPLEX: 20' LONG BY 20' WIDE, 8" DEEP OF 3/4" MINUS CLEAN ROCK.
 - COMMERCIAL: 50' LONG BY 20' WIDE, 3-6" DEEP CLEAN ROCK.

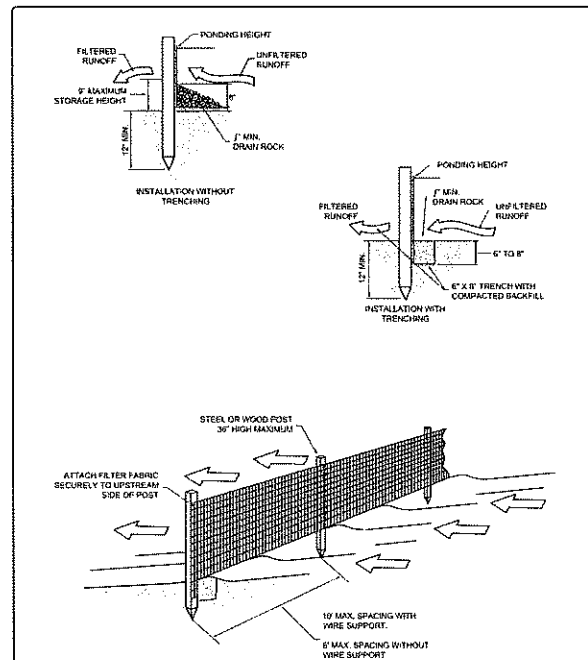
GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

CONSTRUCTION ENTRANCE

SCALE: N.T.S.
DATE: MAY 2007
APPROVED BY: E. BARNES
STANDARD DRAWING: 601

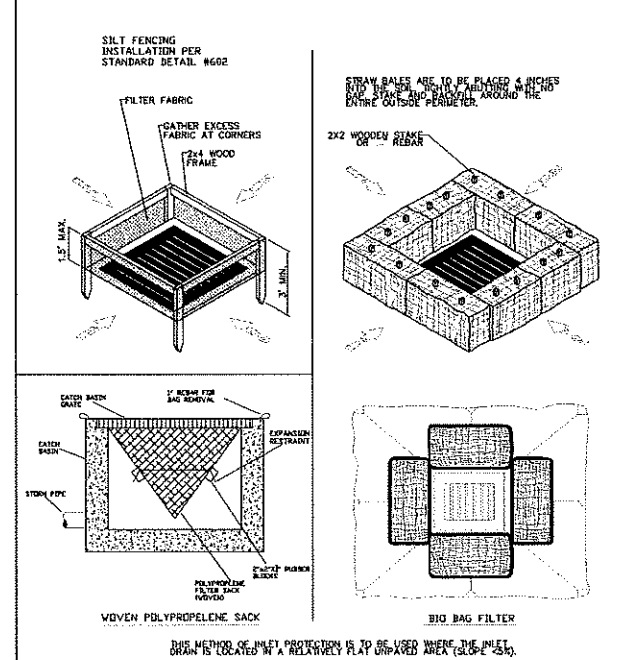


City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

SILT FENCE

SCALE: N.T.S.
DATE: MAY 2007
APPROVED BY: D. CHANIC
STANDARD DRAWING: 602

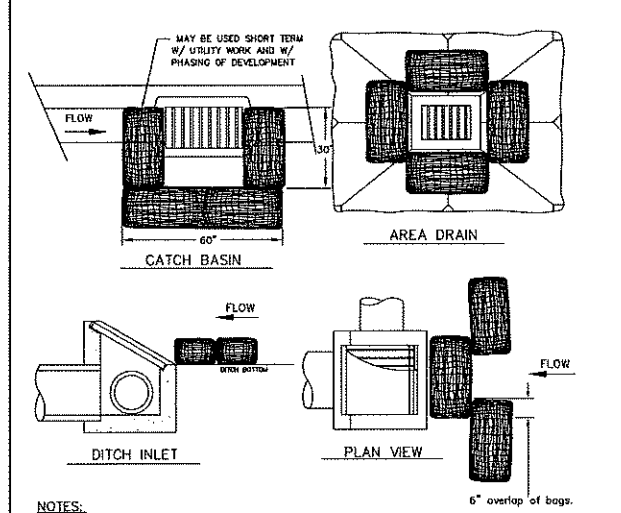


City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

FIELD DRAIN INLET PROTECTION

SCALE: N.T.S.
DATE: 12/18/2013
APPROVED BY: PAUL CHIU
STANDARD DRAWING: 604



City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

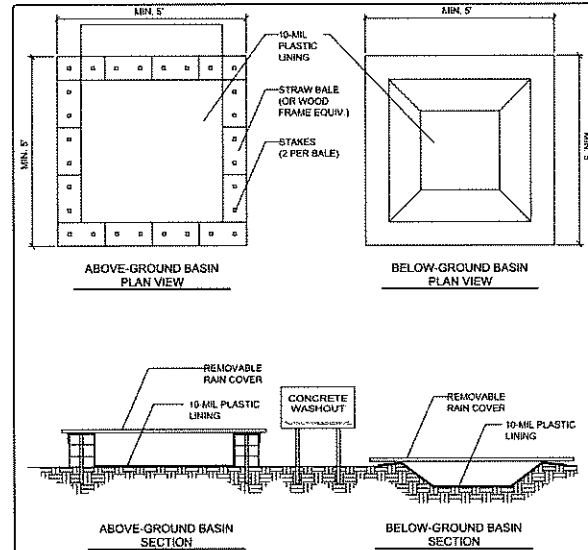
REVISIONS:

INLET PROTECTION

SCALE: N.T.S.
DATE: 12/18/2013
APPROVED BY: PAUL CHIU
STANDARD DRAWING: 605

NOTES:

1. ADDITIONAL MEASURES MUST BE CONSIDERED DEPENDING ON SOIL TYPES.
2. BIO-FILTER BAGS SHOULD BE STAKED WHERE APPLICABLE USING (2) 1x2" WOODEN STAKES OR APPROVED EQUAL PER BAG.
3. WHEN USING 30" BIO-BAGS TO PROTECT A CATCH BASIN YOU MUST HAVE 4 BAGS AND THEY SHALL BE OVERLAPPED BY 6".

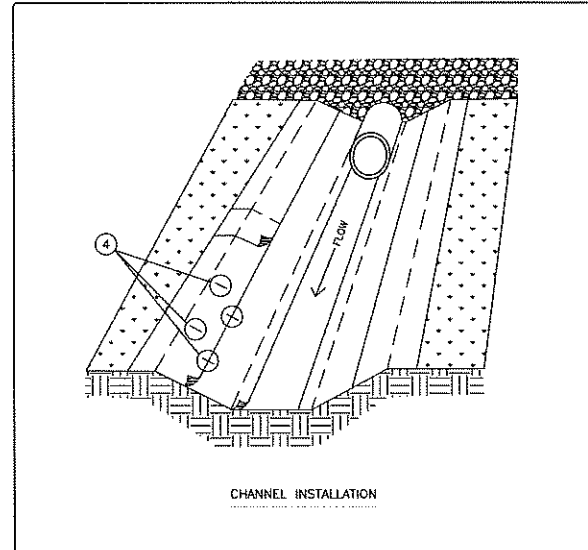


City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

CONCRETE WASTE MANAGEMENT

SCALE: N.T.S.
DATE: 01/10/2014
APPROVED BY: E. BARNES
STANDARD DRAWING: 607

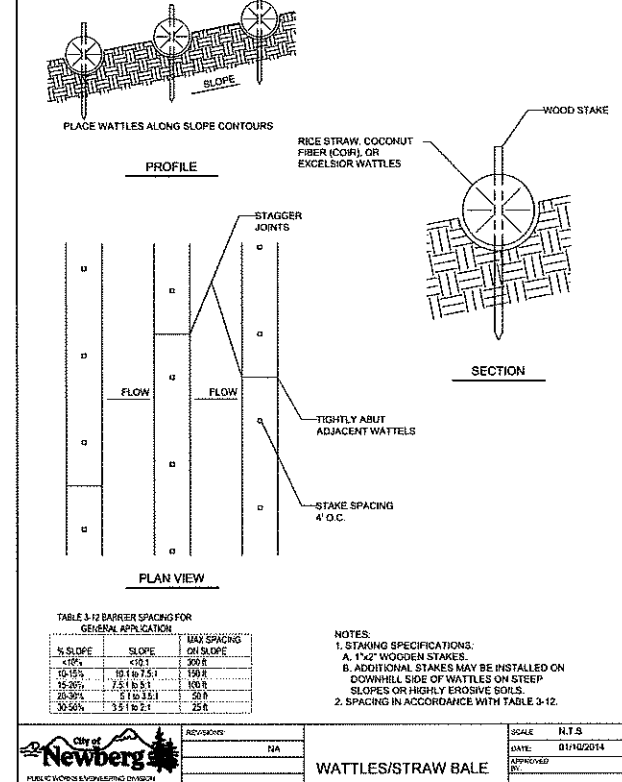


City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

MATTING TRENCH INSTALLATION

SCALE: N.T.S.
DATE: 01/10/2014
APPROVED BY: E. BARNES
STANDARD DRAWING: 609



City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
401 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-3100
FAX: 503-537-3177

REVISIONS:

WATTLES/STRAW BALE

SCALE: N.T.S.
DATE: 01/10/2014
APPROVED BY: E. BARNES
STANDARD DRAWING: 611

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WEST ONE HOMES
EDGEWATER PUD

EROSION CONTROL DETAILS
DRAWING C3.5
JOB NUMBER 3054.0000.0

VERIFY SCALE
DATE: AUG. 2018

REVISIONS:

NO. DATE DESCRIPTION BY

1 1 1 1

DATE: AUG. 2018

REVIEW

WESTBACH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

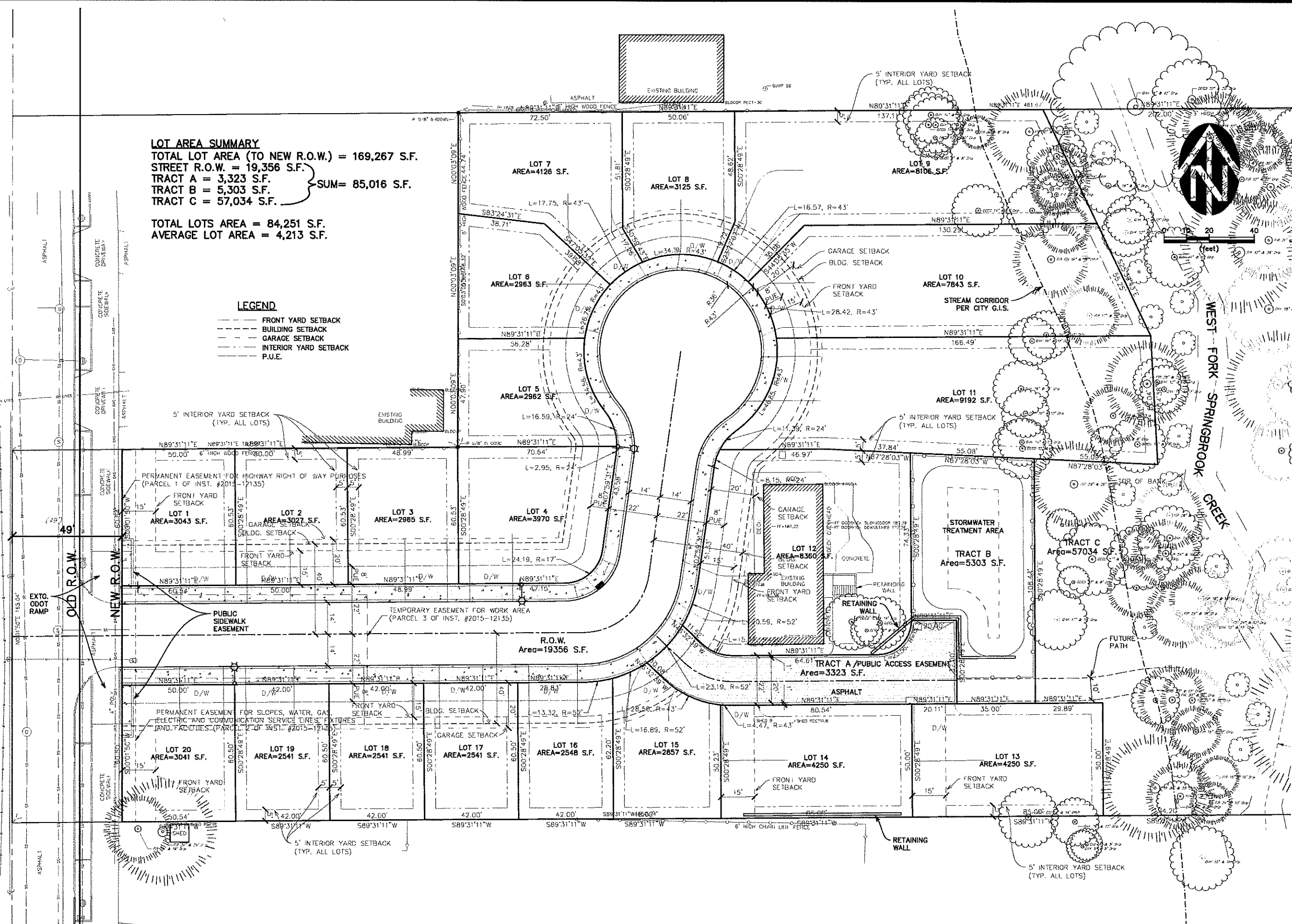
3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
Phone: (503) 555-2474 Fax: (503) 555-3886
E-mail: westbach@westbach-eng.com

11/7/2018 3:01:20 PM
 R:\Dwg\West One Homes\Springbrook\3054-0000.dwg
 Overall PUD Site Plan - rev. (C4.0) (tab)

LOT AREA SUMMARY
 TOTAL LOT AREA (TO NEW R.O.W.) = 169,267 S.F.
 STREET R.O.W. = 19,356 S.F.
 TRACT A = 3,323 S.F.
 TRACT B = 5,303 S.F.
 TRACT C = 57,034 S.F.
 SUM = 85,016 S.F.

TOTAL LOTS AREA = 84,251 S.F.
 AVERAGE LOT AREA = 4,213 S.F.

LEGEND
 - - - FRONT YARD SETBACK
 - - - BUILDING SETBACK
 - - - GARAGE SETBACK
 - - - INTERIOR YARD SETBACK
 - - - P.U.E.



NO.	DATE	DESCRIPTION	BY
1	AUG. 2018		

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 1" = 20'
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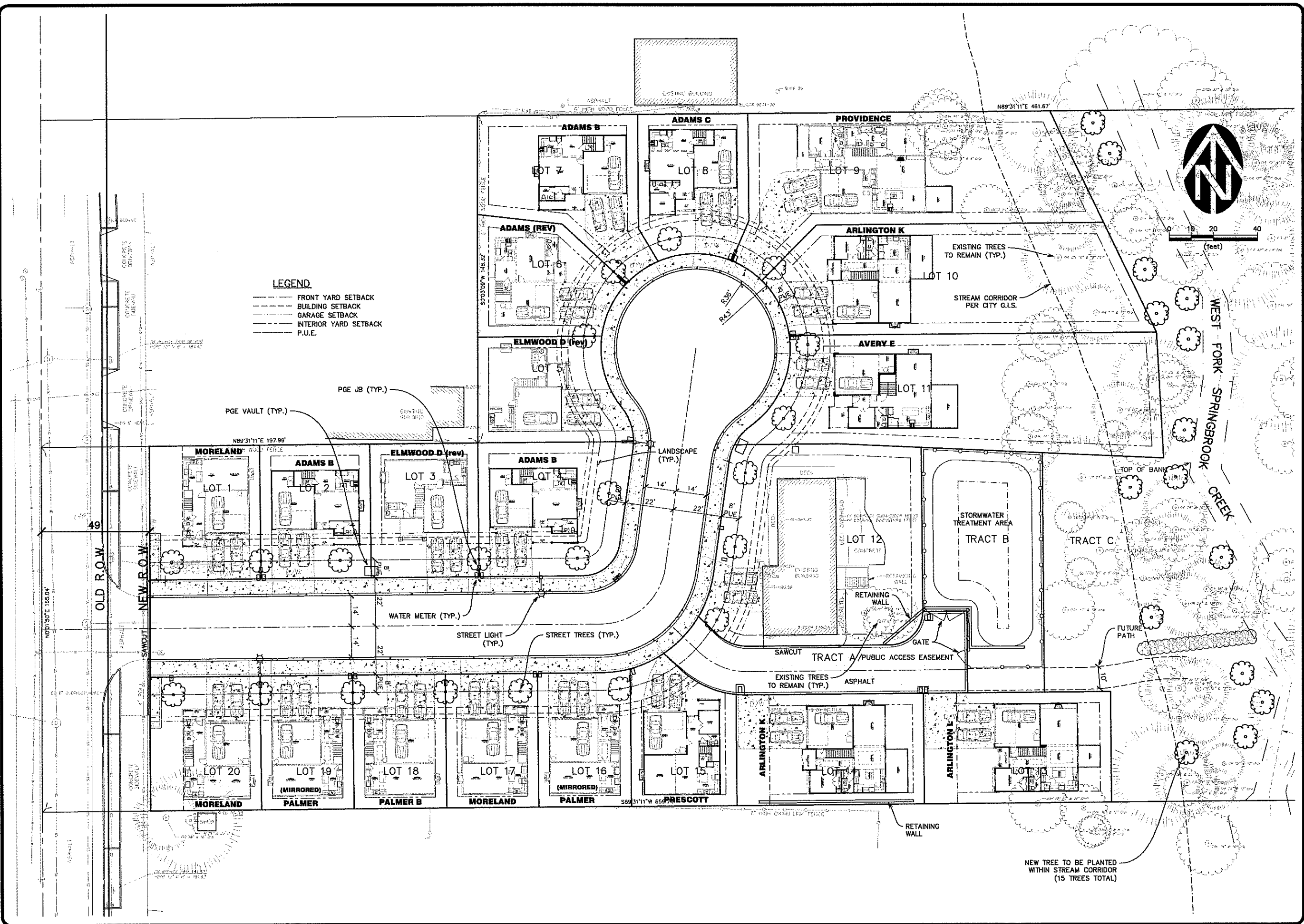
WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 1641 Fenwick Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2474 Fax: (503) 585-5668
 E-mail: westtech@westtech-eng.com

REVIEW

WEST ONE HOMES
 EDgewater PUD
 OVERALL PUD
 SITE DIMENSION PLAN

DRAWING
C4.0
 JOB NUMBER
3054.0000.0

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- LEGEND**
- FRONT YARD SETBACK
 - BUILDING SETBACK
 - GARAGE SETBACK
 - INTERIOR YARD SETBACK
 - P.U.E.



0 10 20 40
 (feet)

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VERIFY SCALE
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 DRN: JN
 CKD: JW
 DATE: AUG. 2016

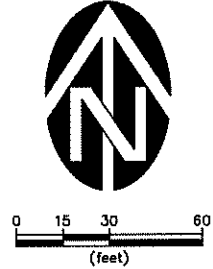
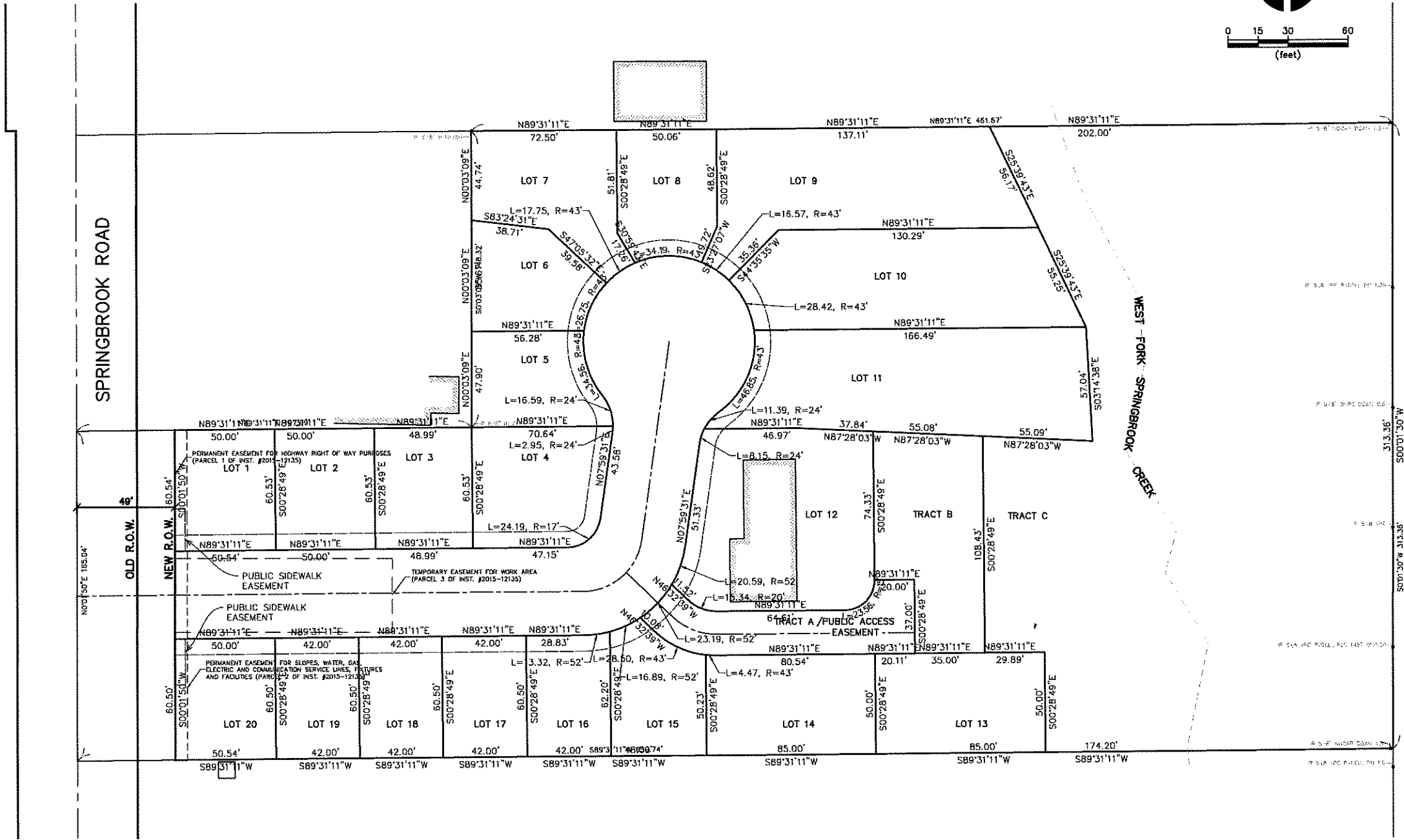


WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
WE
 3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 555-2474 Fax: (503) 955-3988
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
OVERALL PUD PLAN

DRAWING
C4.2
 JOB NUMBER
3054.0000.0

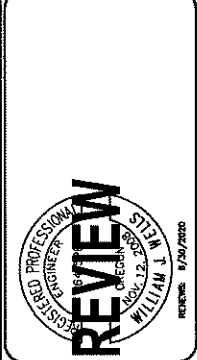
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NO.	DATE	DESCRIPTION	BY
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 HAS BEEN CHECKED BY ORIGINAL DRAWING
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 IF NOT ONE INCH ON SCALE ACCURACY

DSN. JW
 DRN. TN
 CKD. JW
 DATE: AUG. 2018



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3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
 Phone: (503) 555-2474 Fax: (503) 555-3986
 E-mail: westtech@westtech-eng.com

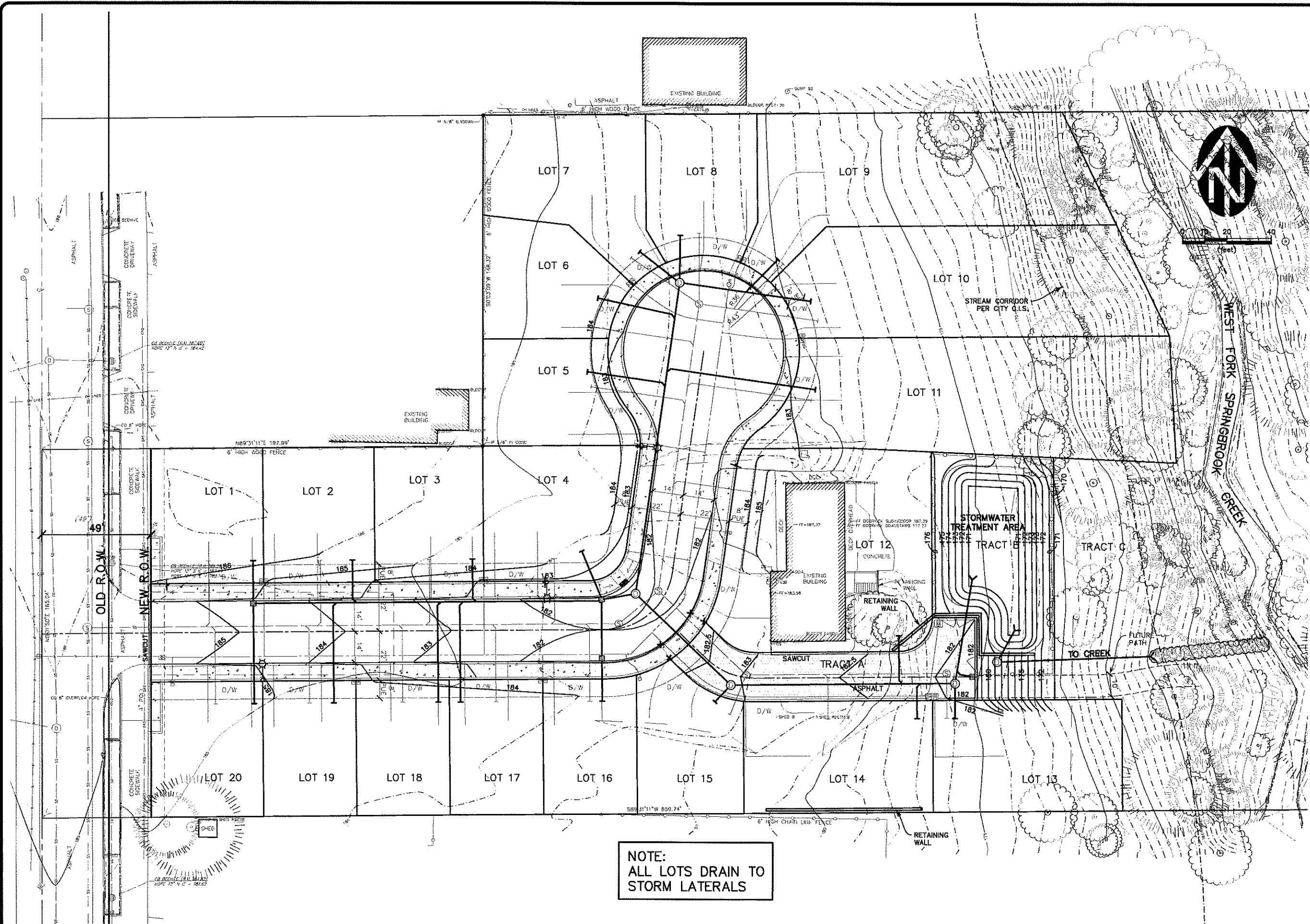
WEST ONE HOMES
 EDGEWATER PUD

PRELIMINARY PLAT MAP

DRAWING
C5.0

JOB NUMBER
3054.0000.0

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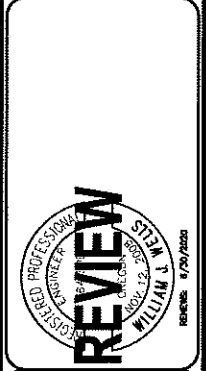


**NOTE:
 ALL LOTS DRAIN TO
 STORM LATERALS**

NO.	DATE	DESCRIPTION	BY

VERIFY SCALE
 THIS IS THE ONLY ONE
 TO BE USED FOR ALL
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 IF NOT ONE BOX ON
 THIS SHEET, ADJUST
 SCALES ACCORDINGLY.

DSN: JW
 DRN: TN
 CKD: JW
 DATE: AUG. 2018



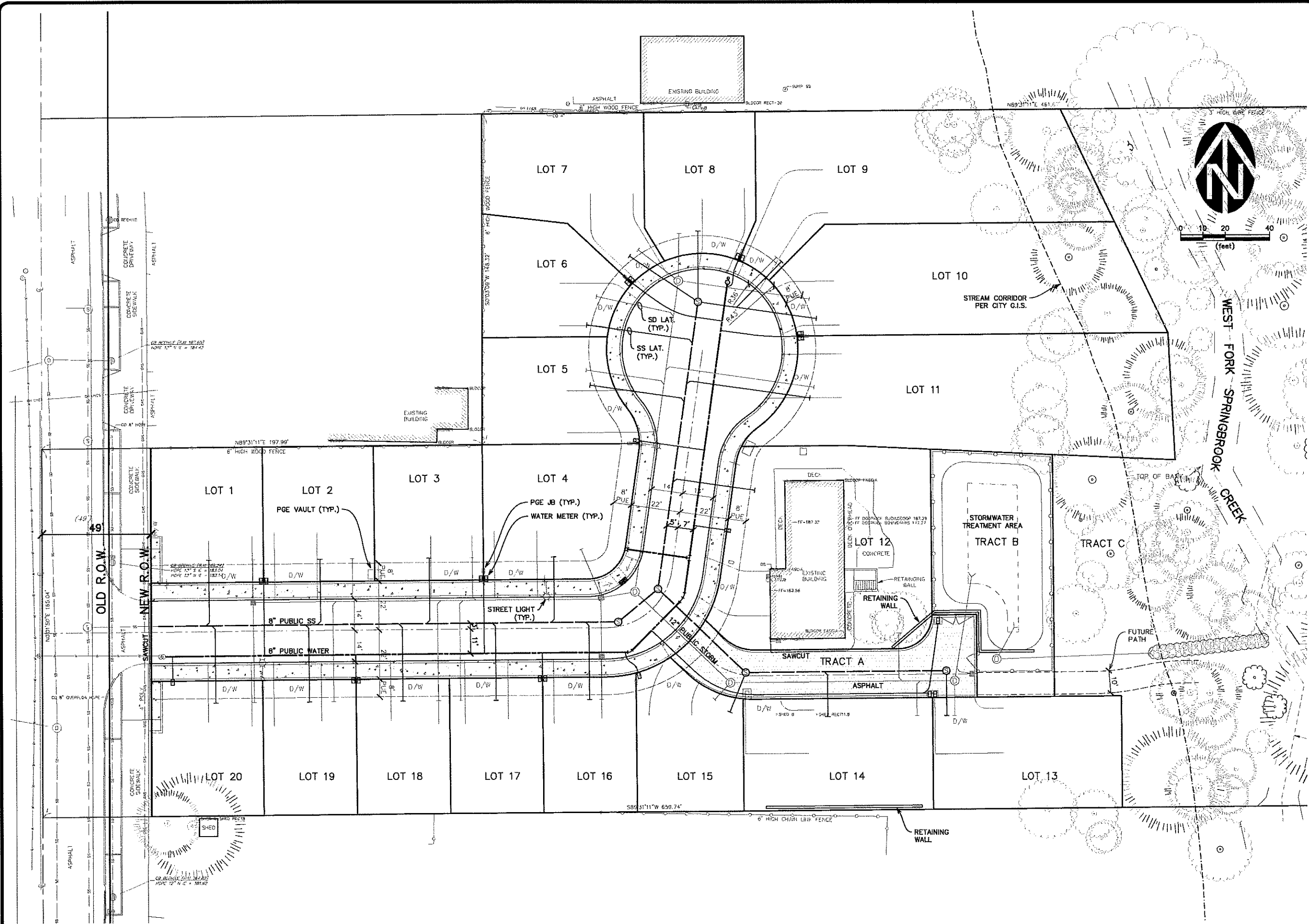
WE
 WESTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS

3641 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97307
 Phone: (503) 585-2474 Fax: (503) 585-1888
 E-mail: westech@westech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
**STORMWATER
 MANAGEMENT PLAN**

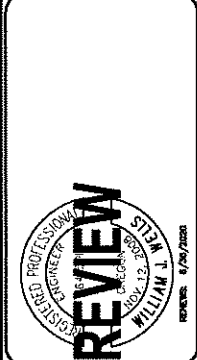
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C6.1
 JOB NUMBER
3054.0000.0

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NO.	DATE	DESCRIPTION	BY

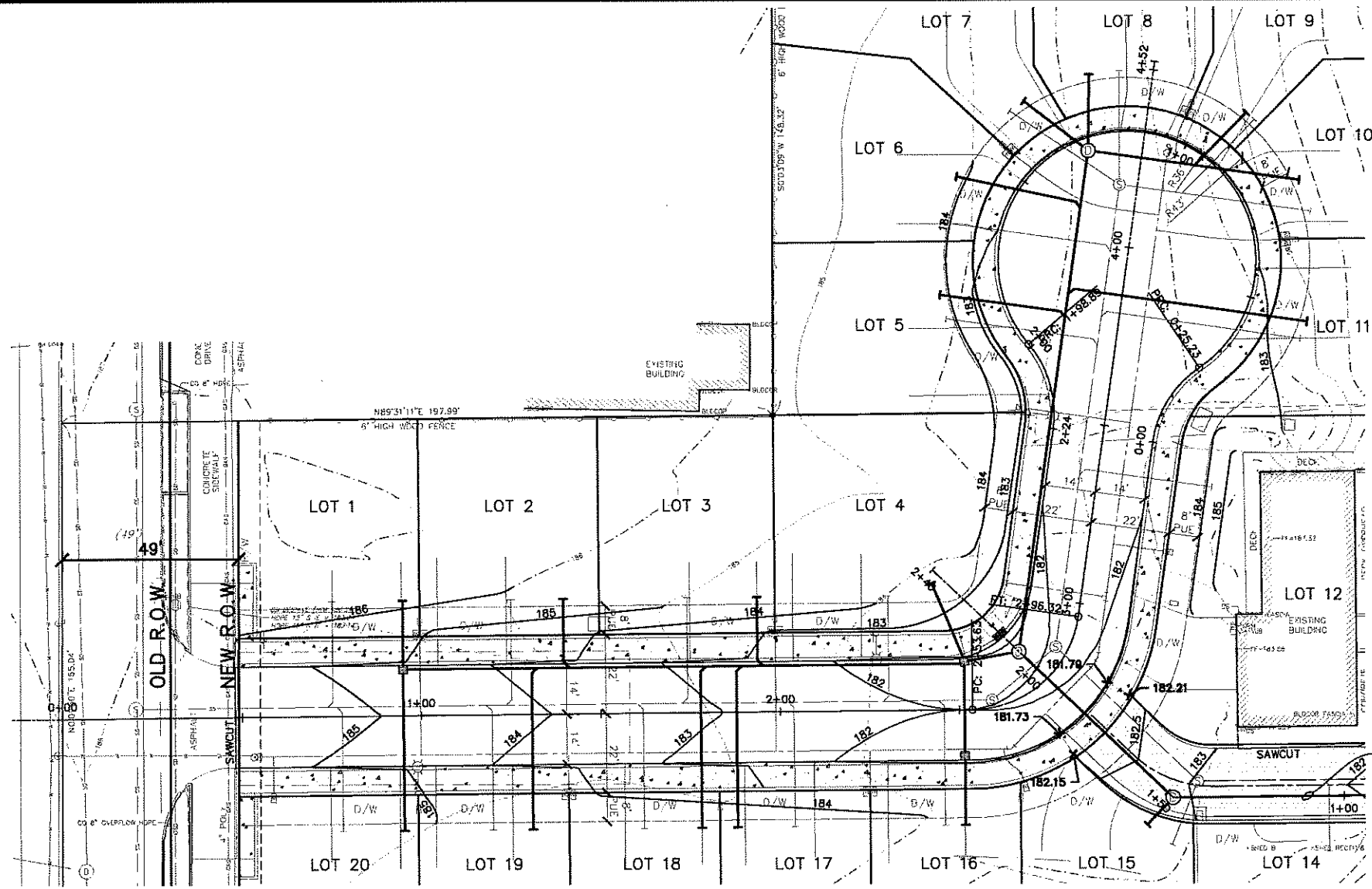
VERIFY SCALE
 BASE ON THE PLAN OR
 OTHERWISE SHOWN
 IF NOT ONE INCH ON
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 20 FEET AS SHOWN
 DSN. J.W.
 DRN. J.W.
 CKD. J.W.
 DATE: AUG. 2018



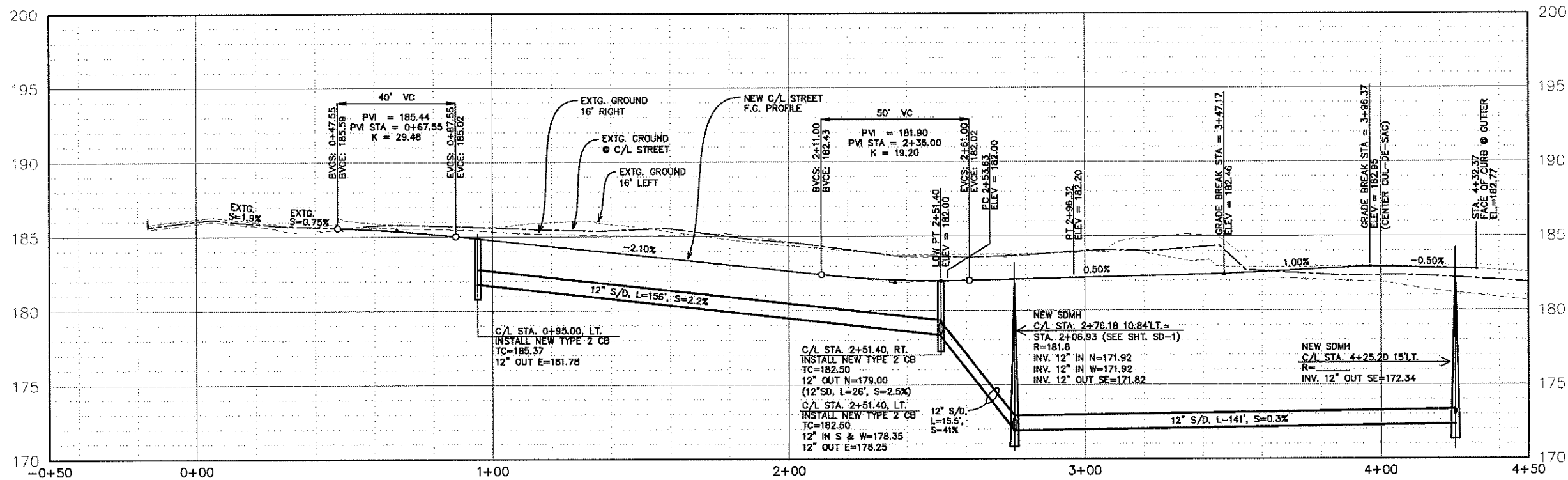
WE
 WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3851 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2474 Fax: (503) 585-3886
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
OVERALL UTILITY PLAN

DRAWING
C7.0
 JOB NUMBER
3054.0000.0



SEE SHEET SD-1
FOR STORM DRAIN
PLAN & PROFILE

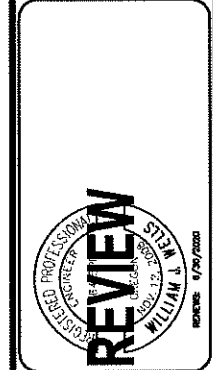


11/7/2018 3:00:08 PM
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NO.	DATE	DESCRIPTION	BY

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 ORIGINAL DRAWING)
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 PART ONE (1/8" OR
 SCALE ACCORDINGLY)

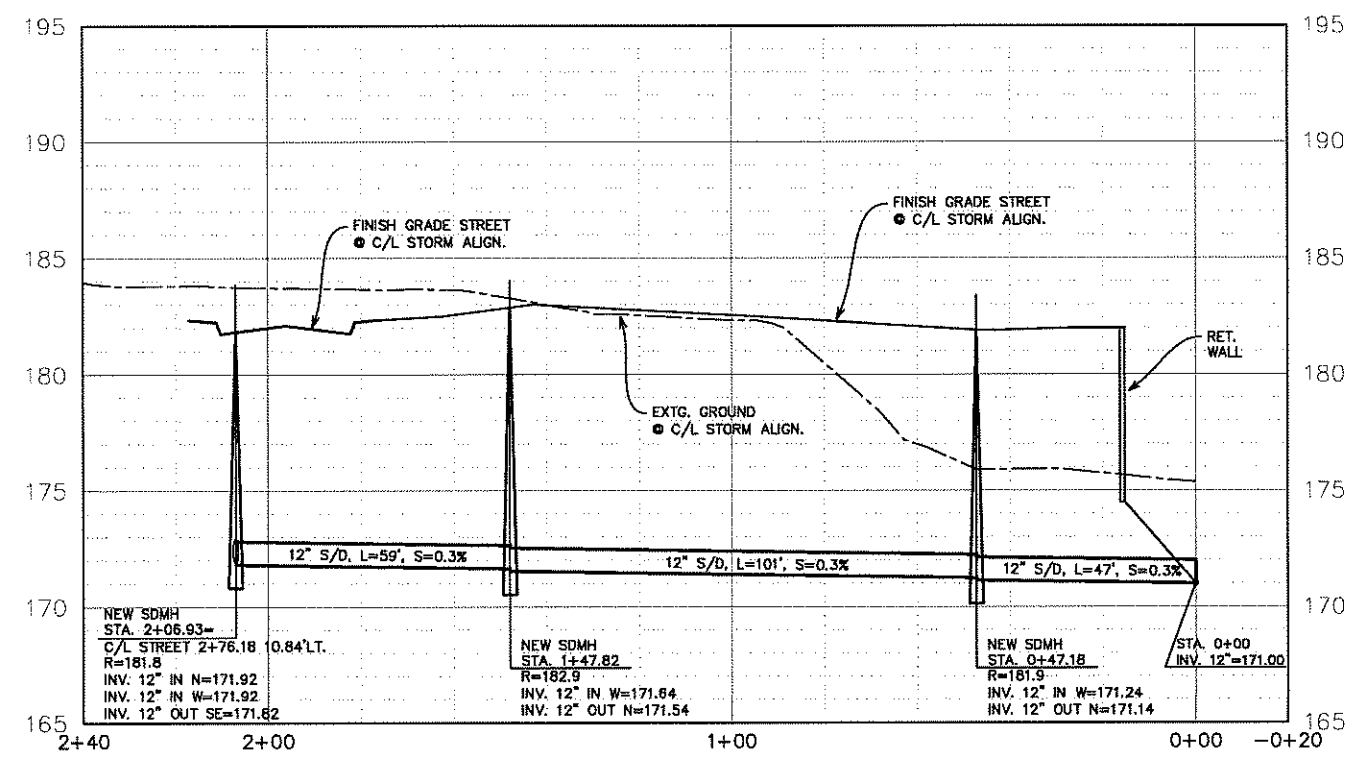
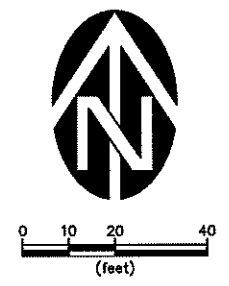
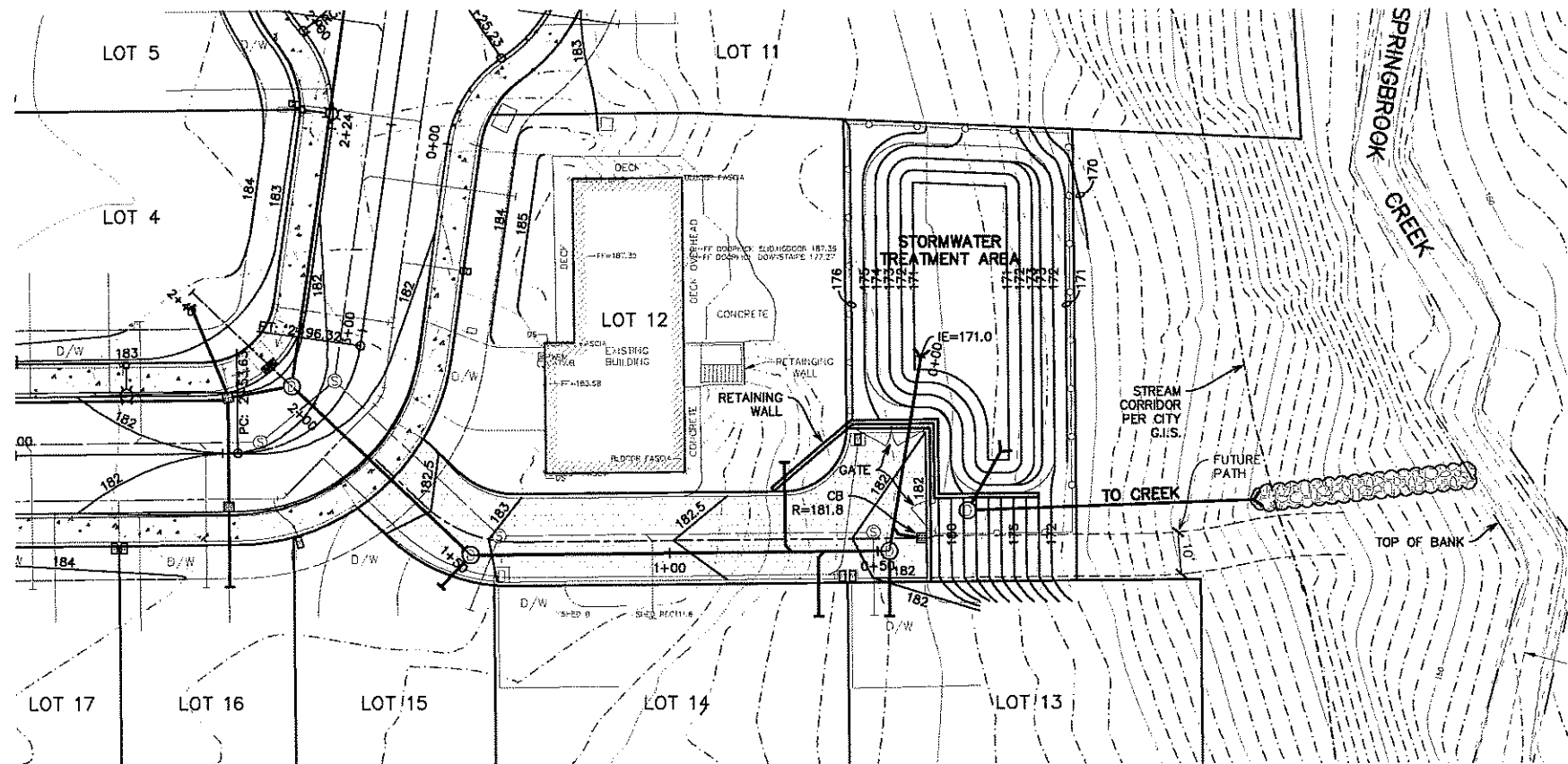
DSN: JW
 DRN: JW
 CKD: JW
 DATE: AUG. 2018



WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3841 Fenwick Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2174 Fax: (503) 585-3985
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
PAMELIA LANE
 PLAN & PROFILE
 STA. 0+00 TO 4+50

DRAWING
ST-1
 JOB NUMBER
 3054.0000.0



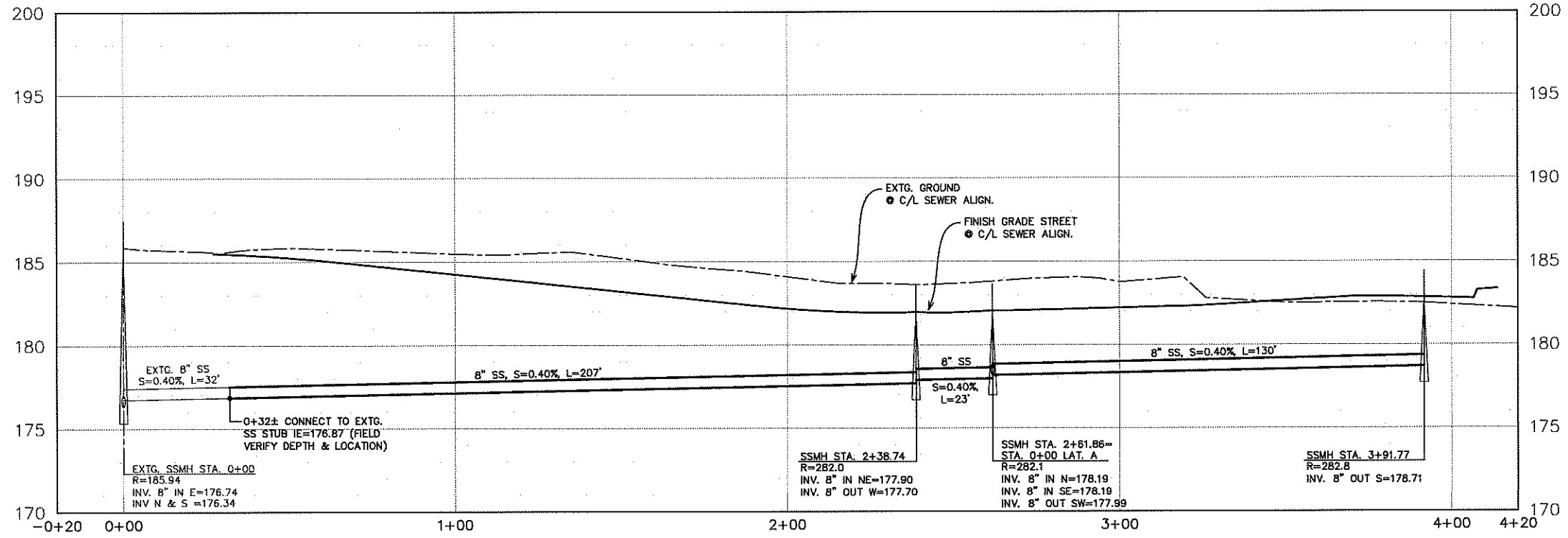
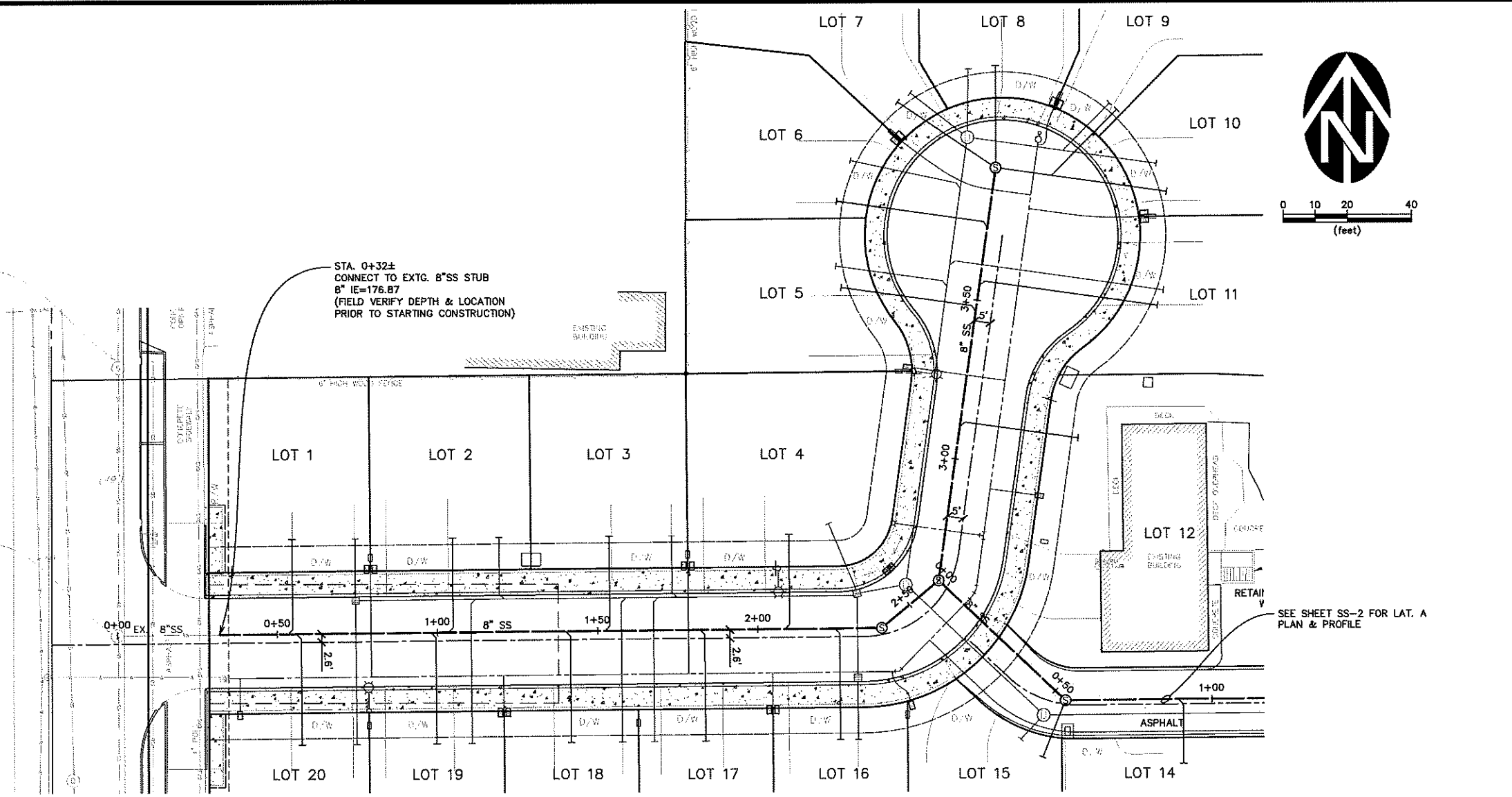
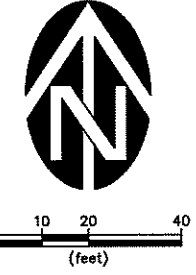
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VERIFY SCALE HAS BEEN USED OR ORIGINAL DRAWING 0 IF NOT ONE inch ON SCALE, APPROXIMATE	DSN. JW DRN. JW CKD. JW	NO. 1 DATE AUG. 2018	DESCRIPTION REVISIONS		
WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Forster Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 945-2174 Fax: (503) 565-3988 E-mail: westech@westech-eng.com					
WEST ONE HOMES EDGEWATER PUD STORM DRAIN PLAN & PROFILE STA. 0+00 TO 2+06.93					
DRAWING SD-1					
JOB NUMBER 3054.0000.0					

EXTG. SSMH
 R=186.72
 INV. 8" IN E=176.94
 INV. 8" IN S=177.00

EXTG. SSMH
 R=185.94
 INV. 8" IN E=176.74
 INV. 8" IN S=176.34

STA. 0+32±
 CONNECT TO EXTG. 8"SS STUB
 8" IE=176.87
 (FIELD VERIFY DEPTH & LOCATION
 PRIOR TO STARTING CONSTRUCTION)



SEE SHEET SS-2 FOR LAT. A
 PLAN & PROFILE

NO.	DATE	DESCRIPTION	BY
1			

VERIFY SCALE
 1" = 40'
 IF NOT ONE INCH ON
 SCALE, VERIFY
 DATE: AUG. 2018

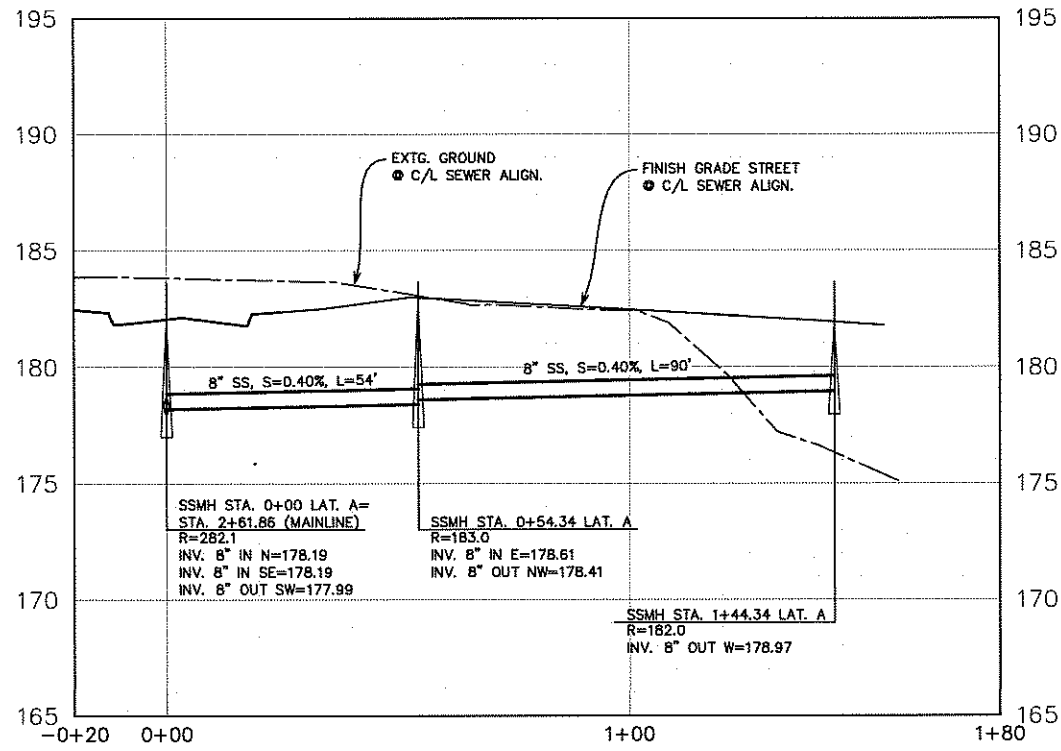
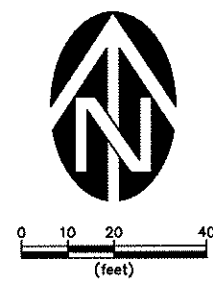
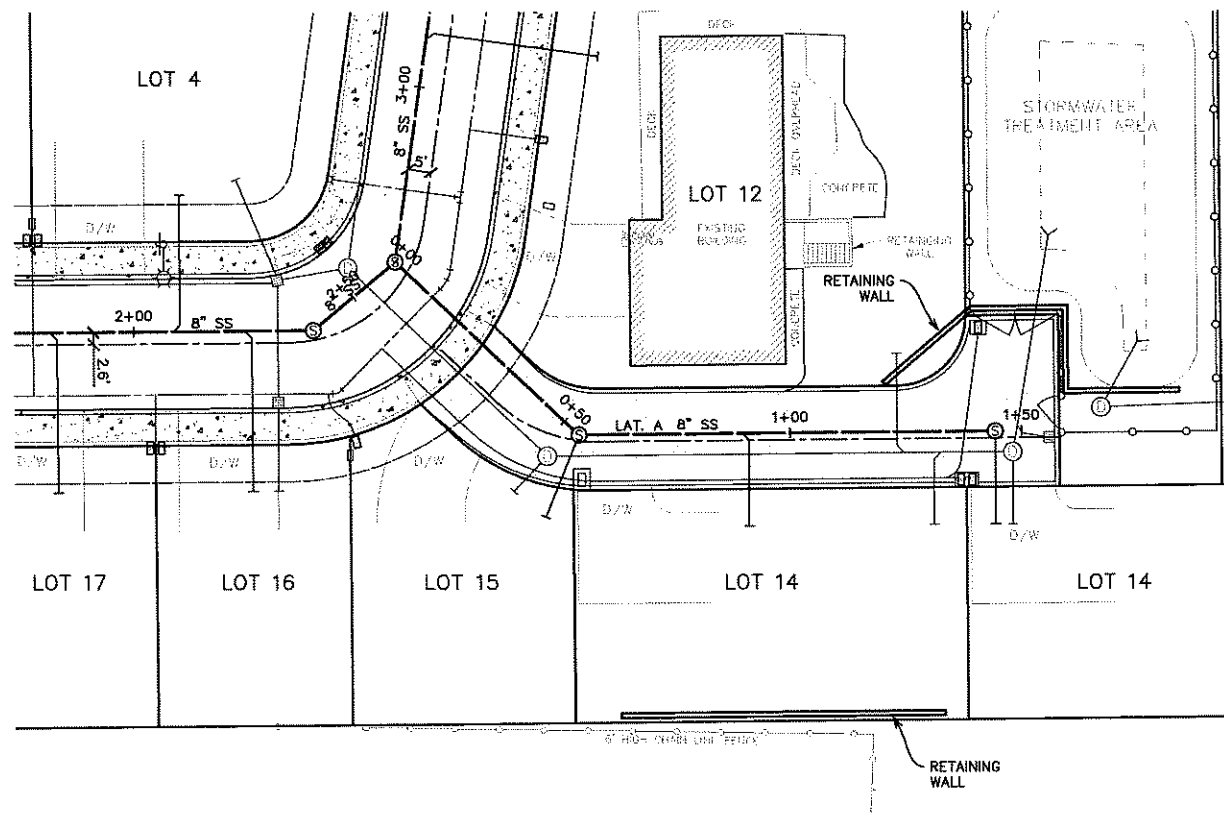


WESTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
 Phone: (503) 955-2474 Fax: (503) 955-3986
 E-mail: westech@westech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
**SANITARY SEWER
 PLAN & PROFILE**
 STA. 0+00 TO 3+91.77

DRAWING
SS-1
 JOB NUMBER
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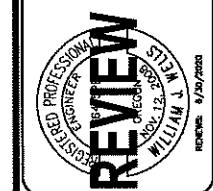


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NO.	DATE	DESCRIPTION	BY
1	AUG. 2018		

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 IF NOT ONE INCH ON DRAWING TO ONE FOOT ON GROUND, SCALE SHALL BE ACCURATELY 1" = 40'

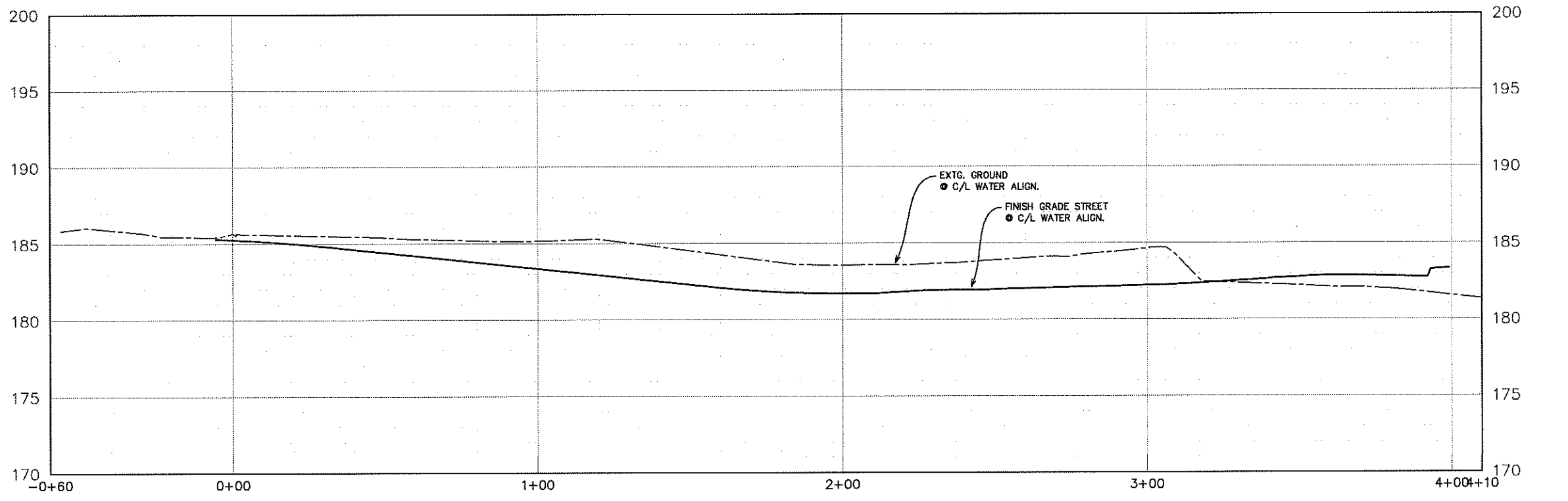
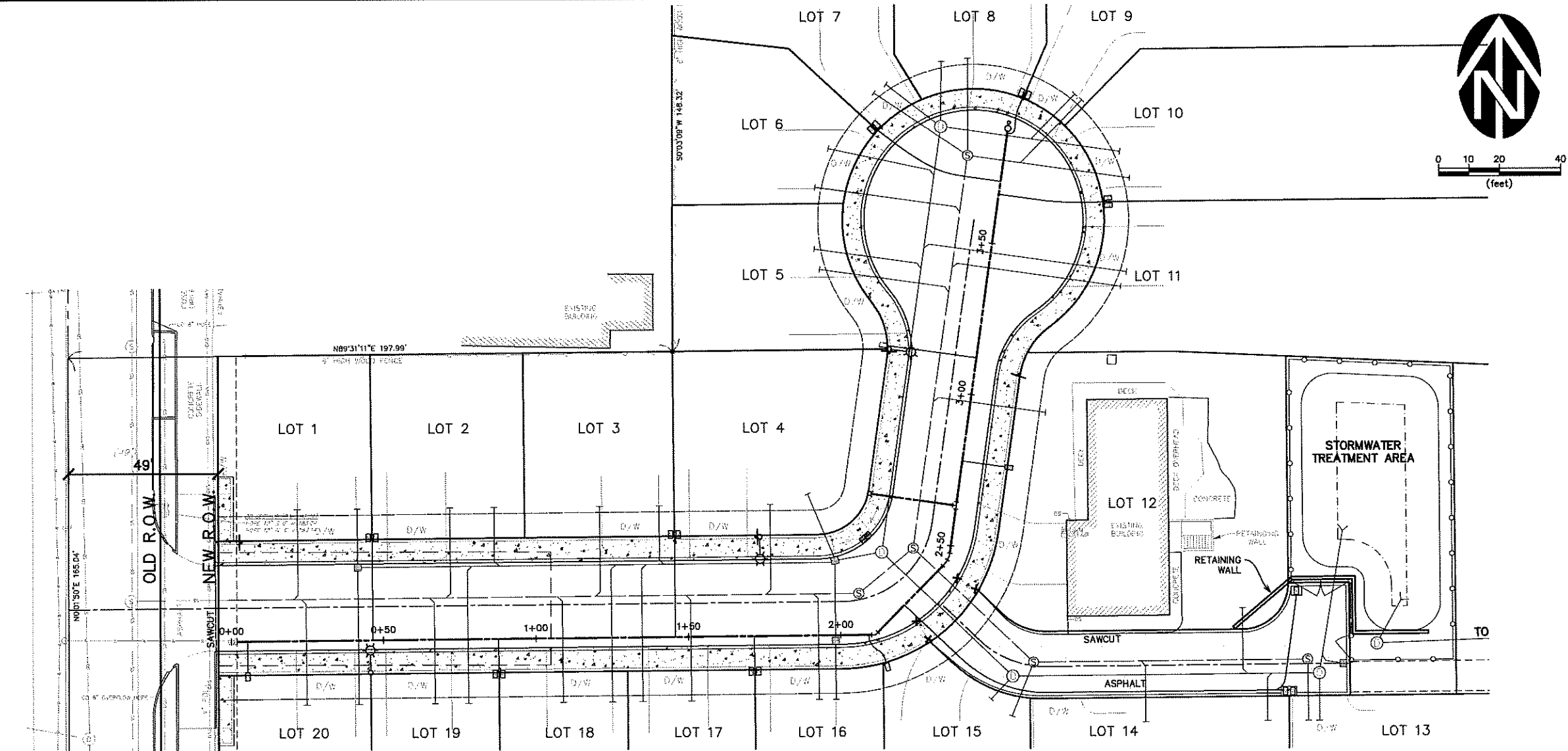
DSN. JW
 DRN. JN
 CKD. JW
 DATE: AUG. 2018



WE
WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
 Phone: (503) 555-2474 Fax: (503) 555-3986
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
SANITARY SEWER LAT. A
PLAN & PROFILE
 STA. 0+00 TO 1+44.34

DRAWING
SS-2
 JOB NUMBER
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 SMALLER UNLESS
 OTHERWISE NOTED
 IF NOT ONE INCH OR
 SMALLER ACCURACIES
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DSN: JW
 DRN: JN
 CRK: JW
 DATE: AUG. 2018

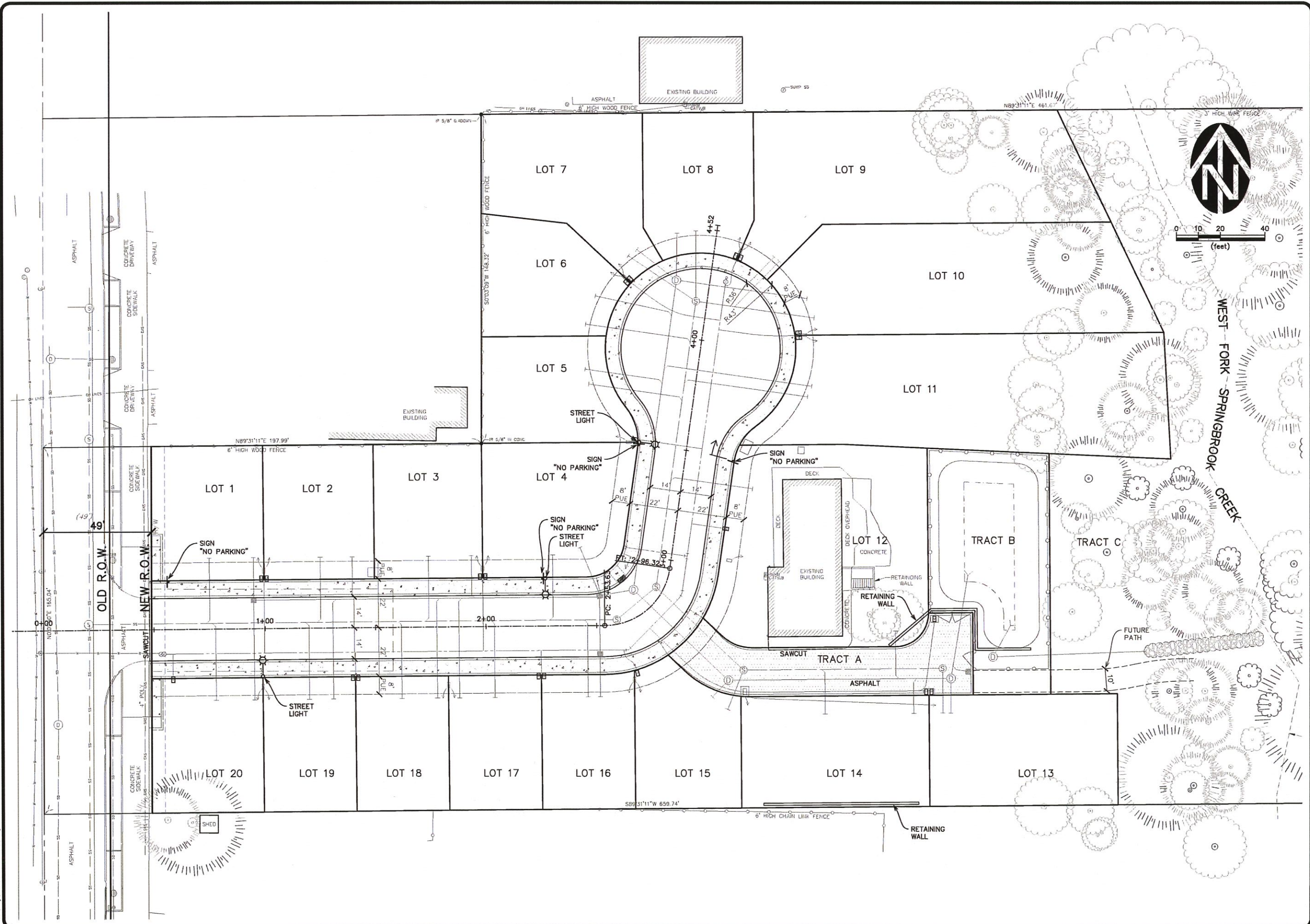


WE
WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 2641 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2474 Fax: (503) 585-3986
 E-mail: westtech@westtech-eng.com

WEST ONE HOMES
 EDGEWATER PUD
PUBLIC WATER
PLAN & PROFILE
STA. 0+00 TO X

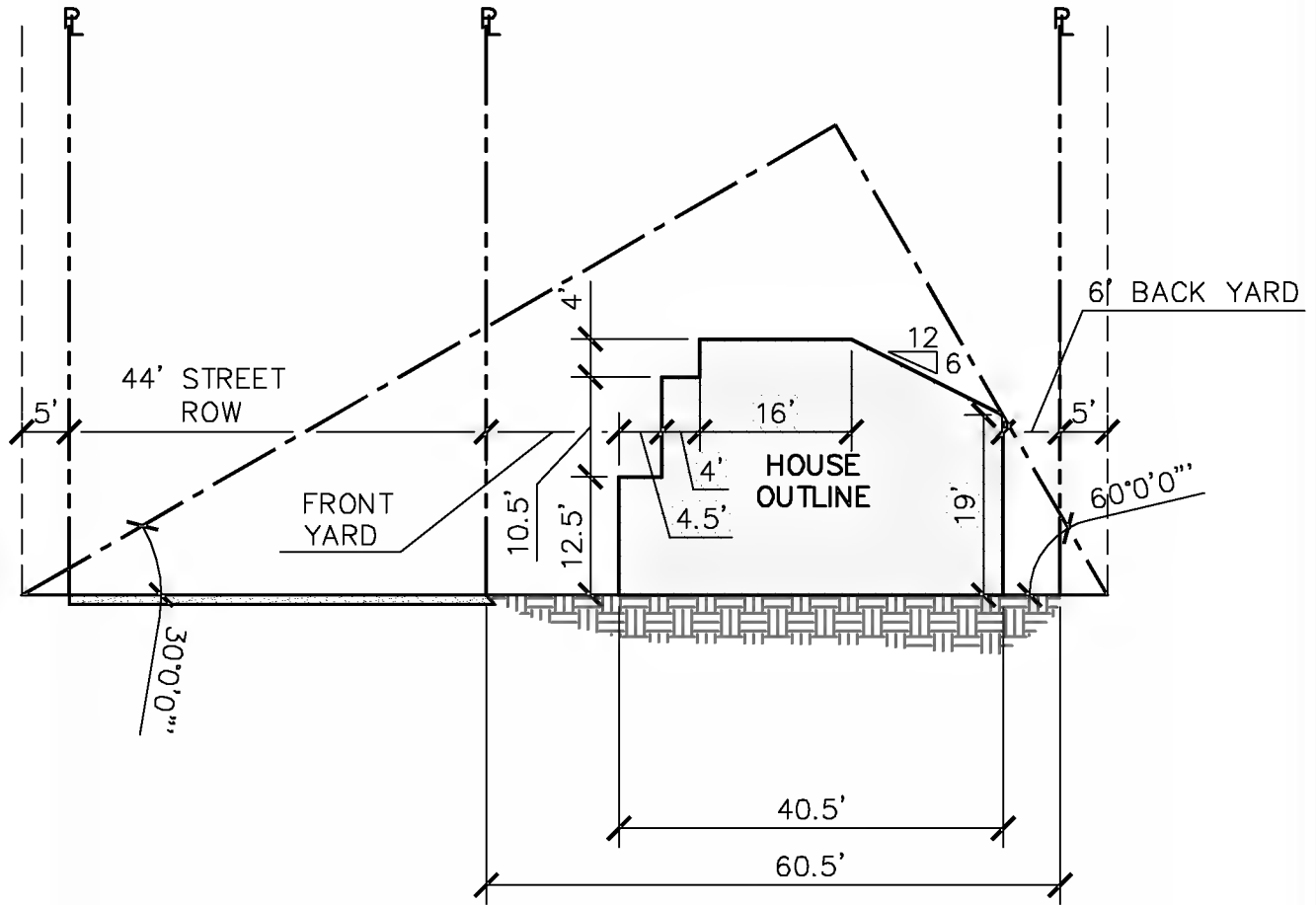
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<p>VERIFY SCALE THIS IS ONE INCH ON THIS DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SIZES ACCORDINGLY</p>	<p>DATE: AUG. 2018</p>	<p>NO. 1</p>	<p>DATE</p>	<p>DESCRIPTION</p>	<p>BY</p>
<p>WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3888 E-mail: westech@westech-eng.com</p>					
<p>WEST ONE HOMES EDGEWATER PUD</p>					
<p>SIGNING, STRIPING, & LIGHTING PLAN</p>					
<p>DRAWING SST-1</p>					
<p>JOB NUMBER 3054.0000.0</p>					

Exhibit 5 - Sun Exposure Diagrams



(b)



WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3988
E-mail: westech@westech-eng.com

SCALE

HORIZ: 1" = 20'

VERT: N/A

DSN.

DRN.

CKD.

DATE: SEPT 2018

EDGEWATER PUD

NEWBERG, OREGON

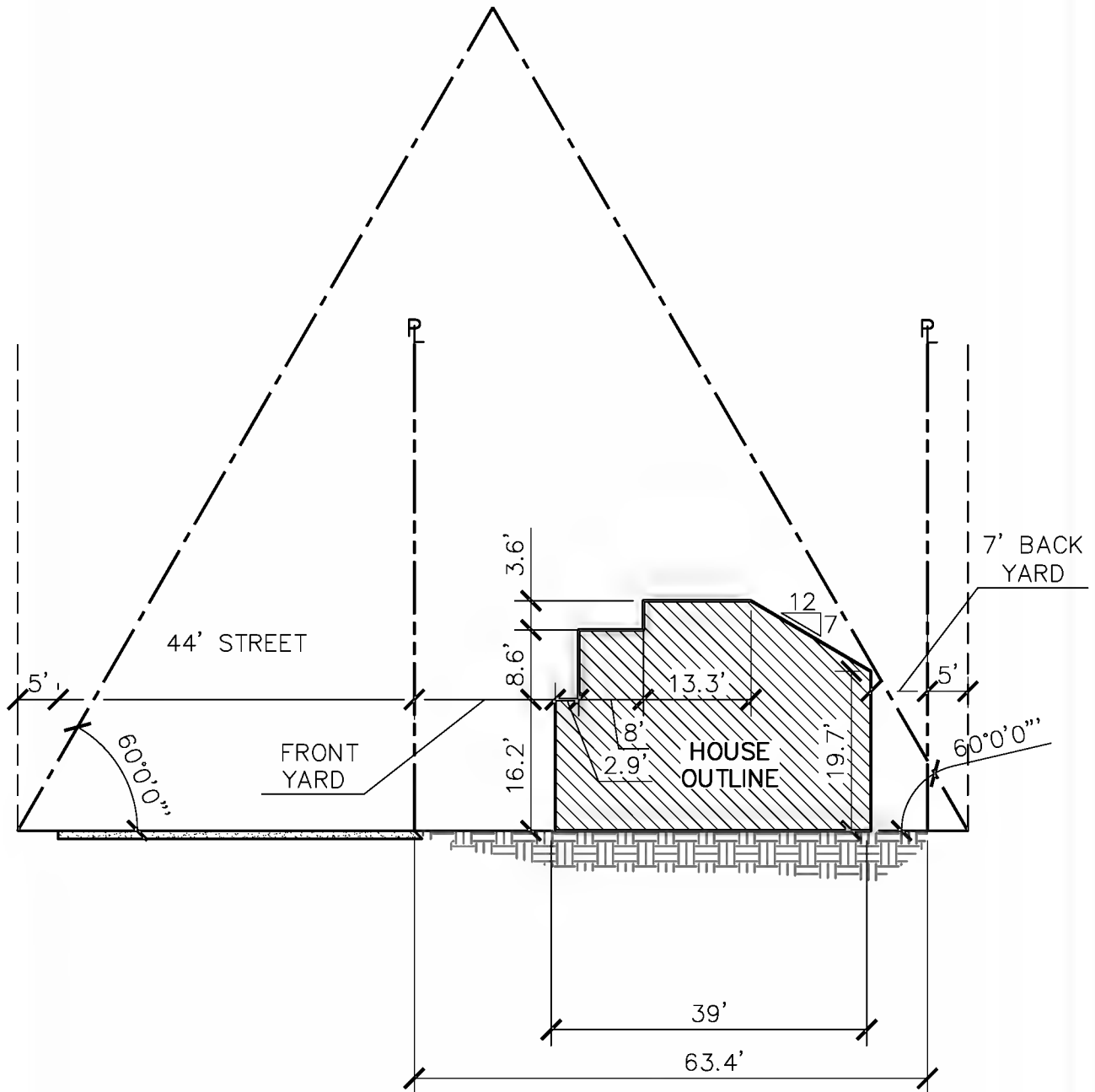
SUN EXPOSURE DIAGRAM —
WEST PROFILE OF
"MORELAND" HOUSE

SHEET

1
OF
2

JOB NUMBER

3054.0000.0



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WE
WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
 Phone: (503) 585-2474 Fax: (503) 585-3986
 E-mail: westech@westech-eng.com

SCALE	
HORIZ:	1" = 20'
VERT:	N/A
DSN:	
DRN:	
CKD:	
DATE:	SEPT 2018

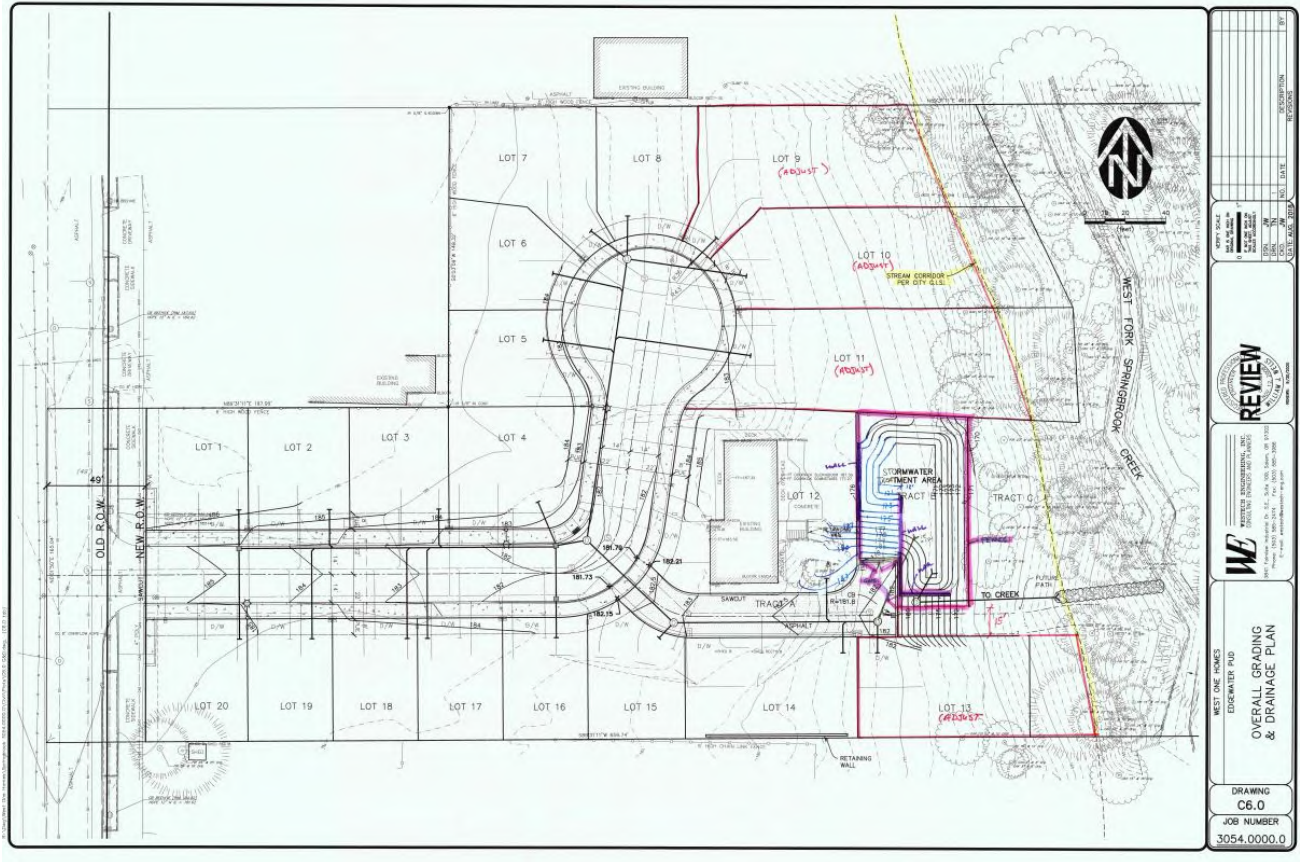
EDGEWATER PUD

NEWBERG, OREGON

SUN EXPOSURE DIAGRAM –
 EAST PROFILE OF
 "ADAMS C" HOUSE – LOT 8

SHEET	2
OF	2
JOB NUMBER	3054.0000.0

Attachment 3: December 11, 2018 email and updated PUD drawing showing adjusted property lines



Keith Leonard

From: Josh Wells <jwells@westech-eng.com>
Sent: Tuesday, December 11, 2018 2:49 PM
To: Keith Leonard
Cc: Doug Rux; Kristen Svicarovich; Brett Musick; Andy Tweet; 'west1homes@gmail.com'
Subject: RE: Edgewater "Future Path"
Attachments: Image_20181211_0001.pdf

Hi Kristen,

Thanks for the conversation today regarding the stormwater tract areas. As we discussed and shown on the attached, we can easily make the accommodate the items that you requested. They include the following:

1. Move the Lot lines of 9, 10, 11 &13 to match the stream corridor.
2. Adjust walls and grading as shown to access stormwater Tract and flow control manhole.
3. Provide a 15ft access so that Tract A and Tract C share a minimum of a 15ft tract boundary. Thereby eliminating the 15ft access easement across the stormwater tract.

Let me know if you have further questions.

Thanks

W. Josh Wells, P.E.
Westech Engineering, Inc.
3841 Fairview Industrial Dr. SE Suite 100
Salem, OR 97302
P 503.585.2474
C 503.991.1615
<http://www.westech-eng.com/>
Celebrating 50 Years of Service
1968 - 2018

From: Josh Wells
Sent: Friday, December 7, 2018 2:30 PM
To: 'Keith Leonard'
Cc: Doug Rux ; Kristen Svicarovich ; Brett Musick ; Andy Tweet ; 'west1homes@gmail.com'
Subject: RE: Edgewater "Future Path"

Hi Keith,

We met with Mr. Don Clements at CPRD this week and he agreed to take tract C along the creek. Don proposed a couple of great suggestions (see attached).

1. Move the Lot lines of 9, 10, 11 &13 to match the stream corridor.
2. Provide a 15 ft wide easement to Tract C

We agree with these changes.

Does the City have any issue with these changes?

Thanks

W. Josh Wells, P.E.
Westech Engineering, Inc.
3841 Fairview Industrial Dr. SE Suite 100
Salem, OR 97302
P 503.585.2474
C 503.991.1615
<http://www.westech-eng.com/>
Celebrating 50 Years of Service
1968 - 2018

From: Keith Leonard [<mailto:Keith.Leonard@newbergoregon.gov>]
Sent: Tuesday, November 27, 2018 3:37 PM
To: Andy Tweet <ATweet@westech-eng.com>; 'west1homes@gmail.com' <west1homes@gmail.com>; Josh Wells <jwells@westech-eng.com>
Cc: Doug Rux <Doug.Rux@newbergoregon.gov>; Kristen Svicarovich <Kristen.Svicarovich@newbergoregon.gov>; Brett Musick <Brett.Musick@newbergoregon.gov>
Subject: Edgewater "Future Path"

Gentlemen,

We have a few questions regarding the proposed 10 foot wide "Future Path" that is being illustrated on your plans. There are a couple of issues.

1. The path is showing an easement that is only 10 feet wide, the City's requires a 15' wide easement.
2. The path cuts across the stormwater tract with the protective fencing encircling the detention pond not covering the full extent of pond/steeper graded area. The steep grade may not meet ADA requirements.
3. There is no documentation indicating that the CPRD has been approached regarding the dedication of this path. We strongly suggest that a meeting with the City, applicant and the CPRD is scheduled within the next two weeks to work out details of any path and dedication to the CPRD.

We look forward to hearing from you regarding this issue in order to work out the details ahead of the public hearing.

Keith Leonard, AICP | Associate Planner
City of Newberg
(503) 537-1215
keith.leonard@newbergoregon.gov



Attachment 4: Agency Comments



December 12, 2018

City of Newberg
Keith Leonard
414 E. First St.
Newberg, OR 97132

**Re: PUD18-0002, 112 N Springbrook Road, Newberg – Edgewater 22 lot subdivision
Tax Lot I.D: R3221BB 00700**

Dear Keith,

Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be 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. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
2. **FIRE APPARATUS ACCESS ROADS FOR INDIVIDUAL ONE AND TWO FAMILY DWELLINGS AND ACCESSORY STRUCTURES:** The fire district will approve access roads of 12 feet for up to three dwelling units (Group R-3) and accessory (Group U) buildings. (OFC 503.1.1) **Lots 13 & 14**
3. **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) **Refer to City standards for public roadways**
4. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced as to provide all-weather driving capabilities. (OFC 503.2.3)
5. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%.
6. **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)
7. **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 serving three or less single-family dwellings shall be a minimum of 12 feet in width.
 3. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
 4. Electric gates shall be equipped with a means for operation by fire department personnel
 5. Electric automatic gates shall comply with ASTM F 2200 and UL 325.

8. **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)
9. **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:

10. **FIREFIGHTING WATER SUPPLY FOR INDIVIDUAL ONE- AND TWO-FAMILY DWELLINGS:** The minimum available fire flow for one and two-family dwellings served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to OFC Appendix B. (OFC B105.2)
11. **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)
12. **WATER SUPPLY DURING CONSTRUCTION IN MUNICIPAL AREAS:** In areas with fixed and reliable water supply, 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:

13. **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where the most remote portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
14. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C)
15. **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.
16. **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)
17. **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)

18. **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)
19. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3-foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

BUILDING ACCESS AND FIRE SERVICE FEATURES

20. **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)
Provide a physical address on the new home, as well as, near the intersection of the private drive and public road visible from both approaches of [enter road intersections here]

If you have questions or need further clarification or would like to discuss any alternate methods and/or materials, please feel free to contact me at **(503)849-7516**.

Sincerely,



Ty Darby
Deputy Fire Marshal II

Cc: file

A full copy of the New Construction Fire Code Applications Guide for Residential Development is available at <http://www.tvfr.com/DocumentCenter/View/1438>

Keith Leonard

From: KNECHT Casey <Casey.KNECHT@odot.state.or.us>
Sent: Wednesday, December 12, 2018 3:56 PM
To: Keith Leonard
Cc: KAGAWA Leia
Subject: ODOT Comments for City of Newberg File PUD18-0002 - West One Homes

Keith,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the proposed development at 112 N Springbrook Road in Newberg. Please include these comments in the public hearing record and notify ODOT of the staff decision by sending a copy to odotr2planmgr@odot.state.or.us when available.

The property has frontage on Springbrook Road, which is part of the Salmon River Highway No. 39 (OR-18). The property is served by an approach to the highway at MP 60.49, which was improved and permitted as part of the ODOT OR18: Newberg-Dundee Bypass (Phase 1G). The proposal does not include any modifications to the existing approach on the highway and is not affecting current traffic conditions, therefore, ODOT has no objections to the proposal.

There is one concern with regards to ADA-compliant pedestrian access to the site which may have already been addressed, but is difficult to tell from the submitted plans. The current approach is a radius style with parallel (to Springbrook) curb ramps. Sheet C7.0 on the plans seem to show an additional section of concrete to tie the Springbrook sidewalk to the new street sidewalk without affecting the existing ramps. This will likely satisfy the ADA requirements as long as it meets minimum dimensions. Regardless, the developer is responsible for providing ADA-compliant pedestrian access to the site from the sidewalk on Springbrook on both sides of the approach.

Please contact me with any questions.

Casey Knecht, P.E.
Development Review Coordinator | ODOT Region 2
885 Airport Rd SE, Bldg P | Salem OR 97301
503-986-5170 | casey.knecht@odot.state.or.us

Keith Leonard

From: Rick Schiedler <Rick.Schiedler@pgn.com>
Sent: Thursday, December 20, 2018 10:27 AM
To: Keith Leonard
Subject: RE: Edgewater PUD

Keith,

We normally require a 10 ft. easement, but we can probably get by with an 8 ft. easement throughout most or all of the subdivision. It is possible that we may need a wider easement in some areas. You could leave it at 8 ft. for now and then it will get a detailed review when it is designed.

Also, I don't see any easement in the road that is stubbed off to the East over lots 12-15. It just says Tract A/Public Access Easement. This would need to cover utilities also to be able to feed these lots.

Thanks Rick

From: Keith Leonard
Sent: Saturday, December 15, 2018 4:12 PM
To: Rick Schiedler
Subject: Edgewater PUD

Please take care when opening links, attachments or responding to this email as it originated outside of PGE.

Hi Rick,

I haven't received a review from PGE for the Edgewater PUD. They're proposing 8 ft wide PUEs. Is PGE okay with this? Here is a link to the project application material. <https://www.newbergoregon.gov/planning/page/edgewater-planned-unit-development-pud18-0002>

Keith Leonard, AICP | Associate Planner
City of Newberg
(503) 537-1215
keith.leonard@newbergoregon.gov



Attachment 5: Public Comments

RECEIVED

DEC 31 2018

Initial: _____

Aaron Prince
204 N Springbrook Road
Newberg, OR 97132
December 20, 2018

Written Comments: PUD18-0002
City of Newberg
Community Development Department
PO BOX 970
Newberg, OR 97132

To The Planning Commission:

I'm writing to express my concerns about the Edgewater PUD (PUD18-0002).

As the homeowner on the property immediately adjacent to the north of the proposed development I am concerned about the loss of privacy, the overlooking views from the new houses, the loss of light, drainage concerns, and boundary fencing.

One of the biggest issues is that the home in **Lot 8** will be approximately 12 feet from our house. The windows in this home will look directly into our children's bedroom while also blocking all direct sunlight. I'm not familiar with how to read the "Sun Exposure Diagram" included in the site plan because it didn't match anything I could find online, but looking at other examples leads me to believe that this particular diagram does not consider the year-round impact the sun has on our house. From what I can tell it only appears to consider the sun at the apogee which represents a tiny fraction of the year. Ideally, this home would either be reduced in size, perhaps by making it a single-story above ground or pushed 10 or more feet forward on the lot. The latter approach would give the opportunity to plant trees or tall shrubs that could enhance privacy. As it stands in the current plan this would not be possible unless blocking access to the ground-level sliding door was acceptable.

Next, the home in **Lot 7** will have two upstairs bedrooms looking out over our outdoor living space in the front yard. Given the minimal setback this home has, the opportunity to plant trees for privacy seems unlikely and places a burden on us to find some way to maintain a comfortable, private setting for our front yard.

The home in **Lot 9** has at least one window that overlooks our entire back yard. Again, the negligible setback means that the space to plant trees or shrubs to maintain privacy are almost non-existent on that lot. This means that the burden would again be placed on us if we wish to maintain privacy.

Written Comments: PUD18-0002

December 20, 2018

Page 2

The drainage concern comes from the fact that the grade on our property is noticeably lower than the 112 N Springbrook property. Undeveloped, the field absorbs a considerable amount of the rainfall and runoff. With the setbacks as planned this decimates the area for rain to collect and be absorbed into the ground. Instead it will run off into our home and likely flood our lower level. I feel it's absolutely necessary for the site design to consider this and ensure that we see no more runoff than we do before the development.

Finally, I'm concerned about the fencing between the properties. This again seems like a burden on our property due to this development because the current fencing does not extend the length of the property. As it stands now it's not necessary, but with a new home in **Lot 9** it will be essential. As the homeowner, I feel it's incumbent on the developer to ensure boundaries are maintained with proper fencing.

In the end, this development will benefit the developer significantly, but will place a substantial burden on us, the homeowner if we wish to maintain the privacy, exposure, and boundaries we previously had. There has been a lack of consideration to us in the decision to up-size the homes in lots 7-9 and as a result we must express our objections to the development unless this is resolved.

In summary, I am concerned about the loss of privacy, the overlooking views from the new houses, the loss of light, drainage, and fencing.

That said, I am not inflexible and feel like this can be resolved, but only if we can work together toward a mutually beneficial solution.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aaron Prince', with a long horizontal flourish extending to the right.

Aaron Prince