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

NOTICE OF DECISION
Meadow Brook Villas Phase 2 – Design Review – DR220-0004

August 3, 2020

Meadow Brook Villas LLC
Attn: Gabe Duus
212 NE 83rd Street
Vancouver, WA 98655

Dear Mr. Duus,

The Newberg Community Development Director has approved the design review application DR220-0004 to construct the Meadow Brook Villas Phase 2 apartments located south of the , Yamhill County Assessor's Map R3216CB, Tax Lot 100, subject to the conditions listed in the attached report. The decision will become final on August 18, 2020 unless an appeal is filed.

All persons entitled to notice or anyone providing written comments within 14 calendar days prior to the date of the decision may appeal this decision to the Newberg Planning Commission in accordance with Newberg Development Code 15.100.170. All appeals must be in writing on a form provided by the Planning Division. Anyone wishing to appeal must submit the written appeal form together with the required fee of $541.80 to the Planning Division within 14 days of the date of this decision.

The deadline for filing an appeal is 4:30 p.m. on August 17, 2020.

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

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

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

If you have any questions, please contact me at 503-537-1212 or keith.leonard@newbergoregon.gov.

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Sincerely,

Keith Leonard, AICP
Associate Planner
City of Newberg

Community Development Department
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DECISION AND FINDINGS
Meadow Brook Villas Phase 2 – Design Review – DR220-0004

FILE NO: DR220-0004
REQUEST: Design Review for Meadow Brook Villa's Phase 2

TAX LOT: R3216CB 00100
APPLICANT: Gabe Duus – Meadow Brook Villas LLC
OWNER: Meadow Brook Villas LLC
ZONE: R-2 – Medium Density Residential
PLAN DISTRICT: MDR – Medium Density Residential
OVERLAYS: Stream Corridor Overlay and Airport Overlay - Inner Horizontal Surface

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Attachment 1: Preliminary Site Plan
Attachment 2: Application
Attachment 3: Agency Comments
Attachment 4: Public Comments

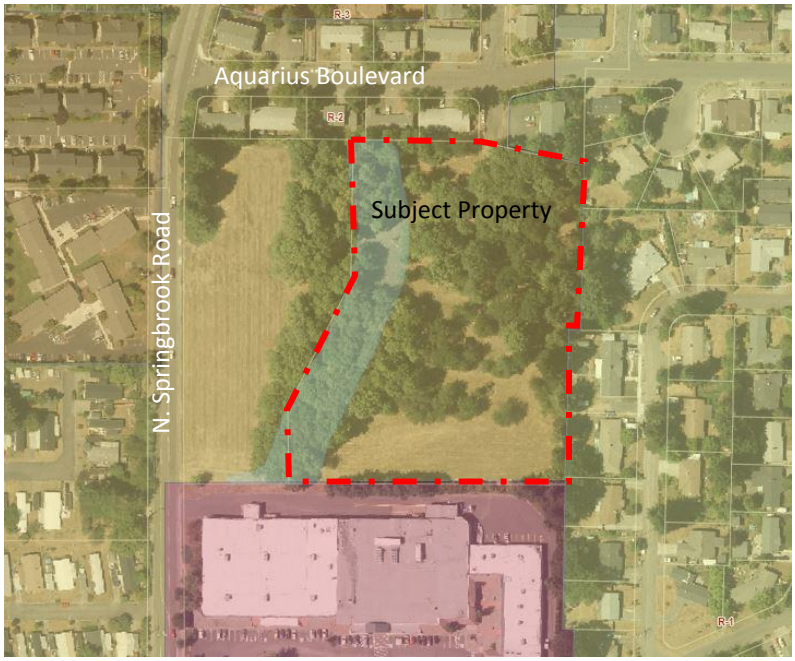
Section I: Application Information

A. DESCRIPTION OF APPLICATION:

The Applicant, Meadow Brook Villas LLC, has requested design review approval for 75 new multifamily apartment units. Apartment units will be dispersed among four buildings and located outside of the abutting Stream Corridor. Parking will be located along the eastern side of the lot accessed via an extension of E Coffey Lane. The extension of E Coffey Lane south of E Aquarius Boulevard will require the construction of a new public street that will terminate in a cul-de-sac. The cul-de-sac will require a new street name with a north directional or "N" before the new street name. The name of the public street has not been determined. The project will include open space, landscaping, and a minor modification to the public improvement standards for the extension of E Coffey Lane to terminate in the unnamed cul-de-sac that will access Medow Brook Villas Phase 2 apartments.

B. SITE INFORMATION:

1. Location: R3216CB 00100 (no street address has been assigned to the subject property)



2. Size: ±5.49 acres (±239,293 square feet)
3. Topography: mostly flat, gently sloping west towards the creek
4. Current Land Uses: vacant
5. Natural Features: Stream Corridor and open space with trees, grasses, and shrubs
6. Adjacent Land Uses:
   a. North: Multifamily and two-family homes (duplexes)
   b. East: Single-family homes

c. South: Commercial uses

d. West: Multifamily residential (Meadow Brook Phase 1)

7. Zoning:

   a. North: R-1 and R-2 (Low and Medium Density Residential)

   b. East: R-1 (Low Density Residential)

   c. South: C-2 (Community Commercial)

   d. West: R-2 (Medium Density Residential)

8. Access and Transportation: Access to the development will be provided via a driveway at the end of E Coffey Lane which is being extended and terminated in the unnamed cul-de-sac. E Coffey Lane, north of E Aquarius Boulevard is classified as a local residential street.

9. Utilities:

   a. Water: There is an existing 8-inch water line documented in the City's Geographic Information System (GIS) on E Aquarius Boulevard.

   b. Wastewater: There is an existing 8-inch public wastewater line documented in the City's GIS on E Coffey Lane alignment.

   c. Stormwater: There is an existing 10-inch stormwater in documented in the City's GIS on E Aquarius Boulevard. There is also a 24-inch and 60-inch stormwater outfall at the north end of the property.

   d. Overhead Lines: Any new connection the property will need to be undergrounded. See NMC 15.430.010 for exception provisions.

C. PROCESS:

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

5/7/2020: The Community Development Director deemed the application complete.

6/2/2020: The Applicant mailed notice to the property owners within 500 feet of the site.

6/2/2020: The Applicant posted notice on the site.

6/16/2020: The 14-day public comment period ended.

8/3/2020: The Director issued a decision on the application.

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 agency comments:

Ziply Fiber: Reviewed; no conflict

Tualatin Valley Fire & Rescue: Reviewed; comments included in Attachment 3

E. PUBLIC COMMENTS:

As of the writing of this report, The City has received four written comments or questions on the application, which are summarized below. The public comments are included in their entirety in Attachment 4.

1. Linda Q submitted a comment indicating that the left-turn onto N Springbrook Road is "risky." She asks if there are any plans to improve this corner.

Staff Response: *Linda did not specify which left-turn she was referring to, however, this response assumes she is referencing the N Springbrook Road/E Aquarius Boulevard intersection. Information regarding the N Springbrook Road/E Haworth Avenue intersection in included in the staff response to Comment 3, below. The traffic study completed for Meadow Brook Villa's Phase 2 (DR220-0004) and included in Attachment 2 shows that under existing conditions and with the added traffic from the proposed development that the N Springbrook Road/E Aquarius Boulevard intersection does not warrant intersection improvements and meets level of service standards for a two-way stop controlled intersection. Further, the ODOT- reported crash data provided in the traffic study shows zero crashes at the N Springbrook Road/E Aquarius Boulevard intersection within the study years. The application does not include changes to the N Springbrook Road/E Aquarius Boulevard intersection.*

2. Paul Jellum submitted a question asking about the on-site wetland.

Staff Response: *A portion of the property contains a Stream Corridor Overlay and associated wetland. The Applicant has shown the stream corridor and wetland boundary on the Site Plan. All proposed development and site improvements are located outside the stream corridor boundary and wetland.*

3. Patrick Maveety submitted a comment claiming that development on this lot will increase traffic on N Springbrook Road and asking if development of this property will result in a traffic light at the intersection of N Springbrook Road and E Haworth Avenue, and if so, how it will be paid for. Further, Mr. Maveety asks if there are any planned changes to N Springbrook Road.

Staff Response: *A traffic study was conducted for both Meadow Creek Apartments DR218-0003 (the western half of 1306 N Springbrook) and Meadow Brook Villas DR220-0004 (the eastern half of 1306 N Springbrook). Each traffic analysis showed that under existing conditions and without added traffic from the proposed developments that the E Haworth*

Avenue/N Springbrook Road intersection does not meet level of service standards for an all-way stop controlled intersection. Both traffic studies showed that the intersection meets warrants from the Manual on Uniform Traffic Control Devices (MUTCD) to install a traffic signal. At this time installing a traffic signal at that location is in the City's 5-year Capital Improvement Project list and scheduled for construction in 2022/2024. However, each development is paying into the future cost of the traffic signal based on the number of trips their individual developments will route through the E Haworth Avenue/N Springbrook Road intersection. The Meadow Creek Apartments was conditioned to pay a Traffic Impact Fee of $5,136, and it is proposed that the Meadow Brook Villas Phase 2 will pay a Traffic Impact Fee of $6,574. These monies have been/will be put into a separate fund to help pay for the future traffic signal at the E Haworth Avenue/N Springbrook Road intersection.

As part of the Meadow Creek Apartments land-use decision the curb-to-curb along N Springbrook Road will stay in the same location as it is today. However, the development was conditioned to install a bike lane along the property frontage and to install sidewalks and planter strips along their frontage.

4. Beryle Angelechio submitted a comment in opposition of the proposed development. Her comment indicates "adding the development would put extra wear and tear on our streets (which aren't the greatest now), more traffic going through, and noise level could increase."

Response: *The subject property is zoned and designated for medium density residential development. Therefore, the proposed multifamily residential use is permitted by right on the property. The project is in compliance with allowed density standards. The City of Newberg has an established pavement maintenance and monitoring program which manages wear and tear on roadways. N. Springbrook Road is a minor arterial and is built for that functional classification. Further E Coffey Lane, an existing stubbed residential local street, was anticipated to be extended in the future to serve abutting development.*

Section II: Findings

Newberg Development Code

Division 15.200 Land Use Applications

Chapter 15.220 Site Design Review

15.220.050 Criteria for design review (Type II process).

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

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

Finding: The subject property is in an area developed with a mix of multifamily and two-family homes to the north, single-family homes to the east, commercial uses to the south, and multifamily uses to the west. Structures in the area vary in age, style, and design. The multifamily site to the west is Phase 1 of the Meadow Creek project (DR218-0003 and MIMD119-0003*)* and was approved for 47 multifamily apartment units. Existing buildings to the east consist primarily of single-family homes built in the 1950s and existing buildings to the north include a mix of two-family and multifamily developments.

The proposed buildings are designed with a clean, contemporary style. Proposed building materials include a mixture of lap board and batten siding, shingle/shake siding, and composition shingle roofing material. Buildings are designed with a combination of hipped and gabled roofs of varying heights. Architectural details such as trellis features over the windows and decorative corbels underneath the gable vents add further interest to the buildings. Building colors will vary slightly but will generally be consistent and compatible across the site. The multifamily buildings are placed at the furthest permissible point on the property away from abutting single-family homes to the east without encroaching into the on-site wetland and stream corridor boundary to the west. The intervening parking lot and proposed site landscaping creates a buffer to minimize impacts from the taller structures on surrounding residential properties. The proposed materials and style are compatible to structures in the surrounding area. The criterion is met.

2. Parking and On-Site Circulation. Parking areas shall meet the requirements of NMC 15.440.010. Parking studies may be required to determine if adequate parking and circulation are

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

Finding: The requirements of Section 15.440.010 have been met outright or will be met with the implementation of the conditions of approval as demonstrated below.

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, except the C-3 zoning district where an in-lieu-fee is paid for required parking, 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: The subject property is zoned R-2; therefore, required off-street parking shall be on the development property and is under the same ownership.

15.440.020 Parking area and service drive design

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

Finding: The project's compliance with the standards of NMC 15.440.070 is discussed below. The requirements of Section 15.440.020 have been met outright or will be met with the implementation of the conditions of approval as demonstrated below.

B. Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress

and maximum safety of pedestrian and vehicular traffic on the site, but in no case shall two-way and one-way service drives be less than 20 feet and 12 feet, respectively. Service drives shall be improved in accordance with the minimum standards as set forth in NMC 15.440.060.

Finding: The Site Plan (Sheet C5) shows that the parking lot is designed to accommodate all vehicle maneuvering on-site with no movement required within a public street or alley. The access drive onto the unammed cul-de-sac will be 26 feet wide. The parking lot allows for a vehicle turnaround on-site provided by a looped parking configuration at the southern end as well as a turnaround area at the southwest end of the parking lot. An on-site, 5-foot-wide sidewalk accessing the main entrances to each building will connect to the proposed sidewalk on the southwest side of the future unammed cul-de-sacand connect to existing sidewalk along the existing and what is currently considered E Coffey Lane frontage. Americans with Disabilities Act (ADA) compliant ramps are proposed along the new sidewalk on the south side of the unammed cul-de-sac as well as at the terminus of the sidewalk on the northern side. The standard is met.

C. Gates. A private drive or private street serving as primary access to more than one dwelling unit shall not be gated to limit access, except as approved by variance.

Finding: The project does not include gates; therefore, the criteria does not apply.

15.440.030 Parking spaces required

Use	Parking Standard	Parking Required
Residential Types		
Multi-family on a single lot		
Two Bedroom unit	1.5 per dwelling unit (75 units proposed)	**112.5**
Unassigned Spaces	If a development is required to have more than 10 spaces on a lot, then it must provide some unassigned spaces. At least 15 percent of the total required parking spaces must be unassigned and be located for convenient use by all occupants of the development. The location shall be approved by the director.	
Visitor Spaces	If a development is required to have more than 10 spaces on a lot, then it must provide at least 0.2 visitor spaces per dwelling unit.	**15**
Total		**127.5 or 128 spaces (Including 19 unassigned spaces)**

Finding: NMC 15.440.030 establishes the minimum parking spaces required for multifamily uses based on the number of bedrooms. The application includes 75 two-bedroom units requiring a minimum of 113 parking spaces (1.5 space per dwelling unit). In addition, since the development requires over ten spaces, visitor spaces must also be provided at a ratio of 0.2 per dwelling unit, yielding an additional 15 spaces. This brings the total required parking to 128 spaces, as indicated in the chart above. Of the 128 spaces, at least 19 spaces shall be unassigned parking.

The Applicant's Site Plan shows 129 parking spaces with one space noted on the Site Plan by Site Note 13 to be reserved for unloading and turnaround, effectively dropping the total number of usable parking spaces to 128 spaces. The Site Plan shows five tandem parking spaces providing a total of 10 spaces in the center of the parking lot along the eastern property line. NMC 15.440.060(I) only allows tandem parking configurations as part of affordable "housing projects", as defined in NMC 15.05.030. The City of Newberg Comprehensive Plan defines "affordable housing" as dwelling unit that provides housing for a family or individual(s) with a household income less than the median household income for the Newberg area, such that a household pays no more than 30 percent of its annual income on housing (rent/mortgage, utilities, property taxes). The Applicant has not provided evidence that this project meets the definition of an affordable housing project. Therefore, a tandem parking configuration is not allowed. The removal of these tandem spaces results in less than 128 spaces and therefore, the project does not meet the minimum parking requirement. <u>The Applicant shall remove the tandem parking spaces from the design and shall modify the project's design or request a Type I parking adjustment per NMC 15.210.020(C) to meet the minimum number of parking spaces required. The modified plans or adjustment shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.</u> With adherence to the aforementioned condition, the standard will be met.

15.440.060 Parking area and service drive improvements

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

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

stormwater over the public sidewalk or onto any abutting public or private property.

Finding: The Site Plan and Preliminary Grading Plan indicate the parking lot and access driveway will be constructed with asphaltic concrete. The Preliminary Grading Plan shows the site can be graded to prevent stormwater from draining over the public sidewalk or onto abutting public or private property. This standard is met.

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

Finding: The proposed parking lot will not encroach onto the unnamed cul-de-sac. Except for the driveway connection to the unnamed cul-de-sac and building footprints, landscaping is proposed between the public sidewalk and the parking area. This criterion is met.

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

Finding: The Site Plan shows that the perimeter of the paved parking lot area will include a 6-inch curb as well as perimeter landscaping to prevent parked vehicles from encroaching on abutting private property. This criterion is met.

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

Finding: The Applicant has provided a Landscape Concept Plan (Sheet L-1) with parking lot screening. Compliance with applicable standards is discussed in detail in the findings in Section 15.420.010(B). This criterion is met.

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

Finding: The proposed parking lot is located on the eastern and southern sides of the property, abutting existing single-family residential homes and a commercial shopping center, respectively. The Site Plan shows (denoted by Site Note 8) wall mounted lighting proposed at each corridor entrance for each multifamily building, presumably to light building entrances as well as portions of the parking lot. Parking lot pole lighting is proposed at two locations on the site, depicted by Site Note 7 on the Site Plan. However, the Site Photometrics Plan (Sheet SP2.00) depicts five additional parking lot pole lights within landscape areas on the perimeter of the parking lot and within interior landscape islands. Light levels shown on the Photometrics Plan do not exceed the 0.5 foot-candle allowed per NMC 15.425.040; however, the Site Photometrics Plan does not appear to account for all proposed site lighting as depicted on the Site Plan. The Applicant shall provide an updated Site Photometrics Plan and wall mounted lighting cut sheets to demonstrate the standards of NMC 15.425.040 can be met and modify the Site Plan to show all proposed site lighting. The modified Site Photometrics Plan and Site Plan shall be submitted to the Planning Division for review and approval prior to the issuance of building permits. With adherence to the aforementioned condition, the standard will be met.

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

Finding: The Site Plan (Sheet C5) shows standard 90-degree parking spaces are proposed to be 9 feet wide by 18 feet long and include parking lot striping in addition to 26-foot-wide drive aisles and driveway. This standard is met.

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

1. Attached or detached single-family or two-family: parking is authorized in a front yard on a service drive which provides access to an improved parking area outside the front yard.

2. Three- or four-family: parking is authorized in a front yard on a service drive which is adjacent to a door at least seven feet wide intended and used for entrance of a vehicle (see Appendix A, Figure 12).

Finding: The Site Plan does not show required parking within the 15-foot front yard setback. The standard is met.

H. A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. For high turnover uses, such as

convenience stores or fast-food restaurants, at the discretion of the director, all stalls will be required to be full-sized.

I. Affordable housing projects may use a tandem parking design, subject to approval of the community development director.

Finding: The project does not propose compact parking spaces. Tandem parking configurations are not allowed as this project does not include affordable housing. The tandem parking spaces shall be removed from the project. The Applicant shall remove the tandem parking spaces from the design and shall modify the project's design or request a Type I parking adjustment per NMC 15.210.020(C) to meet the minimum number of parking spaces required. The modified plans or adjustment shall be submitted to the Planning Division for review and approval prior to the issuance of building permits. With adherence to the aforementioned condition of approval, this standard will be met.

J. Portions of off-street parking areas may be developed or redeveloped for transit-related facilities and uses such as transit shelters or park-and-ride lots, subject to meeting all other applicable standards, including retaining the required minimum number of parking spaces.

Finding: The project does not include transit-related facilities or uses; therefore, the criteria does not apply.

15.440.100 Facilities Requirements

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

Use	**Minimum Number of Bicycle Parking Spaces Required**
New multiple dwellings, including additions creating additional dwelling units	One bicycle parking space for every four dwelling units

Finding: NMC 15.440.100 requires one bicycle parking space for every four dwelling units. The project requires 19 bicycle parking spaces. The location of future bicycle parking is shown on the Site Plan indicated by Site Note 9, near the entrance to each multifamily building. The Applicant's narrative indicates on Page 27, "the bicycle parking spaces will be placed fronting the units on a bicycle pad." However, the Applicant did not provide specification sheets or bike parking details showing how the bicycle parking

spaces will meet the design standards of NMC 15.440.110. Prior to the issuance of building permits, the Applicant shall demonstrate how the proposed bicycle parking facilities meets the design requirements of NMC 15.440.110 and that adequate space is provided to meet the minimum number of required spaces. With adherence to the aforementioned condition, the standard will be met.

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

Finding: The subject property is zoned Medium Density Residential (R-2) and includes a stream corridor overlay (SC) along the western boundary. However, site development is not proposed to encroach into the Stream Corridor. As discussed below, the requirements of Sections 15.415.010 through 15.415.060, 15.405.010 through 15.405.040 and 15.410.010 through 15.410.70 have been met outright or will be met with the implementation of the conditions of approval as demonstrated below.

Chapter 15.415 Building and Site Design Standards

15.415.020 Building Height Limitation

A. Residential.

1. In the R-1, R-2, AR, and RP districts, no main building shall exceed 30 feet in height. Accessory buildings in the R-1, R-2, R-3, AR, and RP districts are limited to 16 feet in height, except as follows:

a. Up to 800 square feet of an accessory building may have a height of up to 24 feet.

b. Aircraft hangars in the AR district may be the same height as the main building.

Finding: The Applicant's Architectural plans show buildings exceed the 30 foot height limit. Therefore, compliance with the Alternative Building Height standard is required and discussed below.

E. Alternative Building Height Standard. As an alternative to the building height standards above, any project may elect to use the following standard (see Figure 24 in Appendix A). To meet this standard:

1. Each point on the building must be no more than 20 feet higher than the ground level at all points on the property lines, plus one vertical foot for each horizontal foot of distance from that property line; and

2. Each point on the building must be no more than 20 feet higher than the ground level at a point directly north on a property line, plus one vertical foot for each two horizontal feet of distance between those points. This second limit does not apply if the property directly to the north is a right-of-way, parking lot, protected natural resource, or similar unbuildable property.

F. Buildings within the airport overlay subdistrict are subject to the height limits of that subdistrict.

Finding: The Architectural Plans do not adequately depict how the Alternative Building Height standard is met.

Buildings C, D, and E appear to comply with the Alternative Building Height standard. However, the Architectural Site Plans and Site Plan are not consistent in how they depict building locations.

Further, the elevations for Building F include the alternative height diagram. However, a portion of the roof is shown encroaching into the building envelope. Also, it appears a 2:1 ratio was used, however that ratio is only utilized for northern property lines. All other property lines utilize a 1:1 ratio. Prior to building permit issuance, the Applicant shall modify the design of Building F or the alternative height diagram to demonstrate compliance with the height standards. The Applicant shall also demonstrate compliance with the Alternative Height Standard on the elevation for Buildings C, D and E. The height standard will be met with adherence to the aforementioned condition of approval.

15.415.040 Public access required.

No building or structure shall be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this code. New private streets may not be created to provide access except as allowed under NMC 15.332.020(B)(24), 15.336.020(B)(8), and in the M-4 zone. Existing private streets may not be used for access for new dwelling units, except as allowed under NMC 15.405.030. No building or structure shall be erected or altered without provisions for access roadways as required in the Oregon Fire Code, as adopted by the city.

Finding: The proposed multifamily project is on a site that directly abuts the existing what is currently named E Coffey Lane and is a street stub. As previously mentioned the public street south of E Aquarius Boulevard used for accessing the multifamily project will terminate in an unnamed cul-de-sacin the northeast corner. Access to the multifamily parking lot is provided via a 26-foot-wide driveway at the southeast side of the cul-de-sac. The Applicant provided email correspondence with TVF&R dated April 16, 2020, which deems the design acceptable to the Fire District. TVF&R also provided conditions in a comment letter dated June 17, 2020. This letter is included in Attachment 3. This criterion is met**.**

15.405.010 Lot Area – Lot areas per dwelling unit

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

2. In the R-2, R-3, and RP districts, each lot or development site shall have a minimum area of 3,000 square feet or as may be established by a subdistrict. In the R-2 and R-P districts, the average size of lots in a subdivision intended for single-family development shall not exceed 5,000 square feet.

Finding: The multifamily project does not include the creation of new lots. However, the existing lot size exceeds the applicable standard for the R-2 District. This criterion is met.

B. Lot or Development Site Area per Dwelling Unit.

2. In the R-2, AR, and R-P districts, there shall be a minimum of 3,000 square feet of lot or development site area per dwelling unit. In the R-2 and R-P districts, lots or development sites in excess of 15,000 square feet used for multiple single-family, duplex or multifamily dwellings shall be developed at a minimum of one dwelling per 5,000 square feet lot area.

Finding: The subject property is zoned R-2 (Medium Density Residential). After subtracting the area within the stream corridor, the site has a net size of 190,287 square feet, which is greater than 15,000 square feet. The maximum density allowed on the site is 1 unit per 3,000 square feet, 79 units. However, since the site includes a stream corridor, the maximum number of units allowed is limited to 20 percent of the maximum density per net acre of buildable land outside the SC boundary. This yields a maximum density of 76 units. The minimum density allowed on the site is 1 unit per 5,000 square feet, or 38 units. Seventy-five (75) units are proposed which complies with both the minimum and maximum density standard. The criterion is met.

C. In calculating lot area for this section, lot area does not include land within public or private streets. In calculating lot area for maximum lot area/minimum density requirements, lot area does not include land within stream corridors, land reserved for public parks or open spaces, commons buildings, land for preservation of natural, scenic, or historic resources, land on slopes exceeding 15 percent or for avoidance of identified natural hazards, land in shared access easements, public walkways, or entirely used for utilities, land held in reserve in accordance with a future development plan, or land for uses not appurtenant to the residence.

Finding: The subject property contains a stream corridor overlay on the western portion of the site. The area within the Stream Corridor was excluded to determine lot area and density requirements. This criterion is met.

D. Lot size averaging is allowed for any subdivision. Some lots may be under the minimum lot size required in the zone where the subdivision is located, as long as the average size of all lots is at least the minimum lot size.

Finding: The project does not include the creation of new lots. This standard does not apply.

15.410.010 General yard regulations

A. No yard or open space provided around any building for the purpose of complying with the provisions of this code shall be considered as providing a yard or open space for any other building.

Finding: Neither the Applicant's narrative or plan sheets indicate that any yard or open space will be utilized for any other building. This standard is met.

B. No yard or open space on adjoining property shall be considered as providing required yard or open space for another lot or development site under the provisions of this code.

Finding: Neither the Applicant's narrative or plan sheets indicate that any required yard or open space on adjoining property is being used for the subject property.

C. No front yards provided around any building for the purpose of complying with the regulations of this code shall be used for public or private parking areas or garages, or other

accessory buildings, except as specifically provided elsewhere in this code.

Finding: Required parking is located outside the front yard. The project does not include accessory buildings. The standard is met.

D. When the common property line separating two or more contiguous lots is covered by a building or a permitted group of buildings with respect to such common property line or lines does not fully conform to the required yard spaces on each side of such common property line or lines, such lots shall constitute a single development site and the yards as required by this code shall then not apply to such common property lines.

Finding: The proposed buildings are contained wholly within the subject tax lot. This standard does not apply.

E. Dwellings Where Permitted above Nonresidential Buildings. The front and interior yard requirements for residential uses shall not be applicable; provided, that all yard requirements for the district in which such building is located are complied with.

Finding: There are no nonresidential buildings included with this project; therefore, this requirement does not apply.

F. In the AI airport industrial district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, even if located upon an adjacent parcel.

G. In the AR airport residential district, clear areas, safety areas, object-free areas, taxiways, parking aprons, and runways may be counted as required yards for a building, if located upon an adjacent parcel.

Finding: The property is zoned R-2; therefore, these criteria do not apply.

15.410.020 Front yard setback

A. Residential (see Appendix A, Figure 10).

1. AR, R-1 and R-2 districts shall have a front yard of not less than 15 feet. Said yard shall be landscaped and maintained.

3. The entrance to a garage or carport, whether or not attached to a dwelling, shall be set back at least 20 feet from the nearest property line of the street to which access will be provided. However, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.

Finding: The subject property is zoned R-2. The Site Plan does not include a front yard dimension demonstrating compliance with this standard. Prior to building permit issuance, the Applicant shall include a front yard dimension demonstrating compliance with the applicable 15-foot standard as well as including a dimension for any proposed encroachments. Encroachments shall meet the standards of NMC 15.410.070. The front yard setback requirements will be met with adherence to the aforementioned condition.

15.410.030 Interior yard setback

A. Residential.

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

Finding: The Site Plan shows all proposed buildings are more than five feet from the interior lot lines (east, west, and south). This criterion is met.

15.410.050 Special setback requirements to planned rights-of-way

A. Yard Requirements for Property Abutting Partial or Future Street Rights-of-Way.

1. Except as provided in subsection (A)(2) of this section, no building shall be erected on a lot which abuts a street having only a portion of its required width dedicated, unless the yards provided and maintained in connection with such building have a width and/or depth needed to complete the street width plus the width and/or depths of the yards required on the lot by this code.

2. Where a comprehensive plan street design or a future street plan exists, the placement of buildings and the establishment of yards where required by this code shall relate to the future street boundaries as determined by said plans.

Finding: The property has frontage on what is currently named E Coffey Lane, classified as a local residential street in the Newberg Transportation System Plan (TSP). The existing right-of-way for E Coffey Lane is adequate and additional dedication or setback is not required with this proposal. E Coffey Lane south of E Aquarius Boulevard will be extended onto the subject property as a reduced width local street and will terminate in an unnamed cul-de-sac. These standards do not apply.

15.410.060 Vision clearance setback

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

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

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

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

Finding: The Applicant did not show the clear vision triangle on the Site Plan. Prior to building permit issuance, the vision clearance areas shall be reflected on the Site Plan at all applicable intersections. The vision clearance area shall conform to Appendix A, Figure 9.The vision clearance requirements will be met with adherence to the aforementioned condition.

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

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

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

1. Eaves, cornices, belt courses, sills, awnings, buttresses or other similar features.

2. Chimneys and fireplaces, provided they do not exceed eight feet in width.

3. Porches, platforms or landings which do not extend above the level of the first floor of the building.

4. Mechanical structures (heat pumps, air conditioners, emergency generators and pumps).

Finding: The Applicant's Site Plan and narrative do not indicate that there are any planned intrusions into the required front or interior yards. However, as indicated above, prior to building permit issuance, the Applicant shall demonstrate the project meets the applicable front yard setback standard, which also includes showing any proposed encroachments. Mimimum setbacks for any encroachments into required yards will be checked for compliance as part of the building permit review. These criteria will be checked for compliance during the building permit process.

D. Fences and Walls.

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

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

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

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

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

Finding: The Applicant's narrative indicates on Page 14 that "all side[s] of the property without fences are to be fenced." However, plans do not provide specific location details, height, or materials for the proposed fence, except where a wood fence section is indicated along the eastern property line. Fences are not permitted to be placed within

the wetland boundary. The Applicant shall submit to the City a site plan that shows the location and detail of proposed fencing in compliance with NMC 15.410.070(D). Fence requirements will be met with adherence to the aforementioned condition.

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

1. In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.

Finding: An access way connecting the parking lot to the unnamed cul-de-sac is proposed within a required yard. The standard is met.

2. In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:

a. Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single-family or two-family dwelling on a single lot.

b. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required interior yards.

c. Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with NMC 15.440.070, Parking tables and diagrams (Diagrams 1 through 3).

d. Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district shall be permitted in interior yards; provided, that said parking areas, service drives or parking spaces shall comply with other requirements of this code.

Finding: Required parking spaces are located outside the required front yard. A portion of the northeastern row of parking spaces, closest to the driveway, appear to be within the

five-foot interior yard. Prior to building permit issuance, the Applicant shall submit a revised Site Plan to the Planning Division for review and approval that shows no parking within the required interior yard or request a Type I Setback Adjustment per NMC 15.210.02(A). This criterion will be met with the adherence to the aforementioned condition of approval.

15.220.050(B) Type II Site Design Review Criteria (continued)

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

Finding: This criterion is met because the requirements of Section 15.420.010 have been met outright or will be met with the implementation of the conditions of approval demonstrated below.

15.420.010 Required minimum standards

A. Private and Shared Outdoor Recreation Areas in Residential Developments.

1. Private Areas. Each ground-level living unit in a residential development subject to a design review plan approval shall have an accessible outdoor private space of not less than 48 square feet in area. The area shall be enclosed, screened or otherwise designed to provide increased privacy for unit residents, their guests and neighbors.

Finding: The Architectural Plans show that each ground-floor apartment unit will have individual outdoor spaces. The Applicant's narrative indicates each space is 69 square feet, however, ground floor patios on Building F and Building E appear smaller than the 48 square-foot outdoor private space minimum. It is unclear if patio paving will extend beyond the building face. Prior to building permit issuance, the Applicant shall include a total area for ground floor patios on floor plans for Buildings E and F demonstrating compliance with the 48-square-foot minimum standard. This criterion will be met with the adherence to the aforementioned conditions of approval.

2. Individual and Shared Areas. Usable outdoor recreation space shall be provided for the individual and/or shared use of residents and their guests in any duplex or multifamily residential development, as follows:

a. One- or two-bedroom units: 200 square feet per unit.

b. Three- or more bedroom units: 300 square feet per unit.

c. Storage areas are required in residential developments. Convenient areas shall be provided in residential developments for the storage of articles such as bicycles, barbecues, luggage, outdoor furniture, and the like. These shall be entirely enclosed.

Finding: The project includes 75 two-bedroom units requiring 15,000 square feet of usable outdoor recreation space. While the NMC does not define "usable outdoor recreation space," the City does not consider wetland areas and stream corridor areas to count as usable outdoor recreation space. The Applicant does not clearly delineate areas on the Site Plan that are designated as usable outdoor recreation spaces. Prior to building permit issuance, the Applicant shall clearly delineate the usable outdoor recreation spaces and provide the total area demonstrating compliance with this standard. Open space requirements will be met with adherence to the aforementioned condition.

Each exterior deck or balcony is shown to have a ±14-square-foot enclosed storage unit, except for the northern most unit on Building C. Prior to building permit issuance, Building C floor plans shall be updated to include an enclosed storage unit for all units, where none are proposed. Enclosed storage requirements for all units in Building C will be met with adherence to the aforementioned condition

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

1. A minimum of 15 percent of the lot area shall be landscaped; provided, however, that computation of this minimum may include areas landscaped under subsection (B)(3) of this section. Development in the C-3 (central business district) zoning district and M-4 (large lot industrial) zoning district is exempt from the 15 percent landscape area requirement of this section. Additional landscaping requirements in the C-4 district are described in NMC 15.352.040(K). In the AI airport industrial district, only a five percent landscaping standard is required with the goal of "softening" the buildings and making the development "green" with plants, where possible. The existence of the runway, taxiway, and approach open areas already provide generally for the 15 percent requirement. Developments in the AI airport industrial district with a public street frontage shall have said minimum

landscaping between the front property line and the front of the building.

Finding: Sheet L-1 of the Applicant's plans includes a Landscape Concept Plan illustrating how the 15 percent standard is satisfied. The plans show the Applicant proposes ±31,375 square feet of landscaping, approximately 16.5 percent of the site (190,287 square feet, excluding the stream corridor boundary). However, the Conceptual Landscape Plan dated February 17, 2020 does not accurately depict the latest Site Plan. Prior to building permit issuance, the Applicant shall submit a revised Landscape Concept Plan accurately reflecting the site layout. Landscape area requirements will be met with adherence to the aforementioned condition.

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

Finding: All areas outside the stream corridor and not otherwise proposed for improvement are landscaped. This standard is met.

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

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

Finding: The Applicant's narrative, Site Plan, and Landscape Concept Plan differ in their depiction of the number of proposed parking spaces. The project, as proposed, requires 128 parking spaces and therefore 3,200 square feet of defined landscaped areas within the parking lot. 129 parking spaces, as is indicated on the Site Plan, would require 3,225 square feet of parking lot landscaping, and the Landscape Concept plan shows 126 parking stalls. As part of the builing permit submittal the applicant is required to provide a Site Plan, Landscape Plan and narrative response that are all consistent in the number of parking spaces being provided and that meet NMC parking and lanscaping requirements because of the inconsistencies with total number of parking spaces and defined landscape as stated in the Applicant's narrative and shown on their Site Plan and Landscape Concept Plan, The Applicant's Landscape Concept Plan indicates there is over 4,000 square feet of parking landscape area, which meets the standard for 129 parking spaces. The Landscape Concept Plan shows parking lot islands and buffers contains a variety of trees, shrubs, grasses, and groundcover. This standard is met.

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

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

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

Finding: The proposed parking lot and associated drive aisles do not run adjacent to a property line adjacent to a street. Parking areas adjacent to interior lot lines are separated by at least a five-foot-wide landscape strip containing a variety of planting materials including trees, shrubs, lawn and ground cover. The standard is met.

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

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

Finding: The Landscape Concept Plan illustrates landscape island uniformly distributed within the parking lot. Each island is defined by a 6-inch curb and landscaping areas are at least five feet in width. These standards are met.

g. All multifamily, institutional, commercial, or industrial parking areas, service drives, or

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

Finding: The proposed parking lot and access for the multifamily project abuts a residential district along the northern and eastern property lines. The Landscape Concept Plan shows a combination of evergreen trees and an existing arborvitae hedge along the interior property line to satisfy this requirement. The Site Plan also indicates a wood fence along the eastern property line. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after installation. This criterion will be met with the adherence to the aforementioned condition of approval.

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

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

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

Finding: The Site Plan and Landscape Concept Plan show landscape islands dispersed throughout the parking lot. No more than seven parking spaces are grouped together without an island separation. Subsections i and ii, above do not apply because the project meets the requirements. This standard is met.

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

a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.

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

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

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

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

Gallon cans	**3 feet on center**
4" containers	**2 feet on center**

2-1/4" containers	**18" on center**
Rooted cuttings	**12" on center**

Finding: The site will be adjacent to the unnamed cul-de-sac, south of E Aquarius Boulevard and will extend the existing E Coffey Lane, a designated local street. The Applicant's plans and narrative do not address street trees. Street tree requirments are discussed elsewhere in these Findings and are listed as a condition of approval in Section III "Conditions" of this report.

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

6. Required landscaping shall be continuously maintained.

Finding: The Applicant did not provide information or details on the required irrigation methods for landscaped areas. Prior to building permit issuance, the Applicant shall submit a revised Landscape Concept Plan detailing methods of irrigation or drought-resistant areas of nonirrigation for review and approval by the Director. This criterion will be met with the adherence to the aforementioned condition of approval.

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

Finding: The property does not contain existing overhead utility lines. Therefore, this standard does not apply.

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

Finding: This standard is not applicable because there is no site development master plan required for this application.

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

Finding: The application does not include any building or monument sign designs. However, the Applicant is required to submit a sign permit application for any proposed signs subject to the requirements of NMC 14.435. If the applicant desires to construct a sign at a later date then the applicant must apply for a sign permit for any signage listed in NMC 15.435.030. Compliance with this criterion will be determined at the time of any sign permit review.

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

Finding: The application does not include a manufactured dwelling, mobile home, or RV Park; therefore, this criterion does not apply.

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

Finding: The subject property is zoned R-2 and contains a Stream Corridor (SC) Overlay Subdistrict. Multifamily dwellings are permitted in the R-2 District. The criterion is met.

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

Finding: The western side of the subject property is located within the SC Overlay Subdistrict. The approximate stream corridor boundary and wetland boundary are shown on the Applicant's Site Plan. No encroachments are planned within the SC Overlay Subdistrict. Therefore, the proposal is exempt from the stream corridor requirements,

however, the project can take advantage of the density transfer per NMC 15.342.120. The applicable criteria are met.

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

Finding: Street and sidewalk improvements are proposed along the extension of E Coffey Lane south of E Aquarius Boulevard and will terminate unnamed cul-de-sac to be constructed. Surrounding sites are developed with residential homes and commercial uses. There are no abutting roadways which can be extended in the future. The criterion does not apply.

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

Finding: As required by staff, a traffic study dated November 2019 was submitted with the land-use application due to the proximity of the development to an intersection functioning at a poor level of service. Based on the traffic analysis, Meadow Brook Villas, Phase 2 consists of 74 apartment units and is estimated to generate 403 daily trips, 27 trips during the a.m. peak hour, and 33 trips during the p.m. peak hour using Institute of Transportation Engineers (ITE) Trip Code 221. It should be noted that there will actually be 75 apartment units constructed not 74 units. City Staff considered the discrepancy between the number of apartment units and determined that a one unit difference would not change the results of the Applicants' traffic analysis. Six study area locations were evaluated to determine the impact to the adjacent transportation system.

The traffic study identified that the N Springbrook Road/E Haworth Avenue intersection is functioning below the City's level of service standard D, and that trips from the proposed development continue to degrade the performance of the existing stop-controlled intersection. The traffic study identifies that the City should continue to monitor the intersection and begin planning improvements to the intersection.

Project I09 in the City's 2016 Transportation System Plan (TSP) calls for installing a traffic signal and left turn lanes on E Haworth Avenue, at the N Springbrook Road/E Haworth Avenue intersection with an estimated cost of $400,000 (2016 dollars). The Meadow Brook Villas Phase 2 development traffic study notes that 20 a.m. trips out of a total 1217 a.m. trips and 25 p.m. trips out of a total of 1688 p.m. trips are being added to the N Springbrook Road/E Haworth Avenue intersection as a direct result of the Meadow Brook Villas Phase 2 development. A Traffic Impact Fee was developed to capture the proportional impact of the development on public facilities and services.

Because the applicant's development is adversely impacting the N Springbrook Road/E Haworth Avenue intersection, the applicant will be required to pay a Traffic Impact Fee for the N Springbrook Road/E Haworth Avenue intersection which is being assessed based on the proportional impact of the development on public facilities and services. The following formula was used to develop a Traffic Impact Fee to capture the proportional impact of the development based on the most significant a.m. or p.m. proportional volume contribution:

($400,000 for the TSP cost of an intersection upgrade)x(20 a.m. trips directly related to Meadow Brook Villas Phase 2 development)/(1217 a.m. peak hour total trips through the intersection) = $6,574 Traffic Impact Fee.

Prior to building permit issuance, the Applicant shall pay the $6,574 Traffic Impact Fee, because the applicant's development is adversely impacting the N Springbrook Road/E Haworth Avenue intersection.

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

B. Additional Applicable Standards

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.

Finding: As required by staff, a traffic study dated November 2019 was submitted with the land-use application due to the proximity of the development to an intersection functioning at a poor level of service. Based on the traffic analysis, Meadow Brook Villas, Phase 2 consists of 74 apartment units and is estimated to generate 403 daily trips, 27 trips during the a.m. peak hour, and 33 trips during the p.m. peak hour using ITE Trip Code 221. Six study area locations were evaluated to determine the impact to the adjacent transportation system. The traffic study analyzed 74 units, whereas the project plans show 75 units. However, this does not significantly change the results of the traffic study.

The traffic study identified that the N Springbrook Road/E Haworth Avenue intersection is functioning below the City's level of service standard D, and that trips from the proposed development continue to degrade the performance of the existing stop-controlled intersection. The traffic study identifies that the City should continue to monitor the intersection and begin planning improvements to the intersection.

The applicant has submitted a traffic study that meets the City's requirements. This criterion is met.

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).

Design Review	Possible Points	Points Earned
Site Design Elements		

Consolidate Green space	**3**	**3**
Preserve existing natural features	**3**	**3**
Use front setback to build a street edge	**3**	**0**
Place parking lots on sides or back of projects	**3**	**3**
Create "outdoor rooms"	**2**	**2**
Provide good quality landscaping	**2**	**2**
Landscape at edges of parking lots	**2**	**2**
Use street trees and vegetative screens	**1**	**1**
Use site furnishings to enhance open space	**1**	**0**
Keep fences "neighborly"	**1**	**0**
Use entry accents	**1**	**1**
Use appropriate outdoor lighting	**1**	**1**
Orient buildings toward the street	**3**	**0**
Respect the scale and patterns of nearby buildings	**3**	**3**
Break up large building planes into bays	**3**	**3**
Provide variation in repeated units	**3**	**3**
Building materials: **a) wood or wood-like siding** **b) shingles on roof or upper portions** **c) brick at base of walls or chimneys** **d) wood or wood-like sash windows** **e) wood or wood-like trim**	**1 each**	**1(a)** **1(b)**
Incorporate historical architectural elements	**2**	**0**
Keep car shelters accessory to building	**2**	**0**
Provide a front porch at every main entry	**2**	**1**
Use slope roofs at a pitch of 3:12 or steeper	**2**	**2**
Total Earned		**32**

Finding: The multifamily residential project contains 75 units. Therefore, the project must score at least 20 points. The table above shows the point values obtained, and a total score of 32. Therefore, the NMC requirements of this section are met.

Chapter 15.430 UNDERGROUND UTILITY INSTALLATION

15.430.010 Underground utility installation.

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

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

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

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

2. There are physical factors that make undergrounding extraordinarily difficult.

3. Existing utility facilities in the area are primarily overhead and are unlikely to be changed.

Finding: The Applicant's narrative indicates that they understand all new utility lines not limited to electric, communication, natural gas, and cable television transmission lines will be placed underground. The requirements of this section of the NMC is met.

Division 15.500 PUBLIC IMPROVEMENT STANDARDS

Chapter 15.505 PUBLIC IMPROVEMENT STANDARDS

15.505.020 Applicability.

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

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

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

Finding: The Applicant's narrative and preliminary plans shows the extension of E Coffey Lane, south of E Aquarius Boulevard, and terminating in a new unnamed cul-de-sac with a sidewalk along the south/west side of the roadway. Additionally, a saw cut to extend the waterline in what is currently named E Coffey Lane impacts the southeast corner of the E Coffey Lane/E Aquarius Boulevard intersection. This criteria will be met if all improvements necessary to serve the development meet City standards and are completed, see conditions of approval 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: Preliminary plans show the Applicant connecting to the existing 8-inch water line in E Aquarius Boulevard and extending the public water line south through the terminus of the proposed unnamed cul-de-sac. A public water line and fire line are then extended south to serve Buildings C, D, E, and F. This criteria will be met if all improvements necessary to service the development meet City standards and are completed, see conditions of approval 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: Preliminary plans show the Applicant connecting to the existing 8-inch wastewater line that runs north-south on the E Coffey Lane alignment down the proposed cul-de-sac through the property, before turning 90 degrees west about 250-feet south of the northern property line. The Applicant is also showing a new wastewater line located underneath a proposed private stormwater facility which is proposed to be an infiltration facility. A stormwater facility utilizing infiltration will not be allowed over the top of a wastewater line. If the Applicant is proposing to install a wastewater line underneath the stormwater facility as shown on the plans, the stormwater facility will be required to be lined, preventing infiltration. This criteria will be met if all wastewater improvements necessary to service the development meet City standards and are completed, see conditions of approval 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 Applicant's preliminary plans show both a private stormwater facility and a public stormwater facility. This criterion will be met if all stormwater improvements necessary to service the development meet City standards are completed; see conditions of approval 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 Applicant's preliminary plans do not show a 10-foot-wide public utility easement along the south/west side of the extension of the public street (E Coffey Lane) that terminates into the cul-de-sac noted as a requirement in the September 17, 2019 email correspondence regarding the Applicant's narrative. The Applicant is showing the new public stormwater facility encroaching on the existing wastewater easement and in conflict with the required 10-foot-wide public utility easement. This criterion will be met if all easements necessary to service the development meet City standards are provided and recorded; see conditions in Section 15.505.040(F).

G. City Approval of Public Improvements Required. No building permit may be issued until all required public facility improvements are in place and approved by the director, or are otherwise bonded for in a manner approved by the review authority, in conformance with the provisions of this code and the Newberg Public Works Design and Construction Standards.

Finding: Conformance with this section of the NMC is incorporated into the Conditions of Approval in Section III.

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 showing the extension of E Coffey Lane south of E Aquarius Boulevard terminating the roadway with a to be named cul-de-sac. Due to limited available space adjacent to a wetland the Engineering Division allowed for the modification of a standard local residential street cross-section to avoid wetland impacts which are described in NMC 15.505.030(H) Modification of Street Right-of-Way and Improvement Width. E Coffey Lane or the new cul-de-sac will transition for its existing southern terminus as a local residential street to a cross-section more similar to that of a limited residential street. See the applicant's request/letter dated September 10, 2019 to reduce right-of-way and pavement width and to reduce the cul-de-sac size via Exhibit 6B. Follow-up correspondence from the Engineering Division dated September 17th, 2019 provided confirmation of the request and noted feedback on the proposal. The following cross-section and right-of-way was agreed to between the Engineering Division, Tualatin Valley Fire and Rescue, and the Applicant:

- 1 foot from back of walk to right-of-way
- 6-foot curb-tight sidewalk (west/south side of the Coffey Lane extension cul-de-sac)
- 0.5-foot curb
- 26-foot travel lane (signed with "no-parking")
- 0.5-foot curb
- 1 foot from back of walk to right-of-way

Note: The Applicant was also advised to adjust the cul-de-sac bulb to the north to maximize the usable space (outside of the wetland delineation) for the required 10-foot-wide Public Utility Easement. It does not appear that the accommodation for the Public Utility Easement has been made.

Because the Applicant's preliminary plans do not show the dedication of right-of-way and shows a 5-foot-wide curb-tight sidewalk instead of the 6-foot-wide curb-tight sidewalk required, the Applicant will be required to construct the following E Coffey Lane south extension for the unnamed cul-de-sac cross-section and dedicate sufficient right-of-way (35-feet) to construct the listed street: 1 foot from back of walk to right-of-way, 6-foot curb-tight sidewalk (west/south side of the E Coffey Lane extension cul-de-sac), 0.5-foot curb, 26-foot travel lane (signed with "no-parking"), 0.5-foot curb, and 1 foot from back of walk to right-of-way. Details for a transition from a local residential

street at the existing terminus of E Coffey Lane to the narrower cross-section listed will require approval by the City Engineer as part of the Public Improvement Plan review.

The requirments of this Section of the NMCwill be met if the aforementioned condition of approval is adhered to.

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 will be connecting to the existing terminus of E Coffey Lane to the unnamed cul-de-sac. No additional right-of-way dedication is required to the existing E Coffey Lane cross section. These criteria are met.

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

Finding: The Applicant's property is not located on a street scheduled for near-term future reconstruction and therefore a fee in lieu for improvements is not applicable. These requirements do not apply.

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: The Applicant submitted a traffic study for Meadow Brook Villas dated November 2019. The traffic study identified that the N Springbrook Road/E Haworth Avenue intersection is functioning below the City's level of service standard and that trips from the proposed development continue to degrade the performance of the existing stop-controlled intersection.

Project I09 in the City's 2016 Transportation System Plan (TSP) calls for installing a traffic signal and left turn lanes on E Haworth, at the N Springbrook Road/E Haworth Avenue intersection with an estimated cost of $400,000 (2016 dollars). The Meadow Brook Villas Phase 2 development traffic study notes that 20 a.m. trips out of a total 1217 a.m. trips and 25 p.m. trips out of a total of 1688 p.m. trips are being added to the N Springbrook Road/E Haworth Avenue intersection as a direct result of the Meadow Brook Villas Phase 2 development. A Traffic Impact Fee was developed to capture the proportional impact of the development on public facilities and services.

Because the applicant's development is adversely impacting the N Springbrook Road/E Haworth Avenue intersection, the applicant will be required to pay a Traffic Impact Fee for the N Springbrook Road/E Haworth Avenue intersection which is being assessed based on the proportional impact of the development on public facilities and services. The following formula was used to develop a Traffic Impact Fee to capture the proportional impact of the development based on the most significant a.m. or p.m. proportional volume contribution:

($400,000 for the TSP cost of an intersection upgrade) x (20 a.m. trips directly related to Meadow Brook Villas development)/(1217 a.m. peak hour total trips through the intersection) = $6,574 Traffic Impact Fee.

Prior to building permit issuance, the Applicant shall pay the $6,574 Traffic Impact Fee because the applicant's development is adversely impacting the N Springbrook Road/E Haworth Avenue intersection.

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

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

Type of Street	***Right-of-Way Width***	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes	Median Type	***Striped Bike Lane (Both Sides)***	On-Street Parking
Local Streets						
Local residential	54 – 60 feet	32 feet	2 lanes	None	No	Yes
Limited residential, parking both sides	44 – 50 feet	28 feet	2 lanes	None	No	Yes
Limited residential, parking one side	40 – 46 feet	26 feet	2 lanes	None	No	One side
Local commercial/ Industrial	55 – 65 feet	34 feet	2 lanes	None*	No*	Yes*

**** 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 extension of E Coffey Lane south E Aquarius Boulevard into the unnamed cul-de-sac is classified as a local residential street in the City's Transportation System Plan and 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 extension of E Coffey Lane south E Aquarius Boulevard into the unnamed cul-de-sac is classified a local residential street in the City's Transportation System Plan and the cross-section for a local residential street does not include bike lanes. 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 extension of E Coffey Lane is classified a local residential street in the City's Transportation System Plan, and therefore this criterion does not apply.

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

Finding: The extension of E Coffey Lane south E Aquarius Boulevard into the unnamed cul-de-sac is classified a local residential street in the City's Transportation System Plan and the cross-section for a local residential street does not include center turn lanes. This criterion does not apply.

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

a. The requirements of the fire chief shall be followed.

b. The estimated traffic volume on the street is low, and in no case more than 600 average daily trips.

c. Use for through streets or looped streets is preferred over cul-de-sac streets.

d. Use for short blocks (under 400 feet) is preferred over longer blocks.

e. The total number of residences or other uses accessing the street in that block is small, and in no case more than 30 residences.

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

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

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

Finding: Due to site constraints associated with the wetland, the applicant sent a request/letter dated September 10, 2019 to the Engineering Division for a reduction right-of-way and pavement width, in addition to reducing the cul-de-sac size via Exhibit 6B. Follow-up correspondence from the Engineering Division dated September 17th, 2019 provided confirmation of the request and noted feedback on the proposal. The feedback related to the proposed sidewalk was as follows, "The sidewalk shown on the south/west side of the roadway extension needs to be 6-feet-wide since it is a curb tight sidewalk."

The applicant's submitted plans show installing new curb-tight sidewalk along the south/west side of the cul-de-sac which terminates in a cul-de-sac. Because the applicant's plans incorrectly show the sidewalk width being 5 feet instead of the required 6 feet under a Type "B" configuration, the Applicant will be required to install a Type "B" 6-foot-wide sidewalk along the south/west side of the Coffey Lane extension connecting to the private onsite sidewalk inside of the proposed development.

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

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: Due to site constraints associated with the wetland, the applicant sent a request/letter dated September 10, 2019 to the Engineering Division for a reduction right-of-way and pavement width, in addition to reducing the cul-de-sac size via Exhibit 6B. Follow-up correspondence from the Engineering Division dated September 17th, 2019 provided confirmation of the request and noted feedback on the proposal. The Engineering

Division agreed that the planter strip could be omitted due to site constraints but indicated that the proposed curb-tight sidewalk will need to be 6 feet wide.

The applicant's submitted plans show installing new curb-tight sidewalk along the south/west side of the E Coffey Lane extension south of E Aquarius Boulevard which terminating in a cul-de-sac. Because the applicant's plans omit the planter strip due to wetland site constraints, the application will be required to install a Type "B" 6-foot-wide curb-tight sidewalk along the south/west side of the Coffey Lane extension connecting to the private on-site sidewalk inside of the proposed development.

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

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

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

10. Intersections and Street Design. The street design standards in the Newberg public works design and construction standards shall apply to all public streets, alleys, bike facilities, and sidewalks in the city.

Finding: The Applicant has acknowledged that they will be following the Public Works Design and Construction Standards. This criterion does not apply.

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

Finding: This application does not include a conditional use permit. The criterion does not apply.

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

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

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

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

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

Finding: The applicant's development site is comprised of both wetlands and the City's Stream Corridor Overlay. Additionally, the access to the site must be taken from an existing local street stub at E Coffey Lane. Due to the proximity of the wetland to the existing street stub, modification to the City's design standards are required meeting criteria 15.505.030(H)(1)(a, b, and c).

Due to site constraints associated with the wetland, the applicant sent a request/letter dated September 10, 2019 to the Engineering Division for a reduction of right-of-way and pavement width for the extension of E Coffey Lane, in addition to reducing the cul-de-sac size. The Engineering Division responded to the request/letter in an email dated September 17th, 2019 and provided general confirmation of the request and noted feedback on the proposal with requirements. This criteria is met and is being conditioned where applicable in specific municipal code sections including NMC 15.505.030(G)(7) Sidewalks, NMC15.5050.030(G)(8) Planter Strips, and NMC 15.505.030(L) Cul-de-sacs.

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.

Finding: The applicant is not proposing a Planned Unit Development, this criterion is not applicable.

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: As required by staff, a traffic study dated November 2019 was submitted with the land-use application due to the proximity of the development to an intersection functioning at a poor level of service. Based on the traffic analysis, Meadow Brook Villas Phase 2 consists of 74 apartment units and is estimated to generate 403 daily trips, 27 trips during the a.m. peak hour, and 33 trips during the p.m. peak hour using ITE Trip Code 221.

It has been found that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes. This criterion is met.

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

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

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

Finding: The Applicant has given suitable recognition to surrounding topographical conditions. The requirement 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: There are no possible future street extensions as part of this project. This criterion does not apply.

L. Cul-de-Sacs.

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

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

b. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering the potential for redevelopment.

c. Where streets or accessways would violate provisions of leases, easements, or similar restrictions.

d. Where the streets or accessways abut the urban growth boundary and rural resource land in farm or forest use, except where the adjoining land is designated as an urban reserve area.

Finding: The Applicant's proposal meets criteria 15.5050.030(L)(1)(a) and (b). The termination of E Coffey Lane into a cul-de-sac is occurring due to existing topographic conditions due to an existing wetland occupying a significant portion of the site. The subject property is surrounded by developed properties to the east and south. Existing property to the east includes developed single-family homes and a through roadway connection is not feasible nor likely in the future. Additionally, E Coffey Lane cannot be extended south to connect to OR-99W (E Portland Road) due to an existing commercial development. As a reminder, the roadway south of the E Coffey Lane and E Aquarious Boulevard intersection will require a new street name. These criteria do not apply.

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).

Finding: The Applicant's proposed cul-de-sac connects to an existing street stub for E Coffey Lane and is approximately 260-feet in length. This criterion is met.

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

Finding: The proposed cul-de-sac will serve a 75-unit multifamily complex. This criterion does not apply.

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: Due to site constraints associated with the wetland, the Applicant sent a request/letter dated September 10, 2019 to the Engineering Division for a reduction of right-of-way and pavement width for the extension of E Coffey Lane, in addition to reducing the cul-de-sac size. The applicant proposed a 70-foot-diameter (35-foot radius) cul-de-sac, which is allowed in our code with provisions.

The Engineering Division responded to the request/letter in an email dated September 17th, 2019 and provided general confirmation of the request and noted that the Applicant would need to get concurrence for the cul-de-sac design from Tualatin Valley Fire & Rescue.

The applicant provided email correspondence with Tualatin Valley Fire & Rescue that occurred on April 16, 2020 and which deems the design acceptable to the Fire District.

The Applicant's site plan provides curbside sidewalks on the south/west side of the street extension/cul-de-sac and the proposed apartment buildings are required to have sprinkler systems.

Because the Applicant has not clearly indicated how they meet of the City's requirements for the proposed 35-foot-radius cul-de-sac, the applicant will be required to sign the extension of E Coffey Lane and the cul-de-sac with no parking signage and install a mountable curb. Additionally the applicant will be required to dedicate right-of-way to construct a 70-foot-diameter curb-to curb cul-de-sac bulb with 0.5-foot curbs, a 6-foot sidewalk, and 1 foot from back of sidewalk or curb to the right of way, resulting in a diameter of 79 feet.

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

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

Finding: The Applicant is required to provide a new street name for the roadway south of the E Aquarius Boulevard and E Coffey Lane intersection for the director and fire marshal to review and must provide new street signs meeting City requirements. 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: The Applicant is not proposing alleys. These criteria do not apply.

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

Finding: The Applicant is not proposing private streets. This criterion does not apply.

Q. Traffic Calming.

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

a. Serpentine alignment.

b. Curb extensions.

c. Traffic diverters/circles.

d. Raised medians and landscaping.

e. Other methods shown effective through engineering studies.

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

Finding: The Application does not include traffic calming infrastructure. This criterion does not apply.

R. Vehicular Access Standards.

1. Purpose. The purpose of these standards is to manage vehicle access to maintain traffic flow, safety, roadway capacity, and efficiency. They help to maintain an adequate level of service consistent with the functional classification of the street. Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city.

Access is limited and managed on these roads to promote efficient through movement. Local streets and alleys provide access to individual properties. Access is managed on these roads to maintain safe maneuvering of vehicles in and out of properties and to allow safe through movements. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.

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

Table 15.505.R. Access Spacing Standards

Roadway Functional Classification	Area[1]	***Minimum Public Street Intersection Spacing (Feet)[2]***	***Driveway Setback from Intersecting Street[3]***
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 driveways on adjoining streets, one driveway is allowed as far from the intersection as possible.

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: This development will only take access from the cul-de-sac. This criterion does not apply.

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

Finding: The Applicant is not proposing more than one driveway. 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 subject property does not have alley access. The alley access 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 closure of existing access. The criterion does not apply.

7. Shared Driveways.

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

b. Access easements (i.e., for the benefit of affected properties) and maintenance agreements shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

c. No more than four lots may access one shared driveway.

d. Shared driveways shall be posted as no parking fire lanes where required by the fire marshal.

e. Where three lots or three dwellings share one driveway, one additional parking space over those otherwise required shall be provided for each dwelling. Where feasible, this shall be provided as a common use parking space adjacent to the driveway.

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

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

Finding: The application does not include frontage streets or alleys. These criteria do not apply.

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

Finding: The partition is not located proximate to Oregon Department of Transportation (ODOT) or Yamhill County right-of-way. The criterion does not apply.

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

a. Where existing and planned future development patterns or physical constraints, such as topography, parcel configuration, and similar conditions, prevent access in accordance with the above standards.

b. Where the proposal is to relocate an existing access for existing development, where the relocated access is closer to conformance with the standards above and does not increase the type or volume of access.

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

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

Finding: The Applicant is not proposing any exceptions. These criteria do not apply.

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. These criteria are not applicable.

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

Finding: The Applicant has not provided information on street trees along the extension of E Coffey Lane. With the requirement for a 6-foot-wide sidewalk along the south/west side of E Coffey Lane and the wetland boundary, it is unclear if there is adequate room for street trees along the south/west side of E Coffey Lane. However, the Preliminary Demolition Plan and Existing Conditions Plan show trees within the stream corridor are to remain and be protected during construction. The Landscape Concept Plan (Sheet L-1) shows a mix of evergreen trees, shrubs, and groundcover proposed on the north and east side of the E Coffey Lane extension and cul-de-sac. The Applicant will be required to provide street trees that are compliant with 15.420.010(B)(4).

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 Applicant's narrative does not directly address the City's street lighting requirement. Because a lighting analysis has not been provided, the applicant will be required to show via a lighting analysis that the existing street lighting meets City standards or provide additional street lighting along the new roadway section (E Coffey

Lane extension) that is compliant 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 extension of E Coffey Lane including the illumination of the cul-de-sac bulb.

The criterion will be met if the aforementioned condition of approval is 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. These criteria do not apply.

15.505.040 Public utility standards.

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

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

C. General Standards.

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

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

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

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

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

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

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

Finding: The Applicant's plans show a public water line connection to the existing water line in E Aquarius Boulevard. The water line is then being extended south through the terminus of the cul-de-sac and then into the development to serve the proposed buildings. The water line extending past the end of the cul-de-sac will be a public line in a 15-foot-wide utility easement. Because construction plans have not yet been submitted and it's unclear if fire flows have been verified for the new water service lateral connection. The Applicant will be required to verify that adequate fire flow exists, and are required to submit construction plans and obtain a Public Improvement Permit

to install an 8-inch public water line pursuant to the requirements of the City's Public Works Design and Construction Standards. Additionally, the City will require separate water line taps for the private domestic line and the file service lines from the public main.

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

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

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

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

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

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

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

6. The design of the wastewater facilities shall take into account provisions for the future extension beyond the development to

serve upstream properties, which, in the judgment of the city, cannot be feasibly served otherwise.

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

Finding: The Applicant's plans show connecting to the existing wastewater line at an existing manhole where the line turns 90-degrees to the west. Service lateral connections are shown to building C-F. Because the Applicant has not yet submitted construction plans, the applicant will be required to submit construction plans that show connection to the public wastewater system via a manhole pursuant to the requirements of the City's Public Works Design and Construction Standards.

Additionally, the Applicant's preliminary plans show the public stormwater facility encroaching on the existing 15-foot-wide wastewater easement at the north end of the property. A public stormwater facility cannot be collocated in a public wastewater easement. Connection to a manhole is required to be 90-degrees or greater. Cleanouts will be required at each building. If the Applicant is proposing to install a wastewater line underneath the stormwater facility as shown on the plans, the stormwater facility will be required to be lined, preventing infiltration.

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 drawing that does not show all required utility easements. Because the Applicant has not shown or recorded all utility easements, the Applicant will be required to record all necessary utility easements meeting the specification and standards of the City's Public Works Design and Construction Standards, not necessarily limited to:

i. Because it is unclear if franchise utilities who typically use the public utility easement are agreeable to the exclusion of a 10-foot-wide public utility easement adjacent to the north/east side of the cul-de-sac bulb and E Coffey Lane extension, the Applicant is required to coordinate with franchise utilities

and provide a public utility easement width meeting the requirements of the franchise utilities with a maximum public utility easement of 10 feet along all public street frontages as coordinated with franchise utility providers. The City of Newberg must be provided with documentation of the ultimate public utility easement locations as coordinated with and approved by the necessary franchise utilities prior to the approval of the final plat. Stormwater facilities cannot be co-located in public utility easements.

ii. 15-foot-wide public water line easement over the proposed public water line and associated hydrants serving the development on private property.

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

15.505.050 Stormwater system standards.

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

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

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

Finding: The Applicant's preliminary plans and stormwater report show both public and private stormwater facilities. The public facility is treating and detaining stormwater created by the extension of E Coffey Lane and/or the cul-de-sac, and the private facility is treating and detaining the new impervious surface area from the private development. The following feedback was provided to the applicant in the second round completeness check on April 30, 2020. Issues not limited to the items below will need to be addressed and updated in the final plans/stormwater report:

- There are concerns with the proximity of improvements to the wetland boundary, i.e. the corner of Building E, the proposed public stormwater facility, and the outfall for the private stormwater facility. It appears construction activities may need to occur within the wetland (or stream corridor) to build what has been proposed. The applicant will be required to coordinate with Oregon Department of Environmental Quality (DEQ) and Department of State Lands (DSL) to make a determination if permitting is required.

- The public stormwater facility will need to be located in a stormwater tract dedicated to the City of Newberg.

- Drainage Report

    - Page 3 of the report notes "The project will have minimal impact on the wetlands." If any impact to the wetland is anticipated the applicant will need to coordinate with DEQ/DSL to make a determination on permit requirements.

    - Page 6 of the report notes "The 5 tests were taken in the locations of the proposed stormwater detention facilities." Only 2 test were taken in the Phase 2 project boundary and neither test was taken in the location of the proposed stormwater facilities. Additional infiltration tests will likely be required. The proposed City stormwater facility is located in a different soil type then the soil type where the infiltration testing was completed.

    - The Applicant has provided limited design details on the plan and in the drainage report concerning the public stormwater facility. City detail 451 cannot be used to size this facility. The City's sizing form in detail 451 is for single family residential use up to an impervious surface area of 2,877 square feet only.

    - The private stormwater facility proposed is noted as being an infiltration facility. The Applicant's plans are proposing private wastewater laterals underneath this storm facility and therefore the facility must be fully lined and cannot infiltrate as assumed.

    - Page 7 of the report describes operations and maintenance responsibilities. The City of Newberg will only maintain public stormwater facilities. The proposed private facility will be owned and maintained by this development exclusively and will require a private stormwater maintenance agreement.

Because a final stormwater analysis has not been completed to size the public and private facilities and to convey the stormwater from the newly created impervious surface, the Applicant will be required to submit a final stormwater report and construction plans meeting the City's Public Works Design and Construction Standards showing that runoff from new impervious surface is being treated and detained.

This 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: Preliminary plans and a preliminary stormwater narrative for the proposed development have been submitted. This site currently has no hard surfaces. New impervious surfaces will be created and both public and private stormwater quality and quantity facilities will be required. The Applicant has not obtained appropriate erosion control permitting which will be needed to construct the improvements. Because this project will disturb more than one acre and erosion control permitting has not been obtained the Applicant will be required to obtain a 1200-C permit from DEQ. The Applicant will be required to submit a copy of the 1200-C permit from DEQ to the City prior to the issuance of the Public Improvement 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. [Ord. 2810 § 2 (Exhs. B, C), 12-19-16.]

Finding: The Applicant's preliminary plans and stormwater report show both public and private stormwater facilities. The public facility is treating and detaining stormwater created by the extension of E Coffey Lane and the private facility is treating and detaining the new impervious surface area from the private development. Because a final stormwater report and construction plans have not yet been submitted, the Applicant will be required to submit a final stormwater report and construction plans meeting the City's Public Works Design and Construction Standards and to obtain a Public Improvement Permit to install the stormwater system improvements. Utility designs and alignments will be reviewed as part of the Public Improvement Permit. Stormwater facilities cannot be co-located in public utility easements. The applicant must also provide a concurrence letter from State and Federal permitting agencies confirming that additional wetland permitting is not required for this development.

CONCLUSION:

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

Section III: Conditions of Approval

A. The Applicant must provide the following information for review and approval prior to construction of any improvements:

1. Building Permit Submittal: Submit a building permit application and two (2) complete working drawing sets of the proposed project. Show all the features of the plan approved through design review, including the following:

a. ADA accessible route
b. Existing and finish grade elevations
c. Grading plan
d. O.S.S.C. Chapter 11 (ADA) requirements relating to access from the public way, parking spaces and signage
e. On-site walks
f. Parking lot design, including ADA compliant spaces
g. Structural details
h. Utility plan
i. Bicycle parking
j. Trash and refuse storage

2. Construction Plans must be submitted for all infrastructure per the requirements below. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved and all necessary permits have been obtained.

B. 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. We request a narrative response describing how each Conditional of Approval is being met.

1. Parking, Lighting, Building Height, Setbacks and Fencing:

a. The Applicant shall remove the tandem parking spaces from the design and shall modify the project's design or request a Type I parking adjustment per NMC 15.210.020(C) to meet the minimum number of parking spaces required. The modified plans or adjustment shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.

b. The Applicant shall provide an updated Site Photometrics Plan and wall mounted lighting cut sheets to demonstrate the standards of NMC 15.425.040 can be met and modify the Site Plan to show all proposed site lighting. The modified Site Photometrics Plan and Site Plan shall be submitted to the Planning Division for review and approval prior to the issuance of building permits.

c. Prior to the issuance of building permits, the Applicant shall demonstrate how the proposed bicycle parking facilities meets the design requirements of NMC 15.440.110 and that adequate space is provided to meet the minimum number of required spaces.

d. Prior to building permit issuance, the Applicant shall modify the design of Building F or the alternative height diagram to demonstrate compliance with the height standards. The Applicant shall also demonstrate compliance with the Alternative Height Standard on the elevation for Buildings C, D and E.

e. Prior to building permit issuance, the Applicant shall include a front yard dimension demonstrating compliance with the applicable 15-foot standard as well as including a dimension for any proposed encroachments. Encroachments shall meet the standards of NMC 15.410.070.

f. Prior to building permit issuance, the vision clearance areas shall be reflected on the Site Plan at all applicable intersections. The vision clearance area shall conform to Appendix A, Figure 9.

g. Prior to building permit issuance, the Applicant shall demonstrate the project meets the applicable front yard setback standard, which also includes showing any proposed encroachments. Mimimum setbacks for any encroachments into required yards will be checked for compliance as part of the building permit review.

h. The Applicant shall submit to the City a site plan that shows the location and detail of proposed fencing in compliance with NMC 15.410.070(D).

i. Prior to building permit issuance, the Applicant shall submit a revised Site Plan to the Planning Division for review and approval that shows no parking within the required interior yard or request a Type I Setback Adjustment per NMC 15.210.02(A).

2. Usable Outdoor Space, Storage and Landscaping:

a. Prior to building permit issuance, the Applicant shall include a total area for ground floor patios on floor plans for Buildings E and F demonstrating compliance with the 48-square-foot minimum standard.

b. Prior to building permit issuance, the Applicant shall clearly delineate the usable outdoor recreation spaces and provide the total area demonstrating compliance with this standard.

c. Prior to building permit issuance, Building C floor plans shall be updated to include an enclosed storage unit for all units, where none are proposed.

d. Prior to building permit issuance, the Applicant shall submit a revised Landscape Concept Plan accurately reflecting the site layout.

e. As part of the builing permit submittal the applicant is required to provide a Site Plan, Landscape Plan and narrative response that are all consistent in the number of parking spaces being provided and that meet NMC parking and lanscaping requirements.

f. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after installation.

g. Prior to building permit issuance, the Applicant shall submit a revised Landscape Concept Plan detailing methods of irrigation or drought-resistant areas of nonirrigation for review and approval by the Director.

3. Streets and Sidewalks:

a. Prior to building permit issuance, the Applicant shall pay the $6,574 Traffic Impact Fee.

b. The Applicant will be required to construct the following E Coffey Lane south extension for the unnamed cul-de-sac cross-section and dedicate sufficient right-of-way (35-feet) to construct the listed street: 1 foot from back of walk to right-of-way, 6-foot curb-tight sidewalk (west/south side of the E Coffey Lane extension cul-de-sac), 0.5-foot curb, 26-foot travel lane (signed with “no-parking”), 0.5-foot curb, and 1 foot from back of walk to right-of-way. Details for a transition from a local residential street at the existing terminus of E Coffey Lane to the narrower cross-section listed will require approval by the City Engineer as part of the Public Improvement Plan review.

c. The Applicant will be required to install a Type “B” 6-foot-wide sidewalk along the south/west side of the Coffey Lane extension connecting to the private onsite sidewalk inside of the proposed development.

d. The applicant will be required to sign the extension of E Coffey Lane and the cul-de-sac with no parking signage and install a mountable curb. Additionally the applicant will be required to dedicate right-of-way to construct a 70-foot-diameter curb-to curb cul-de-sac bulb with 0.5-foot curbs, a 6-foot sidewalk, and 1 foot from back of sidewalk or curb to the right of way, resulting in a diameter of 79 feet.

e. The Applicant is required to provide a new street name for the roadway south of the E Aquarius Boulevard and E Coffey Lane intersection for the director and fire marshal to review and must provide new street signs meeting City requirements.

f. The applicant will be required to show via a lighting analysis that the existing street lighting meets City standards or provide additional street lighting along the new roadway section (E Coffey Lane extension) that is compliant 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 extension of E Coffey Lane including the illumination of the cul-de-sac bulb.

4. Water:

a. The Applicant will be required to verify that adequate fire flow exists, and are required to submit construction plans and obtain a Public Improvement Permit to install an 8-inch public water line pursuant to the requirements of the City's Public Works Design and Construction Standards. Additionally, the City will require separate water line taps for the private domestic line and the file service lines from the public main

5. Stormwater:

b. The Applicant's preliminary plans show the public stormwater facility encroaching on the existing 15-foot-wide wastewater easement at the north end of the property. A public stormwater facility cannot be collocated in a public wastewater easement. Connection to a manhole is required to be 90-degrees or greater. Cleanouts will be required at each building. If the Applicant is proposing to install a wastewater line underneath the stormwater facility as shown on the plans, the stormwater facility will be required to be lined, preventing infiltration.

c. The Applicant will be required to submit a final stormwater report and construction plans meeting the City's Public Works Design and Construction Standards showing that runoff from new impervious surface is being treated and detained.

d. The Applicant will be required to submit a final stormwater report and construction plans meeting the City's Public Works Design and Construction Standards and to obtain a Public Improvement Permit to install the stormwater system improvements. Utility designs and alignments will be reviewed as part of the Public Improvement Permit. Stormwater facilities cannot be co-located in public utility easements. The applicant must also provide a concurrence letter from State and Federal permitting agencies confirming that additional wetland permitting is not required for this development.

6. Wastewater:

a. The applicant will be required to submit construction plans that show connection to the public wastewater system via a manhole pursuant to the requirements of the City's Public Works Design and Construction Standards.

7. Easements:

a. The Applicant will be required to record all necessary utility easements meeting the specification and standards of the City's Public Works Design and Construction Standards, not necessarily limited to:

i. The Applicant is required to coordinate with franchise utilities and provide a public utility easement width meeting the requirements of the franchise utilities with a maximum public utility easement of 10 feet along all public street frontages as coordinated with franchise utility providers. The City of Newberg must be provided with documentation of the ultimate public utility easement locations as coordinated with and approved by the necessary franchise utilities prior to the approval of the final plat. Stormwater facilities cannot be co-located in public utility easements.

ii. 15-foot-wide public water line easement over the proposed public water line and associated hydrants serving the development on private property.

8. Permits:

a. If the applicant desires to construct a sign at a later date then the applicant must apply for a sign permit for any signage listed in NMC 15.435.030.

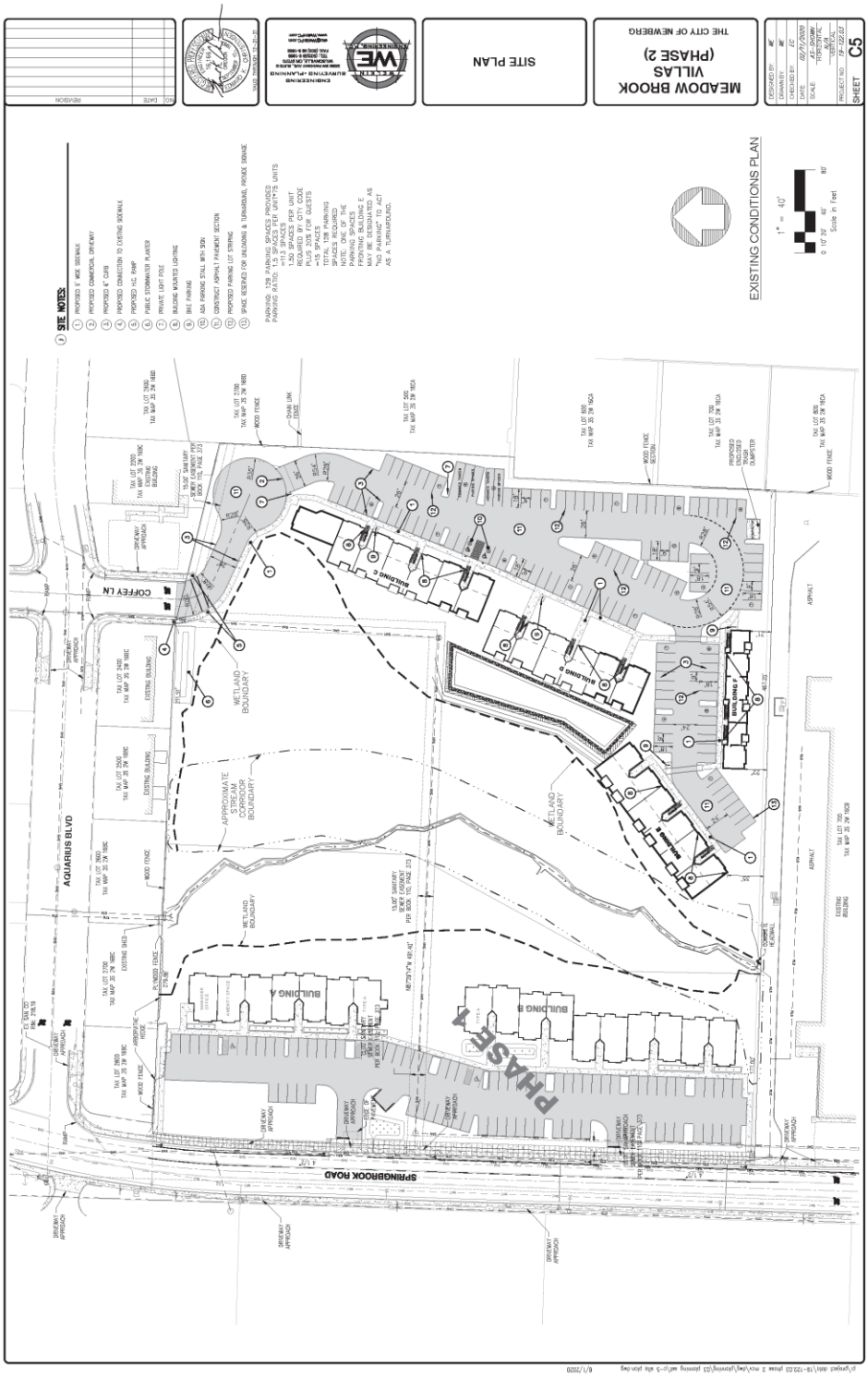
b. The applicant will be required to coordinate with Oregon Department of Environmental Quality (DEQ) and Department of State Lands (DSL) to make a determination if permitting is required.

b. The Applicant will be required to obtain a 1200-C permit from DEQ. The Applicant will be required to submit a copy of the 1200-C permit from DEQ to the City prior to the issuance of the Public Improvement Permit.

C. Development Notes:

1. **Tualatin Valley Fire & Rescue (TVF&R):** The developer shall coordinate with TVF&R on requirements noted in Attachment 3.
2. **System Development Charges (SDCs) will be collected when building permits are issued.** For questions regarding SDCs please refer to the City fee packet and contact the Engineering Services Division.

Attachment 1: Preliminary Site Plan



Attachment 2: Application

WELKIN ENGINEERING, PC
Engineers Planners Surveyors

TRANSMITTAL

DATE: 3/17/20

TO: City of Newberg
Planning

ATTN: Keisha Owens

RE: Meadow Brook Villas – Phase 2

RECEIVED
APR 17 2020
Initial:

WE ARE TRANSMITTING THE FOLLOWING BY:

☐ US Mail × Messenger ☐ Other _____

FOR THE FOLLOWING PURPOSE(S):

☐ As requested × For approval ☐ For your use

☐ Other _____

Item	No.	Description
1	3	application narrative, notice, 8 ½ x 11 plans, full size plans, storm drainage report, mailing label, and Notice Sign
2	3	Incomplete Notice Response Letter
3		
4		
5		
6		

REMARKS:

Cc: _____

SIGNED: _____

25260 SW PARKWAY AVENUE, SUITE G – WILSONVILLE, OR 97070
PHONE (503) 598-1866 FAX (503) 598-1868
ekc@WelkinPC.com www.WelkinPC.com

1st Incompleteness Letter Responses for DR220-0004 the Meadow Brook Vista Apartments Phase 2

1306 N. SPRINGBROOK RD. (OFF COFFEY LN.) IN NEWBERG, OREGON

By: Edward K. Christensen
Submitted: 4/17/20

25260 SW PARKWAY DR., SUITE G, WILSONVILLE, OR 97070
(503) 598-1866, fax (503) 598-1868
www.WelkinPC.com ekc@WelkinPC.com

Staff completed the first completeness check for File No. DR220-0004 on March 19, 2020 and found that we need provide additional information before the project can be deemed complete. Please submit the missing items mentioned below for a second completeness check.

Incomplete Items:

- **Public Notice Information:** Please submit a draft of the Land Use Notice sign to be posted for review and feedback. An example can be found in the Type II application material. We also need a copy of the mailing labels for all properties to be notified within 500 feet of the site.
  RESPONSE: THE MAILING LABELS ARE ENCLOSED WITH THIS RESPONSE, AS WELL AS A COPY OF THE LAND USE NOTICE SIGN.

- **Site Plan:** The site plan shows Building C and site landscaping located within the stream corridor. Newberg Municipal Code 15.342.100 Type III process for exceptions and variances applies to this situation. You will need to submit a variance application and supporting material per 15.342.100B. You have the option of having the variance and design review go before the Planning Commission or the variance alone can go before the Planning Commission. The second option will delay your design review decision. There may be some confusion that the variance for Phase 1 applies to Phase 2. The variance was approved for Phase 1.
  RESPONSE: BUILDING C HAS BEEN ROTATED OUT OF THE STREAM CORRIDOR AND ALL LANDSCAPING HAS BEEN REMOVED. NO VARIANCE WILL BE REQUIRED.

- **Architectural Plans:** The application is missing the Level 3 floor plans. The application additionally is missing the building elevations for Building D. Two full size copies are needed as well as a set of 8 ½"x 11" drawings.
  RESPONSE: LEVEL 3 FLOOR PLANS ARE INCLUDED IN THIS SUBMITTAL AND THE MISSING THE BUILDING ELEVATIONS FOR BUILDING D (PLEASE NOTE BUILDING D IS NOW BUILDING F). TWO FULL SIZE COPIES ARE INCLUDED ALSO.

- **Drainage Report:** Drainage Report -
  1. Stormwater quantity section is missing
  2. 100-year overflow discussion is missing
  3. It appears the applicant is not proposing any LIDA facilities as part of the design. The City has a hierarchy (4.6.8 of the Public Works Design and Construction Standards) of stormwater facilities and the applicant cannot jump straight to a mechanical treatment option without walking through the

hierarchy and providing robust documentation about why a full or partial LIDA facility approach is not feasible.

4. On design plans sheet C7, Note 10 is missing. Is the applicant proposing to discharge stormwater into the existing creek/drainage? If so, DEQ permitting (JPA) for a stormwater outfall is required if it's occurring inside of the Stream Corridor boundary.
5. On the design plans sheet C7, Note 9 references a public rain garden but no call out can be found on the design plans. Is the applicant proposing a public rain garden?

RESPONSE: A NEW STORMWATER REPORT IS INCLUDED IN THIS SUBMITTAL, UTILIZING A STORMWATER QUALITY AND DETENTION BASIN BELOW BUILDING D. THE NEW STORMWATER QUALITY AND DETENTION BASIN MEET THE CRITERIA WITHIN THE CITY CODE FOR LIDA FACILITY. A 100-YEAR STORMWATER ROUTING HAS BEEN ADDED TO THE STORMWATER REPORT. PLEASE NOTE THE DISCHARGE LOCATION FOR THE STORMWATER BASIN IS IN THE UPLAND AREA, NOT THE STREAM CORRIDOR.

- **Miscellaneous:**
  1. Application narrative references Exhibit C6, however no such item can be located in the submittal. Please provide clarity or submit additional documentation.

     RESPONSE: I AM SORRY, EXHIBIT 6 WAS APART OF THE PACKAGE I SENT TO THE PRINTERS. IT IS ATTACHED HEREIN, NOW AS EXHIBIT 6 AND 6A. THEY ARE EMAILS FROM TY DARBY OF TVF&R STATING THAT THE FIRE HYDRANT AND FDC LOCATIONS EXHIBIT 6 AND EXHIBIT 6A, THAT THE CUL-DE-SAC DESIGN IS APPROVED. THOSE APPROVALS WERE BASED UPON MY REQUEST THAT TVF&R REVIEW OUR DRAWING INDICATING THAT IT MET CITY OF NEWBERG STANDARD DETAIL 529 "APPROVED FIRE DEPARTMENT TURN AROUNDS", WHICH IT DOES. THE SERIES OF EMAILS MORPHED INTO A DISCUSSION OF ON-SITE FIRE DEPARTMENT HYDRANT AND FDC LOCATIONS. EXHIBIT 6 IS THE CULMINATION OF THE REQUEST FOR APPROVAL FROM TVF&R AND NOTES APPROVAL.
  2. Applicant needs to thoroughly address and provide narrative for the modified cul-de-sac design at the southern end of Coffee Lane. Narrative needs to be added to address NMC 15.505.030(H) Modification of Street Right-of-way and Improvement Width." Each criteria in this section will need a narrative response. Provide documentation that TVF&R has approved this design concept.

     RESPONSE: THE NARRATIVE ON PAGE(S) 37 – 39 DISCUSSES NMC 15.505.030(H) MODIFICATION OF STREET RIGHT-OF-WAY AND IMPROVEMENT WIDTH AND ITEMS 1 (A–D). ITEMS A-C APPLY, ITEM D IS FOR PUD'S AND DOES NOT APPLY.

Ed Christensen, P.E.
Welkin Engineering, P.C.
Suite G, 25260 S.W. Parkway
Wilsonville, Oregon 97070
Tele: 503–380–5324
ekc@welkinpc.com

APPLICATION NARRATIVE

Project Name:
Meadow Brook Villas, Phase 2

Approval Request:
Design Review Approval For New Multifamily Apartments In An R–2 Zoning District

Location:
1306 N. Springbrook Road (off Coffey Lane)

Property Owner/Applicant:
Meadow Brook Villas, LLC
4695 SE Deer Creek Pl.
Gresham, OR 97080
Tele: 360-694-2552
Email: gabe@isbld.com

Planners/Engineers/Applicant Representative:
Welkin Engineering, P.C.
Attn: Edward Christensen, PE
Suite G
25260 S.W. Parkway Avenue
Wilsonville, Oregon 97070
Tele: 503–380–5324
E–mail: ekc@welkinpc.com

I. APPLICATION SUMMARY

II. DESIGN REVIEW APPROVAL CRITERIA
A. Type II Design Review Approval Criteria (NDC § 15.220.050(B))
1. "Design Compatibility" (NDC § 15.220.050(B)(1))
2. "Parking And On–Site Circulation" (NDC § 15.220.050(B)(2))
3. "Setbacks And General Requirements" (NDC § 15.220.050(B)(3))
4. "Landscaping Requirements" (NDC § 15.220.050(B)(4))
5. "Signs" (NDC § 15.220.050(B)(5))
6. "Manufactured Dwellings," *etc.* (NDC § 15.220.050(B)(6))
7. "Zoning District Compliance" (NDC § 15.220.050(B)(7))
8. "Subdistrict Compliance" (NDC § 15.220.050(B)(8))
9. "Alternative Circulation, Roadway Frontage Improvements, And Utility Improvements" (NDC § 15.220.050(B)(9))
10. "Traffic Study Improvements" (NDC § 15.220.050(B)(10))
B. Additional Multifamily Design Review Approval Criteria (NDC § 15.220.060)
1. "Site Design Elements" (NDC § 15.220.060(A))
2. "Building Design Elements" (NDC § 15.220.060(B))

III. NDC CHAPTERS REFERENCED AS PART OF THE DESIGN REVIEW APPROVAL CRITERIA
A. Lot Requirements: Density, Frontage, Lot/Parking Coverage (NDC Chapter 15.405)
B. Yard Setback Requirements (NDC Chapter 15.410)
C. Building And Site Design Standards (NDC Chapter 15.415)
1. "Building Height Limitation" (NDC § 15.415.020)
2. "Public Access Required" (NDC § 15.415.040)
D. Landscaping And Outdoor Areas (NDC Chapter 15.420)
1. "Required Minimum Standards" (NDC § 15.420.010)
2. "Landscaping And Amenities In Public Rights–Of–Way" (NDC § 15.420.020)
E. Signs (NDC Chapter 15.435)
F. Off–Street Parking, Bicycle Parking, And Private Walkways (NDC Chapter 15.440)
1. "Required Off–Street Parking" (NDC § 15.440.010)
2. "Parking Area And Service Drive Design" (NDC § 15.440.020)
3. "Parking Spaces Required" (NDC § 15.440.030)
4. "Parking Area And Service Drive Improvements" (NDC § 15.440.060)
5. "Parking Tables And Diagrams" (NDC § 15.440.070)
6. "Bicycle Parking" – "Facility Requirements" And "Design" (NDC §§ 15.440.100 and 15.440.110)
7. "Private Walkways" – "Where Required" And "Private Walkway Design" (NDC §§ 15.440.130 and 15.440.140)

IV. OTHER NDC CHAPTERS NOT REFERENCED IN THE DESIGN REVIEW CRITERIA
A. Stream Corridor Overlay Subdistrict (NDC Chapter 15.342)
1. Stream Corridor Impact Report (NDC § 15.342.100(A))
2. Stream Corridor Review Criteria (NDC § 15.342.140(B))
B. Exterior Lighting (NDC Chapter 15.425)

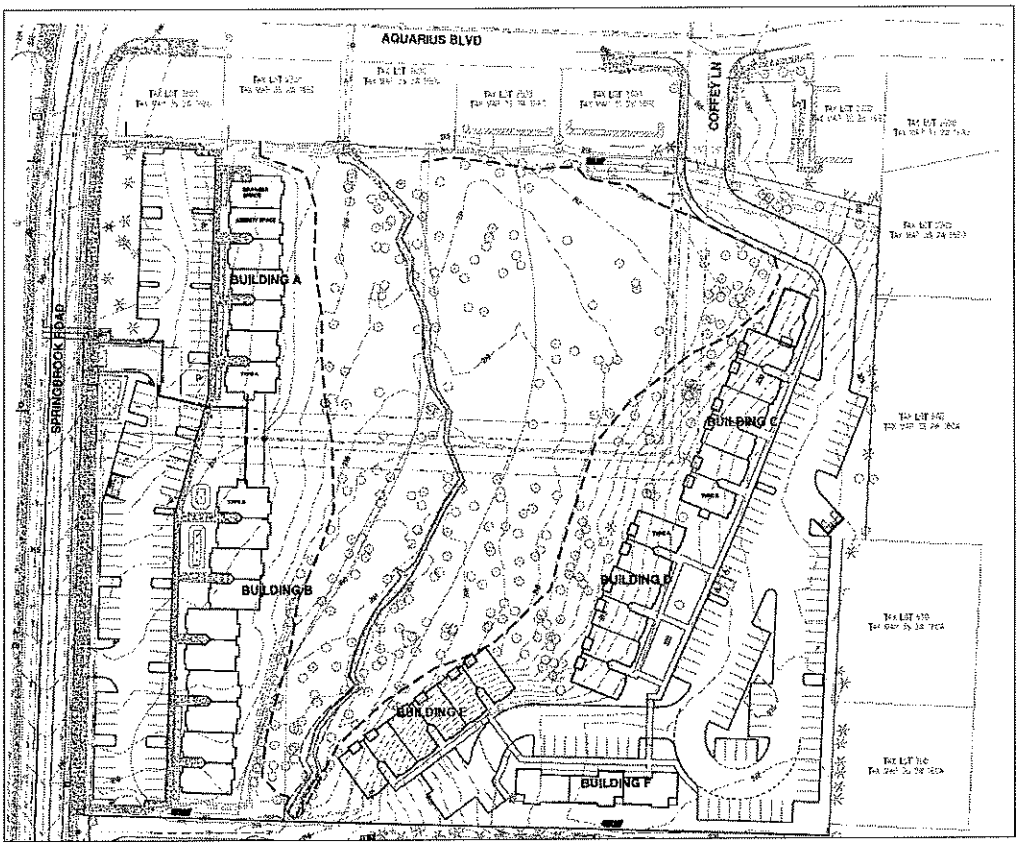
C. Underground Utility Installation (NDC Chapter 15.430) .....
D. Public Improvements Standards (NDC Chapter 15.505) .....
1. Required Improvements (NDC § 15.505.020) .....
2. Street Standards (NDC § 15.505.030) .....
3. Public Utility Standards (NDC § 15.505.040) .....
4. Stormwater System Standards (NDC § 15.505.050) .....

Exhibits A and 6, 6A, and 6B

I. APPLICATION SUMMARY

Applicant seeks approval for a 75–unit, two–bedroom apartment development on a 5.49–acre site in an R–2 zoning district located immediately east of the recently–approved Meadow Creek Apartments, "Phase 1," a 45–apartment development on a 3.18–acre site at 1306 N. Springbrook Road. The City approved the latter development on October 29, 2018, file number DR218–0003. The current proposal bears the designation "Phase 2."

The site lies immediately south of Aquarius Boulevard, and will have driveway access from Coffey Lane:



Roughly half the site — a large, irregularly–shaped triangle in the northwesterly portion of the site — sits within a wetland boundary. A stream corridor runs along the westerly side of the site, which effectively separates the site from the Meadow Creek Apartments to the west. The Meadow Creek Apartments also lie within the same wetland and stream corridor. The site thus labors under the same Stream Corridor Overlay applied to the Meadow Creek Apartments approval.

II. DESIGN REVIEW APPROVAL CRITERIA

Newberg Development Code (hereafter simply "NDC") § 15.220.020(A)(2) prescribes a Type II Design Review Approval for this proposal (*viz.*, any "new development" not identified in NDC § 15.220.020(A)(1)). Applicant has submitted all of the materials prescribed by NDC § 15.220.030(B)(1)–(14).

[In the following discussion, all references to "NMC" in the Newberg Development Code appear instead as "NDC."]

A. Type II Design Review Approval Criteria NDC § 15.220.050(B)

1. "Design Compatibility" NDC § 15.220.050(B)(1)

> "The proposed design review request [shall] incorporate an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This [requirement] shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage."

Applicant's Response To NDC § 15.220.050(B)(1):

The Newberg Development Code furnishes no specific definition of "compatible." In its recent approval of the Meadow Creek Apartments (file no. DR2018–0003), the City inferentially defined "compatibility" as used in NDC § 15.220.050(B)(1) in a mirror–image context as follows:

> "Finding: The proposed three–story apartment structures are designed in a ***clean and modern style***. The surrounding uses were built over many years and incorporate a ***variety of architectural styles***. The planned structures are ***harmonious with the street–level location*** and are intended to be compatible with current and future surrounding uses. The three units subject to Stream Corridor variance are also designed in a clean and modern style and are compatible with the surrounding neighborhood."

October 29, 2018, "Decision And Findings" in DR2018–0003, at 4 (emphasis added).

The quoted finding necessarily takes into account the elements of "building architecture, materials, colors, roof design, landscape design, and signage" referenced in the second sentence in NDC § 15.220.050(B)(1).

Thus, the City has impliedly defined the term "compatible" as used in NDC § 15.220.050(B)(1) in the context of multifamily dwellings in an R–2 zoning district as implicating the presence of three elements:

- a "clean and modern style"
- surrounding uses that "incorporate a variety of architectural styles"
- "harmonious with the street–level location"

With those elements in mind, as well as the fact that the adjacent, and similar, Meadow Creek Apartments development fulfills the "compatible" requirement in NDC § 15.220.050(B)(1), as previously approved by the City.

2. "Parking and On–Site Circulation"
NDC § 15.220.050(B)(2)

The first sentence in NDC § 15.220.050(B)(2) references the parking requirements in NDC § 15.440.010:

> "Parking areas shall meet the requirements of NDC 15.440.010. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in NDC 15.440.010."

Applicant's Response To NDC § 15.220.050(B)(2) (first sentence):

This narrative addresses NDC § 15.440.010 beginning at page .

The second sentence in NDC § 15.220.050(B)(2) separately mandates:

> "Provisions shall be made to provide efficient and adequate on–site circulation without using the public streets as part of the parking lot

circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street."

Applicant's Response To NDC § 15.220.050(B)(2) (second sentence):

Essentially, Phase 2 will be accessing the public streets with a minimal impact on the functioning of the public street, because they will be entering and exiting on a single driveway cul-de-sac, they will be constructing.

3. "Setbacks and General Requirements"
NDC § 15.220.050(B)(3)

"The proposal shall comply with NDC 15.415.010 through 15.415.060 dealing with height restrictions and public access; and NDC 15.405.010 through 15.405.040 and 15.410.010 through 15.410.070 dealing with setbacks, coverage, vision clearance, and yard requirements."

Applicant's Response To NDC § 15.220.050(B)(3):

This narrative addresses pertinent provisions in NDC Chapters 15.405, 15.410, and 15.415 beginning at pages , , and , respectively.

4. "Landscaping Requirements"
NDC § 15.220.050(B)(4)

"The proposal shall comply with NDC 15.420.010 dealing with landscape requirements and landscape screening."

Applicant's Response To NDC § 15.220.050(B)(4):

This narrative addresses NDC § 15.420.010 beginning at page .

5. "Signs"
NDC § 15.220.050(B)(5)

"Signs shall comply with NDC 15.435.010 *et seq.* dealing with signs."

Applicant's Response To NDC § 15.220.050(B)(5):

This narrative addresses NDC § 15.435.010, *et seq.*, beginning at page .

6. "Manufactured Dwelling, Mobile Home and RV Parks"
NDC § 15.220.050(B)(6)

[Not applicable]

7. "Zoning District Compliance"
NDC § 15.220.050(B)(7)

"The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in NDC 15.305.010 through 15.336.020. . . ."

Applicant's Response To NDC § 15.220.050(B)(7):

The site lies in an R–2 zoning district (Medium Density Residential). NDC § 15.305.020 authorizes multifamily residences in R–2 zoning districts as a "permitted" use.

8. "Subdistrict Compliance"
NDC § 15.220.050(B)(8)

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

Applicant's Response To NDC § 15.220.050(B)(8):

Part of the site lies within a Stream Corridor Overlay, governed by NDC Chapter 15.342 ("Stream Corridor Overlay (SC) Subdistrict"). This narrative addresses NDC Chapter 15.342 beginning at page .

9. "Alternative Circulation, Roadway Frontage Improvements and Utility Improvements"
NDC § 15.220.050(B)(9)

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

Applicant's Response To NDC § 15.220.050(B)(9):

At the time of development of this parcel, provisions will be made to develop the adjacent street frontage to access the parcel in accordance with city street standards and the standards contained in the transportation plan. A cul-de-sac will be developed to the site. No through street improvements are identified.

10. "Traffic Study Improvements"
NDC § 15.220.050(B)(10)

> "If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the director."

Applicant's Response To NDC § 15.220.050(B)(10):

NDC § 15.220.030(B)(14) separately addresses traffic studies:

> "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."

Applicant's Response To NDC § 15.220.050(B)(14):

A traffic study is submitted for this project because it generates in excess of 40 trips per p.m. peak hour.

B. Additional Multifamily Design Review Approval Criteria NDC § 15.220.060

"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 . . . multifamily projects with six or fewer units and at least 20 points are required for multifamily projects with seven or more units."

1. "Site Design Elements" NDC § 15.220.060(A)

"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).

"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).

"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).

"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).

"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 To NDC § 15.220.060(A):

To the maximum extent practicable, this project will incorporate all the elements found in this section and believe we will receive the maximum points allowable. This criterion will be met.

2. "Building Design Elements"
NDC § 15.220.060(B)

"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).

"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).

"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)."

Applicant's Response To NDC § 15.220.060(B):

To the maximum extent practicable, this project will incorporate all the elements found in this section and believe it will receive the maximum points allowable. This criterion can be met.

III. NDC CHAPTERS REFERENCED AS PART OF THE DESIGN REVIEW APPROVAL CRITERIA

A. Lot Requirements
NDC Chapter 15.405

Density. Multifamily residences in R–2 zoning districts labor under the density limits prescribed by NDC § 15.405.010(B). The density limits prescribed by NDC § 15.405.010(B) mandate that, in an R–2 zone, "lots or development sites in excess of 15,000 square feet used for multiple single–family, duplex or multifamily dwellings shall be developed at a minimum of one dwelling per 5,000 square feet lot area."

NDC § 15.342.120 provides density transfer allowances for property within any Stream Corridor Overlay, and prescribes the required calculations.

Applicant's Response To NDC § 15.405.010(B):

MEADOW CREEK PHASE 2 DENSITY – AFTER ROW DEDICATION

Total Site: 5.49 Ac = ±239,293 Sf
Row Dedication: 8,024
Area in Stream Corridor: ±49,006 Sf
Area Outside Stream Corridor and Row: ±182,263 Sf

Expected Maximum Density: (239,293 – 8,024)/3,000 = 77.09 = 77 Units
Density Outside of Stream Corridor and Easement: 182,263/3,000 = 60.75 = 60 Units
Maximum Allowed Increase in Density (15.342.120.b.3): 20%, 60.75 * 1.2 = 72.91

Maximum Allowed Density: 77 Units
Proposed Units: 74 (Phase 2)

Frontage. NDC § 15.405.030(D)(1)(a) mandates that

> "[e]ach lot or development site shall have either frontage on a public street for a distance of at least 25 feet or have access to a public street through an easement that is at least 25 feet wide."

Applicant's Response To NDC § 15.405.030(D):

This development site has frontage on a public street for a distance much greater than 25 feet with access to a public street, off of the cul-de-sac that will be constructed. The access driveway for the project is 26 feet wide. This criterion can be met.

Lot/Parking Coverage. NDC § 15.405.040 prescribes an R–2 zone–specific maximum lot coverage limit of 50%, a maximum parking coverage of 30%, and a combined maximum lot/-parking coverage limit of 60%. NDC § 15.405.040(B)(1)(b), (B)(2), and (B)(3)(a), respectively.

Applicant's Response To NDC § 15.405.040:

The Phase 2 site contains 239,293 sf of area. The entire asphalt parking area contains 40,331 sf. The site to parking lot coverage ratio is 16.85%.

B. Yard Setback Requirements
NDC Chapter 15.410

NDC § 15.410.020(A)(1) mandates that ". . . R–2 districts shall have a front yard of not less than 15 feet," and that "[s]aid yard shall be landscaped and maintained."

Applicant's Response To NDC § 15.410.020(A)(10:

There are no buildings fronting on the public right-of-way.

NDC § 15.410.020(A)(3) further mandates that

> "The entrance to a garage or carport, whether or not attached to a dwelling, shall be set back at least 20 feet from the nearest property line of the street to which access will be provided."

Applicant's Response To NDC § 15.410.020(A)(3):

There are no garage or carports contemplated with this application.

NDC § 15.410.030(A)(1) further mandates that

> "[a]ll lots or development sites in the . . . R–2 district[] shall have interior yards of not less than five feet, except that where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement."

Applicant's Response To NDC § 15.410.030(A)(1):

There will be a side yard no less than the width of the easement.

NDC § 15.410.060(B) prescribes a "vision clearance triangle" of at least 25 feet "[a]t the intersection of a private drive and a street."

Applicant's Response To NDC § 15.410.060(B):

The "vision clearance triangle" of 25 feet at the intersection of the private drive and a street, is indicated on the site plan. This criterion can be met.

NDC § 15.410.060(D)(1) provides that

> "In [a] residential district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:
>
> "a. Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six–foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in NMC 15.410.060.
>
> "b. Not to exceed four feet in height. Located or maintained within all other front yards."

Applicant's Response To NDC § 15.410.060(D)(1):

All side of the property without fences are to be fenced. This criterion can be met.

C. Building And Site Design Standards
NDC Chapter 15.415

1. "Building Height Limitation"
NDC § 15.415.020

NDC § 15.415.020(A)(1) limits the height of a "main building" in an R–2 zone to 30 feet, and the height of any "accessory building" to 16 feet.

E. Alternative Building Height Standard. As an alternative to the building height standards above, any project may elect to use the following standard (see Figure 24 in Appendix A). To meet this standard:

1. Each point on the building must be no more than 20 feet higher than the ground level at all points on the property lines, plus one vertical foot for each horizontal foot of distance from that property line; and

2. Each point on the building must be no more than 20 feet higher than the ground level at a point directly north on a property line, plus one vertical foot for each two horizontal feet of distance between those points. This second limit does not apply if the property directly to the north is a right-of-way, parking lot, protected natural resource, or similar unbuildable property.

Applicant's Response To NDC § 15.415.020(A)(1)&(E)(1&2):

The height of a main buildings are at 28 feet to the eave. This meets the criteria for this section. There are no accessory buildings planned.

2. "Public Access Required"
NDC § 15.415.040

NDC § 15.415.040 mandates that

> "[n]o building or structure shall be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this code,"

and that

> "[n]o building or structure shall be erected or altered without provisions for access roadways as required in the Oregon Fire Code, as adopted by the city."

Applicant's Response To NDC § 15.415.040:

Public access will be constructed fronting this site. See the Site Plan in Exhibit A. This criterion can be met.

D. Landscaping And Outdoor Areas
NDC Chapter 15.420

1. "Required Minimum Standards"
NDC § 15.420.010

NDC § 15.420.010 prescribes the following landscaping requirements:

> "A. Private and Shared Outdoor Recreation Areas in Residential Developments.
>
> "1. Private Areas. Each ground–level living unit in a residential development subject to a design review plan

approval shall have an accessible outdoor private space of not less than 48 square feet in area. The area shall be enclosed, screened or otherwise designed to provide increased privacy for unit residents, their guests and neighbors.

"2. Individual and Shared Areas. Usable outdoor recreation space shall be provided for the individual and/or shared use of residents and their guests in any duplex or multifamily residential development, as follows:

"a. One– or two–bedroom units: 200 square feet per unit.

"b. Three– or more bedroom units: 300 square feet per unit.

"c. Storage areas are required in residential developments. Convenient areas shall be provided in residential developments for the storage of articles such as bicycles, barbecues, luggage, outdoor furniture, and the like. These shall be entirely enclosed.

"* * * * *."

Applicant's Response To NDC § 15.420.010(A):

1. There are 74 2-bedroom units, each with a mostly covered back porch of 69 square feet, exceeding the 48 square foot requirement.

2. At 74 2-bedroom units, 14,800 square feet of usable outdoor space is required. The parking lot and buildings account for 62,000 square feet of coverage. The site minus the wetlands contains 141,240 square feet of area. Subtracting out 62,000 square feet of coverage leaves 79,240 square feet of usable outdoor space, or over 5 times the requirement. This criterion can be met.

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

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

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

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

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

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

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

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

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

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

"g. All multifamily . . . parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after initial installation. Adequate

provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.

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

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

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

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

"a. Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two–inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.

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

"c. Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab–apple, Hawthorne and the like. These trees shall have a minimum one and one–half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in

height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.

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

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

Gallon cans	3 feet on center
4"' containers	2 feet on center
2–1/4"' containers	18" on center
Rooted cuttings	12" on center

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

"6. Required landscaping shall be continuously maintained.

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

"* * * * *."

Applicant's Response To NDC § 15.420.010(B):

Exhibit A, the site development plans indicate 115 parking spaces. 115 parking spaces requires 2,725 square feet of landscaping. The site contains well over 7,000 square feet of landscaping on the ends of parking aisles, far exceeding the per parking space landscaping requirement. All other elements of this section of the code are indicated in the Exhibit A Site Development Plans. This criterion can be met.

2. "Landscaping And Amenities In Public Rights–Of–Way"
NDC § 15.420.020

NDC § 15.420.020 prescribes the following additional landscaping requirements with respect to abutting public rights–of–way:

"A. Pedestrian Space Landscaping. Pedestrian spaces shall include all sidewalks and medians used for pedestrian refuge. Spaces near sidewalks shall provide plant material for cooling and dust control, and street furniture for comfort and safety, such as benches, waste receptacles and pedestrian–scale lighting. These spaces should be designed for short–term as well as long–term use. Elements of pedestrian spaces shall not obstruct sightlines and shall adhere to any other required city safety measures. Medians used for pedestrian refuge shall be designed for short–term use only with plant material for cooling and dust control, and pedestrian–scale lighting. The design of these spaces shall facilitate safe pedestrian crossing with lighting and accent paving to delineate a safe crossing zone visually clear to motorists and pedestrians alike.

"1. Street trees planted in pedestrian spaces shall be planted according to NDC 15.420.010(B)(4).

"2. Pedestrian spaces shall have low (two and one–half feet) shrubs and ground covers for safety purposes, enhancing visibility and discouraging criminal activity.

"a. Plantings shall be 90 percent evergreen year–round, provide seasonal interest with fall color or blooms, and at maturity maintain growth within the planting area (refer to plant material matrix below).

"b. Plant placement shall also adhere to clear sight line requirements as well as any other relevant city safety measures.

"3. Pedestrian–scale lighting shall be installed along sidewalks and in medians used for pedestrian refuge.

"a. Pole lights as well as bollard lighting may be specified; however, the amount and type of pedestrian activity during evening hours, e.g., transit stops, nighttime service districts, shall ultimately determine the type of fixture chosen.

"b. Luminaire styles shall match the area/district theme of existing luminaires and shall not conflict with existing building or roadway lights causing glare.

"c. Lighting heights and styles shall be chosen to prevent glare and to designate a clear and safe path and limit opportunities for vandalism (see Appendix A, Figure 17, Typical Pedestrian Space Layouts).

"d. Lighting shall be placed near the curb to provide maximum illumination for spaces furthest from building illumination. Spacing shall correspond to that of the street trees to prevent tree foliage from blocking light.

"4. Street furniture such as benches and waste receptacles shall be provided for spaces near sidewalks only.

"* * * * *

"5. Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility."

Applicant's Response To NDC § 15.420.020(A):

The amenities within this section can or will be met as required. Special consideration must be given for the northeast side of the cul-de-sac coming in, because of the contiguous wetlands. Plantings along the wetland may require special conditions if they impact the wetland. This criterion can be met.

"B. Planting Strip Landscaping. All planting strips shall be landscaped. Planting strips provide a physical and psychological buffer for pedestrians from traffic with plant material that reduces heat and dust, creating a more comfortable pedestrian environment. Planting strips shall have different arrangements and combinations of plant materials according to the frequency of on–street parking (see Appendix A, Figures 18 and 19).

"1. Planting strips which do not have adjacent parking shall have a combination of ground covers, low (two and one–half feet) shrubs and trees. Planting strips adjacent to frequently used on–street parking, as defined by city staff, shall only have trees protected by tree grates, and planting strips adjacent to infrequently used on–street parking shall be planted with ground cover as well as trees (see Appendix A, Figures 18 and 19, Typical Planting Strip Layouts). District themes or corridor themes linking individual districts should be followed utilizing a unifying plant characteristic, e.g., bloom color, habit, or fall color. When specifying thematic plant material, monocultures should be avoided, particularly those species susceptible to disease.

"2. Street trees shall be provided in all planting strips as provided in NDC 15.420.010(B)(4).

"a. Planting strips without adjacent parking or with in-frequent adjacent parking shall have street trees in conjunction with ground covers and/or shrubs.

"b. Planting strips with adjacent parking used frequently shall have only street trees protected by tree grates.

"3. Shrubs and ground covers shall be provided in planting strips without adjacent parking with low (two and one–half feet) planting masses to enhance visibility, discourage criminal activity, and provide a physical as well as psychological buffer from passing traffic.

"a. Plantings shall be 90 percent evergreen year–round, provide seasonal interest with fall color or blooms and at maturity maintain growth within the planting area.

"b. Ground cover able to endure infrequent foot traffic shall be used in combination with street trees for planting strips with adjacent occasional parking (refer to plant material matrix below).

"c. All plant placement shall adhere to clear sight line requirements as well as any other relevant city safety measures."

Applicant's Response To NDC § 15.420.020(B):

The sidewalk in the cul-de-sac will be curb tight due to the adjacent wetland. Therefore, there are no planting strips. This criterion does not apply.

E. Signs
NDC Chapter 15.435

A monument sign will be placed on-site and will be the subject of a separate sign permit. No other signs are contemplated with this development.

F. Off–Street Parking, Bicycle Parking, And Private Walkways
NDC Chapter 15.440

1. "Required Off–Street Parking"
NDC § 15.440.010

NDC § 15.440.010 provides, in pertinent part:

> "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.
>
> "* * * * *."

Applicant's Response To NDC § 15.440.010(A):

The project is compliant with this section per Exhibit A. This criterion can be met.

2. "Parking Area And Service Drive Design"
NDC § 15.440.020

NDC § 15.440.020 provides, in pertinent part:

> "A. All public or private parking areas, parking spaces, or garages shall be designed, laid out and constructed in accordance with the minimum standards as set forth in NMC 15.440.070.
>
> "B. Groups of three or more parking spaces . . . shall be served by a service drive so that no backward movement or other maneuvering of a vehicle within a street, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrian and vehicular traffic on the site, but in no case shall two–way and one–way service drives be less than 20 feet and 12 feet, respectively. Service drives shall be improved in accordance with the minimum standards as set forth in NMC 15.440.060.
>
> "C. Gates. A private drive or private street serving as primary access to more than one dwelling unit shall not be gated to limit access, except as approved by variance.
>
> "* * * * *."

Applicant's Response To NDC § 15.44.020:

The project exceeds the minimum as prescribed by this section. One Bicycle parking spaces are required per 4 units. Given that there are 74 units, 19 bicycle parking spaces must be provided. The 2-way service drive is 26 feet wide. No gates are proposed at this time. This criterion can be met.

3. "Parking Spaces Required"
NDC § 15.440.030

NDC § 15.440.030 prescribes a minimum of 1.5 parking spaces per two–bedroom apartment unit.

For an apartment development with more than 10 parking spaces, NDC § 15.440.030 further prescribes (1) unassigned parking spaces that total at least 15% of the total required parking spaces, and (2) 0.2 visitor parking spaces per apartment unit.

Applicant's Response To NDC § 15.440.030:

Visitor spaces are shown in Exhibit A. This criterion can be met.

4. "Parking Area And Service Drive Improvements"
NDC § 15.440.060

NDC § 15.440.060 provides, in pertinent part:

> "All public or private parking areas, outdoor vehicle sales areas, and service drives shall be improved according to the following:
>
> "A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust–free surfacing materials may be approved by the director for infrequently used parking areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.
>
> "B. All parking areas shall be designed not to encroach on public streets, alleys, and other rights–of–way. Parking areas shall not be placed in the area between the curb and sidewalk or, if there is no sidewalk, in the public right–of–way between the curb and the property line. The director may issue a permit for exceptions for unusual circumstances where the design maintains safety and aesthetics.

"C. All parking areas . . . shall provide a substantial bumper which will prevent cars from encroachment on abutting private and public property.

"D. All parking areas, including service drives, . . . shall be screened in accordance with NDC 15.420.010(B).

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

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

"G. Parking areas for residential uses shall not be located in a required front yard . . . [.]

"H. A reduction in size of the parking stall may be allowed for up to a maximum of 30 percent of the total number of spaces to allow for compact cars. . . .

"* * * * *."

Applicant's Response To NDC § 15.440.060:

The project exceeds the minimum as prescribed by this section. The 2-way service drive is 26 feet wide. A parking lot lighting plan is a part of this submittal. These criterion can be met.

5. "Parking Tables And Diagrams"
NDC § 15.440.070

NDC § 15.440.070 prescribes the minimum dimensions of parking areas.

Applicant's Response To NDC § 15.440.070:

All parking spaces are 9 foot wide and 18 feet deep, meeting the standard. This criterion can be met.

6. "Bicycle Parking" – "Facility Requirements" And "Design"
NDC §§ 15.440.100 and 15.440.110

NDC § 15.440.100 prescribes a minimum of one bicycle parking space per four dwelling units.

NDC § 15.440.110 separately prescribes bicycle parking design parameters:

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

"1. A firmly secured loop, bar, rack, or similar facility that accommodates locking the bicycle frame and both wheels using a cable or U–shaped lock.

"2. An enclosed locker.

"3. A designated area within the ground floor of a building, garage, or storage area. Such area shall be clearly designated for bicycle parking.

"4. Other facility designs approved by the director.

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

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

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

Applicant's Response To NDC §§ 15.440.100 and 15.440.110:

The project meets the minimum as prescribed by this section. One Bicycle parking spaces are required per 4 dwelling units. Given that there are 74 dwelling units, 19 bicycle parking spaces must be provided. This criterion can be met.

7. "Private Walkways" – "Where Required" And "Private Walkway Design" NDC §§ 15.440.130 and 15.440.140

NDC § 15.440.130 mandates that "[p]rivate walkways shall be constructed as part of any development requiring Type II design review[.]"

NDC § 15.440.140 separately provides, in pertinent part:

"A. All required private walkways shall meet the applicable building code and Americans with Disabilities Act requirements.

"B. Required private walkways shall be a minimum of four feet wide.

"C. Required private walkways shall be constructed of portland cement concrete or brick.

"D. Crosswalks crossing service drives shall, at a minimum, be painted on the asphalt or clearly marked with contrasting paving materials or humps/raised crossings. If painted striping is used, it should

consist of thermoplastic striping or similar type of durable application.

"E. At a minimum, required private walkways shall connect each main pedestrian building entrance to each abutting public street and to each other.

"* * * * *."

Applicant's Response To NDC §§ 15.440.130 and 15.440.140:

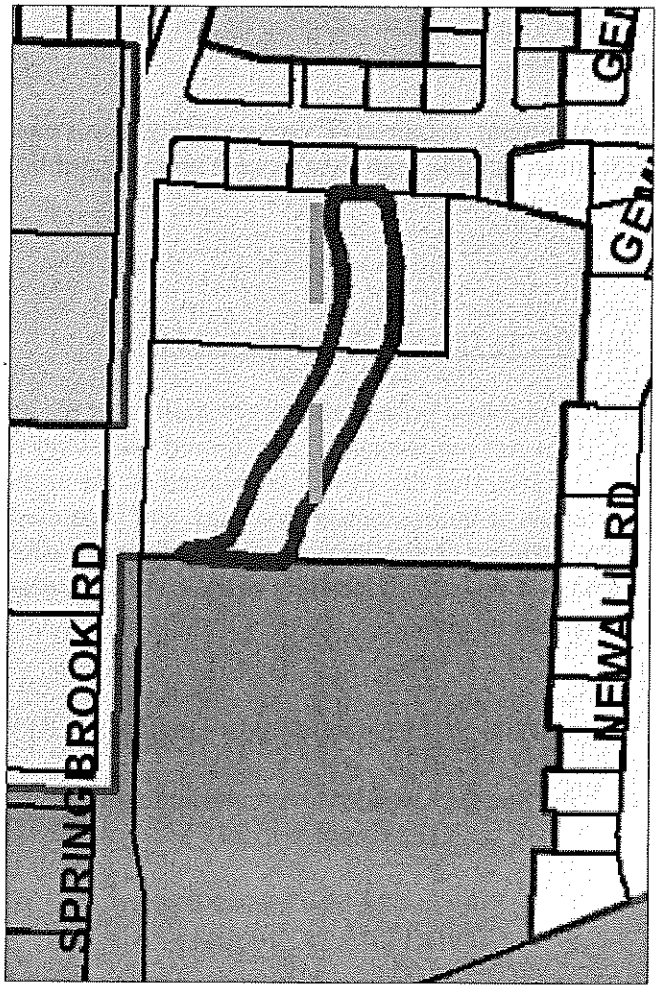
It is understood that all required private walkways shall meet the applicable building code and Americans with Disabilities Act requirements; as required walkways exceed the minimum at 5 foot wide; crosswalks crossing service drives will be painted on the asphalt or clearly marked with contrasting paving materials or humps/raised crossings, and if painted striping is used, it must consist of thermoplastic striping or similar type of durable application; and private walkways will connect each main pedestrian building entrance to each abutting public street and to each other. These criterion can be met.

IV. OTHER NDC CHAPTERS NOT REFERENCED IN THE DESIGN REVIEW CRITERIA

A. Stream Corridor Overlay Subdistrict NDC Chapter 15.342

1. Stream Corridor Impact Report NDC § 15.342.100(A)

NDC Chapter 15.342 applies to the proposal. NDC § 15.342.020(B). The site lies to the east of the dashed line in this (approximated) zoning map depiction of the Stream Corridor Overlay:



NDC § 15.342.100(A) prescribes a Type III review process ("Except as provided in NCC 15.342.040, 15.342.050, and 15.342.070, uses and activities otherwise allowed under the applicable base zone regulations").

Applicant's Response To NDC § 15.342.100(A):

Applicant has submitted a Stream Corridor Impact Report, as required by NDC § 15.342.100(A). A Stream Corridor Variance at 1306 N. Springbrook Rd. MISC318-0002 was approved for this development in 2018. This criterion has been addressed.

2. Stream Corridor Review Criteria
NDC § 15.342.140(B)

"The following standards shall apply to the issuance of permits requiring an SCIR, and the SCIR must demonstrate how these standards are met in a manner that meets the project purpose.

"1. Where possible, the applicant shall avoid the impact altogether.

"2. Impact on the stream corridor shall be minimized by limiting the degree or magnitude of the action, by using appropriate technology, or by taking affirmative steps to avoid, reduce or mitigate impacts.

"3. The impacts to the stream corridor will be rectified by restoring, rehabilitating, or creating comparable resource values on the site or within the same stream corridor.

"4. The remaining resource values on the stream corridor site shall be protected and enhanced, with consideration given to the following:

"a. Impacts to wildlife travel and migratory functions shall be maintained to the maximum extent possible; and

"b. Native vegetation shall be utilized for landscaping to the extent practicable; and

"c. The stream bed shall not be unnecessarily or detrimentally altered.

"5. The fill shall primarily consist of natural materials such as earth or soil aggregate, including sand, gravel, rock, and concrete. Culverts, bridges, reinforced retaining walls, or other similar structures which require manmade structural materials shall be permitted.

"6. The amount of fill used shall be the minimum required to practically achieve the project purpose.

"7. If the fill or grading is within a designated floodway, the proposed action shall maintain the flood storage capacity of the site.

"8. The proposed fill or grading shall not significantly increase existing hazardous conditions or create significant new hazardous conditions related to geology, hydrology, or soil erosion.

"9. Stream turbidity shall not be significantly increased by any change in a watercourse that results from the fill. Measures shall be taken to minimize turbidity during construction.

"10. The removal of trees over six inches in diameter shall be minimized to the extent possible to provide the necessary improvements authorized by this chapter."

Applicant's Response To NDC § 15.342.140(B):

A Stream Corridor Variance at 1306 N. Springbrook Rd. MISC318-0002 was approved for the Phase 1 development in 2018. The applicant's request for a 6 month extension of the Stream Corridor Variance at 1306 N. Springbrook Rd. MISC318-0002, in order to obtain a building permit was approved, with an extension date of May 23, 2020. There are no Stream Corridor impacts in Phase 2. These criterion are met.

B. Exterior Lighting
NDC Chapter 15.425

NDC § 15.425.040 prescribes the following:

"A. General Requirements – All Zoning Districts.

"1. Low–level light fixtures include exterior lights which are installed between ground level and six feet tall. Low–level light fixtures are considered nonintrusive and are unrestricted by this code.

"2. Medium–level light fixtures include exterior lights which are installed between six feet and 15 feet above ground level. Medium–level light fixtures must either comply with the shielding requirements of subsection (B) of this section, or the applicant shall show that light trespass from a property has been designed not to exceed one–half foot–candle at the property line.

"3. High–level light fixtures include exterior lights which are installed 15 feet or more above ground level. High–level light fixtures must comply with the shielding requirements of subsection (B) of this section, and light trespass from a property may not exceed one–half foot–candle at the property line.

"B. Table of Shielding Requirements.

"Fixture Lamp Type	Shielded
"Low/high pressure sodium, mercury vapor, metal halide and fluorescent over 50 watts	Fully
"Incandescent over 160 watts	Fully
"Incandescent 160 watts or less	None
"Fossil fuel	None
"Any light source of 50 watts or less	None
"Other sources	As approved by NDC

§ 15.425.030

"Note: 'Incandescent' includes tungsten–halogen (quartz) lamps."

Applicant's Response To NDC § 15.425.040:

A parking lot lighting plan is a part of this submittal. The apartment units will have down lighting to meet this criteria. These criterion can be met.

C. Underground Utility Installation
NDC Chapter 15.430

NDC § 15.430.010 provides:

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

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

Applicant's Response To NDC § 15.430.010:

All new utility lines, including but not limited to electric, communication, natural gas, and cable television transmission lines, will be placed underground. These criterion can be met.

D. Public Improvements Standards
NDC Chapter 15.505

1. Required Improvements
NDC § 15.505.020

NDC § 15.505.020 provides, in pertinent part:

". . . 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 NDC 15.505.030(E).

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

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

"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 NDC.

"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 NDC.

"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 NDC.

"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.

"* * * * *."

Applicant's Response To NDC § 15.505.020:

It is understood that no development will be approved unless the following improvements are provided for prior to occupancy or operation, unless future provision is assured in accordance with NDC 15.505.030(E). These criterion can be met.

2. Street Standards
NDC § 15.505.030

NDC § 15.505.030 provides, in pertinent part:

"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.

"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.

"3. In lieu of the street improvement requirements outlined in NDC 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.

"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 propor-

tional 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.

"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

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

* 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.

"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.

"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.

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

"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.

"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 NDC 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.

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

"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.

"* * * * *

"H. Modification of Street Right–of–Way and Improvement Width. The director, pursuant to the Type II review procedures of Chapter 15.220 NDC, 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.

Applicant's Response To NDC § 15.505.030(H):

The City Design Standards require a cul-de-sac for the terminus of a street it was learned at the pre–application conference. Our pre-application submittal contained a 26 foot roadway with a 5 foot sidewalk on one side. There was very little space to fit in an access due to the vast wetlands on this site. We were attempting not to impact the wetlands, which is allowed under NDC § 15.505.030(H.1.a-c). NDC § 15.505.030(H.1.d) does not apply as this is not a "planned unit development."

On September 10, 2019 a "**REQUEST FOR A REDUCTION IN RIGHT-OF-WAY/PAVEMENT WIDTH AND REDUCED CUL-DE-SAC SIZE FOR MEADOW CREEK APARTMENTS PHASE 2** ," letter was sent to the City (Exhibit 6B).

On September 17th, 2019 Welkin received an email response to our letter from Kristen Svicarovich, P.E. at the City of Newberg. It stated -

"Thank you for providing a design concept for addressing the need to terminate Coffee Lane with a cul-de-sac. We have reviewed the proposed design internally and have the following feedback:

- In the section of roadway that is a reduced width (26-feet wide), the road will need to be signed "no parking."
- The sidewalk shown on the south/west side of the roadway extension needs to be 6-feet wide since it is a curb-tight sidewalk.
- You will need to get concurrence from TVF&R for the proposed reduced size cul-de-sac – Please include myself and Keshia via CC in your correspondence with TVF&R for our records.
- In order to provide for the 10-foot public utility easement, we would like to see the cul-de-sac bulb shifted to the north to maximize the space available for a PUE on the south/west side behind the back of the sidewalk."

The proposed plan submittal meets the requested items above. Exhibit 6 and now 6A are concurrence emails from Ty Darby at TVFR stating the modified cul-de-sac design is acceptable to TVFR. These criterion are or 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.

"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.

"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 NCC 15.420.010(B)(4).

"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 To NDC § 15.505.030:

It is understood that no development will be approved unless the following improvements are provided for prior to occupancy or operation, unless future provision is assured in accordance with NDC 15.505.030(E), but for as exceptions are applied. Exhibits 6, 6A, and 6B indicates that an exception by the Public Works Department will be allowed for street width and location for the cul-de-sac, due to its proximity to the adjoining wetlands if the fire department is satisfied with the design. Exhibits 6A indicates the Tualatin Valley Fire Department is satisfied with the design. These criterion can be met.

3. Public Utility Standards
NDC § 15.505.040

NDC § 15.505.040 provides, in pertinent part:

"C. General Standards.

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

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

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

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

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

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

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

"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.

"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.

"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."

Applicant's Response To NDC § 15.505.040:

The entirety of NDC § 15.505.040 can be accomplished by following the Public Works Standards. These criterion can be met.

4. Stormwater System Standards
NDC § 15.505.050

NDC § 15.505.050 provides, in pertinent part:

"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.

"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.

"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."

Applicant's Response To NDC § 15.505.050:

The entirety of NDC § 15.505.050 can be accomplished by following the Public Works standards. These criterion can be met.

EXHIBIT A

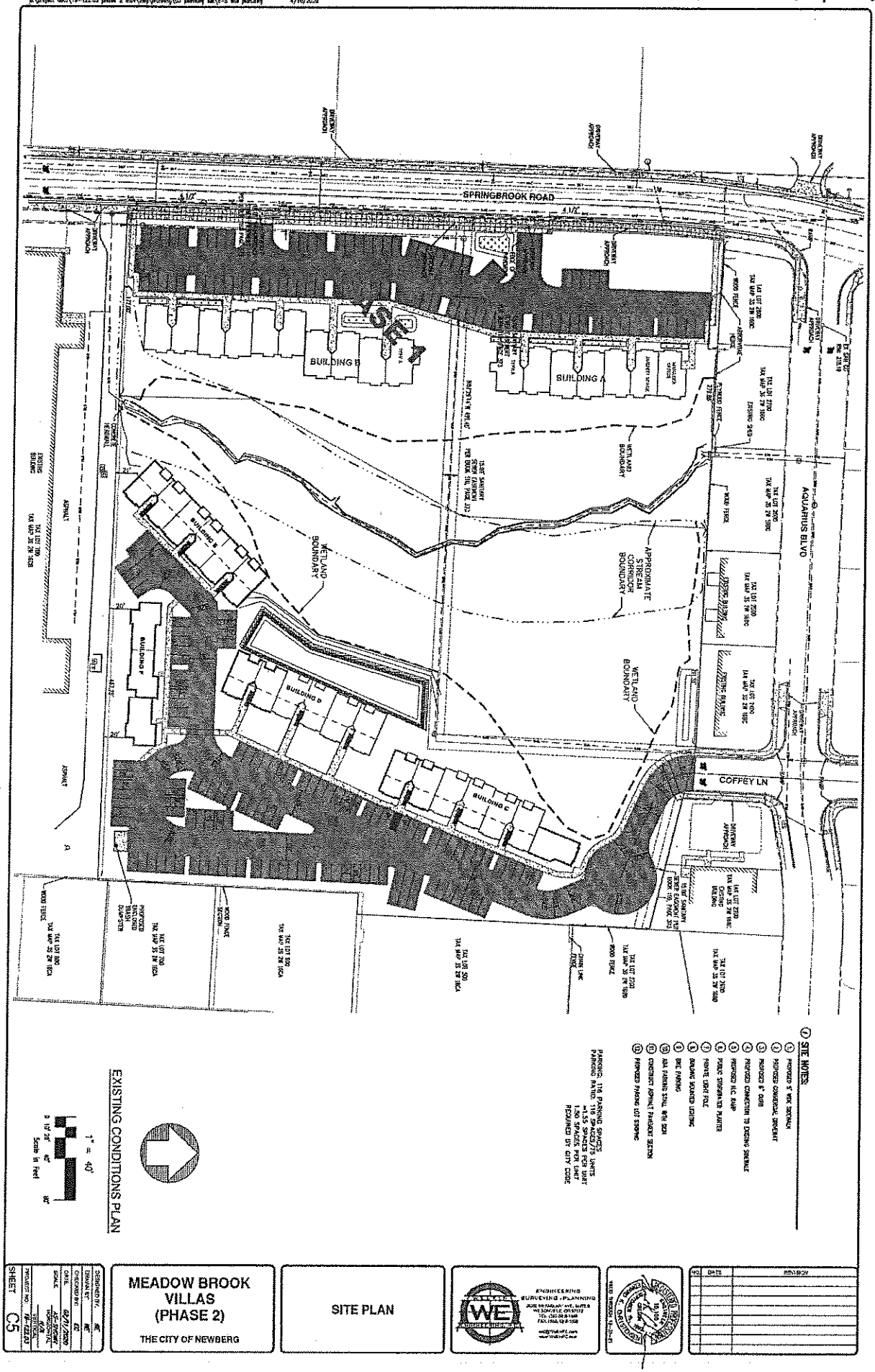

SPRINGBROOK ROAD
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
WETLAND BOUNDARY
APPROXIMATE STREAM CORRIDOR BOUNDARY
AQUARIUS BLVD
COFFEY LN
SITE NOTES
EXISTING CONDITIONS PLAN
1" = 40'
MEADOW BROOK VILLAS (PHASE 2)
THE CITY OF NEWBERG
SITE PLAN
SHEET C5

EXHIBIT G

Ed Christensen

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Friday, February 21, 2020 3:28 PM
To: Ed Christensen
Cc: Corey Bingham
Subject: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

The proposed FDC and Fire Hydrant layout is acceptable to the Fire District.

Thank you,

Ty

From: Ed Christensen <ekc@welkinpc.com>
Sent: Friday, February 21, 2020 2:01 PM
To: Darby, Ty M. <Ty.Darby@tvfr.com>
Subject: Phase 2 of Meadow Brook Vista

Hi Ty,

For the 2nd Phase of Meadow Brook Vista attached is the new water plan for your review and approval. We made the changes you requeted.

Thanks,

Ed

WELKIN ENGINEERING, P.C.
GREAT RESULTS ONE PROJECT AT A TIME
Edward K. Christensen, PE (OR, WA, CA)
President
ekc@welkinpc.com
25260 SW Parkway Ave., Ste G
Wilsonville, OR 97070
tel: (503) 598-1866
fax: (503) 598-1868
mobile: 503.380.5324
www.Welkinpc.com

EXHIBIT 6A

Ed Christensen

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Thursday, April 16, 2020 10:30 AM
To: Ed Christensen
Subject: RE: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

This is acceptable to the Fire District.

Thank you,

Ty

From: Ed Christensen <ekc@welkinpc.com>
Sent: Wednesday, April 15, 2020 5:01 PM
To: Darby, Ty M. <Ty.Darby@tvfr.com>
Subject: RE: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Ty,

Could you also reply to whether the 26' Coffey Lane with a 35' cul-de-sac bulb is acceptable. Both meet your Standards for Newberg.

Thank you and stay safe,

Ed

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fax: (503) 598-1868
mobile: 503.380.5324
www.Welkinpc.com

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Friday, February 21, 2020 3:28 PM
To: Ed Christensen <ekc@welkinpc.com>
Cc: Corey Bingham <Corey.Bingham@newbergoregon.gov>
Subject: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

EXHIBIT 6B

September 10, 2019
JO: 19-122.02

Kaaren Hofmann
City of Newberg
414 East First St.
Newberg, OR 97132

RE: REQUEST FOR A REDUCTION IN RIGHT-OF-WAY/PAVEMENT WIDTH AND REDUCED CUL-DE-SAC SIZE FOR MEADOW CREEK APARTMENTS PHASE 2 IN NEWBERG, OREGON

Dear Mrs. Hofmann:

We would like to request a reduction in right-of-way (ROW)/pavement width and reduced cul-de-sac size for Phase 2 of Meadow Creek apartments. The attached site plan indicates a 70 foot diameter cul-de-sac and a reduction in street pavement width to 26 feet. The 70 foot cul-de-sac is allowable per Standard Drawing 529 as approved for Fire Department Turn arounds. The reduced pavement width is so we can prevent wetland fill impacts for this short terminus 230 foot long dead end cul-de-sac. The 34 foot ROW will allow us to have ±6 feet of distance from the wetlands to build the roadway. We will also need relief from the Public Utility Easement on the southside of the cul-de-sac and around the cul-de-sac bulb.

We respectfully request your approval of these changes for this short extension of Coffee Lane.

Sincerely,
WELKIN ENGINEERING, PC

Edward K. Christensen, P.E.
President

Cc: Gabe Duus

25260 SW PARKWAY DR., SUITE G, WILSONVILLE, OR 97070
(503) 598-1866, fax (503) 598-1868
www.WelkinPC.com ekc@WelkinPC.com

City of Newberg
Community Development Department
P.O. Box 970 • 414 E First Street • Newberg, Oregon 97132
503-537-1240. Fax 503-537-1272 www.newbergoregon.gov

WE WANT YOUR COMMENTS ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD

A property owner in your neighborhood submitted an application to the City of Newberg to construct 75–unit, two–bedroom apartment development on a 5.49–acre site in an R–2 zoning district located immediately east of the recently–approved Meadow Creek Apartments, "Phase 1," a 45–apartment development on a 3.18–acre site at 1306 N. Springbrook Road. The City approved the latter development on October 29, 2018, file number DR218–0003. The current proposal bears the designation "Phase 2." For more details about giving comments, please see the back of this sheet.

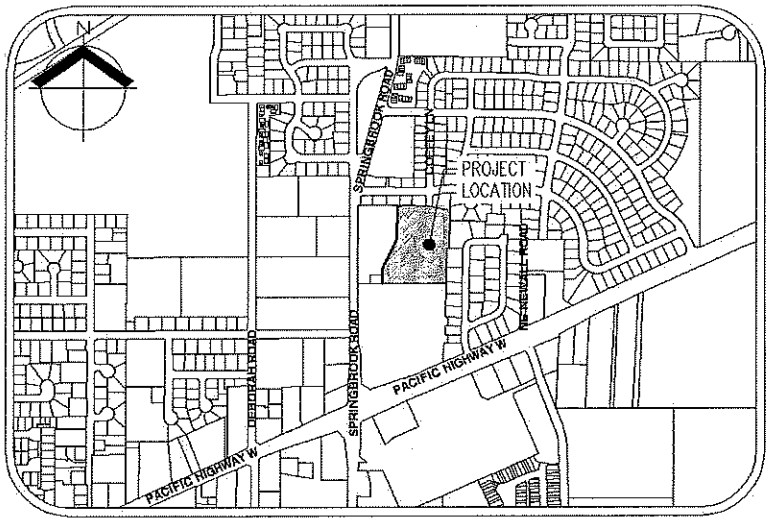
The development will include 75-units in 4 separate buildings. The site will contain 115 parking spaces, treated stormwater, a new cul-de-sac, and 32,845 square feet of landscaping. None of the existing trees or shrubs in the drainage way coursing through the site will be removed.

APPLICANT: ***Gabe Duus***
TELEPHONE: ***(360) 694-2552***

PROPERTY OWNER: ***Meadow Brook Villas, LLC***

LOCATION: ***1306 N. Springbrook Rd., Newberg, OR 97132***

TAX LOT NUMBER: ***Yamhill County Tax Map and Lot Number:*** 3216CB TL 100



VICINITY MAP
NOT TO SCALE

Working Together For A Better Community-Serious About Service"

We are mailing you information about this project because you own land within 500 feet of the proposed new project. We invite you to send any written comments for or against the proposal within 14 days from the date this notice is mailed.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File No.XX **(City staff will give you the file number for your project at the time of application)**
City of Newberg
Community Development Department
PO Box 970
Newberg, OR 97132

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

All written comments must be turned in by 4:30 p.m. on ***enter date two weeks from date you mailed notice.*** Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the City in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for design review approval are found in Newberg Development Code 15.220.050(B).

The Community Development Director will make a decision at the end of a 14-day comment period. If you send in written comments about this project, you will be sent information about any decision made by the City relating to this project.

Date Mailed: ***Date notice is mailed***

31496
DIGREGORIO STEVEN &
DIGREGORIO JESSICA
3501 MADRONA DR
NEWBERG, OR 97132

31502
DIXON STEPHANIE & RAGLAND
KEITH
402 N MORTON ST
NEWBERG, OR 97132

32020
STREU NATHAN
1404 GEMINI LN
NEWBERG, OR 97132

282973
MAVEETY PATRICK
4604 COOPERS HAWK RD
KLAMATH FALLS, OR 97601

278425
WALTON LORIS & LOIS B WALTON
REVOCABLE TRUST
1605 CEDAR ST
NEWBERG, OR 97132

32262
AQUARIOUS BLVD LLC
22855 SW 110TH PL
TUALATIN, OR 97062

32299
LANE JULIE & THE JULIELANE
LIVING TRUST
6127 MERRIEWOOD DR
OAKLAND, CA 94611

32333
TDF LLC
16100 S W
WILSONVILLE, OR 97070

32360
MCQUEEN RENTALS I
23400 NE HYLAND DR
NEWBERG, OR 97132

32707
DELAGE MARGOT & MCNEILL
KATHRYN
PO BOX 80093
PORTLAND, OR 97280

32878
FISCHER LAUREE
PO BOX 279
DUNDEE, OR 97115

415866
BUTTRAM MIRANDA
1112 HADLEY RD
EL MONTE, CA 91732

497839
BILLINGS JIMMY & BILLINGS
SHELLEY
1104 HADLEY RD
NEWBERG, OR 97132

32253
JELLUM KRISTINE & JELLUM PAUL
15925 NE CHEHALEM DR
NEWBERG, OR 97132

32351
HARRIS JAMES
763 ESPLANADA WAY
STANFORD, CA 94305

32342
LEE DARREN & THE LEE FAMILY
1115 FORRESTAL LN
FOSTER CITY, CA 94404

32271
FUJIHARA NEAL & FUJIHARA NEAL
35960 GASKELL CT
FREMONT, CA 94536

32324
JELLUM KRISTINE & JELLUM PAUL
15925 NE CHEHALEM DR
NEWBERG, OR 97132

32280
NICKLOUS
PO BOX 819
CARLTON, OR 97111

31977
KELLEY CAROL & KELLEY DAVID
3408 AQUARIUS BLVD
NEWBERG, OR 97132

31931
LAFRENIERE SUSAN
3503 AQUARIUS BLVD
NEWBERG, OR 97132

32039
SINGH PARJIT
3504 AQUARIUS BLVD
NEWBERG, OR 97132

31922
BURGER MONA
3505 AQUARIUS BLVD
NEWBERG, OR 97132

32048
JOHNSON BRADLEY
3508 AQUARIUS BLVD
NEWBERG, OR 97132

31904
ERICKSON KELLY & ERICKSON
RYAN
3509 AQUARIUS BLVD
NEWBERG, OR 97132

32057
MOORE DAVID
3600 AQUARIUS BLVD
NEWBERG, OR 97132

31897
COAKLEY LINDA
3601 AQUARIUS BLVD
NEWBERG, OR 97132

32066
SIMPSON GLENN
3604 AQUARIUS BLVD
NEWBERG, OR 97132

31888
OSBORNE LINDA & OSBORNE
MICHAEL
3605 AQUARIUS BLVD
NEWBERG, OR 97132

278416
BODNAR KELLEY & BODNAR
TIMOTHY
1601 CEDAR ST
NEWBERG, OR 97132

32315
JELLUM KRISTINE & JELLUM PAUL
15925 NE CHEHALEM DR
NEWBERG, OR 97132

32137
MUSALL JEFFERY & MUSALL OKSANA
1502 COFFEY LN
NEWBERG, OR 97132

32155
SELLS TROY & SELLS KELLY
1503 COFFEY LN
NEWBERG, OR 97132

32119
FOSTER DARLENE
1504 COFFEY LN
NEWBERG, OR 97132

32093
FORTUNE JANIS
1506 COFFEY LN
NEWBERG, OR 97132

32182
SALEE TRAVIS
1507 COFFEY LN
NEWBERG, OR 97132

32084
HENRY SHAWN
1508 COFFEY LN
NEWBERG, OR 97132

32191
LAIDLAW BRETT
1509 COFFEY LN
NEWBERG, OR 97132

32208
QUINBY LINDA
1511 COFFEY LN
NEWBERG, OR 97132

32002
CROUSE SUSAN & DENHERDER EVERETT
1600 COFFEY LN
NEWBERG, OR 97132

32217
LIGHTNER DEBRA
1601 COFFEY LN
NEWBERG, OR 97132

29472
CHURCH OF JESUS
50 E NORTH TEMPLE
SALT LAKE CITY, UT 84150

31655
DEBORAH COURT
PO BOX 490
ENTERPRISE, OR 97828

32011
DAWSON JEFFEREY & DAWSON JENNIFER
1400 GEMINI LN
NEWBERG, OR 97132

31995
LYNN SHANNON
7415 SW EAST LAKE CT
WILSONVILLE, OR 97070

31959
LOWE BRIAN & LOWE SARAH
1500 GEMINI ST
NEWBERG, OR 97132

31281
GOOD PATRICIA
11865 SW TUALATIN RD
TUALATIN, OR 97062

31272
BUSH JAMES & NANCY
1505 GEMINI ST
NEWBERG, OR 97132

31263
ANGELECHIO BERYLE
1507 GEMINI ST
NEWBERG, OR 97132

31254
SMITH HANNAH
1601 GEMINI ST
NEWBERG, OR 97132

32510
HULSE LINDA & HULSE SAMUEL
1100 HADLEY RD
NEWBERG, OR 97132

497833
ROLL REMA & ROLL RODNEY
1102 HADLEY RD
NEWBERG, OR 97132

32529
ADAMEK DARREN & ADAMEK PAMELA
1110 HADLEY RD
NEWBERG, OR 97132

32903
BLANCHARD & BLANCHARD CHANELLE
1113 HADLEY RD
NEWBERG, OR 97132

32538
WILCOX JEPHTHAH & WILCOX SHAROLYN
1204 HADLEY RD
NEWBERG, OR 97132

32618
PEREZ MICHAEL & PETERSON RANDI
1205 HADLEY RD
NEWBERG, OR 97132

32609
BARRIOS GEOFFREY & BARRIOS SHANNON
1209 HADLEY RD
NEWBERG, OR 97132

32734
COLEMAN BRIAN & COLEMAN STACY
1300 HADLEY RD
NEWBERG, OR 97132

32592
FINK DUANE & FINK NANCY
1301 HADLEY RD
NEWBERG, OR 97132

32823
MEREDITH MARSI & MEREDITH RICHARD
1308 HADLEY RD
NEWBERG, OR 97132

32583
WOOLEN ILA & WOOLEN RODGER
1309 HADLEY RD
NEWBERG, OR 97132

527530
NEWBERG
3275 DOGWOOD DR S
SALEM, OR 97302

31511
PIZANO HECTOR & PIZANO MICAELA
PO BOX 1241
NEWBERG, OR 97132

31520
MONTANO MIGUEL
3508 MADRONA DR
NEWBERG, OR 97132

31548
NORMAN JENNIFER
3512 MADRONA DR
NEWBERG, OR 97132

32501
TAYLOR KEVIN
1004 N NEWALL RD
NEWBERG, OR 97132

32495
MCCLENNY CHRISTINA &
MCCLENNY COOPER
1005 N NEWALL RD
NEWBERG, OR 97132

32486
MEADE CHRISTOPHER
1009 N NEWALL RD
NEWBERG, OR 97132

32477
MASON MARCUS
1013 N NEWALL RD
NEWBERG, OR 97132

32468
MEHLHOFF GARY & MEHLHOFF NANCY
1150 NE 17TH ST
MCMINNVILLE, OR 97128

32547
MURPHY COLEEN
1002A E NORTH ST
NEWBERG, OR 97132

423704
FARRIS DALE & FARRIS REBECCA
1112 N NEWALL RD
NEWBERG, OR 97132

32440
ROSE DAVID
1113 N NEWALL RD
NEWBERG, OR 97132

32556
TAKASHIGE RODNEY & TAKASHIGE FLORENCE
1208 N NEWALL RD
NEWBERG, OR 97132

32422
NEWELL KENT & NEWELL KENT
1213 N NEWALL RD
NEWBERG, OR 97132

32565
WINDSOR GARY
1216 N NEWALL RD
NEWBERG, OR 97132

32413
DOLYNIUK THAD & DOLYNIUK KAREN
1313 N NEWALL RD
NEWBERG, OR 97132

32404
DOLYNIUK KAREN & DOLYNIUK THAD
1313 N NEWALL RD
NEWBERG, OR 97132

32397
TURNER MICHELLE
1317 N NEWALL RD
NEWBERG, OR 97132

32388
BROTHERS LADD
1321 N NEWALL RD
NEWBERG, OR 97132

29114
SPRINGBROOK PLAZA
19300 MERRIDY ST
NORTHRIDGE, CA 91324

251970
DEURIBE MARIA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

265643
RAMIREZ & ALDACO
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

456599
RADILLA MIRANDA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

400060
ESCODEDO SILVIA & JIMENEZ JORGE
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

262780
ESCOBEDO JOSE & ESCOBEDO PEDRO
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

252648
LAWSON KENNETH & LAWSON RUBY
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

248636
BENSON ARLEN & BENSON ELAINE
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

449697
BATES REBECCA
1339 NE SUNRISE LN
HILLSBORO, OR 97124

254325
GUTIERREZ RAFAEL & JIMENEZ LAURA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

252826
CARSLEY CHARLES & CARSLEY JUDITH
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

462975
BONNEVILLE ANDREW
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

253923
CORREA IGNACIA & RODRIGUEZ
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

253282
GERMAN HERMOSILLO
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

254566
ONEIL MELANIE
PO BOX 17
GUERNEVILLE, CA 95446

254520
MARES MICHELLE
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

254897
STEVAHN PAMELA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

253264
GARRITY LINDA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

519511
ESPERON ANTONIO & MARTINEZ FELICITAS
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

455411
ALVAREZ & BASURTO
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

525334
PAYNE ALICE & PAYNE JOHN
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

461565
SEELYE DANIEL
PO BOX 964
NEWBERG, OR 97132

254361
VERONICA MARIA & ZURITA HUMBERTO
1103 N MERIDIAN ST
NEWBERG, OR 97132

461486
FERRALL JANINE
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

254012
GRAHAM JOHN & WITTROCK JEAN
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255422
MARSHALL MARTHA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

29347
AZALEA GARDENS
PO BOX 17
GUERNEVILLE, CA 95446

254842
MOORE MICHALL
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255048
ABREGO BEATRIZ & PINTOR CARLOS
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255342
URIBE MARIA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

400088
WATSON MICHAEL
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255235
AGUILERA GABRIELA & MANUEL JUAN
707 MARIE AVE
NEWBERG, OR 97132

255486
GAMBOA PANFILO
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255315
STEVAHN BARBARA & STEVAHN VERNOLD
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

458409
FERNANDEZ & VILLARRE
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

255351
MUELLER SARAH & STUTZMAN DEBORAH
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

458392
PIROS FAMILY
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

436193
LUNA NASHMY
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

425800
LUNA JOSE & VARGAS PATRICIA
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

425819
FINLEY ELLEN
1103 N SPRINGBROOK RD
NEWBERG, OR 97132

29445
NEWBERG VILLAGE
PO BOX 490
ENTERPRISE, OR 97828

29123
MEADOW BROOK
4695 SE DEER CREEK PL
GRESHAM, OR 97080

31664
SPRINGBROOK APTS
3811 SW BARBUR BLVD
PORTLAND, OR 97239

32244
HOUSING AUTHORITY
PO BOX 865
MCMINNVILLE, OR 97128

Land Use Notice

FILE # DR220-0002

PROPOSAL: DESIGN REVIEW FOR A 2 BEDROOM, 75-UNIT APARTMENT PROJECT ON 5.49 ACRES. THE SITE WILL CONTAIN 113 ON-SITE PARKING SPACES.

FOR FURTHER INFORMATION, CONTACT:

City of Newberg
Community Development Department
414 E First Street
Phone: 503-537-1240

EXHIBIT A

p:\project data\19-122.03 phase 2 mcv\dwg\planning\03 planning set\c-5 site plan.dwg 4/15/2020

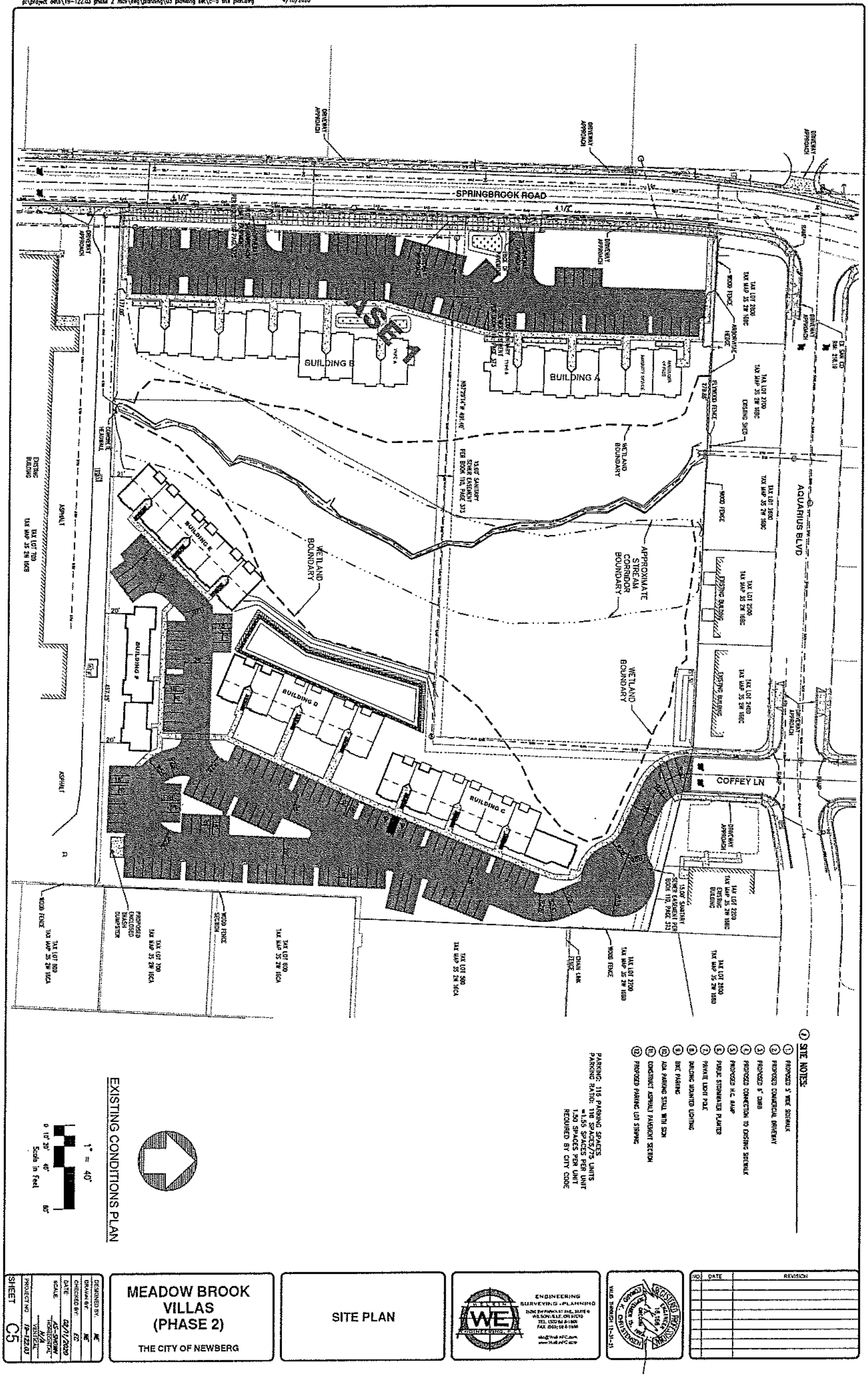


EXHIBIT G

Ed Christensen

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Friday, February 21, 2020 3:28 PM
To: Ed Christensen
Cc: Corey Bingham
Subject: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

The proposed FDC and Fire Hydrant layout is acceptable to the Fire District.

Thank you,

Ty

From: Ed Christensen <ekc@welkinpc.com>
Sent: Friday, February 21, 2020 2:01 PM
To: Darby, Ty M. <Ty.Darby@tvfr.com>
Subject: Phase 2 of Meadow Brook Vista

Hi Ty,

For the 2nd Phase of Meadow Brook Vista attached is the new water plan for your review and approval. We made the changes you requeted.

Thanks,

Ed

WELKIN ENGINEERING, P.C.
GREAT RESULTS ONE PROJECT AT A TIME
Edward K. Christensen, PE (OR, WA, CA)
President
ekc@welkinpc.com
25260 SW Parkway Ave., Ste G
Wilsonville, OR 97070
tel: (503) 598-1866
fax: (503) 598-1868
mobile: 503.380.5324
www.Welkinpc.com

EXHIBIT 6A

Ed Christensen

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Thursday, April 16, 2020 10:30 AM
To: Ed Christensen
Subject: RE: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

This is acceptable to the Fire District.

Thank you,

Ty

From: Ed Christensen <ekc@welkinpc.com>
Sent: Wednesday, April 15, 2020 5:01 PM
To: Darby, Ty M. <Ty.Darby@tvfr.com>
Subject: RE: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Ty,

Could you also reply to whether the 26' Coffey Lane with a 35' cul-de-sac bulb is acceptable. Both meet your Standards for Newberg.

Thank you and stay safe,

Ed

WELKIN ENGINEERING, P.C.
GREAT RESULTS ONE PROJECT AT A TIME
Edward K. Christensen, PE (OR, WA, CA)
President
ekc@welkinpc.com
25260 SW Parkway Ave., Ste G
Wilsonville, OR 97070
tel: (503) 598-1866
fax: (503) 598-1868
mobile: 503.380.5324
www.Welkinpc.com

From: Darby, Ty M. <Ty.Darby@tvfr.com>
Sent: Friday, February 21, 2020 3:28 PM
To: Ed Christensen <ekc@welkinpc.com>
Cc: Corey Bingham <Corey.Bingham@newbergoregon.gov>
Subject: [EXTERNAL] RE: Phase 2 of Meadow Brook Vista

Hi Ed,

EXHIBIT 6B

September 10, 2019
JO: 19-122.02

Kaaren Hofmann
City of Newberg
414 East First St.
Newberg, OR 97132

RE: REQUEST FOR A REDUCTION IN RIGHT-OF-WAY/PAVEMENT WIDTH AND REDUCED CUL-DE-SAC SIZE FOR MEADOW CREEK APARTMENTS PHASE 2 IN NEWBERG, OREGON

Dear Mrs. Hofmann:

We would like to request a reduction in right-of-way (ROW)/pavement width and reduced cul-de-sac size for Phase 2 of Meadow Creek apartments. The attached site plan indicates a 70 foot diameter cul-de-sac and a reduction in street pavement width to 26 feet. The 70 foot cul-de-sac is allowable per Standard Drawing 529 as approved for Fire Department Turn arounds. The reduced pavement width is so we can prevent wetland fill impacts for this short terminus 230 foot long dead end cul-de-sac. The 34 foot ROW will allow us to have ±6 feet of distance from the wetlands to build the roadway. We will also need relief from the Public Utility Easement on the southside of the cul-de-sac and around the cul-de-sac bulb.

We respectfully request your approval of these changes for this short extension of Coffee Lane.

Sincerely,
WELKIN ENGINEERING, PC

Edward K. Christensen, P.E.
President

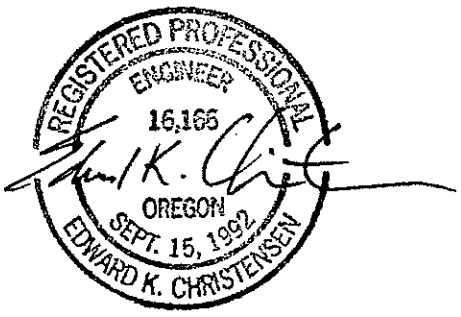
Cc: Gabe Duus

25260 SW PARKWAY DR., SUITE G, WILSONVILLE, OR 97070
(503) 598-1866, fax (503) 598-1868
www.WelkinPC.com ekc@WelkinPC.com

Storm Drainage Report for the Meadow Brook Villas Apartments Phase 2

1306 N. SPRINGBROOK RD. (OFF COFFEY LN.) IN NEWBERG, OREGON

Welkin JO: 19-122.03



Edward K. Christensen, P.E.

Submittal: 4/17/20

25260SWPARKWAYDR.,SUITEG,WILSONVILLE,OR 97070
(503) 598-1866, fax (503) 598-1868
www.WelkinPC.com ekc@WelkinPC.com

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Project Overview -	3
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Stormwater Quality and Infiltration -	5
Downstream Analysis -	6
Operations and Maintenance -	7

Appendix A:

FIGURE 1 A-C	1 inch 24-hour post-developed hydrograph calculation and Coffey Ln. LIDA Form 451
FIGURE 2 A-F	100-yr Stormwater Capacity in a 8 inch main and runoff paths
FIGURE 3 A-L	½ the 2-yr, the 2-yr, 10-yr, and 25-yr, 24-hour post-developed hydrograph calculation
FIGURE 4 A-H	Infiltration tests Saturated Hydraulic Capacity Analysis

PROJECT OVERVIEW:

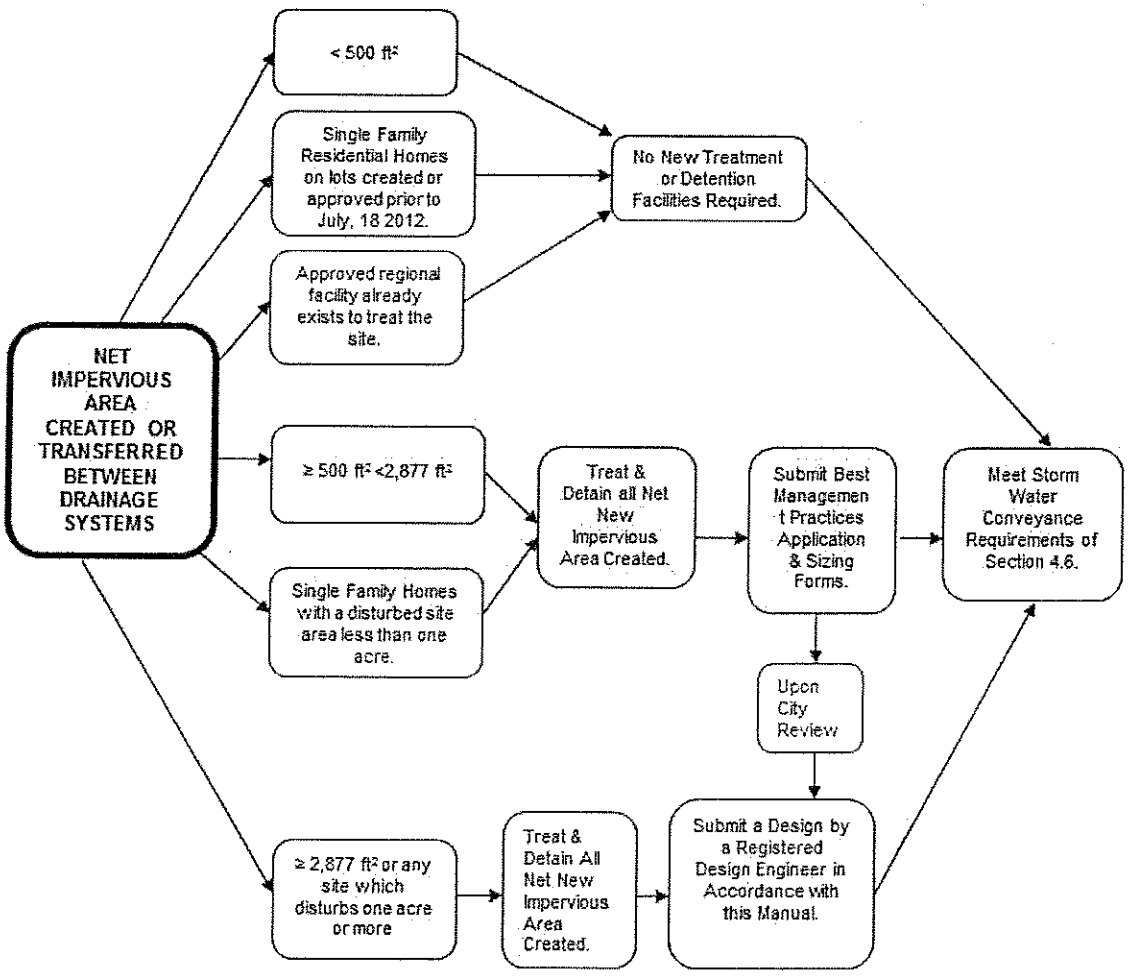
The apartment site is located on Coffey Lane. north of the Safeway store, south of Aquarius Ave. and east of NE Newhall Rd. The site mostly slopes towards an unnamed tributary creek of Springbrook Creek. The unnamed creek bisects the site. The apartments are arranged in a linear fashion paralleling the creek and its adjoining wetlands. The project will have minimal impact on the wetlands. The site has no structures on it currently.

The parcel slopes westerly from a high elevation of 222' to a low in the unnamed Creek of ±180'. Stormwater on the undeveloped site sheet flows the first 126' at an average slope of 1.82% into the unnamed creek. From there the creek slopes to the southern edge of the parcel at an average slope of 5.93%, where it flows into an existing 48" public storm pipe. There are no hazardous slopes within the site. The drainage way which flows through the site is a perennial drainage channel, with wetlands on both sides of the channel.

DEVELOPMENT OVERVIEW:

The project will contain 75 apartment units with 116 parking spaces. The apartment building roofs, and fronting sidewalks will all drain into a piping system and catch basins which will be run through a 17,494 cf Water Quality and Detention basin to the west of Building D. The Water Quality and Detention basin will use a -0.2' elevation difference between the bottom of the pond and the IE of the outlet to contain the Water Quality event and allow it to infiltrate into the ground. The entire water quality event will be infiltrated into the ground. The Water Quality and Detention basin will be surrounded on all 4 sides by a rockery or concrete retaining wall.

Figure 4.4 Storm water Quality & Quantity Design Flow Chart



STORMWATER SYSTEM DESIGN:

The subdivision is to be designed to convey the ½ the 2, the 2, 10, and 25-year storm events through the Water Quality and Detention basin, and reduce the flows to below predevelopment runoff levels. Using the Santa Barbara Urban Hydrograph (SBUH) method based on a Type IA rainfall distribution, the site has been analyzed to determine the proposed peak runoff rates with 1 inch for the water quality, ½ the 2-year, the 2, 10, and 25-year 24-hour storm events per the requirements of the City of Newberg – see Exhibits 1 A-D. The SBUH method uses runoff curve numbers in conjunction with the site's hydrologic soil group to model the site's runoff characteristics. The SBUH

method does not include infiltration systems and those are calculated separately.

STORMWATER SYSTEM					
Recurrence Interval, Years	½ the 2	2	10	25	100
24-Hour Rainfall (Inches)	1.25	2.5	3.5	4.0	4.50
Undeveloped runoff (cfs)	0.02	0.22	0.55	0.74	0.94
Developed runoff (cfs) After Detention	0.02 *	0.19	0.44	0.67	1.18

- See Stormwater Infiltration rates below.

The largest pipe proposed for the project is a 8 inch PVC for the flow control manhole outlet to handle the higher overflow water if necessary. From the SBUH calculations, our highest flow will be 1.18 cfs from the 100-Year storm. Exhibit 2 A&B provides by Chezy-Manning analysis that to convey the 100-Year flow with an 8" PVC pipe using a slope of 1.0% will convey 1.54 cfs, with an in pipe velocity of 4.53 fps.

WATER QUALITY:

All stormwater will be treated using the Water Quality pond. The bottom of the entire pond will be 0.2' lower than the outlet. The 1" Water Quality event has a developed site runoff volume of 5,904 cf. As noted below in the stormwater infiltration section, the infiltration rate for the pond will be 0.09 cfs. Exhibit 1A indicates a 1 inch peak flow rate of 0.47 cfs. Exhibit 1B is the SBUH for the 1 inch storm. Exhibit 1B also includes a spread sheet result for the quantity of stormwater exceeding the 0.09 cfs infiltration rate. After the storm runoff exceeds 0.09 cfs, the cumulative volume is calculated at the runoff rate minus the infiltration rate. The 1 inch runoff volume exceeding the infiltration rate combined is 954.72 cf. The volume of the 0.2 feet below the invert in the basin is 5,000 sf x 0.2 ft = 1,000 cf. So the 0.2 ft will act as a water quality detention basin, which exceeds the peak runoff volume, so the entire 1 inch runoff, will be infiltrated.

Stormwater for the new Coffey Ln. cul-de-sac and the throat of the apartment driveway will be treated in a bio-swale flow through planter. Exhibit 1C is the LIDA Form 451, which indicates 573.24 sf of planter will be required. The plan is to provide a 600 sf flow through planter.

STORMWATER INFILTRATION:

Infiltration for this site is moderate. On September 16, 2019 Welkin performed 5 infiltration tests on-site. The 5 tests were taken in the locations of the proposed stormwater detention facilities. The underlying soil in stormwater detention facility is Woodburn Silt Loam. Exhibit 4 A-H shows the location of the tests, the test results, and the US Depart of Conservation Saturated Hydraulic Conductivity rate for this soil. The field measurements indicated and average infiltration rate of 1.65 inches per hour. The US Depart of Conservation indicates that the Saturated Hydraulic Conductivity rate for this soil is 11.39 microns per second. 11.39 microns per second equates to 1.61 in per hour. The following calculations use the slower 1.61 inches per hour rate.

During a typical 24 hour storm with 5,000 sf stormwater detention facility, the infiltration would amount to: (1.61*24/12)*5,000 sf = 16.100 cubic feet. Using a 2/1 reduction in the infiltration rate, the infiltration system will infiltrate 8,050 cf/day. Since the 1" water quality storm event for the whole site creates only 5,904 cf of runoff, the entire water quality storm will be infiltrated. The rate of infiltration for the site is: 8,050 cf/day÷86,400sec/day = 0.093 cfs, which exceeds the ½ of the 2-Year flow rate of 0.02 cfs by a 4:1 margin.

100-YEAR RUNOFF:

The 100-year runoff was calculated to be 1.18 cfs after detention. The largest pipe proposed for the project is a 8 inch PVC between the flow control manhole to the outfall near the stream corridor. Exhibit 2 A-D provides by Chezy-Manning analysis that to convey the 100-Year flow with a slope of 1.0%, an 8 inch pipe will have a velocity of 4.53 fps and will convey 1.54 cfs or 0.36 cfs more than our 100-year storm.

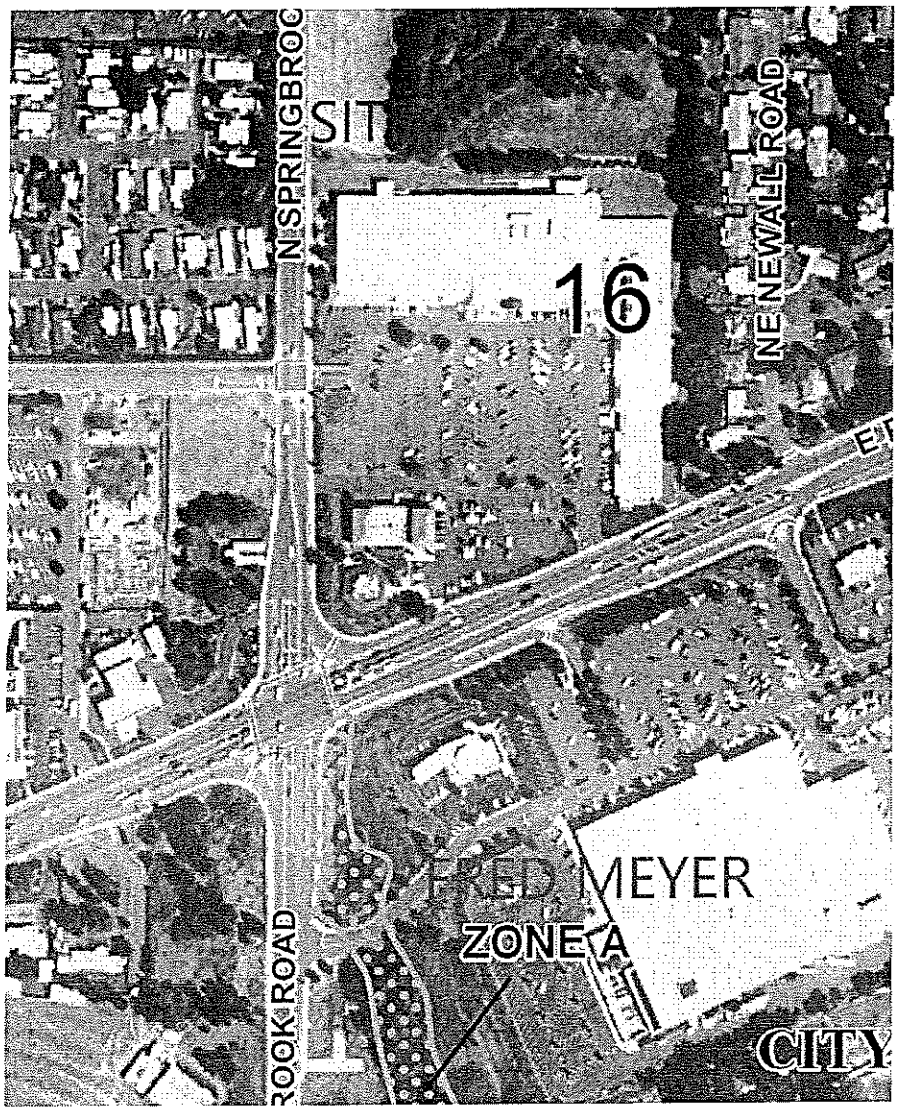
Should the 8 inch pipe become clogged, Exhibit 2E shows the runoff flow paths. The site slopes downward continuously from north to south. With the on-site sidewalks sloping towards the parking area, the Buildings C-F runoff will fall towards the parking area also and eventually runoff around Building E. The lowest Finished Floor for Building E is 220.5 feet. The Top of Curb elevation at southwestern end of Building E is 220.0 feet, providing an adequate relief for the 2.84 cfs storm. In case the 48 inch pipe got clogged and filled up the wetland basin, water would be conveyed to the Rite Aid parking lot and flow west to Springbrook Rd. and then south on Springbrook Rd, away from the site.

Runoff for the new Coffey Ln. cul-de-sac and the throat of the apartment driveway will flow through the planter. The 100-year storm on Coffey Ln. will result in 0.28 cfs of flow. It will enter the stream at the northern end of the site.

DOWNSTREAM ANALYSIS:

The project site is situated approximately ¼ mile upstream from the Fred Meyer entrance off of N. Springbrook Rd. There is a Zone A within the area cornered by

Highway 99E, Springbrook Rd., and Fred Meyer. The Zone A is limited and ends south of Hayes St. Although this area is indicated a Flood Zone A, the 2014 Stormwater Master Plan does not indicate any significant deficiencies downstream of the project site.



From the review of the 2014 Stormwater Master Plan and site considerations, it can be concluded that because the site is actually reducing runoff to before development levels of runoff, the site will have no impacts on the downstream system.

OPERATIONS AND MAINTENANCE:

The complex owners will be responsible for the maintenance of the private storm system, including the Storm Filter system. The Operation and Maintenance of the flow control storm drainage facility will be provided by the City of Newberg.

EXHIBIT 1A

Welkin *EKC 15:52 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
1 INCH DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 1 year
storm duration = 24 hr.
total rainfall = 1.00 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\1 inch.hyd

peak flow = 0.47cfs @ 7.83 hr.
runoff volume = 5,904 cu.ft.

1 INCH SBUH

147 10.00 0.47
0.00 0.00
0.17 0.00
0.33 0.00
0.50 0.00
0.67 0.00
0.83 0.00
1.00 0.00
1.17 0.00
1.33 0.00
1.50 0.00
1.67 0.00
1.83 0.00
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2.83 0.02
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7.17 0.12
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7.67 0.26
7.83 0.47
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8.67 0.15
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11.67 0.09
11.83 0.09
12.00 0.09
12.17 0.09
12.33 0.09
12.50 0.09
12.67 0.09
12.83 0.08
13.00 0.07
13.17 0.07
13.33 0.07
13.50 0.07
13.67 0.07
13.83 0.07
14.00 0.07
14.17 0.07
14.33 0.07
14.50 0.07
14.67 0.07
14.83 0.07
15.00 0.06
15.17 0.06
15.33 0.06
15.50 0.06
15.67 0.06
15.83 0.06
16.00 0.06
16.17 0.06
16.33 0.06
16.50 0.06
16.67 0.06
16.83 0.06
17.00 0.05
17.17 0.05
17.33 0.05
17.50 0.05
17.67 0.05
17.83 0.05
18.00 0.05
18.17 0.05
18.33 0.05
18.50 0.05
18.67 0.05
18.83 0.05
19.00 0.05
19.17 0.05
19.33 0.05
19.50 0.05
19.67 0.05
19.83 0.05
20.00 0.05
20.17 0.05
20.33 0.05
20.50 0.05
20.67 0.05
20.83 0.05
21.00 0.05
21.17 0.05
21.33 0.05
21.50 0.05
21.67 0.05
21.83 0.05
22.00 0.05
22.17 0.05
22.33 0.05
22.50 0.05
22.67 0.05
22.83 0.05
23.00 0.05
23.17 0.05
23.33 0.05
23.50 0.05
23.67 0.05
23.83 0.05
24.00 0.05
24.17 0.02
24.33 0.00

MEADOW BROOK VILLAS PHASE 2
1" STORM PEAK FLOW ANALYSIS

TIME INCREMENT	FLOW RATE IN CFS MINUS 0.09 CFS INFILTRATION RATE
0.17 HRS	0.0017
0.17 HRS	0.0051
0.17 HRS	0.0051
0.17 HRS	0.0102
0.17 HRS	0.0136
0.17 HRS	0.0289
0.17 HRS	0.0646
0.17 HRS	0.0561
0.17 HRS	0.0221
0.17 HRS	0.0136
0.17 HRS	0.0102
0.17 HRS	0.0102
0.17 HRS	0.0051
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
0.17 HRS	0.0017
TOTAL PEAK FLOW VOLUME	954.72 CF
VOLUME OF 0.2' OF STORAGE IN DETENTION POND	1000 CF

1 C

City of Newberg LIDA Sizing Form

(Include this form with plan submittal)

Project Title: MEADOW CREEK VILLAS PHASE 2

Project Address: 1306 N. SPRINGBROOK RD

Project Taxlot/ Taxmap#: R3216CB 00200

Project Location: NORTH OF NEWBERG RITE AID

Contact Name/Title/Company: GABE DUUS, MANAGER, MEADOW BROOK VILLAS, LLC

Phone/e-mail: gabe@1sbld.com / (360) 694-2552

STEP 1: Determine Impervious Area Requiring Treatment

Total Gross Site Area (acres): _____

Pre. Dev. Impervious Area (ft): _____ (X)

Proposed Net New Impervious Area (ft): (PA)= (Y) - (X) 9554 (PA)

Post Dev. Impervious Area (ft): 9554 (Y)

STEP 2: Deduct Impervious Area LIDA Credits

Porous Pavement (sq. ft.): _____ (P)

Green Roof (sq. ft): _____ (G)

Other Credits as approved (sq. ft.): _____ (O)

Total Credits (sq. ft.): (C)= (P)+(G)+(O) _____ (C)

Impervious Area Requiring Treatment (sq. ft.): (IA)= (PA) - (C) _____ (IA)

STEP 3: Size LIDA Facilities for Remaining Impervious Area

	Impervious Area Treated (sq. ft.)	SF, Sizing Factor	LIDA Facility Size (sq. ft.)
Infiltration Planters/ Rain Garden		0.045	
Flow-through Planter	9554	0.060	573.24 / 600 PROVIDED
Public Flow-through Planter		0.060	

Total Impervious Area Treated (sq. ft.) _____ MUST BE EQUAL TO (IA)

City of Newberg
PUBLIC WORKS ENGINEERING DIVISION
414 E. FIRST STREET NEWBERG, OR 97132
PHONE: 503-537-1240
FAX: 503-537-1277

REVISIONS:

LIDA SIZING FORM

SCALE: N.T.S.
DATE: MARCH 2014
APPROVED BY: JAY H.
STANDARD DRAWING 451

EXHIBIT 2A

Welkin *EKC 15:21 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
100-YEAR DEVELOPED-YEAR DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 100 years
storm duration = 24 hr.
total rainfall = 4.50 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\100-year developed.hyd

peak flow = 2.84cfs @ 7.83 hr.
runoff volume = 35,459 cu.ft.

2B

Welkin *EKC 09:28 23-Dec-19*

Project 19-122.03
MEADOW CREEK APARTMENTS - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
100-YEAR UNDEVELOPED SITE RUNOFF

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	dense.grasses	n=0.24	126.5	2.3'	1.82%	20.2'
2	shallow concentrated	high.grass	K=9	170.4	10.1'	5.93%	1.3'

total Time of Concentration = 21.5'

storm hyetograph: SCS TypeIA
return period = 100 years
storm duration = 24 hr.
total rainfall = 4.50 in.

pervious area = 2.27 A CN = 77 GpC:Res,2-A.lots
impervious area = 0.00 A CN = 98
total site area = 2.27 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\100-year undeveloped.hyd

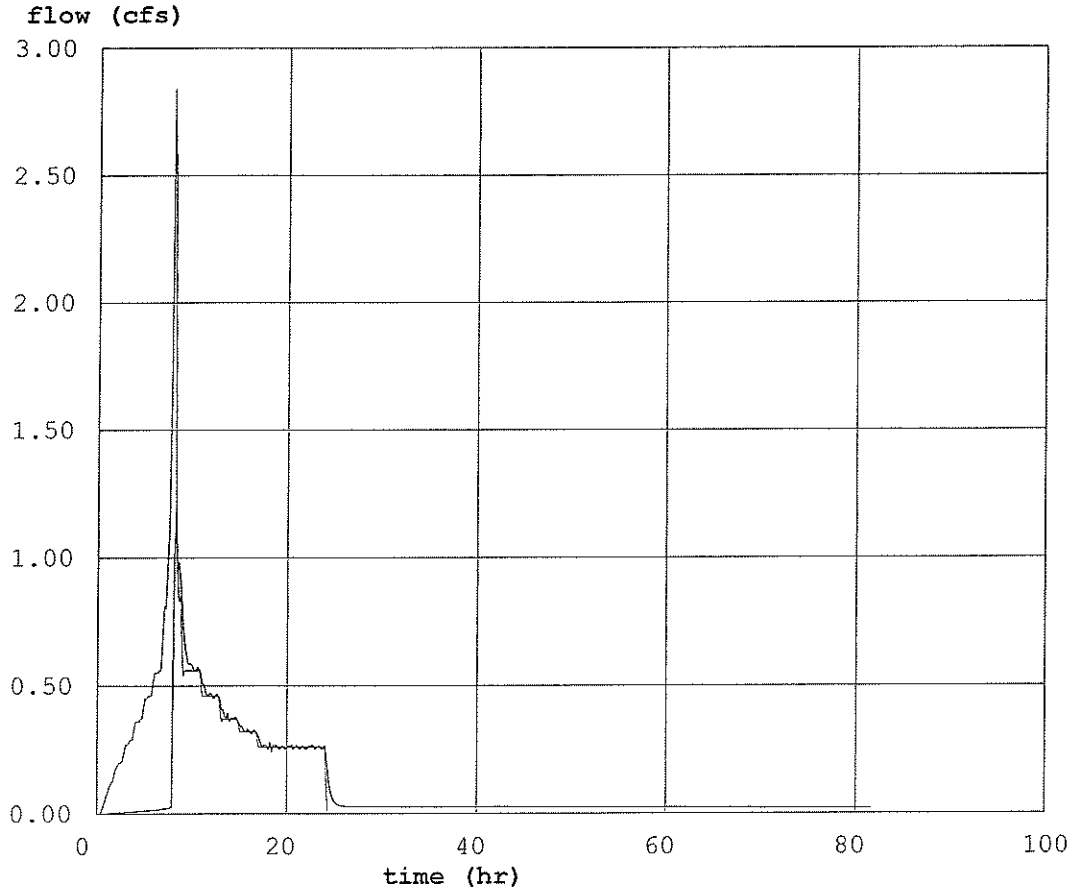
peak flow = 0.94cfs @ 8.00 hr.
runoff volume = 18,212 cu.ft.

2c

Welkin *EKC 15:44 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

DETENTION ROUTING
100-YEAR STORM DETENTION



DETENTION POND (stage-volume calculated)

elevation	area	volume
212.00	3000	0
214.00	4015	6990
216.00	6595	17494

STAGE	*VOLUME*
212.0	0
214.0	6990
216.0	17494

OUTLET TYPE	*ELEVATION*	*SIZE*
circ. orifice	212.0	dia.(in) = 0.68
circ. orifice	213.8	dia.(in) = 0.50
broad weir	214.9	width(in) = 37.70

inflow hydrograph: c:\program files\quick3\meadow brook - phase 2\100-year developed.hyd
outflow hydrograph: c:\program files\quick3\meadow brook - phase 2\100-year undeveloped.hyd

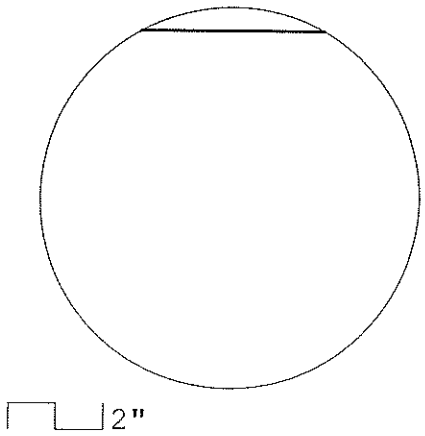
peaks: inflow = 2.84 cfs @ 7.83 hr.
outflow = 1.18 cfs @ 8.33 hr.
stage: 2.97 ft. detained volume: 12,073 c.f.

2D

WELKIN ENGINEERING *EKC 17:16 16-Apr-20*

Project 19-122.03
MEADOW BROOK VILLAS

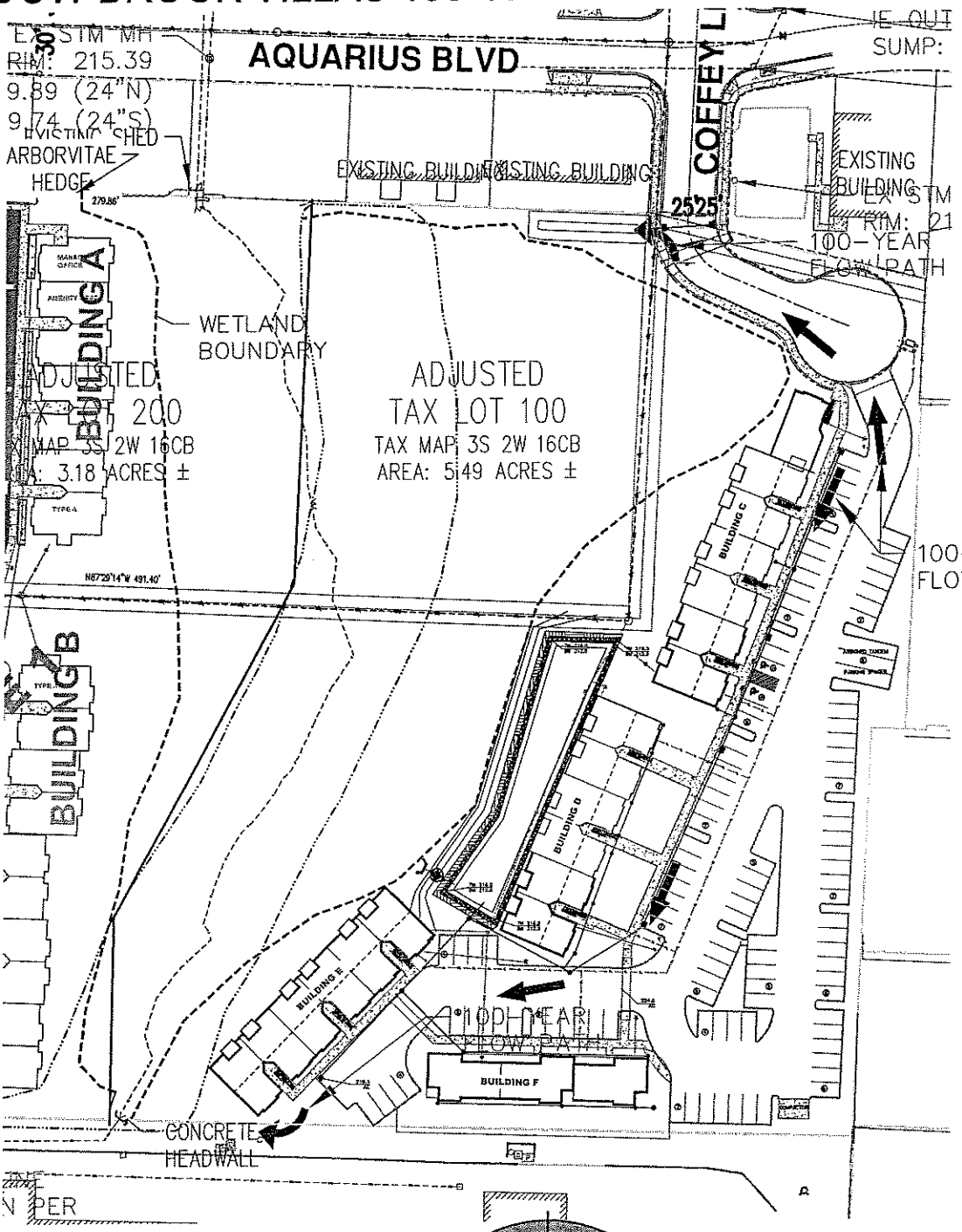
GRAVITY PIPE FLOW (Chezy-Manning)
100-YEAR FLOW FROM DETAINED PHASE 2



diameter = 8.0"
slope = 1.00%
material: spiral rib metal
Manning's n = 0.011
depth of flow = 93.82% of diameter (max)

wetted perimeter = 1.76'
area = 0.34 s.f.
hydraulic radius = 0.19'
velocity = 4.53 fps
flow = 1.54 cfs

MEADOW BROOK VILLAS 100-YEAR FLOW PATH EXHIBIT 2E



WELKIN ENGINEERING, P.C.

ENGINEERING
SURVEYING • PLANNING

25260 SW PARKWAY AVE., SUITE G
WILSONVILLE, OR 97070
TEL: (503) 598-1866
FAX: (503) 598-1868
ekc@WelkinPC.com
www.WelkinPC.com

JOB: 19-122.03 EKC 1/16/20

WEPC DRAWING FILE: P:\Project Data\19-122.03 Phase 2 MCV\dwg\Planning\03 Planning Set\C-XX STORM GRADING V2016.dwg

Welkin ***EKC 11:00 17-Apr-20***

Project 19-122.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
100-YEAR COFFEY LN. DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	3.4'	3.78%	1.0'
2	shallow concentrated	paved,gravel	K=27	215.0	4.9'	2.28%	0.9'
3	pipe	plastic.pipe	n=0.011	15.0	0.2'	1.00%	0.0'
4	intermittent channel	grass.channel	K=17	80.0	0.2'	0.25%	1.6'

total Time of Concentration = 3.5'

storm hyetograph: SCS TypeIA
return period = 100 years
storm duration = 24 hr.
total rainfall = 4.50 in.

pervious area = 0.00 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 0.22 A CN = 98
total site area = 0.22 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\coffey lane.hyd

peak flow = 0.28cfs @ 7.83 hr.
runoff volume = 3,405 cu.ft.

EXHIBIT 3A

Welkin *EKC 15:09 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
HALF THE 2-YEAR DEVELOPED-YEAR DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 1 year
storm duration = 24 hr.
total rainfall = 1.25 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\half the 2-year developed.h

peak flow = 0.63cfs @ 7.83 hr.
runoff volume = 7,868 cu.ft.

Welkin ***EKC 17:07 16-Apr-20***

Project 19-122.03
MEADOW CREEK VILLAS - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
1/2 THE 2-YEAR UNDEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	dense.grasses	n=0.24	126.5	2.3'	1.82%	20.2'
2	shallow concentrated	high.grass	K=9	170.4	10.1'	5.93%	1.3'

total Time of Concentration = 21.5'

storm hyetograph: SCS TypeIA
return period = 1 year
storm duration = 24 hr.
total rainfall = 1.25 in.

pervious area = 2.27 A CN = 77 GpC:Res,2-A.lots
impervious area = 0.00 A CN = 98
total site area = 2.27 A

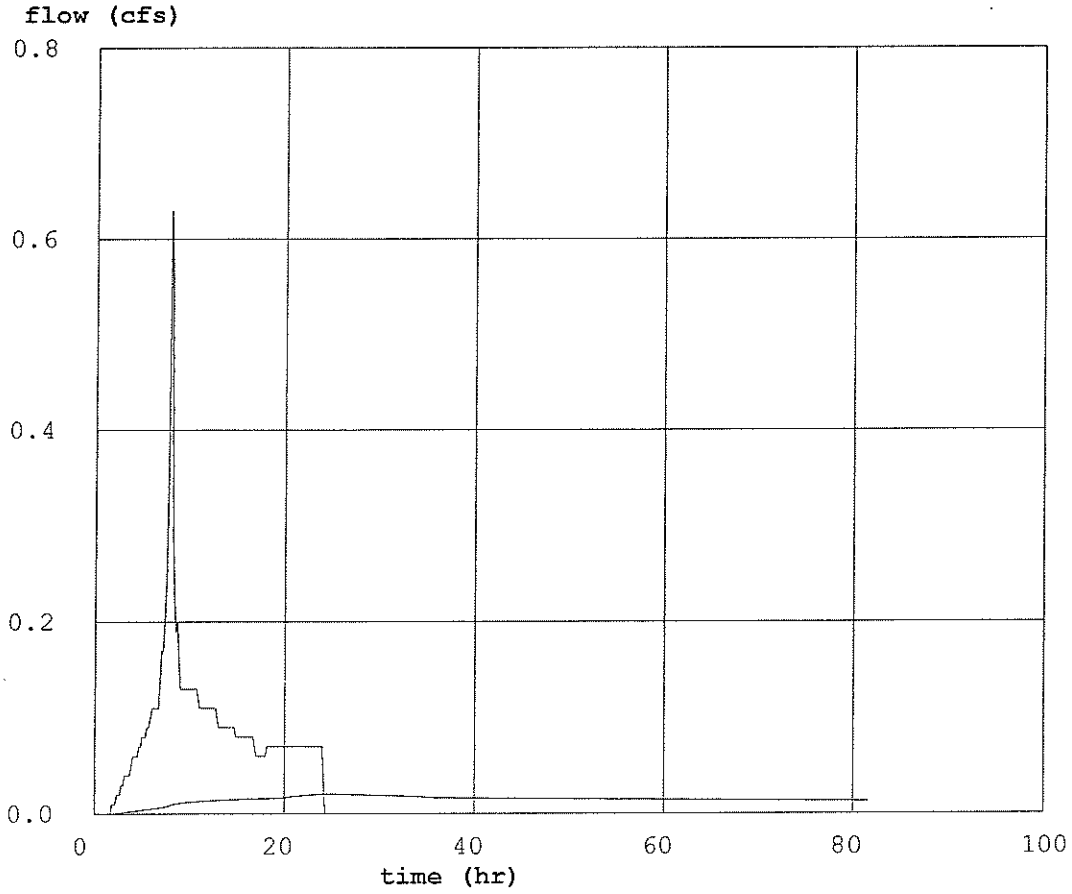
hydrograph file: c:\program files\quick3\meadow brook - phase 2\half the 2-year undeveloped

peak flow = 0.02cfs @ 24.00 hr.
runoff volume = 960 cu.ft.

Welkin *EKC 15:42 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

DETENTION ROUTING
HALF THE 2-YEAR STORM DETENTION



DETENTION POND (stage-volume calculated)

elevation	area	volume
212.00	3000	0
214.00	4015	6990
216.00	6595	17494

STAGE	*VOLUME*
212.0	0
214.0	6990
216.0	17494

OUTLET TYPE	*ELEVATION*	*SIZE*
circ. orifice	212.0	dia.(in) = 0.68
circ. orifice	213.8	dia.(in) = 0.50
broad weir	214.9	width(in) = 37.70

inflow hydrograph: c:\program files\quick3\meadow brook - phase 2\half the 2-year developed.hyd
outflow hydrograph: c:\program files\quick3\meadow brook - phase 2\half the 2-year undeveloped.hyd

peaks: inflow = 0.63 cfs @ 7.83 hr.
outflow = 0.02 cfs @ 24.67 hr.
stage: 1.97 ft. detained volume: 6,902 c.f.

Welkin *EKC 15:11 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
2-YEAR 'DEVELOPED-YEAR DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 2 years
storm duration = 24 hr.
total rainfall = 2.50 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\2-year developed.hyd

peak flow = 1.47cfs @ 7.83 hr.
runoff volume = 18,223 cu.ft.

Welkin *EKC 09:30 23-Dec-19*

Project 19-122.03
MEADOW CREEK APARTMENTS - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
2-YEAR UNDEVELOPED SITE RUNOFF

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	dense.grasses	n=0.24	126.5	2.3'	1.82%	20.2'
2	shallow concentrated	high.grass	K=9	170.4	10.1'	5.93%	1.3'

total Time of Concentration = 21.5'

storm hyetograph: SCS TypeIA
return period = 2 years
storm duration = 24 hr.
total rainfall = 2.50 in.

pervious area = 2.27 A CN = 77 GpC:Res,2-A.lots
impervious area = 0.00 A CN = 98
total site area = 2.27 A

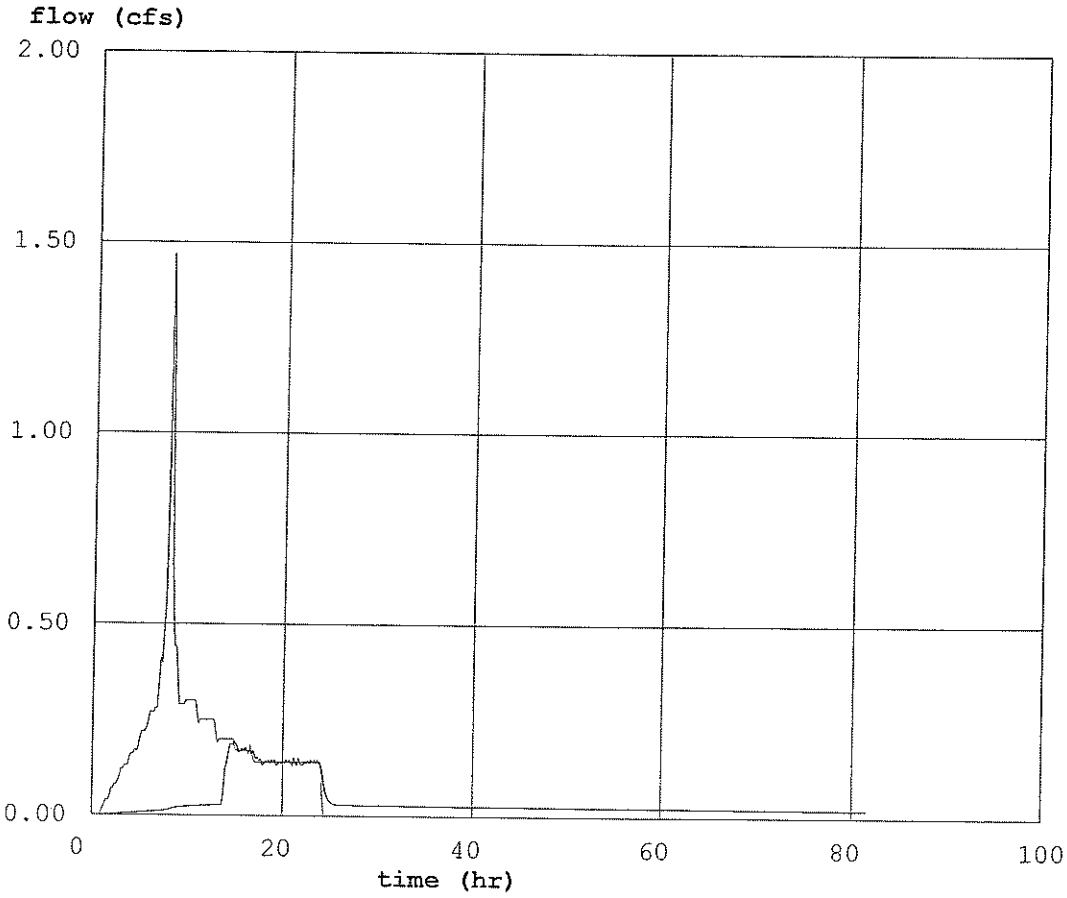
hydrograph file: c:\program files\quick3\meadow brook - phase 2\2-year undeveloped.hyd

peak flow = 0.22cfs @ 8.00 hr.
runoff volume = 6,096 cu.ft.

Welkin ***EKC 15:41 11-Apr-20***

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

DETENTION ROUTING
2-YEAR STORM DETENTION



DETENTION POND (stage-volume calculated)

elevation	area	volume
212.00	3000	0
214.00	4015	6990
216.00	6595	17494

STAGE	*VOLUME*
212.0	0
214.0	6990
216.0	17494

OUTLET TYPE	*ELEVATION*	*SIZE*
circ. orifice	212.0	dia.(in) = 0.68
circ. orifice	213.8	dia.(in) = 0.50
broad weir	214.9	width(in) = 37.70

inflow hydrograph: c:\program files\quick3\meadow brook - phase 2\2-year developed.hyd
outflow hydrograph: c:\program files\quick3\meadow brook - phase 2\2-year undeveloped.hyd

peaks: inflow = 1.47 cfs @ 7.83 hr.
outflow = 0.19 cfs @ 15.00 hr.
stage: 2.92 ft. detained volume: 11,797 c.f.

Welkin *EKC 15:16 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
10-YEAR DEVELOPED-YEAR DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 10 years
storm duration = 24 hr.
total rainfall = 3.50 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\10-year developed.hyd

peak flow = 2.15cfs @ 7.83 hr.
runoff volume = 26,789 cu.ft.

Welkin *EKC 09:29 23-Dec-19*

Project 19-122.03
MEADOW CREEK APARTMENTS - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
10-YEAR UNDEVELOPED SITE RUNOFF

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	dense.grasses	n=0.24	126.5	2.3'	1.82%	20.2'
2	shallow concentrated	high.grass	K=9	170.4	10.1'	5.93%	1.3'

total Time of Concentration = 21.5'

storm hyetograph: SCS TypeIA
return period = 10 years
storm duration = 24 hr.
total rainfall = 3.50 in.

pervious area = 2.27 A CN = 77 GpC:Res,2-A.lots
impervious area = 0.00 A CN = 98
total site area = 2.27 A

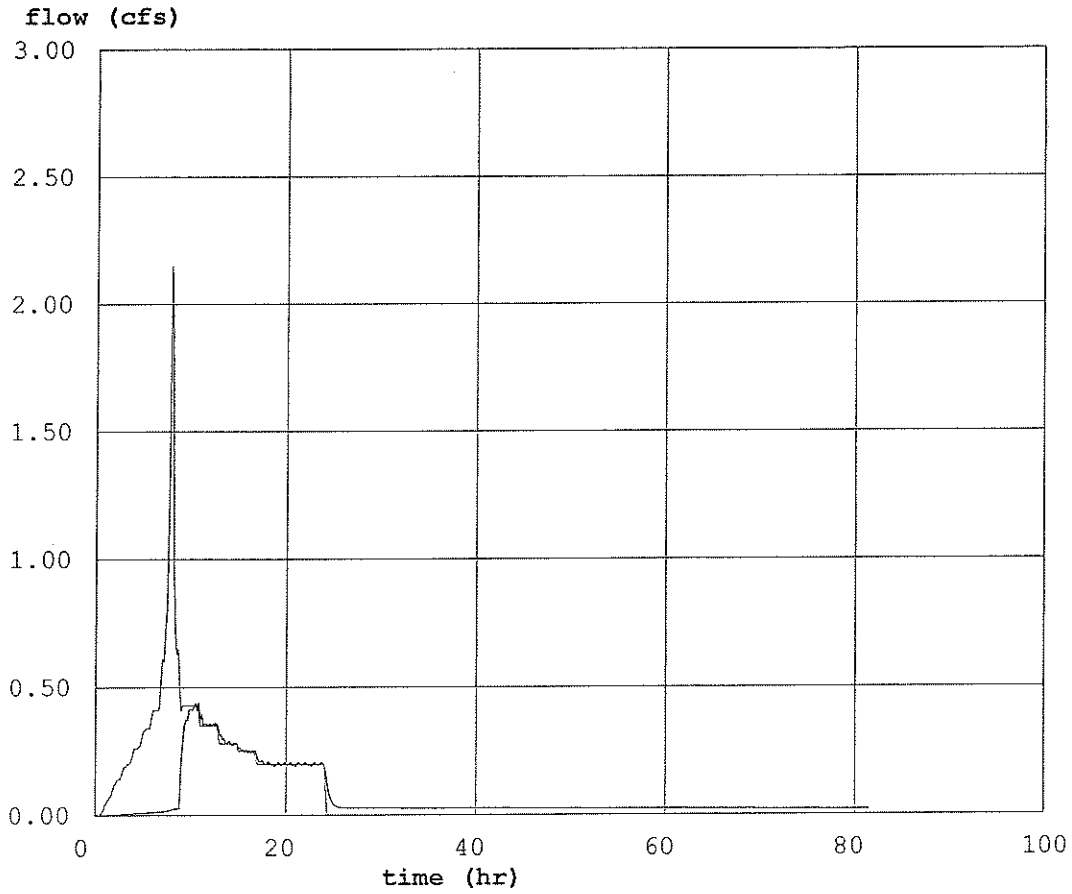
hydrograph file: c:\program files\quick3\meadow brook - phase 2\10-year undeveloped.hyd

peak flow = 0.55cfs @ 8.00 hr.
runoff volume = 11,783 cu.ft.

Welkin *EKC 15:42 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

DETENTION ROUTING
10-YEAR STORM DETENTION



DETENTION POND (stage-volume calculated)

elevation	area	volume
212.00	3000	0
214.00	4015	6990
216.00	6595	17494

STAGE	*VOLUME*
212.0	0
214.0	6990
216.0	17494

OUTLET TYPE	*ELEVATION*	*SIZE*
circ. orifice	212.0	dia.(in) = 0.68
circ. orifice	213.8	dia.(in) = 0.50
broad weir	214.9	width(in) = 37.70

inflow hydrograph: c:\program files\quick3\meadow brook - phase 2\10-year developed.hyd
outflow hydrograph: c:\program files\quick3\meadow brook - phase 2\10-year undeveloped.hyd

peaks: inflow = 2.15 cfs @ 7.83 hr.
outflow = 0.44 cfs @ 11.00 hr.
stage: 2.92 ft. detained volume: 11,847 c.f.

Welkin *EKC 15:19 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
25-YEAR DEVELOPED-YEAR DEVELOPED SITE

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	smooth.surface	n=0.011	90.0	0.9'	1.00%	1.7'
2	shallow concentrated	paved,gravel	K=27	107.0	0.6'	0.56%	0.9'
3	pipe	plastic.pipe	n=0.011	318.0	1.5'	0.47%	1.2'
4	pipe	plastic.pipe	n=0.011	155.0	6.0'	3.87%	0.2'

total Time of Concentration = 4.0'

storm hyetograph: SCS TypeIA
return period = 25 years
storm duration = 24 hr.
total rainfall = 4.00 in.

pervious area = 0.52 A CN = 86.4 CALCULATED FOR THE SITE
impervious area = 1.92 A CN = 98
total site area = 2.44 A

hydrograph file: c:\program files\quick3\meadow brook - phase 2\25-year developed.hyd

peak flow = 2.50cfs @ 7.83 hr.
runoff volume = 31,115 cu.ft.

3K

Welkin *EKC 09:30 23-Dec-19*

Project 19-122.03
MEADOW CREEK APARTMENTS - PHASE 2

RUNOFF by the SANTA BARBARA URBAN HYDROGRAPH
25-YEAR UNDEVELOPED SITE RUNOFF

2-year, 24-hour rainfall = 2.50"

	flow type	*description*	*coeff.*	*distance*	*fall*	*slope*	*T/C*
1	overland sheet	dense.grasses	n=0.24	126.5	2.3'	1.82%	20.2'
2	shallow concentrated	high.grass	K=9	170.4	10.1'	5.93%	1.3'

total Time of Concentration = 21.5'

storm hyetograph: SCS TypeIA
return period = 10 years
storm duration = 24 hr.
total rainfall = 4.00 in.

pervious area = 2.27 A CN = 77 GpC:Res,2-A.lots
impervious area = 0.00 A CN = 98
total site area = 2.27 A

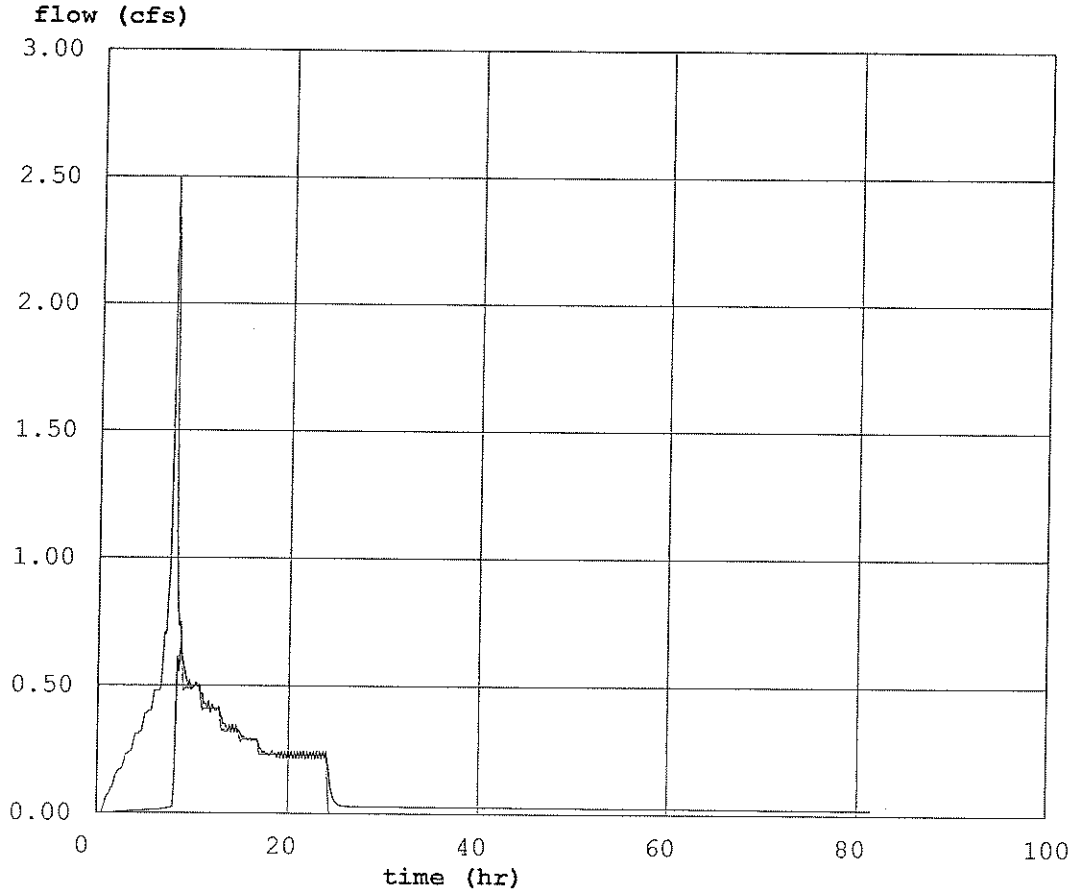
hydrograph file: c:\program files\quick3\meadow brook - phase 2\25-year undeveloped.hyd

peak flow = 0.74cfs @ 8.00 hr.
runoff volume = 14,928 cu.ft.

Welkin *EKC 15:43 11-Apr-20*

Project 19-212.03
MEADOW CREEK VISTA - PHASE 2

DETENTION ROUTING
25-YEAR STORM DETENTION



DETENTION POND (stage-volume calculated)

elevation	area	volume
212.00	3000	0
214.00	4015	6990
216.00	6595	17494

STAGE	*VOLUME*
212.0	0
214.0	6990
216.0	17494

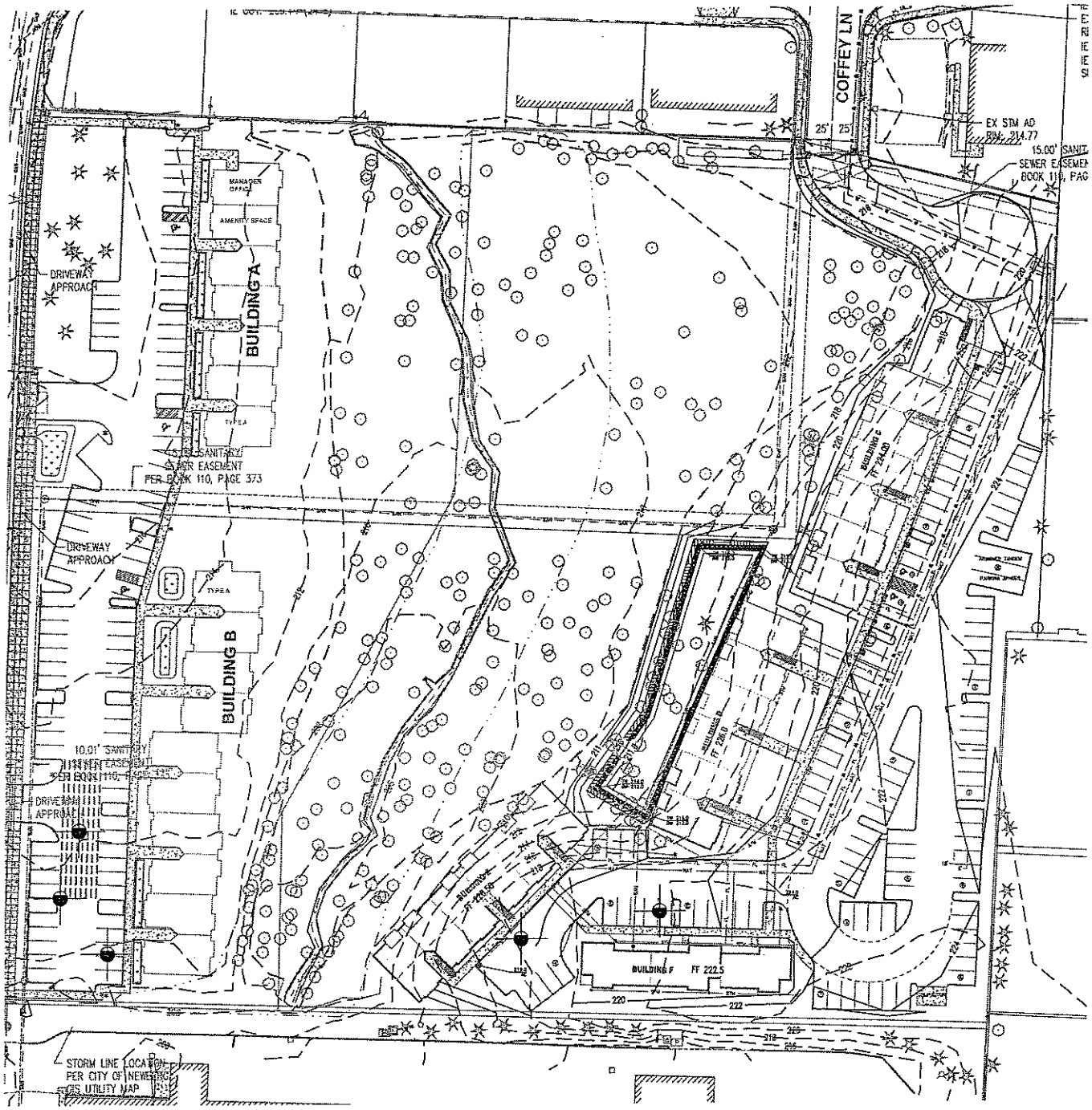
OUTLET TYPE	*ELEVATION*	*SIZE*
circ. orifice	212.0	dia.(in) = 0.68
circ. orifice	213.8	dia.(in) = 0.50
broad weir	214.9	width(in) = 37.70

inflow hydrograph: c:\program files\quick3\meadow brook - phase 2\25-year developed.hyd
outflow hydrograph: c:\program files\quick3\meadow brook - phase 2\25-year undeveloped.hyd

peaks: inflow = 2.50 cfs @ 7.83 hr.
outflow = 0.67 cfs @ 8.83 hr.
stage: 2.94 ft. detained volume: 11,909 c.f.

EXHIBIT 4A

FIELD INFILTRATION PIT LOCATION



1" = 100'

0 25' 50' 100' 200'

Scale in Feet

LEGEND

WELKIN ENGINEERING, P.C.

ENGINEERING
SURVEYING • PLANNING

25260 SW PARKWAY AVE., SUITE G
WILSONVILLE, OR 97070
TEL: (503)59 8-1866
FAX: (503) 59 8-1868

ekc@WelkinPC.com
www.WelkinPC.com

JOB: 19-122.03 DC 01/20/2020

DATE PLOTTED: Apr 17, 2020 - 11:20am
WEPC DRAWING FILE: P:\Project Data\19-122.03 Phase 2 MCV\dwg\Planning\03 Planning Set\C-6 GRADING PLAN.dwg

Figure E-3: Infiltration Test Data Table

Location: Newberg OR T.L. 3216CB-100	Date: 9-16-19	Test Hole Number: 1
Depth to bottom of hole: 71"	Diameter of hole: 16"	Test Method:
Tester's Name: Dan Sporer		503-598-1866
Tester's Company: Welkin Eng.		Tester's Contact Number:

Depth, feet	Soil Texture
0"-30"	mixed gravel, asphalt + dirt
30"-71"	silty clay

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
11:05	0	-65"	start	—	start
11:20	15 min	-66"	1"	4"/hr	
11:35	"	-66"	0	0	
11:50	"	-66 1/4"	1/4"	1"/hr	
12:05	"	-66 1/2	1/4	1"/hr	AVE: 1.5"/HR
12:15	0	-65	Start	—	START
12:25	15 min	-65 1/4	1/4	1"/hr	
12:40	15	-65 1/2	1/4	1" hr	
12:55	15	-65 1/2	0	—	
1:15	15	-66 1/2"	1"	4"/hr	END

AVG: 1.5"/HR

4C

Figure E-3: Infiltration Test Data Table

Location: Newberg OR T.L. 3216CB-100	Date: 9-16-19	Test Hole Number: 2
Depth to bottom of hole: 63"	Diameter of hole: 16"	Test Method:
Tester's Name: Dan Sporer		503-598-1866
Tester's Company:		Tester's Contact Number:

Depth, feet	Soil Texture
0-20"	mixed gravel to silt fill

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
12:45	0	-57"	0	—	Start
1:00	15	-57 1/2	1/2"	2"/hr	
1:15	"	-58	1"	4"/hr	
1:30	"	-58	0	0"	
1:45	"	-58 1/2	1/2"	2"/hr	END AVG: 2.0"/HR
1:50	0	-55 1/2"	Start	—	Start
2:05	15	-56	1/2"	2"/hr	
2:15	"	56	0	0	
2:30	"	56	0	0	
2:50	20	56 1/2	1/2	2"/hr	END AVG: 1.0"/HR

Σ AVG: 1.5"/HR

4D

Figure E-3: Infiltration Test Data Table

Location: Newberg	Date: 9-16-9	Test Hole Number: 3
Depth to bottom of hole: 48"	Diameter of hole: 16"	Test Method:
Tester's Name: Dan Sparr		
Tester's Company: Welkin Eng	Tester's Contact Number:	

Depth, feet	Soil Texture
0"-48"	Silty loam

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
1:15	0	-38 1/2"	0	—	Start
1:30	15	-39 1/2	1"	4"	
1:45	15	-40 1/4	3/4"	3"	
2:00	15	40 3/4	1/2"	2"	AVE: 2 1/4"/HR

2:20	20	36 3/4	0	—	~~Start~~
2:40	20	39 1/4	2 1/2	10"	NOT USED

Figure E-3: Infiltration Test Data Table

Location: Newberg	Date: 9-16-19	Test Hole Number: 4
Depth to bottom of hole:	Diameter of hole: 16"	Test Method:
Tester's Name: Dan Sporer Tester's Company: Welkin Eng	Tester's Contact Number:	

Depth, feet	Soil Texture
0-48"	Silty Loam

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
2:00	0	39 1/8	0	—	Start
2:15	15	39 3/4	5/8"	2 1/2"	
2:30	15	40 1/4	1/2"	2"	
2:45	15	40 1/2	1/4	1"	
3:00	15	41 3/8	7/8	3 1/2"	AVE: 2 1/4"/HR.

Figure E-3: Infiltration Test Data Table

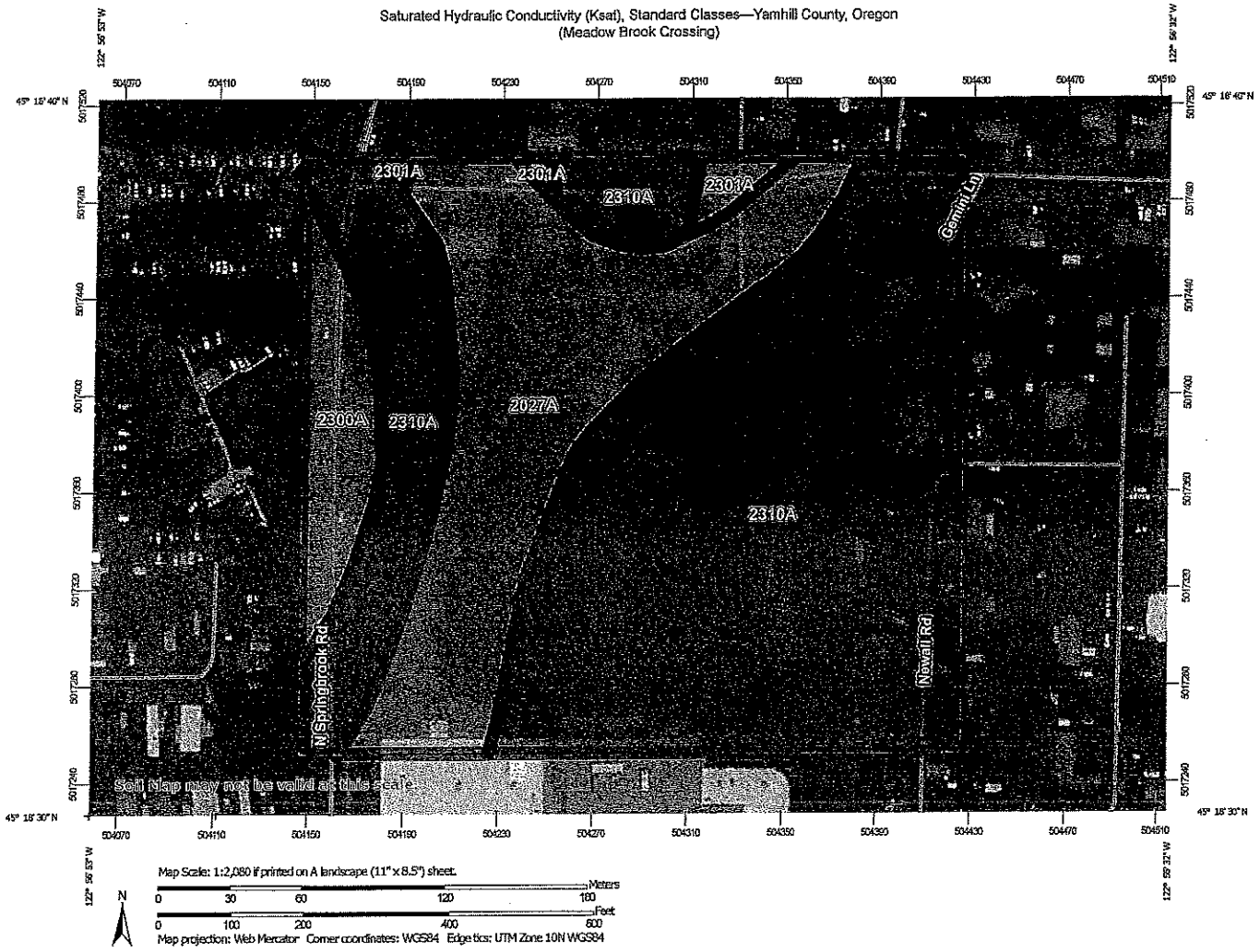
Location: T.L. 32 16CB-100	Date: 9-16-19	Test Hole Number: 5
Depth to bottom of hole: 4'	Diameter of hole: 16"	Test Method:
Tester's Name: Dan Sporer Tester's Company: Welkin Eng.	Tester's Contact Number: 503-598-1866	

Depth, feet	Soil Texture
0 - 12"	mix dirt + gravel fill
12 - 48"	silty clay

Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
2:30	0	-40"	0	0	Start
2:45	15	-40 1/2"	1/2"	2"/hr	
3:00	15	-40 1/2	0	0	
3:15	15	-40 3/4	1/4"	1"/hr	
3:30	15	-40 3/4	0	0	AVG: 3/4"/HR

EXHIBIT 4 G

Saturated Hydraulic Conductivity (Ksat), Standard Classes—Yamhill County, Oregon
(Meadow Brook Crossing)



Saturated Hydraulic Conductivity (Ksat), Standard Classes

Map unit symbol	Map unit name	Rating (micrometers per second)	Acres in AOI	Percent of AOI
2027A	Verboort silty clay loam, 0 to 3 percent slopes	5.6846	4.7	27.4%
2300A	Aloha silt loam, 0 to 3 percent slopes	4.0748	1.1	6.2%
2301A	Amity silt loam, 0 to 3 percent slopes	7.6412	0.3	1.5%
2310A	Woodburn silt loam, 0 to 3 percent slopes	11.3924	11.0	64.8%
Totals for Area of Interest			**17.0**	**100.0%**

Description

Saturated hydraulic conductivity (Ksat) refers to the ease with which pores in a saturated soil transmit water. The estimates are expressed in terms of micrometers per second. They are based on soil characteristics observed in the field, particularly structure, porosity, and texture. Saturated hydraulic conductivity is considered in the design of soil drainage systems and septic tank absorption fields.

For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

The numeric Ksat values have been grouped according to standard Ksat class limits. The classes are:

Very low: 0.00 to 0.01

Low: 0.01 to 0.1

Moderately low: 0.1 to 1.0

Moderately high: 1 to 10

High: 10 to 100

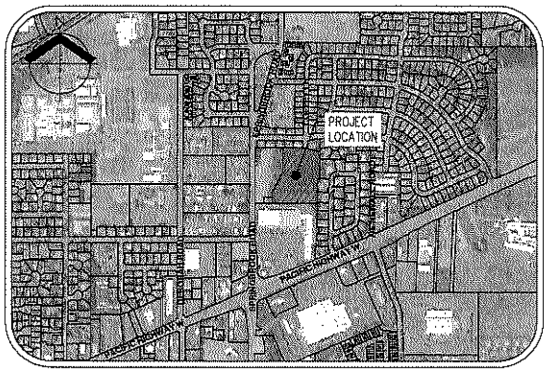
Very high: 100 to 705

Rating Options

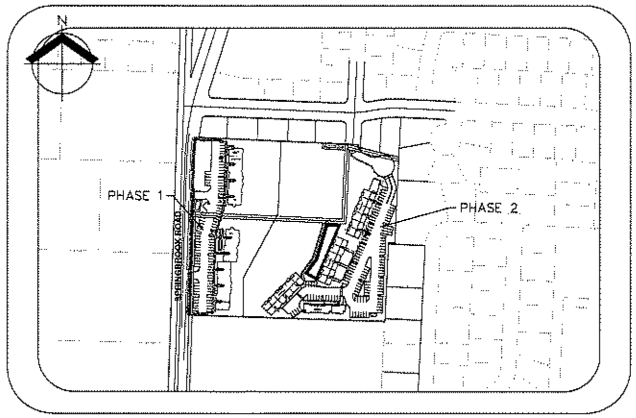
Units of Measure: micrometers per second

MEADOW BROOK VILLAS

CIVIL ENGINEERING DESIGN REVIEW PLANS (PHASE 2)



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

CIVIL ENGINEERING/ LANDSCAPE ARCHITECTURE AND SURVEYING FIRM:
ED CHRISTENSEN, PE
WELKIN ENGINEERING, PC
25260 SW PARKWAY AVE., SUITE G
WILSONVILLE, OR 97070-6627

DEVELOPER/OWNER
MEADOW BROOK VILLAGE LLC
4695 SE DEER CREEK PL
GRESHAM, OR 97080
PH: (360) 694-7337
EMAIL: gabe@isbld.com

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
DECIDUOUS TREE			STORM SEWER CLEAN OUT		
CONIFEROUS TREE			STORM SEWER CATCH BASIN		
FIRE HYDRANT			STORM SEWER MANHOLE		
WATER METER			GAS VALVE		
WATER VALVE			GUY WIRE ANCHOR		
DOUBLE CHECK VALVE			POWER POLE		
SANITARY SEWER CLEAN OUT			POWER VAULT		
SANITARY SEWER MANHOLE			POWER JUNCTION BOX		
SIGN			COMMUNICATIONS VAULT		
STREET LIGHT			COMMUNICATIONS RISER		

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM SEWER LINE		
SANITARY SEWER LINE		
WATER LINE		

PROPERTY DESCRIPTION:
YAMHILL COUNTY TAX MAP 3S 2W 16CB, TAX LOT 100 & 200.

PLANNING FILE NOS.
DR 218 - 0003
MISC 318 - 0002

VERTICAL DATUM
VERTICAL DATUM: ELEVATIONS ARE BASED YAMHILL COUNTY DLC NO. 52, LOCATED AT THE NW CORNER OF SPRINGBROOK WAY AND DOUGLAS AVENUE. THE RECORD ELEVATION WAS CONVERTED TO NAVD 88 USING A VERTCON DERIVED CONVERSION FACTOR OF 3.422, RESULTING IN A HELD ELEVATION OF 223.37 (NAVD 88).

SHEET INDEX

C1 COVER SHEET/VICINITY MAP/SITE MAP & LEGEND
C2 EXISTING CONDITIONS PLAN
C3 EXISTING TREE CHART
C4 PRELIMINARY DEMOLITION, EROSION, & SEDIMENT CONTROL PLAN
C5 PRELIMINARY SITE PLAN
C6 PRELIMINARY GRADING PLAN
C7 PRELIMINARY STORM DRAINAGE PLAN
C8 PRELIMINARY SANITARY SEWER & WATER PLAN
L1 PRELIMINARY LANDSCAPE PLAN

ATTENTION EXCAVATORS:
OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS BUT NOT MORE THAN TEN BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.

LEGEND NOTE:
REFER TO ARCHITECTURAL SITE PLAN FOR OBJECTS/FEATURES NOT SHOWN IN LEGEND AT LEFT.

DENSITY CALCULATION:

TOTAL SITE: 3.18 AC = ±138,520 SF
AREA IN SIDEWALK EASEMENT: ±2,700 SF
AREA IN STREAM CORRIDOR: ±4,620 SF
AREA OUTSIDE STREAM CORRIDOR AND EASEMENT: ±131,300 SF

EXPECTED MAXIMUM DENSITY: 138,520/3,000 = 46.17 = 46 UNITS
DENSITY OUTSIDE OF STREAM CORRIDOR AND EASEMENT: 131,300/3,000 = 43.77 = 43 UNITS
MAXIMUM ALLOWED INCREASE IN DENSITY (15.342.120.B.3): 20%, 43.77 * 1.2 = 52.52

MAXIMUM ALLOWED DENSITY: 52 UNITS
PROPOSED UNITS: 42 (PHASE 1)

SITE COVERAGE CALCULATION:

TOTAL SITE: 3.18 AC = ±138,520 SF
BUILDING LOT COVERAGE: ±20,400 SF = ±14.7%
PARKING LOT COVERAGE: ±29,300 SF = ±21.2%
COMBINED LOT COVERAGE: ±49,700 SF = ±35.9%

NO.	DATE	REVISION

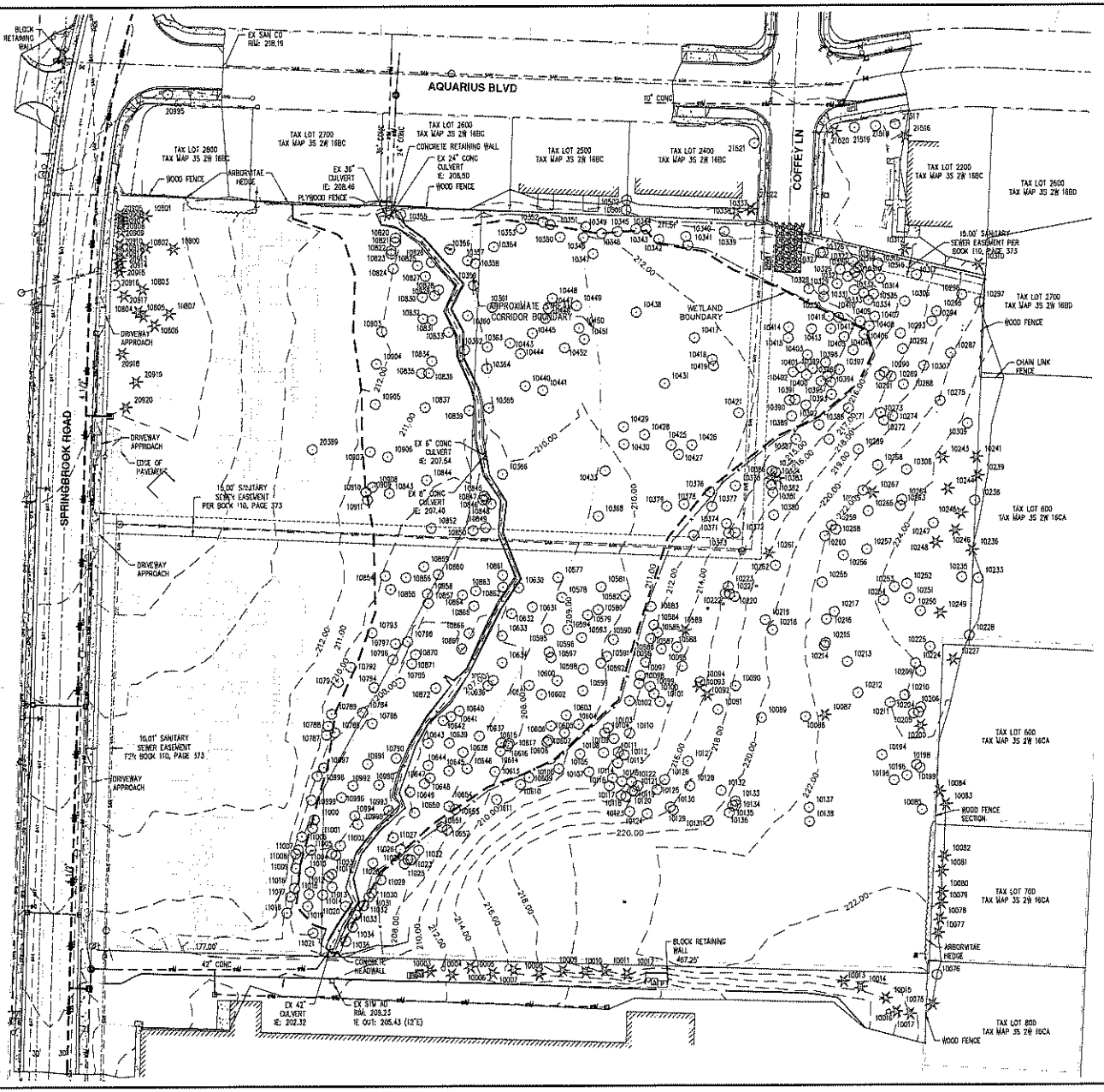
REGISTERED PROFESSIONAL ENGINEER 16,166 OREGON SEPTEMBER 15, 1992 EDWARD K. CHRISTENSEN
VALID THROUGH 12-31-21

WELKIN ENGINEERING, P.C.
ENGINEERING
SURVEYING - PLANNING

COVER SHEET/VICINITY MAP/SITE MAP/LEGEND

MEADOW BROOK VILLAS (PHASE 2)
THE CITY OF NEWBERG

DESIGNED BY:	WE
DRAWN BY:	WE
CHECKED BY:	EC
DATE:	02/22/2020
SCALE:	N/A HORIZONTAL, N/A VERTICAL
PROJECT NO.	19-122.03
SHEET	C1



NOTES:

1. UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 17058372. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
2. FIELD WORK WAS CONDUCTED ON MARCH 24-31, 2017 AND APRIL 5, 2019.
3. HORIZONTAL DATUM: A LOCAL DATUM PLANE SCALED FROM OREGON STATE PLANE NORTH 3601 NAD83(2011) EPOCH 2010.0000. THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE VRS NOW NETWORK.
4. VERTICAL DATUM: ELEVATIONS ARE BASED YAMHILL COUNTY DLC NO. 52,, LOCATED AT THE NW CORNER OF SPRINGBROOK WAY AND DOUGLAS AVENUE, THE RECORD ELEVATION WAS CONVERTED TO NAVD 88 USING A VERTCON DERIVED CONVERSION FACTOR OF 3.422, RESULTING IN A HELD ELEVATION OF 223.37 (NAVD 88).
5. THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
6. SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
7. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
8. CONTOUR INTERVAL IS 2 FOOT.
9. TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
10. WETLAND BOUNDARIES AND SAMPLE PLOTS SHOWN WERE DELINEATED BY AKS ENGINEERING & FORESTRY, LLC. ON 11/14/2016, 04/02/2019 AND WERE PROFESSIONALLY SURVEYED BY AKS ON 3/30/2017, AND 4/5/2019.

EXISTING CONDITIONS PLAN

1" = 40'

0 10' 20' 40' 80'

Scale in Feet

NO	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER 16,166 OREGON JULY 15, 2005 EDWARD K. CHRISTENSEN VALID THROUGH 12-31-21

ENGINEERING SURVEYING PLANNING 3700 RIVERSIDE DR, SUITE E MCMINNVILLE, OR 97128 PH: (503) 857-0921 FAX: (503) 857-0925 mail@wevpc.com www.wevpc.com

EXISTING CONDITIONS PLAN

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY:	WE
DRAWN BY:	WE
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS SHOWN HORIZONTAL
	N/A VERTICAL
PROJECT NO.	19-122.03
SHEET	C2

p:\project data\19-122.03 phase 2 mcv\dwg\planning\03 planning set\c2 ex conditions.dwg 4/15/2020

p:\project data\19-122.03 phase 2 mcr\dwg\planning\03 planning set\c2 ex conditions.dwg 4/16/2020

TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)	TREE NUMBER	SPECIES	DBH (INCHES)
10003	CONIFEROUS	18	10135	DECIDUOUS	7	10290	DECIDUOUS	8	10378	DECIDUOUS	21	10586	DECIDUOUS	6	10803	CONIFEROUS	16	11006	DECIDUOUS	9, 10
10004	CONIFEROUS	20	10136	DECIDUOUS	11	10291	DECIDUOUS	7	10379	DECIDUOUS	16	10587	DECIDUOUS	8	10804	CONIFEROUS	21	11007	DECIDUOUS	9, 9
10005	CONIFEROUS	22	10137	DECIDUOUS	8, 11	10292	DECIDUOUS	7	10380	DECIDUOUS	16	10588	DECIDUOUS	10	10805	CONIFEROUS	24	11008	DECIDUOUS	10
10006	CONIFEROUS	23	10138	DECIDUOUS	14, 18	10293	DECIDUOUS	10	10381	DECIDUOUS	16	10589	CONIFEROUS	20	10806	CONIFEROUS	10, 12, 16, 24	11009	DECIDUOUS	7, 9
10007	CONIFEROUS	22	10194	DECIDUOUS	14	10294	DECIDUOUS	18	10382	DECIDUOUS	19	10590	DECIDUOUS	11	10807	CONIFEROUS	15	11010	DECIDUOUS	11
10008	CONIFEROUS	18	10195	DECIDUOUS	8	10295	DECIDUOUS	6	10383	CONIFEROUS	12	10591	DECIDUOUS	13	10820	DECIDUOUS	17	11011	DECIDUOUS	10
10009	CONIFEROUS	13, 16, 19	10196	DECIDUOUS	9	10296	DECIDUOUS	13	10384	DECIDUOUS	8	10592	DECIDUOUS	9	10821	DECIDUOUS	15	11012	DECIDUOUS	6
10010	CONIFEROUS	22	10198	DECIDUOUS	8	10297	DECIDUOUS	13	10385	DECIDUOUS	10, 11	10593	DECIDUOUS	8, 18	10822	DECIDUOUS	13	11013	DECIDUOUS	13
10011	CONIFEROUS	11, 13	10199	DECIDUOUS	9	10306	DECIDUOUS	8	10386	CONIFEROUS	23	10594	DECIDUOUS	15	10823	DECIDUOUS	13	11014	DECIDUOUS	14
10012	CONIFEROUS	11, 16, 17	10200	CONIFEROUS	34	10307	DECIDUOUS	8	10387	DECIDUOUS	17	10595	DECIDUOUS	12	10824	DECIDUOUS	10, 15, 18	11015	DECIDUOUS	9
10013	CONIFEROUS	22	10204	DECIDUOUS	21	10308	DECIDUOUS	8	10388	DECIDUOUS	8	10596	DECIDUOUS	7, 11	10825	DECIDUOUS	15	11016	DECIDUOUS	7, 7, 7, 7, 8, 11
10014	CONIFEROUS	20	10205	DECIDUOUS	14	10309	DECIDUOUS	8	10389	DECIDUOUS	8, 17	10597	DECIDUOUS	23	10826	DECIDUOUS	10	11017	DECIDUOUS	6
10015	CONIFEROUS	21	10206	DECIDUOUS	7	10310	CONIFEROUS	32	10390	DECIDUOUS	14	10598	DECIDUOUS	12	10827	DECIDUOUS	13, 16	11018	DECIDUOUS	11, 26
10016	CONIFEROUS	12	10209	DECIDUOUS	12	10311	DECIDUOUS	54	10391	DECIDUOUS	17	10599	DECIDUOUS	18	10828	DECIDUOUS	13	11019	DECIDUOUS	8, 9
10017	CONIFEROUS	16	10210	DECIDUOUS	9	10312	CONIFEROUS	20	10392	DECIDUOUS	13	10600	DECIDUOUS	6, 7	10829	DECIDUOUS	10	11020	DECIDUOUS	9
10075	CONIFEROUS	25	10211	DECIDUOUS	18	10314	DECIDUOUS	10	10393	DECIDUOUS	6, 13	10601	DECIDUOUS	6, 6, 13, 13	10830	DECIDUOUS	12, 13	11021	DECIDUOUS	14
10076	DECIDUOUS	17, 28	10212	DECIDUOUS	20	10315	DECIDUOUS	8	10394	DECIDUOUS	14	10602	DECIDUOUS	6, 7	10831	DECIDUOUS	10	11022	DECIDUOUS	18
10077	CONIFEROUS	25	10213	DECIDUOUS	31	10316	DECIDUOUS	8	10395	DECIDUOUS	23	10603	DECIDUOUS	12	10832	DECIDUOUS	15	11023	DECIDUOUS	6
10078	CONIFEROUS	20	10214	DECIDUOUS	16	10317	DECIDUOUS	7	10396	DECIDUOUS	6	10604	DECIDUOUS	7	10833	DECIDUOUS	12	11024	DECIDUOUS	6
10079	CONIFEROUS	20	10215	DECIDUOUS	14	10318	DECIDUOUS	7	10397	DECIDUOUS	8	10605	DECIDUOUS	6	10834	DECIDUOUS	19	11025	DECIDUOUS	8
10080	CONIFEROUS	20	10216	DECIDUOUS	9	10319	DECIDUOUS	12	10398	DECIDUOUS	6, 14	10606	DECIDUOUS	11	10835	DECIDUOUS	16	11026	DECIDUOUS	8
10081	CONIFEROUS	25	10217	DECIDUOUS	10, 10	10320	DECIDUOUS	7	10399	DECIDUOUS	6	10607	DECIDUOUS	11	10836	DECIDUOUS	13, 17	11027	DECIDUOUS	9, 10
10082	CONIFEROUS	25	10218	DECIDUOUS	19	10321	DECIDUOUS	7	10400	DECIDUOUS	7	10608	DECIDUOUS	8	10837	DECIDUOUS	18, 23	11028	DECIDUOUS	7, 10, 10, 11
10083	CONIFEROUS	25	10219	DECIDUOUS	8	10322	DECIDUOUS	8	10401	DECIDUOUS	7	10609	DECIDUOUS	13	10839	DECIDUOUS	19	11029	DECIDUOUS	8
10084	CONIFEROUS	30	10220	DECIDUOUS	11	10324	DECIDUOUS	10	10402	DECIDUOUS	15	10610	DECIDUOUS	20	10843	DECIDUOUS	21	11030	DECIDUOUS	18
10085	DECIDUOUS	17	10221	DECIDUOUS	13	10325	DECIDUOUS	8, 9	10403	DECIDUOUS	7, 9	10611	DECIDUOUS	10, 16	10844	DECIDUOUS	16, 21	11031	DECIDUOUS	8
10087	CONIFEROUS	22	10222	DECIDUOUS	11	10326	DECIDUOUS	7	10404	DECIDUOUS	6, 7	10613	DECIDUOUS	11	10845	DECIDUOUS	8	11032	DECIDUOUS	6, 14
10088	DECIDUOUS	6, 7, 8, 9, 9	10223	DECIDUOUS	7	10327	DECIDUOUS	8, 11, 12	10405	DECIDUOUS	6, 8, 8	10614	DECIDUOUS	7, 10	10846	DECIDUOUS	7	11033	DECIDUOUS	16
10089	DECIDUOUS	7, 11	10224	DECIDUOUS	6	10328	DECIDUOUS	12	10406	DECIDUOUS	10, 11, 11	10615	DECIDUOUS	10	10847	DECIDUOUS	7	11034	DECIDUOUS	9, 11
10090	DECIDUOUS	14	10225	DECIDUOUS	12	10329	DECIDUOUS	12	10407	DECIDUOUS	7, 8	10616	DECIDUOUS	10	10848	DECIDUOUS	8	11035	DECIDUOUS	6, 7, 9, 10, 12
10091	DECIDUOUS	13	10227	CONIFEROUS	37	10330	DECIDUOUS	14	10408	DECIDUOUS	12	10617	DECIDUOUS	6	10849	DECIDUOUS	7, 8, 11	20389	DECIDUOUS	9, 7, 6
10092	CONIFEROUS	16	10228	DECIDUOUS	18	10331	DECIDUOUS	12	10409	DECIDUOUS	8	10630	DECIDUOUS	15	10850	DECIDUOUS	15	20905	CONIFEROUS	14
10093	CONIFEROUS	20	10233	DECIDUOUS	14, 15, 18	10332	DECIDUOUS	12	10410	DECIDUOUS	7, 9	10631	DECIDUOUS	12	10852	DECIDUOUS	20	20906	CONIFEROUS	8
10094	DECIDUOUS	7	10235	DECIDUOUS	13, 13, 13	10333	DECIDUOUS	10	10411	DECIDUOUS	12	10632	DECIDUOUS	13	10854	DECIDUOUS	9, 9, 10	20907	CONIFEROUS	9
10095	DECIDUOUS	11	10236	CONIFEROUS	38	10334	DECIDUOUS	7	10412	DECIDUOUS	6, 7, 7, 8	10633	DECIDUOUS	9, 16	10855	DECIDUOUS	7, 31	20908	CONIFEROUS	6
10096	DECIDUOUS	6	10238	DECIDUOUS	7	10335	DECIDUOUS	11	10413	DECIDUOUS	8, 10	10634	DECIDUOUS	16	10856	DECIDUOUS	6	20909	CONIFEROUS	8
10097	DECIDUOUS	6	10239	CONIFEROUS	16	10337	CONIFEROUS	21	10414	DECIDUOUS	12, 10	10635	DECIDUOUS	6, 13	10857	DECIDUOUS	6, 7, 9	20910	CONIFEROUS	12
10098	DECIDUOUS	7	10241	CONIFEROUS	21	10338	CONIFEROUS	26	10415	DECIDUOUS	9, 9, 10, 10	10636	DECIDUOUS	8, 8	10858	DECIDUOUS	7	20911	CONIFEROUS	7
10099	DECIDUOUS	6	10243	CONIFEROUS	33	10339	DECIDUOUS	17	10417	DECIDUOUS	6, 9, 10, 11, 13	10637	DECIDUOUS	11, 13	10859	DECIDUOUS	7, 8, 10	20912	CONIFEROUS	10
10100	DECIDUOUS	8	10244	CONIFEROUS	12	10340	DECIDUOUS	11	10418	DECIDUOUS	7, 11, 12, 12	10638	DECIDUOUS	6	10860	DECIDUOUS	9, 10	20913	CONIFEROUS	10
10101	DECIDUOUS	13	10245	CONIFEROUS	32	10341	DECIDUOUS	11	10419	DECIDUOUS	11	10639	DECIDUOUS	10	10861	DECIDUOUS	6, 7, 9	20914	CONIFEROUS	9
10102	DECIDUOUS	10	10246	CONIFEROUS	20	10342	DECIDUOUS	10, 15	10421	DECIDUOUS	10	10640	DECIDUOUS	14	10862	DECIDUOUS	18	20915	CONIFEROUS	10
10103	DECIDUOUS	13	10247	DECIDUOUS	12	10343	DECIDUOUS	18	10425	DECIDUOUS	8, 9, 10, 10, 12, 13	10641	DECIDUOUS	11	10863	DECIDUOUS	9	20916	DECIDUOUS	8
10104	DECIDUOUS	9	10248	CONIFEROUS	33	10344	DECIDUOUS	17	10426	DECIDUOUS	23	10642	DECIDUOUS	13	10864	DECIDUOUS	10	20917	CONIFEROUS	15
10105	DECIDUOUS	14	10249	CONIFEROUS	38	10345	DECIDUOUS	12	10427	DECIDUOUS	13	10643	DECIDUOUS	10	10865	DECIDUOUS	10, 14	20918	CONIFEROUS	32
10106	DECIDUOUS	11	10250	DECIDUOUS	15	10346	DECIDUOUS	10	10428	DECIDUOUS	9, 10	10644	DECIDUOUS	11	10866	DECIDUOUS	9, 9, 10	20919	CONIFEROUS	33
10107	DECIDUOUS	9	10251	DECIDUOUS	13	10347	DECIDUOUS	19	10429	DECIDUOUS	19	10645	DECIDUOUS	11, 11	10867	DECIDUOUS	10, 13	20920	CONIFEROUS	16
10108	DECIDUOUS	14	10252	DECIDUOUS	14	10348	DECIDUOUS	9	10430	DECIDUOUS	7, 8, 8, 8, 9, 10	10646	DECIDUOUS	9	10870	DECIDUOUS	7, 7	20995	DECIDUOUS	8, 7, 6
10109	DECIDUOUS	7	10253	DECIDUOUS	23	10349	DECIDUOUS	14	10431	DECIDUOUS	10, 11	10647	DECIDUOUS	19	10871	DECIDUOUS	9	21516	CONIFEROUS	7
10110	DECIDUOUS	14	10254	DECIDUOUS	11, 13	10350	DECIDUOUS	9	10433	DECIDUOUS	8	10648	DECIDUOUS	16	10872	DECIDUOUS	9	21517	DECIDUOUS	16
10111	DECIDUOUS	11	10255	DECIDUOUS	23	10351	DECIDUOUS	24	10438	DECIDUOUS	21	10649	DECIDUOUS	9	10903	DECIDUOUS	25	21518	DECIDUOUS	12
10112	DECIDUOUS	6, 9	10256	DECIDUOUS	10	10352	DECIDUOUS	12	10440	DECIDUOUS	18	10650	DECIDUOUS	9	10904	DECIDUOUS	23	21519	DECIDUOUS	12
10113	DECIDUOUS	8	10257	DECIDUOUS	9	10353	DECIDUOUS	21	10441	DECIDUOUS	9, 10	10651	DECIDUOUS	11	10905	DECIDUOUS	14, 15, 17	21520	CONIFEROUS	16
10114	DECIDUOUS	11	10258	DECIDUOUS	7	10354	DECIDUOUS	26	10443	DECIDUOUS	17	10652	DECIDUOUS	9, 9, 18	10906	DECIDUOUS	21, 21	21521	DECIDUOUS	24
10115	DECIDUOUS	15	10259	DECIDUOUS	9, 9, 10	10355	DECIDUOUS	20	10444	DECIDUOUS	16	10653	DECIDUOUS	7, 9, 16	10907	DECIDUOUS	18, 19			
10116	DECIDUOUS	11	10260	DECIDUOUS	17	10356	DECIDUOUS	25	10445	DECIDUOUS	20	10654	DECIDUOUS	6, 11	10908	DECIDUOUS	10			
10117	DECIDUOUS	7, 8, 11	10261	CONIFEROUS	13, 20	10357	DECIDUOUS	6, 13	10446	DECIDUOUS	12	10784	DECIDUOUS	10	10910	DECIDUOUS	19, 22			
10118	DECIDUOUS	13	10262	DECIDUOUS	8	10358	DECIDUOUS	13	10447	DECIDUOUS	14	10785	DECIDUOUS	6, 16	10911	DECIDUOUS	15			
10119	DECIDUOUS	9	10263	DECIDUOUS	10	10359	DECIDUOUS	19	10448	DECIDUOUS	16	10786	DECIDUOUS	8	10990	DECIDUOUS	6, 7			
10120	DECIDUOUS	11	10264	DECIDUOUS	11	10360	DECIDUOUS	20	10449	DECIDUOUS	6, 9	10787	DECIDUOUS	12	10991	DECIDUOUS	7, 11			
10121	DECIDUOUS	8	10265	DECIDUOUS	11	10361	DECIDUOUS	20	10450	DECIDUOUS	10, 11	10788	DECIDUOUS	6, 7	10992	DECIDUOUS	10, 11			
10122	DECIDUOUS	11	10266	DECIDUOUS	10	10362	DECIDUOUS	17	10451	DECIDUOUS	7, 8, 15	10789	DECIDUOUS	20	10993	DECIDUOUS	6, 11			
10123	DECIDUOUS	8, 9, 12	10267	CONIFEROUS	26	10363	DECIDUOUS	13	10452	DECIDUOUS	6, 6, 9, 20, 21	10790	DECIDUOUS	6, 9, 10, 13	10994	DECIDUOUS	6, 6, 7, 11			
10124	DECIDUOUS	13	10268	DECIDUOUS	17	10364	DECIDUOUS	10, 20	10501	DECIDUOUS	6	10791	DECIDUOUS	16, 16	10995	DECIDUOUS	9			
10125	DECIDUOUS	10	10269	DECIDUOUS	16	10365	DECIDUOUS	8, 9	10502	DECIDUOUS	6, 6	10792	DECIDUOUS	10, 12	10996	DECIDUOUS	6, 7			
10126	DECIDUOUS	9	10270	DECIDUOUS	12	10366	DECIDUOUS	10, 12	10577	DECIDUOUS	6, 7, 8, 8	10793	DECIDUOUS	7, 7, 13	10997	DECIDUOUS	9, 12			
10127	DECIDUOUS	11	10271	DECIDUOUS	16	10368	DECIDUOUS	9	10578	DECIDUOUS	13	10794	DECIDUOUS	9, 25	10998	DECIDUOUS	10, 12, 12, 17			
10128	DECIDUOUS	7, 8, 9	10272	DECIDUOUS	7, 9, 9	10371	DECIDUOUS	6, 9	10579	DECIDUOUS	8	10795	DECIDUOUS	8, 14	10999	DECIDUOUS	10, 11			
10129	DECIDUOUS	10	10273	DECIDUOUS	6, 8, 9	10372	DECIDUOUS	7, 11	10580	DECIDUOUS	12, 12	10796	DECIDUOUS	7	11000	DECIDUOUS	9, 11, 11			
10130	DECIDUOUS	13	10274	DECIDUOUS	9	10373	DECIDUOUS	11	10581	DECIDUOUS	25	10797	DECIDUOUS	26	11001	DECIDUOUS	9, 14			
10131	DECIDUOUS	7	10275	DECIDUOUS	18	10374	DECIDUOUS	14	10582	DECIDUOUS	12, 12	10798	DECIDUOUS	19	11002	DECIDUOUS	10			
10132	DECIDUOUS	8	10287	DECIDUOUS	23	10375	DECIDUOUS	7, 9	10583	DECIDUOUS	9	10800	CONIFEROUS	20	11003	DECIDUOUS	7			
10133	DECIDUOUS	10	10288	DECIDUOUS	6, 9	10376	DECIDUOUS	17	10584	DECIDUOUS	7	10801	CONIFEROUS	25	11004	DECIDUOUS	7			
10134	DECIDUOUS	6, 7, 9	10289	DECIDUOUS	8	10377	DECIDUOUS	10	10585	DECIDUOUS	6	10802	CONIFEROUS	62	11005	DECIDUOUS	6, 9			

TREE TABLE

NO	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER 16,166 OREGON EDWARD K. CHRISTENSEN
VALID THROUGH 12-31-21

WE ENGINEERING, P.C.
ENGINEERING · SURVEYING · PLANNING

EXISTING TREE CHART

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY:	WE
DRAWN BY:	WE
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS-SHOWN HORIZONTAL N/A VERTICAL
PROJECT NO.	19-122.03
SHEET	C3

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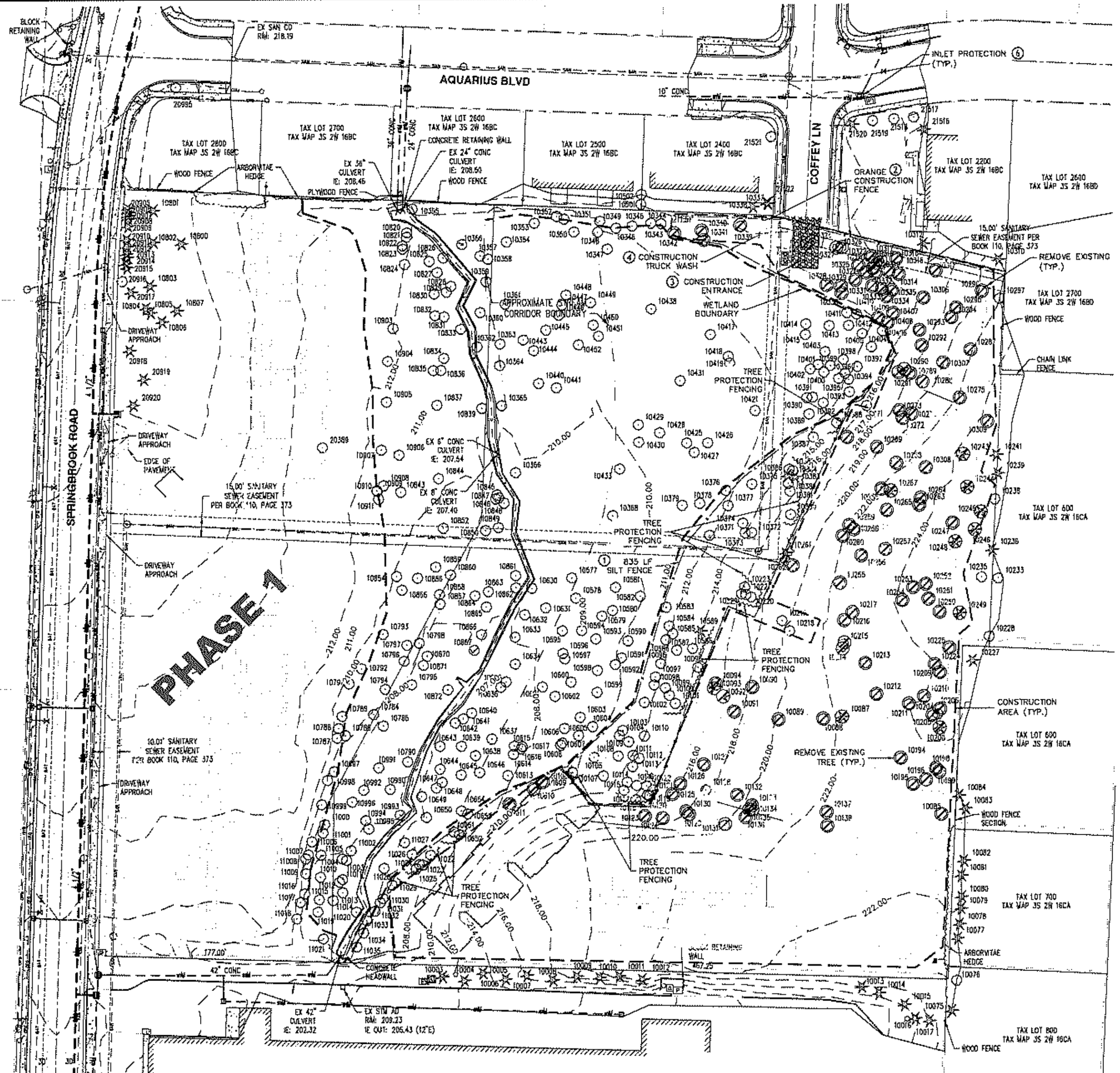

LEGEND

—— x ——	EROSION CONTROL FENCE
◻	INLET PROTECTION
	CONSTRUCTION ENTRANCE
	DISTURBANCE AREA
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN
	TREE PROTECTION FENCING
⇨	DRAINAGE FLOW DIRECTION

PRE-CONSTRUCTION, CLEARING, AND DEMOLITION NOTES:

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. SEDIMENT BARRIERS APPROVED FOR USE INCLUDE SEDIMENT FENCE, BERMS CONSTRUCTED OUT OF MULCH, CHIPPINGS, OR OTHER SUITABLE MATERIAL, STRAW WATTLES, OR OTHER APPROVED MATERIALS.
3. SENSITIVE RESOURCES INCLUDING, BUT NOT LIMITED TO, TREES, WETLANDS, AND RIPARIAN PROTECTION AREAS SHALL BE CLEARLY DELINEATED WITH ORANGE CONSTRUCTION FENCING OR CHAIN LINK FENCING IN A MANNER THAT IS CLEARLY VISIBLE TO ANYONE IN THE AREA. NO ACTIVITIES ARE PERMITTED TO OCCUR BEYOND THE CONSTRUCTION BARRIER.
4. CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES INCLUDING, BUT NOT LIMITED TO, STREET SWEEPING, AND VACUUMING, MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
5. RUN-ON AND RUN-OFF CONTROLS SHALL BE IN PLACE AND FUNCTIONING PRIOR TO BEGINNING SUBSTANTIAL CONSTRUCTION ACTIVITIES. RUN-ON AND RUN-OFF CONTROL MEASURES INCLUDE: SLOPE DRAINS (WITH OUTLET PROTECTION), CHECK DAMS, SURFACE ROUGHENING, AND BANK STABILIZATION.
6. THESE EROSION AND SEDIMENT CONTROL PLANS ASSUME "DRY WEATHER" CONSTRUCTION. "WET WEATHER" CONSTRUCTION MEASURES NEED TO BE APPLIED BETWEEN OCTOBER 1ST AND MAY 31ST.

EROSION CONTROL NOTES

1. INSTALL PERIMETER SEDIMENT CONTROL. USE SEDIMENT FENCE.
2. INSTALL ORANGE CONSTRUCTION FENCE.
3. PROPOSED CONSTRUCTION ENTRANCE.
4. INSTALL CONCRETE TRUCK WASHOUT.
5. INSTALL TREE PROTECTION FENCING.
6. INSTALL EXISTING CURB INLET/CURB PROTECTION.

PRELIMINARY DEMOLITION, EROSION, & SEDIMENT CONTROL PLAN

1" = 40'

0 10' 20' 40' 80'
Scale in Feet

NO	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER 15,166 OREGON SEPTEMBER 15, 1987 EDWARD K. CHRISTENSEN
VALID THROUGH 12-31-21

WELKIN ENGINEERING
ENGINEERING · SURVEYING · PLANNING

PRELIMINARY DEMOLITION, EROSION, & SEDIMENT CONTROL PLAN

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY:	WE
DRAWN BY:	WE
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS-SHOWN HORIZONTAL, N/A VERTICAL
PROJECT NO	19-122.03
SHEET	C4

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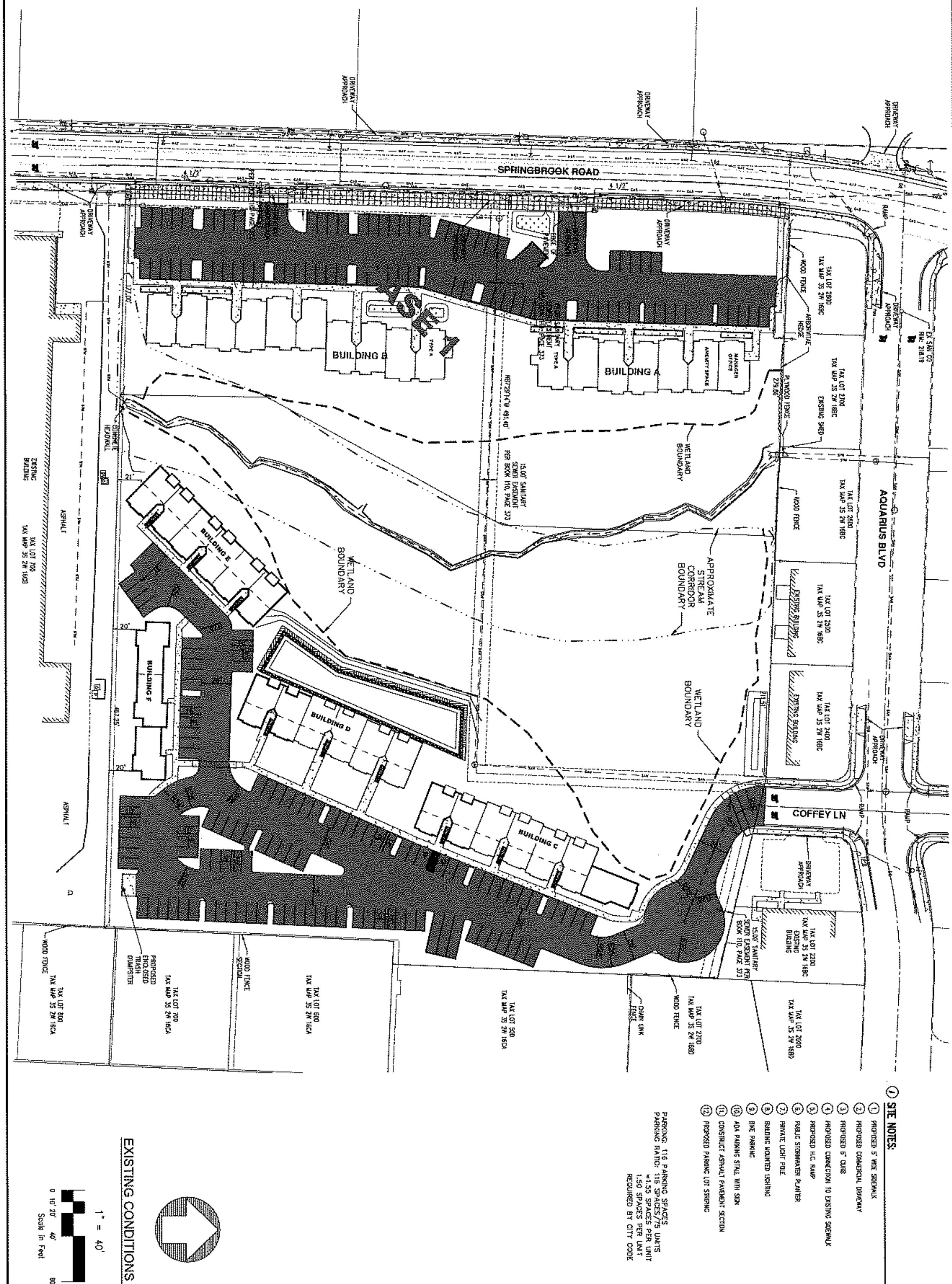
SPRINGBROOK ROAD
AQUARIUS BLVD
COFFEY LN
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
WETLAND BOUNDARY
APPROXIMATE STREAM CORRIDOR BOUNDARY
DRIVEWAY APPROACH
WOOD FENCE
EXISTING BUILDING
ASPHALT
PROPOSED ENCLOSED TRASH DUMPSTER
15.00' SANITARY SEWER EASEMENT PER BOOK 110, PAGE 373
SITE NOTES:
1 PROPOSED 5' WIDE SIDEWALK
2 PROPOSED COMMERCIAL DRIVEWAY
3 PROPOSED 6" CURB
4 PROPOSED CONNECTION TO EXISTING SIDEWALK
5 PROPOSED H.C. RAMP
6 PUBLIC STORMWATER PLANTER
7 PRIVATE LIGHT POLE
8 BUILDING MOUNTED LIGHTING
9 BIKE PARKING
10 ADA PARKING STALL WITH SIGN
11 CONSTRUCT ASPHALT PAVEMENT SECTION
12 PROPOSED PARKING LOT STRIPING
PARKING: 116 PARKING SPACES
PARKING RATIO: 116 SPACES/75 UNITS =1.55 SPACES PER UNIT
1.50 SPACES PER UNIT REQUIRED BY CITY CODE
EXISTING CONDITIONS PLAN
1" = 40'
0 10' 20' 40' 80'
Scale in Feet

NO	DATE	REVISION

VALID THROUGH 12-31-21

ENGINEERING SURVEYING • PLANNING
25260 SW PARKWAY AVE., SUITE G
WILSONVILLE, OR 97070
TEL (503)598-1866
FAX (503)598-1868

SITE PLAN

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY: WE
DRAWN BY: WE
CHECKED BY: EC
DATE: 02/11/2020
SCALE: AS SHOWN, HORIZONTAL: N/A, VERTICAL
PROJECT NO: 19-122.03
SHEET C5

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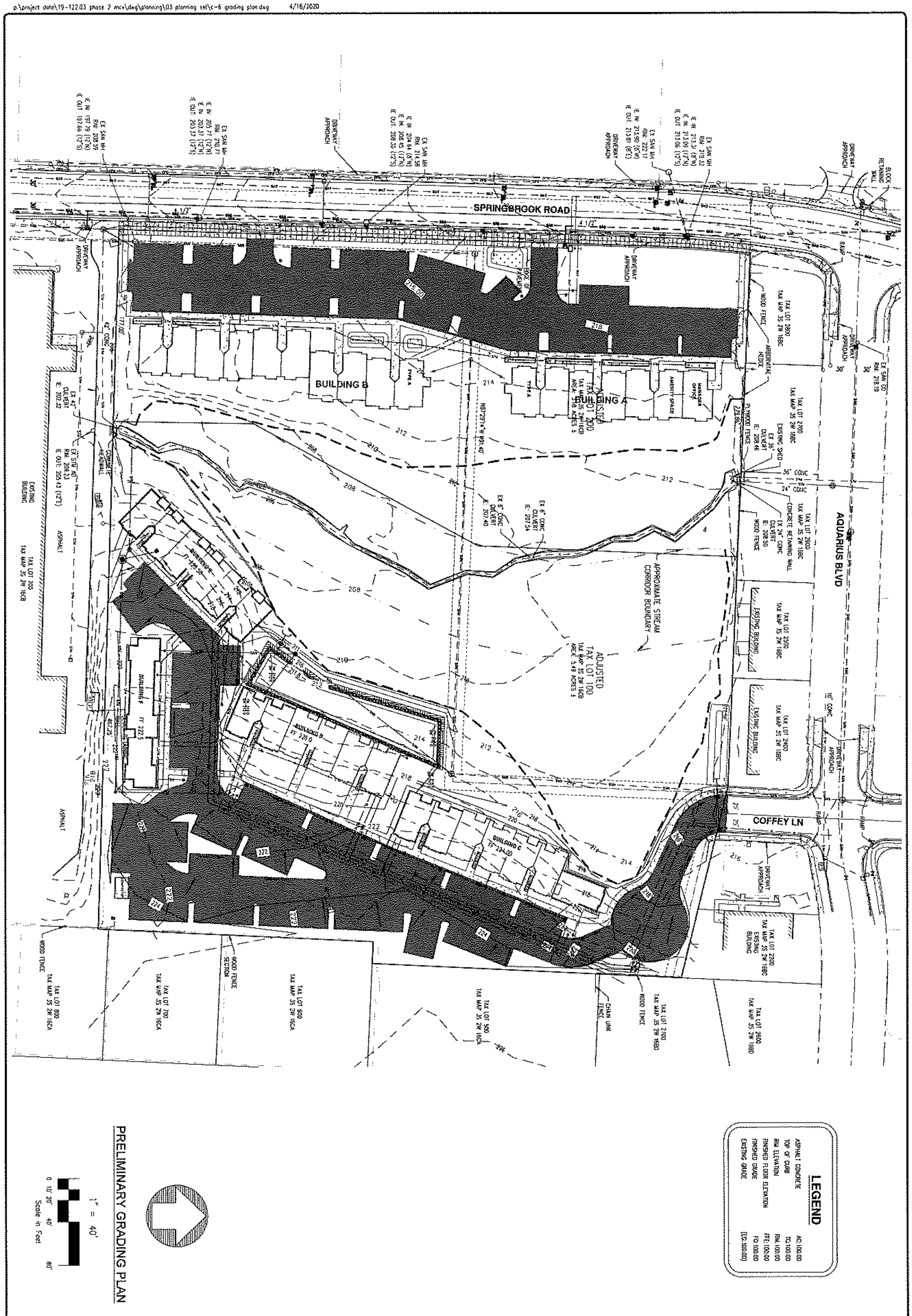


DESIGNED BY:	WE
DRAWN BY:	WE
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS-SHOWN HORIZONTAL N/A VERTICAL
PROJECT NO.	19-122.03
SHEET	C6

MEADOW BROOK VILLAS (PHASE 2)

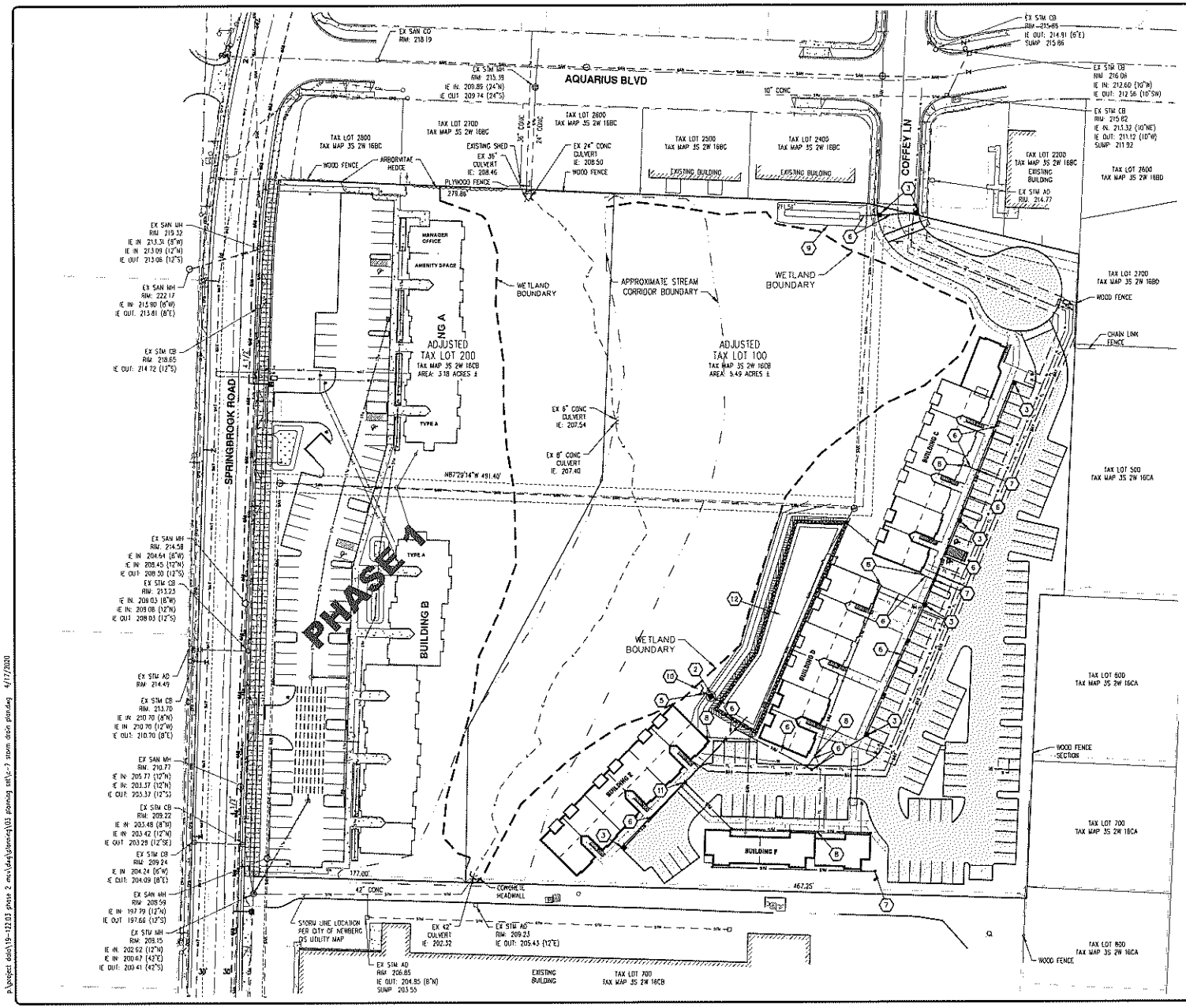
THE CITY OF NEWBERG

PRELIMINARY GRADING PLAN

WELKIN ENGINEERING, P.C.
ENGINEERING
SURVEYING • PLANNING
25260 SW PARKWAY AVE., SUITE G
WILSONVILLE, OR 97070
TEL. (503)598-1866
FAX. (503) 598-1868
info@WelkinPC.com
www.WelkinPC.com

REGISTERED PROFESSIONAL ENGINEER OREGON EDWARD K. CHRISTENSEN
VALID THROUGH: 12-31-21

NO.	DATE	REVISION



STORMWATER NOTES:

1. PROPOSED 16" PVC STORM DRAIN
2. PROPOSED FLOW CONTROL MANHOLE
3. PROPOSED STORM CATCH BASIN
4. PROPOSED DETENTION CHAMBERS
5. PROPOSED 8" PVC STORM DRAIN
6. PROPOSED 6" PVC STORM DRAIN
7. PROPOSED STORM CLEANOUT
8. PROPOSED YARD INLET & ROOF COLLECTOR
9. PROPOSED PUBLIC RAIN GARDEN
10. PROPOSED DETENTION POND OUTFALL
11. PROPOSED STORM DRAIN CLEAN OUT
12. PROPOSED WATER QUALITY DETENTION POND

PRELIMINARY STORM DRAINAGE PLAN

1" = 40'

0 10' 20' 40' 80'

Scale in Feet

NO	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER 16,166 OREGON JANUARY 15, 2002 RICHARD K. CHRISTENSEN

VALID THROUGH 12-31-21

ENGINEERING SURVEYING - PLANNING
3380 SW NORTH DR. SUITE 5
PO. BOX 1048
MCMINNVILLE, OR 97128
TEL: 503.883.1966
FAX: 503.883.1965
KC@WEnet.com
www.WEnet.com

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY:	RE
DRAWN BY:	RE
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS-SHOWN HORIZONTAL N/A VERTICAL
PROJECT NO:	19-122.03
SHEET	C7

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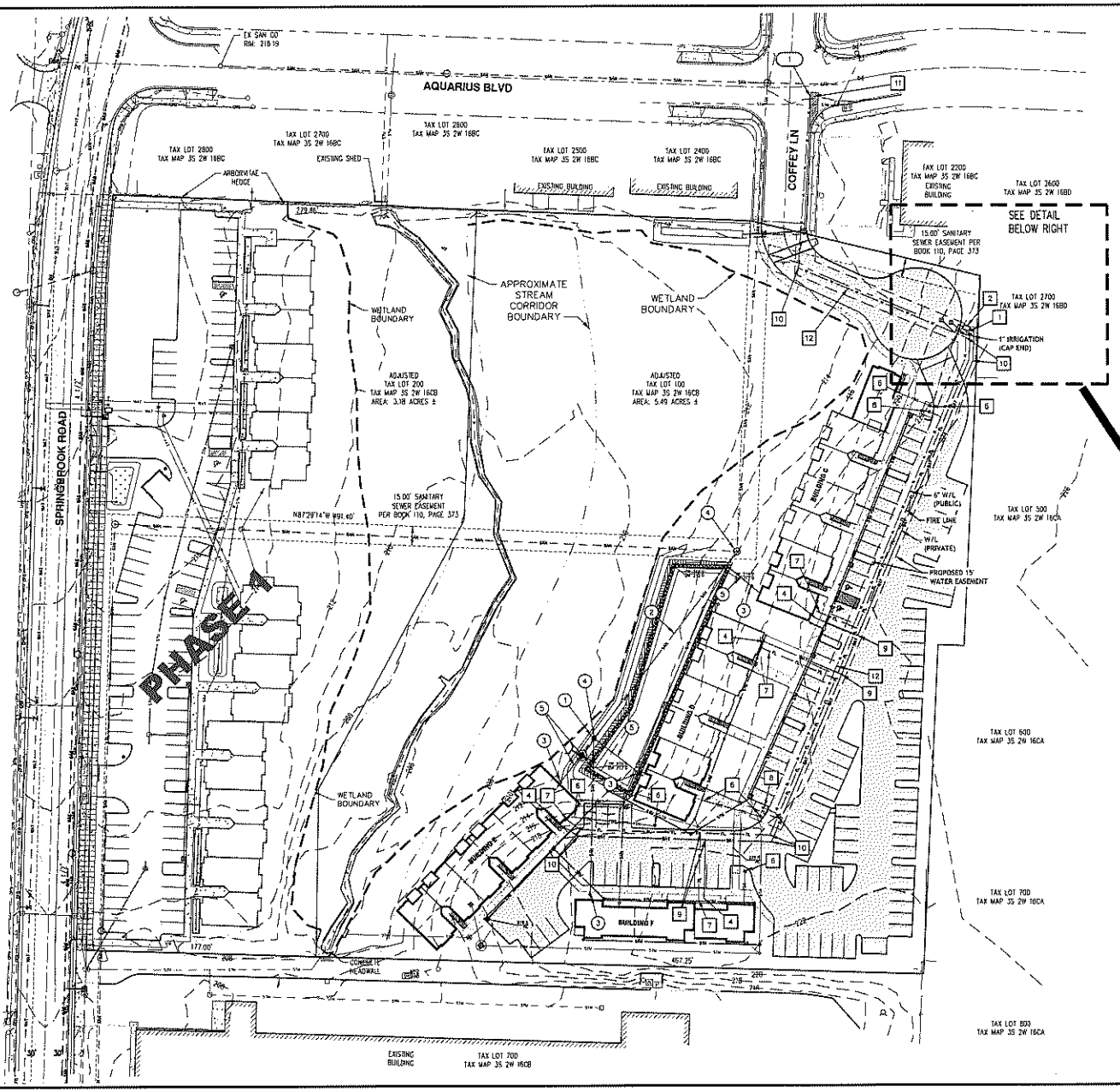
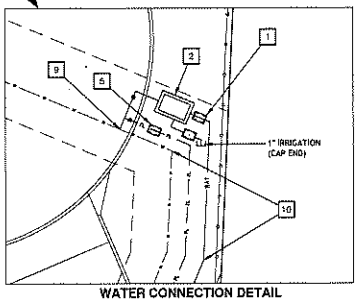




WATER CONNECTION DETAIL

SCALE: 1" = 10'

GENERAL NOTES:

(1) SAWCUT EXISTING PAVEMENT PER CITY OF NEWBERG STD. DETAIL

SANITARY NOTES:

1. PROPOSED SANITARY SEWER MANHOLE.
2. PROPOSED SANITARY SEWER LINE.
3. PROPOSED SANITARY CLEAN OUT.
4. CONNECT TO EXISTING/PROPOSED SANITARY SEWER MANHOLE
5. PROPOSED SEWER LATERAL.

WATER NOTES:

1. PROPOSED DOMESTIC WATER METER
2. PROPOSED DOMESTIC DOUBLE CHECK VALVE
3. PROPOSED IRRIGATION DOUBLE CHECK VALVE
4. PROPOSED DOMESTIC CONNECTION TO BUILDING
5. PROPOSED FIRE WATER DOUBLE CHECK DETECTOR ASSEMBLY
6. PROPOSED 4" FIRE DEPARTMENT CONNECTION (FDC)
7. PROPOSED 6" FIRE WATER SERVICE TO BUILDING
8. PROPOSED FIRE HYDRANT
9. PROPOSED TEE – DOMESTIC
10. PROPOSED 90°, 45°, 22.5°, & 11.25° BEND
11. CONNECT WATER SERVICE LINE TO PROPOSED WATER MAIN
12. PROPOSED 8" WATER MAIN
13. PROPOSED REDUCER
14. CAP END

1" = 40'

0 10' 20' 40' 80'

Scale in Feet

PRELIMINARY SANITARY SEWER & WATER PLAN

NO	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER 15,166 OREGON JULY 10, 1981 EDWARD K. CHRISTENSEN

VALID THROUGH 12-31-21

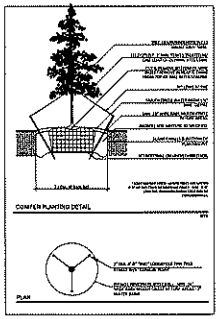
ENGINEERING SURVEYING PLANNING
WESTECH ENGINEERING, INC.
3841 FAIRVIEW INDUSTRIAL DR. S.E.
SALEM, OREGON 97302
PHONE: (503) 585-2474
FAX: (503) 585-3986
mail@westech-eng.com
www.westech-eng.com

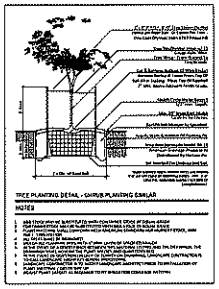
PRELIMINARY SANITARY SEWER & WATER PLAN

MEADOW BROOK VILLAS (PHASE 2)

THE CITY OF NEWBERG

DESIGNED BY:	ME
DRAWN BY:	ME
CHECKED BY:	EC
DATE:	02/11/2020
SCALE:	AS SHOWN HORIZONTAL N/A VERTICAL
PROJECT NO:	19-122.03
SHEET	C8





PLANTING SCHEDULE:

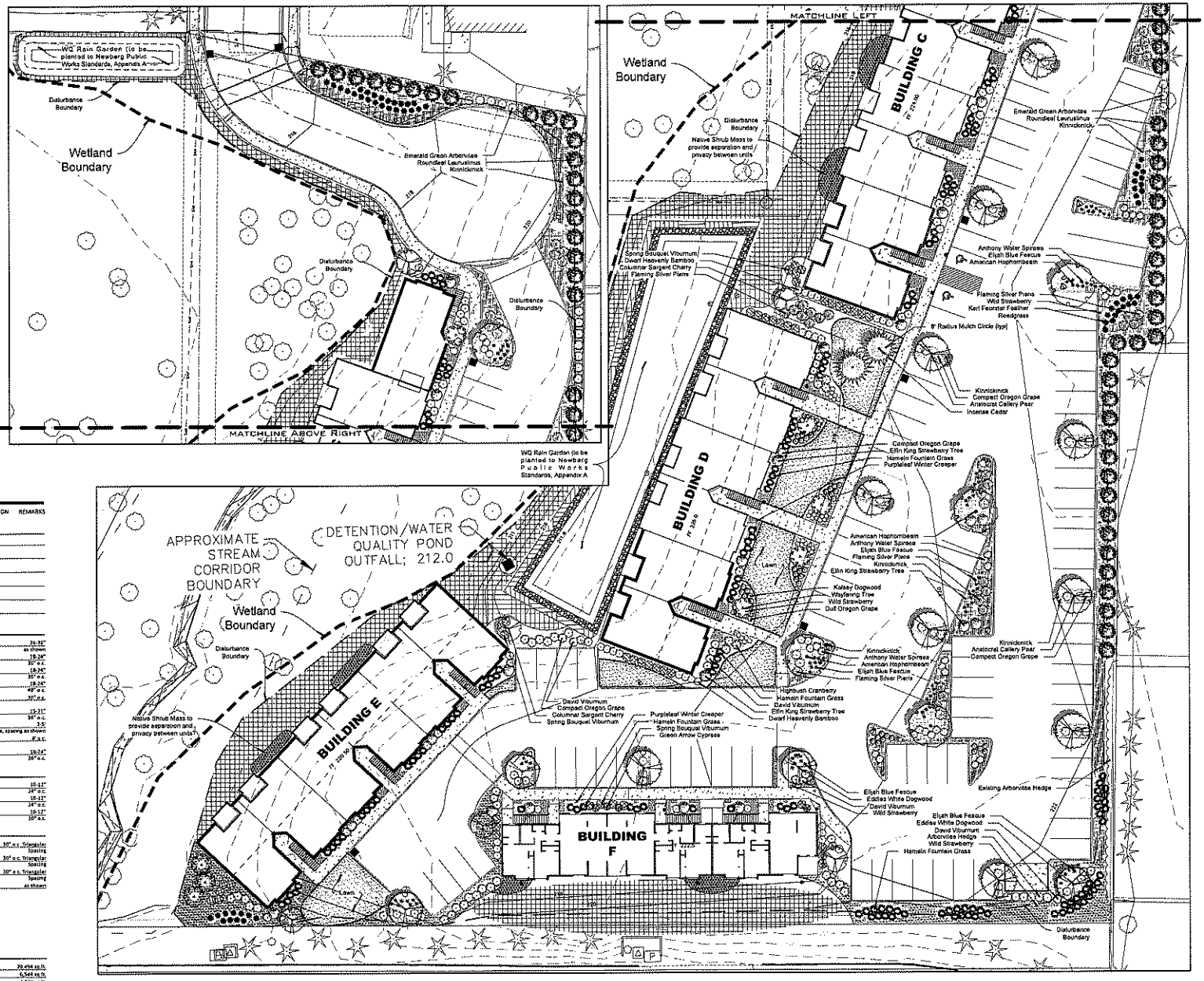
BOTANICAL NAME / COMMON NAME	QTY.	SIZE	CONDITION	REMARKS
TREES				
Calocedrus decurrens Incense Cedar	xxx	6-7'	B&B	
Cornus nuttallii x florida 'Eddies White Wo' Eddies White Dogwood	xxx	2" Cal.	B&B	
Cupressus sempervirens 'Green Arrow' Green Arrow Cypress	xxx	6-7'	B&B	
Ostrya virginiana American Hophornbeam	xxx	2" Cal.	B&B	
Prunus sargentii 'Columnaris' Columnar Sargent Cherry	xxx	2" Cal.	B&B	
Pyrus calleryana 'Aristocrat' Aristocrat Calery Pear	xxx	2" Cal.	B&B	
SHRUBS				
Arbutus unedo 'Elfin King' Elfin King Strawberry Bush	xxx	5 Gal.	Can	36-96" as shown
Mahonia aquifolium 'Compacta' Dwarf Oregon Grape	xxx	2 Gal.	Can	18-24" 30" o.c.
Nandina domestica 'Compacta' Compact Heavenly Bamboo	xxx	2 Gal.	Can	18-24" 30" o.c.
Pieris japonica 'Flaming Silver' Flaming Silver Pieris	xxx	2 Gal.	Can	18-24" 48" o.c.
Thuja occidentalis 'Smaragd' Arborvitae	xxx	5-6'	B&B	30" o.c.
Viburnum davidii David Viburnum	xxx	1 Gal.	Can	15-21" 36" o.c.
Viburnum tinus Weyfaring Tree	xxx	5 Gal.	Can	3-5' shaped as tree, spacing as shown
Viburnum tinus 'Robustum' Rounded Laurustinus	xxx	5-6'	B&B	8' o.c.
Viburnum tinus 'Compactum' Spring Bouquet Viburnum	xxx	2 Gal.	Can	18-24" 36" o.c.
GRASSES				
Calamagrostis x acutiflora 'Karl Foerster' Karl Foerster Feather Reed Grass	xxx	1 Gal.	Can	18-21" 24" o.c.
Festuca glauca 'Elijah Blue' Blue Fescue	xxx	1 Gal.	Can	18-21" 24" o.c.
Pennisetum alopecuroides 'Hameln' Dwarf Fountain Grass	xxx	1 Gal.	Can	18-12" 30" o.c.
GROUNDCOVER				
Arctostaphylos uva-ursi Kinnikinnick	xxx	1 Gal.	Can	30" o.c. Triangular Spacing
Euonymus fortunei 'Coloratus' Purple Winter Creeper	xxx	1 Gal.	Can	30" o.c. Triangular Spacing
Fragaria virginiana Wild Strawberry	xxx	1 Gal.	Can	30" o.c. Triangular Spacing
Landscape Rocks Native Basalt	xxx	3-5 cu. ft.		as shown

MEADOW AREA - Meadow Mix Hydroseed (include all disturbed area beyond "disturbance boundary")

NATIVE SHRUB AREA - Provide 3 Mahonia, 4 Spireas, 6 Symphoricarpos / 200 sf.

LANDSCAPE AREAS:

Tree/shrub Area	20,494 sq.ft.
Water Quality Area:	6,544 sq.ft.
Turf	4,340 sq.ft.
Tree Mulch	100 sq.ft.
Parking Landscape Area (subset of Tree/shrub Area: 37,000sqft (12% coastal zone req. 3150sf	> 4,000 sq.ft.
Total Landscape Area:	31,378 sq.ft.



LANDSCAPE CONCEPT PLAN - 1"=20'0"

NORTH

REGISTERED 311 ANNE M. ROTOLO-MILLER OREGON LANDSCAPE ARCHITECT

BEIGHLEY & ASSOCIATES INC.
LANDSCAPE ARCHITECTURE AND PLANNING
12640 N.W. Cornell Road, Portland, Oregon 97229
Job #1913

Meadowbrook Croassing Aptmnts Ph 2

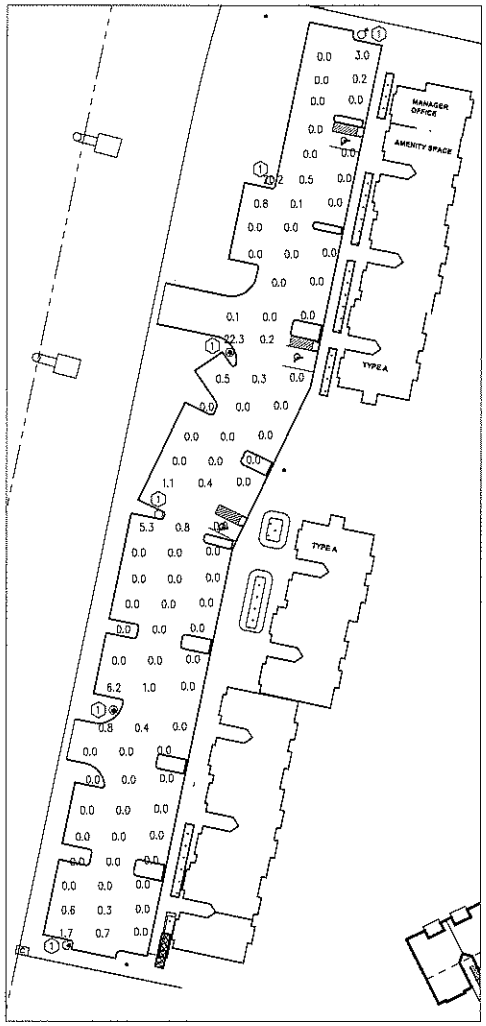
1366 Springbrook Road
Newberg OREGON

Revisions	
REV.	04.14.20

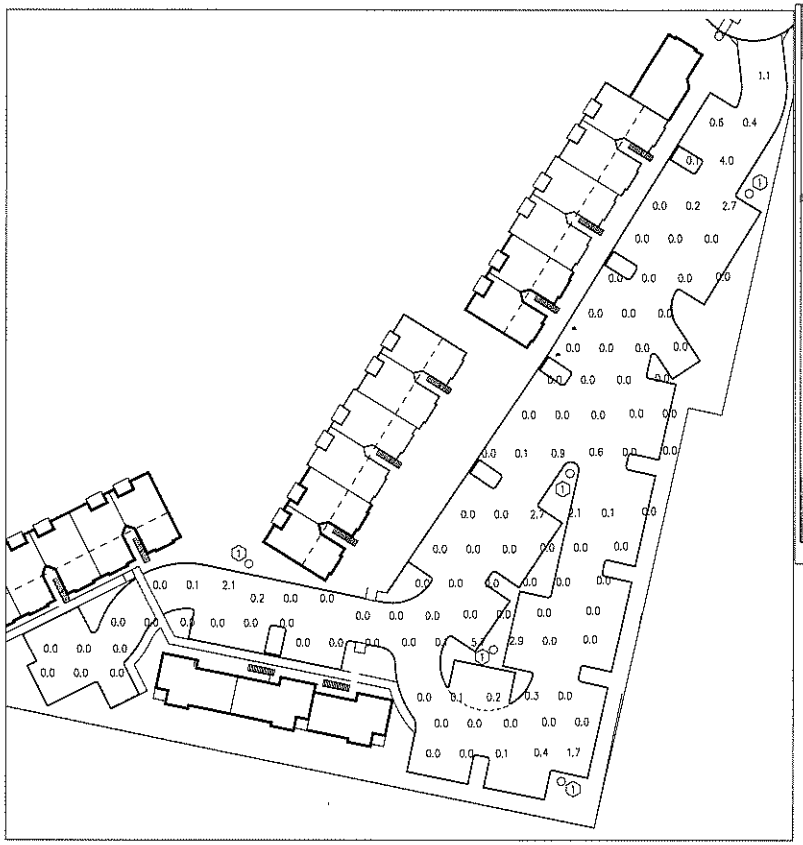
DRAWN	RCD
CHECKED	ANM
DATE	02.17.20
JOB NO.	1913b

L-1

OF #



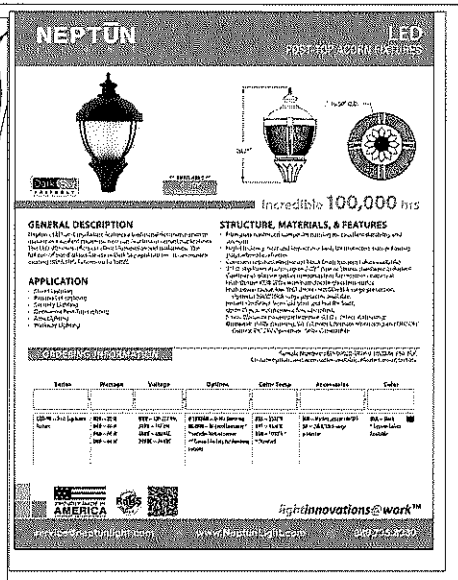
1 PHASE 1 SITE PHOTOMETERIC PLAN
1"-0"=32'-0"

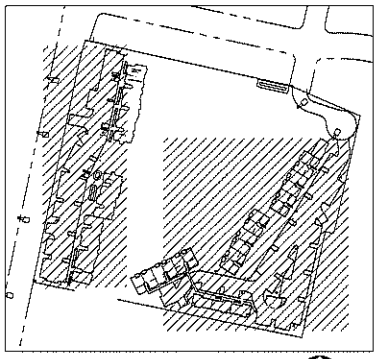


2 PHASE 2 SITE PHOTOMETERIC PLAN
1"-0"=32'-0"

SP-2.00 PLAN NOTES

1 NEW SITE LIGHT TO BE INSTALLED, SEE CUT SHEET THIS SHEET. PROVIDE BASE PER MANUFACTURER.





3 KEY PLAN
NTS

REGISTERED PROFESSIONAL ENGINEER
61439PE
OREGON
JULY 2, 2007
CHANTZ CHARLES SHOEMAKER
EXPIRES: 12/31/2021

CBD ENGINEERING, LLC
35466 RIVERSIDE DR. SW
ALBANY, OREGON 97321
(541) 619-7267

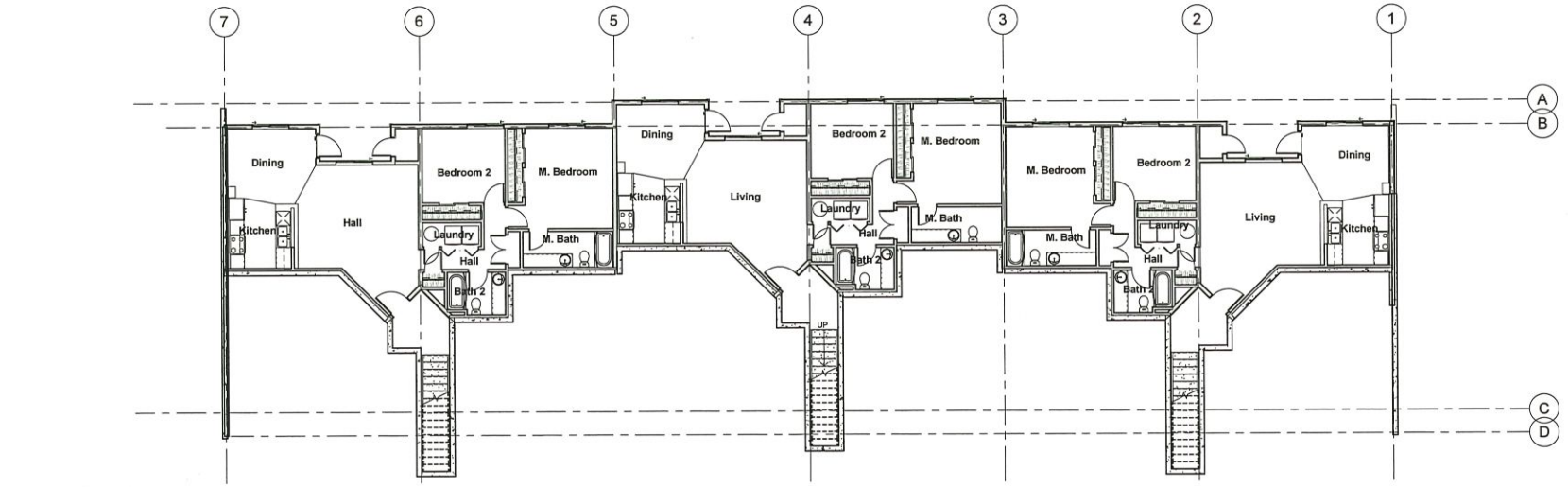
MEADOW CREEK APARTMENTS
CITY OF NEWBERG

Issue	DD SET
Date	12/11/2019

Revision	Date

SITE PHOTOMETERICS PLAN

SP2.00



1 Basement
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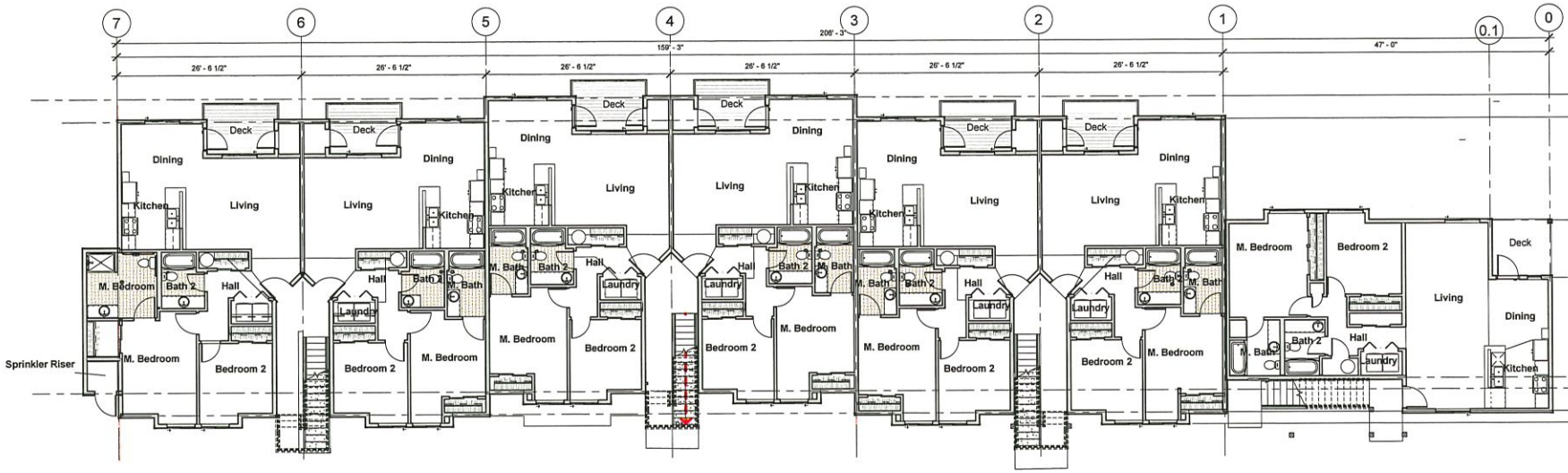

2 Level 1.
1/8" = 1'-0"

Richards Architecture and Planning LLC
Box 5354
Lynnwood, WA
98046-5343
Tel/Fax 425.741.9493

REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building C
Newberg, OR

Project number	Building E
Project Date	2/11/2020
Drawn by	Author
Checked by	Checker
Sheet Issued	02/12/20

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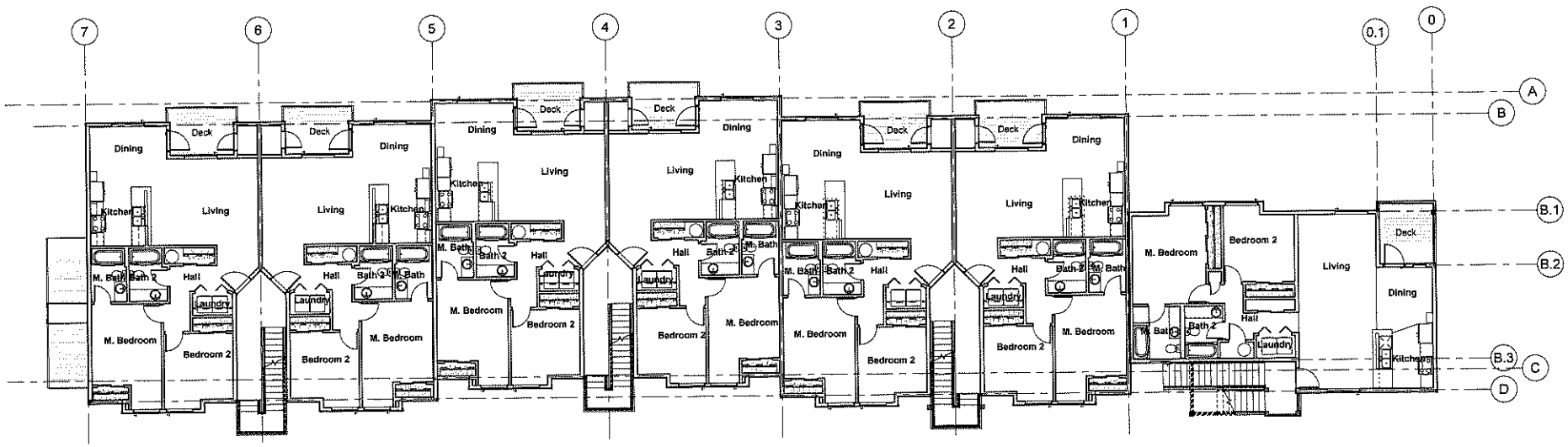
Jurisdiction Stamps

BASEMENT AND 1ST FLOOR PLANS

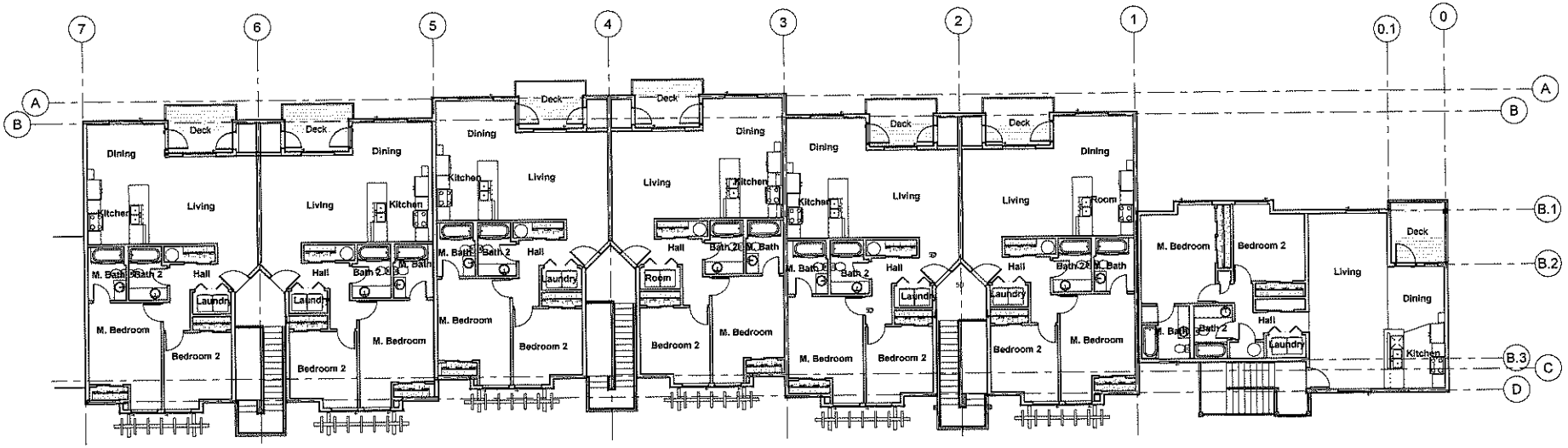
A101

Scale 1/8" = 1'-0"

2/27/2020 4:24:04 PM



1 Level 2
1/8" = 1'-0"



2 Level 3
1/8" = 1'-0"

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REGISTERED ARCHITECT
ERIC A. RICHARDS
SEATTLE WA
STATE OF OREGON

Meadow Brook Villas
Building C
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Jurisdiction Stamps

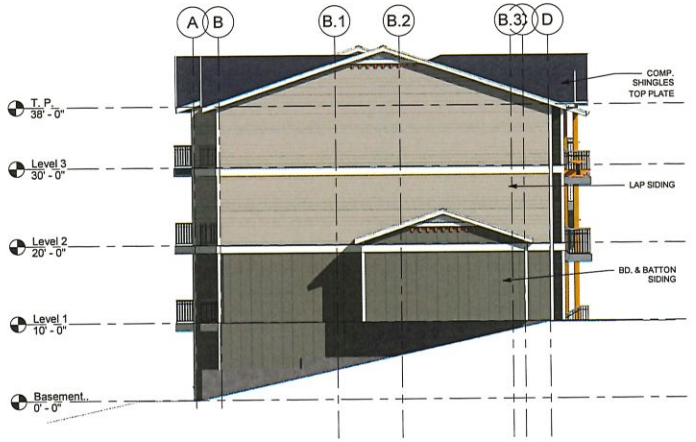
LEVEL 2 AND 3 FLOOR PLANS

A102

Scale 1/8" = 1'-0"

2/27/2020 4:24:57 PM

1 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building C
Newberg, OR

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Jurisdiction Stamps

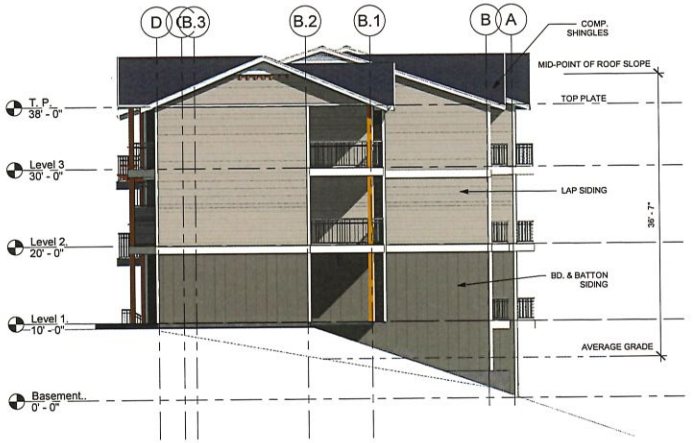
WEST AND SOUTH ELEVATIONS

A103

Scale 1/8" = 1'-0"

2/27/2020 4:24:34 PM

1 EAST ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
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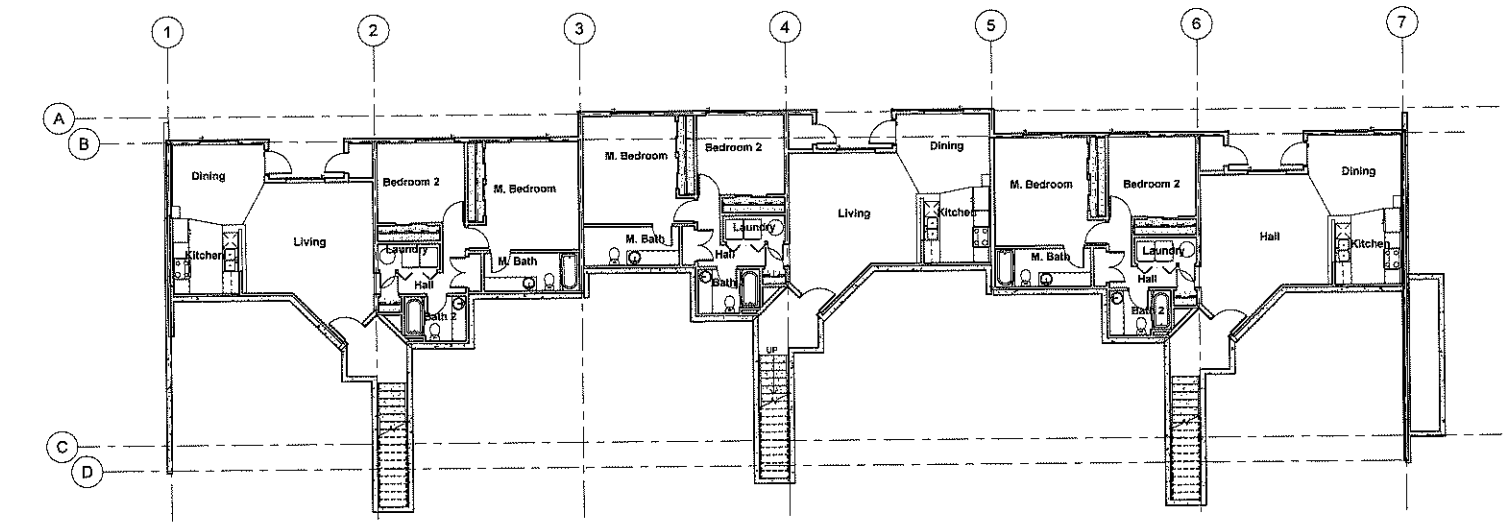
EAST AND NORTH ELEVATIONS

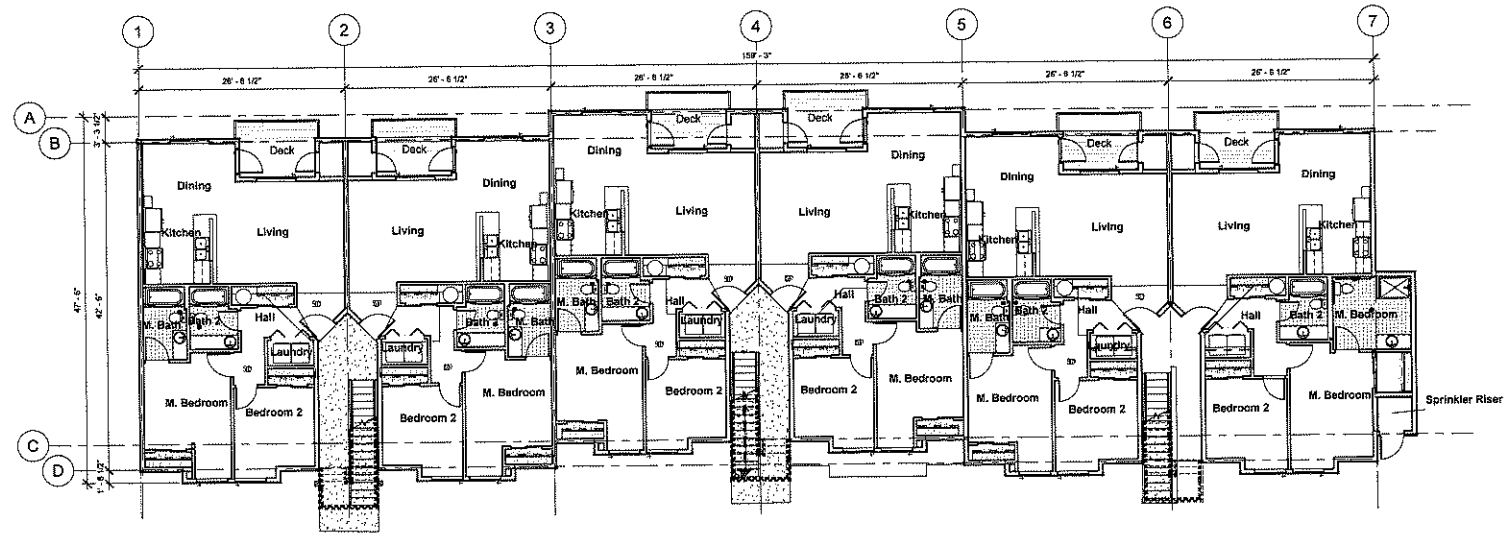
A104

Scale 1/8" = 1'-0"

2/27/2020 4:25:04 PM



① Basement
1/8" = 1'-0"



② Level 1
1/8" = 1'-0"

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REGISTERED ARCHITECT
RAISE + RICHARDS
SEATTLE WA
STATE OF OREGON

Meadow Brook Villas
BUILDING D
Newberg, OR

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BASEMENT AND 1ST FLOOR PLANS

A101

Scale 1/8" = 1'-0"

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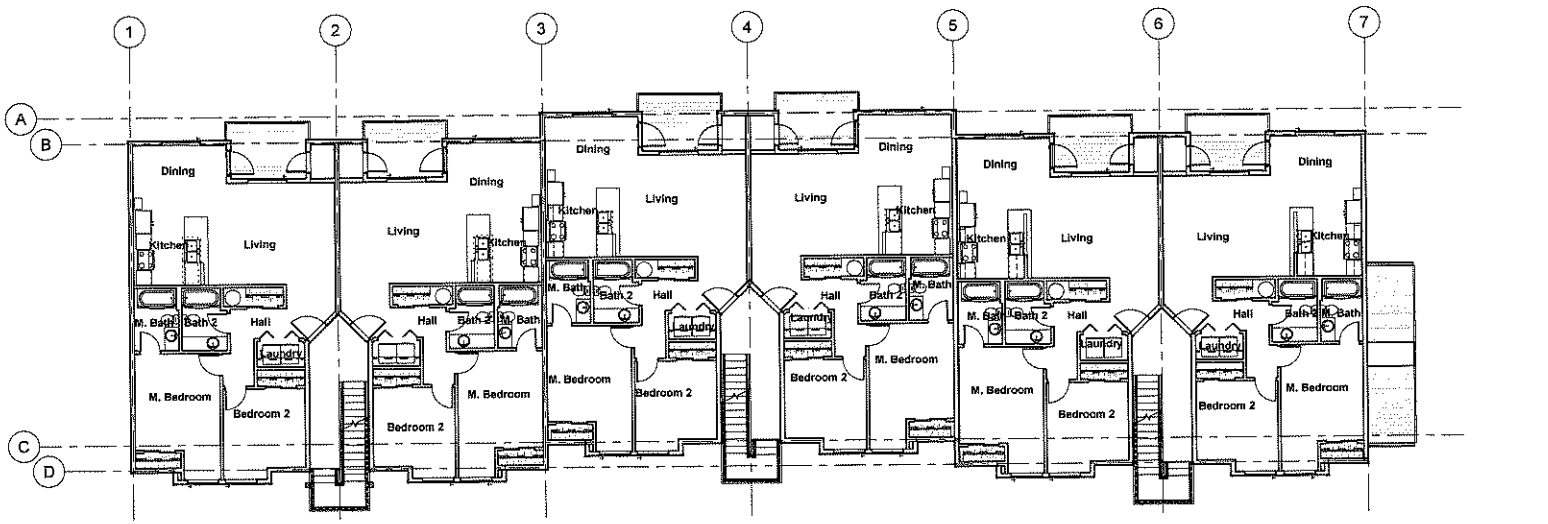
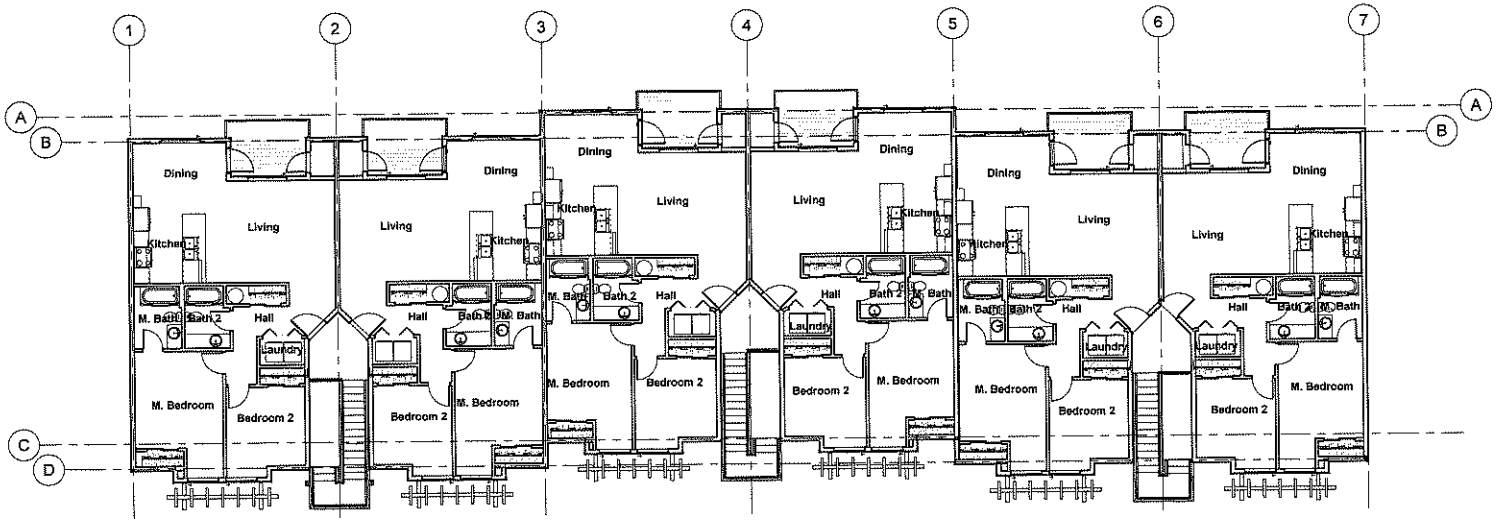


1 Level 2
1/8" = 1'-0"



2 Level 3
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING D
Newberg, OR

Project number	BUILDING D
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Jurisdiction Stamps

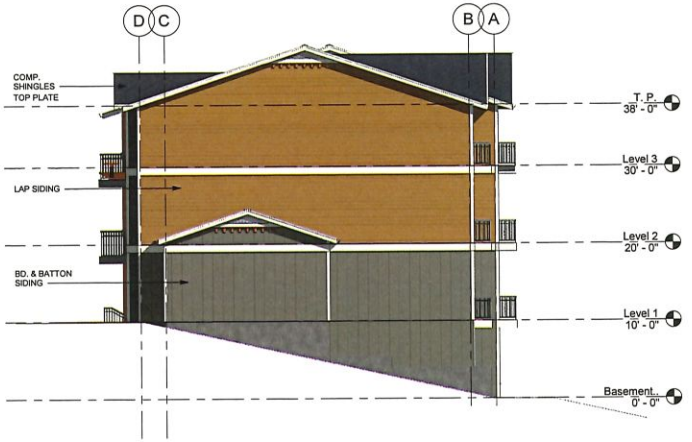
LEVEL 2 AND 3 FLOOR PLANS

A102

Scale 1/8" = 1'-0"

2/11/2020 4:19:44 PM

1 WEST ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING D
Newberg, OR

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Jurisdiction Stamps

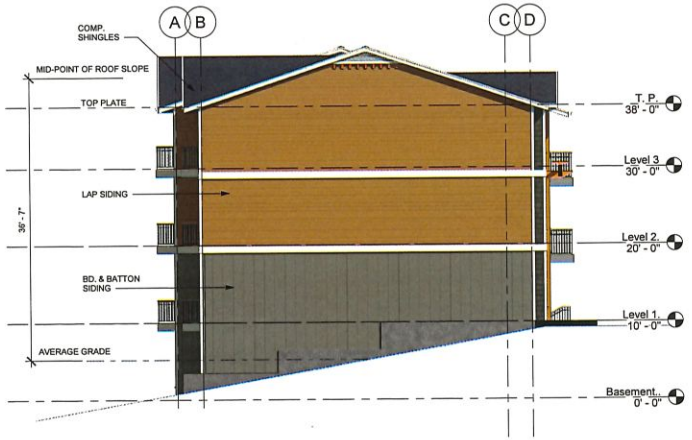
WEST AND NORTH ELEVATIONS

A103

Scale 1/8" = 1'-0"

2/27/2020 4:19:55 PM

1 EAST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING D
Newberg, OR

Project number	BUILDING D
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Jurisdiction Stamps

EAST AND SOUTH ELEVATIONS

A104

Scale 1/8" = 1'-0"

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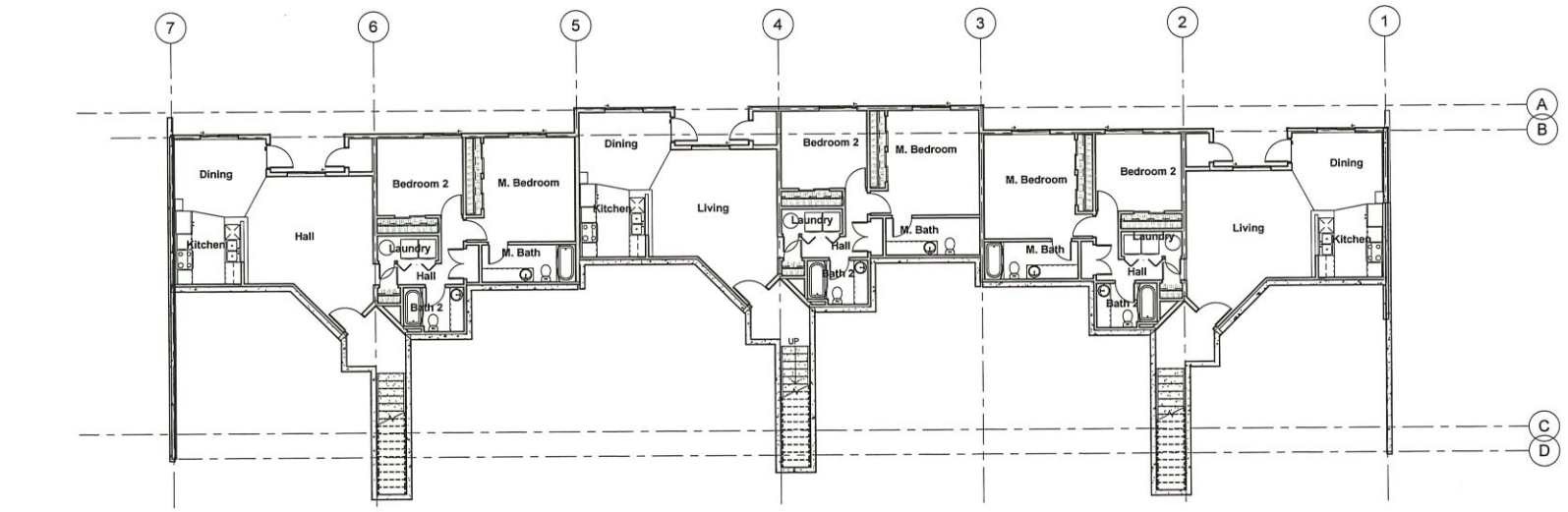
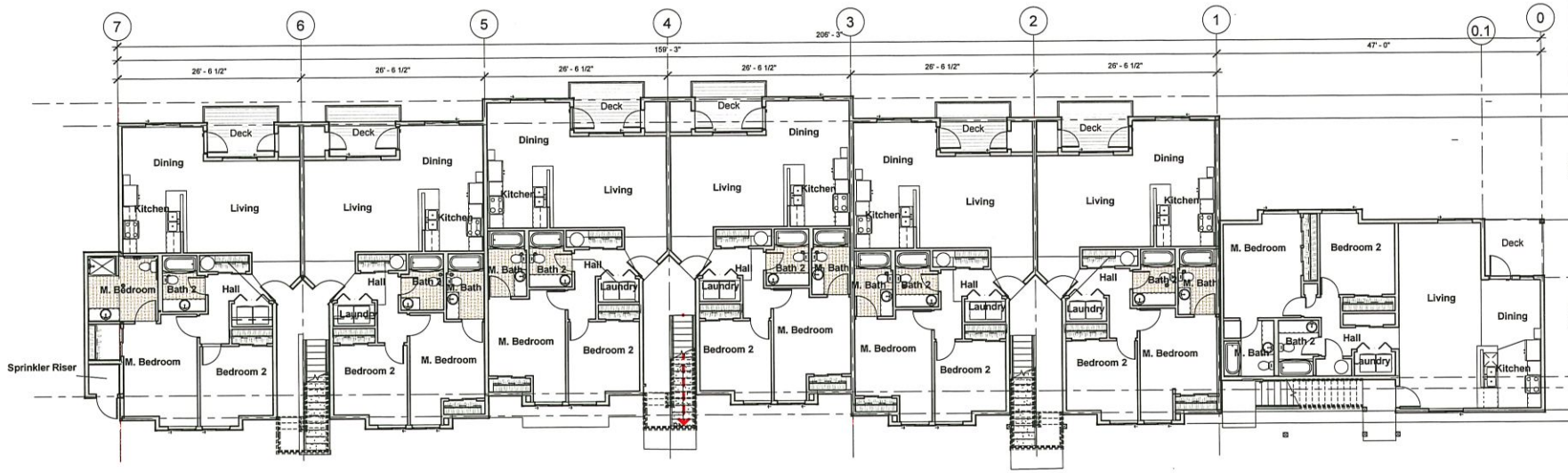


1 Basement
1/8" = 1'-0"



2 Level 1
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building E
Newberg, OR

Project number	A Building E
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B.1
B.2
B.3
C
D

Jurisdiction Stamps

BASEMENT AND 1ST FLOOR PLANS

A101

Scale 1/8" = 1'-0"

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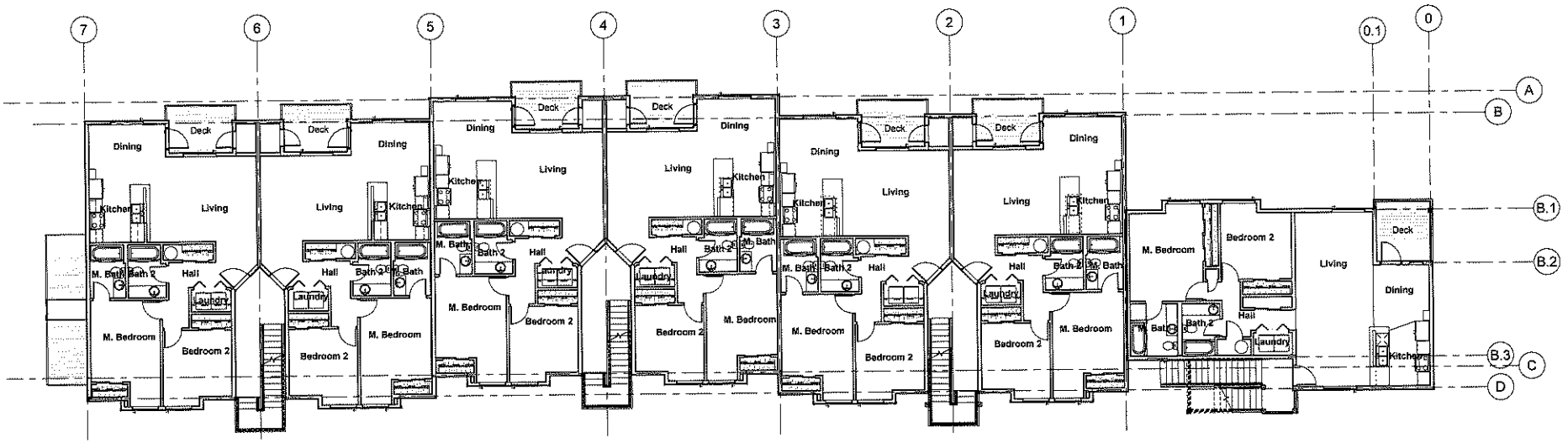

1 Level 2
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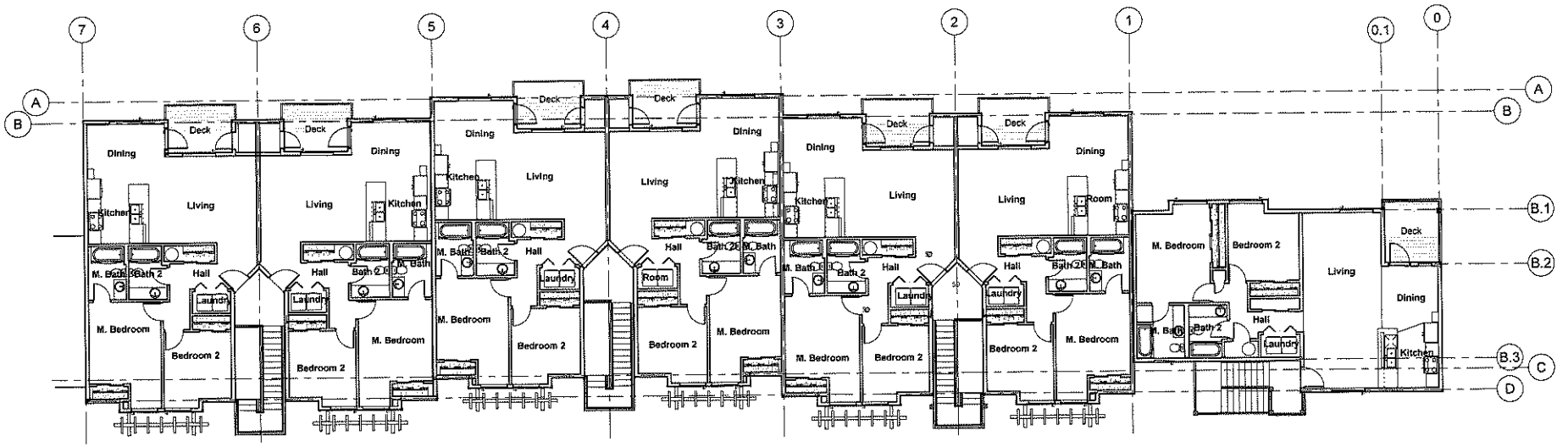

2 Level 3
1/8" = 1'-0"

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Lynnwood, WA
98046-5343
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REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building E
Newberg, OR

Project number	Building E
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Jurisdiction Stamps

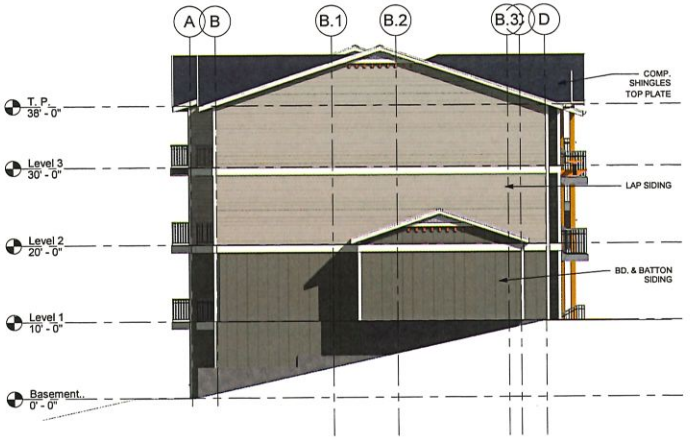
LEVEL 2 AND 3
FLOOR PLANS

A102

Scale 1/8" = 1'-0"

2/27/2020 4:24:07 PM

1 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

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Lynnwood, WA
98046-5343
Tel/Fax 425.741.9493

REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building E
Newberg, OR

Project number	Building E
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Jurisdiction Stamps

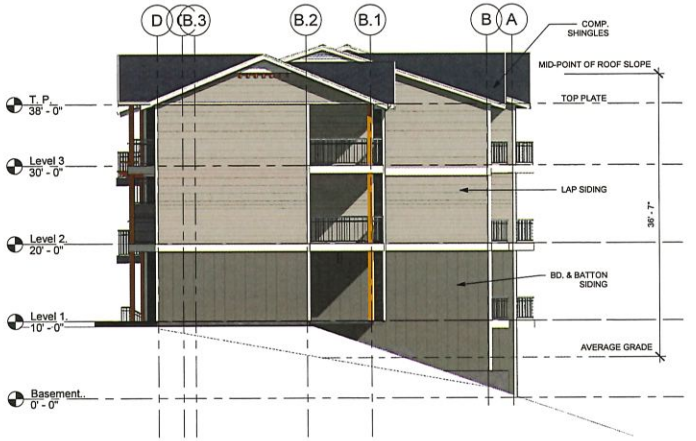
WEST AND SOUTH ELEVATIONS

A103

Scale 1/8" = 1'-0"

2/27/2020 4:24:34 PM

1 EAST ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"

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REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
Building E
Newberg, OR

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Checked by	Checker
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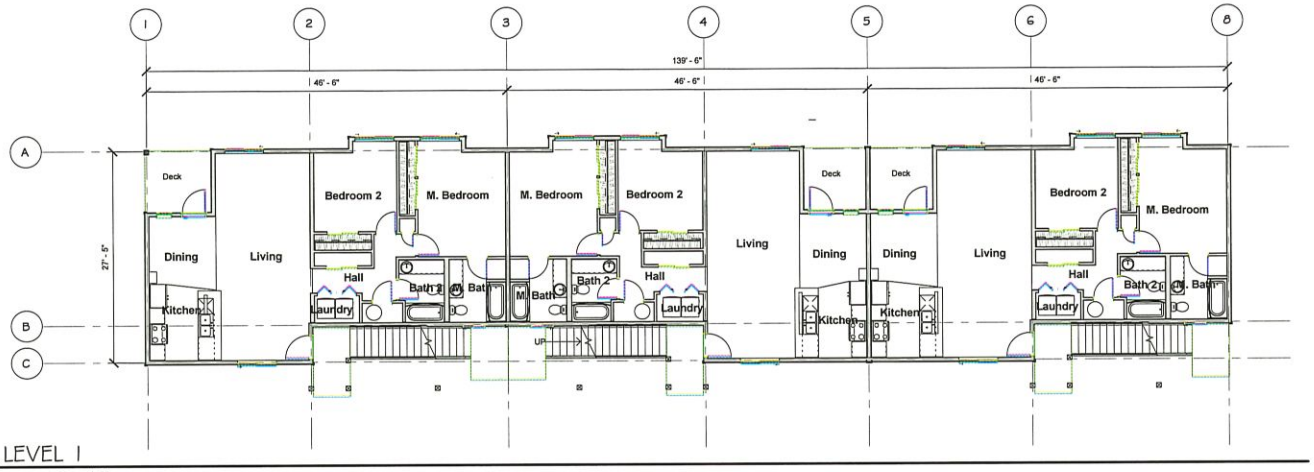
Jurisdiction Stamps

EAST AND NORTH ELEVATIONS

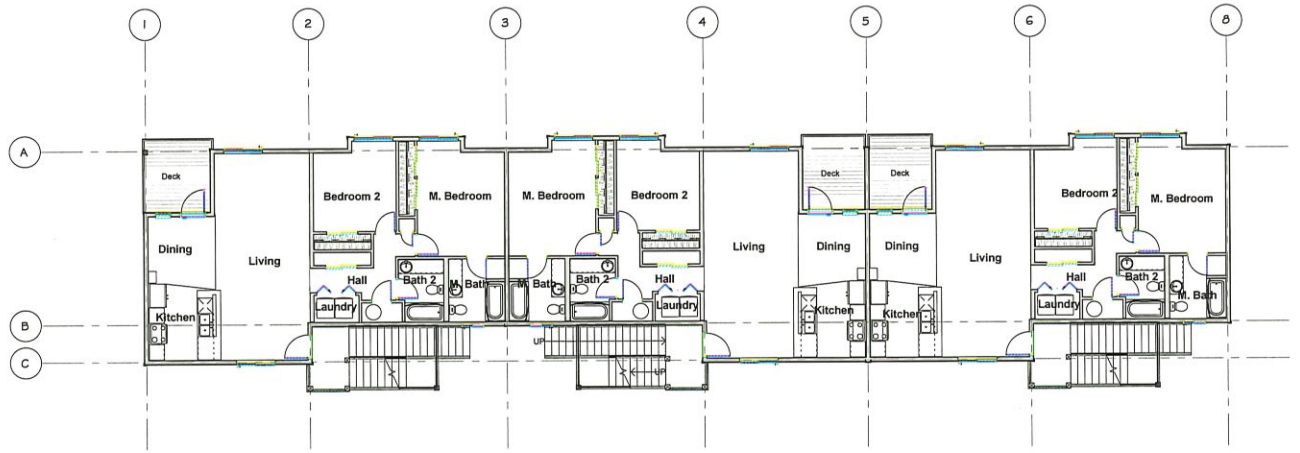
A104

Scale 1/8" = 1'-0"

2/27/2020 4:25:04 PM



1 LEVEL 1
SCALE: 1/8" = 1'-0"



2 LEVEL 2.
SCALE: 1/8" = 1'-0"

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Lynnwood, WA
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REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING F
Newberg, OR

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No.	Description	Date

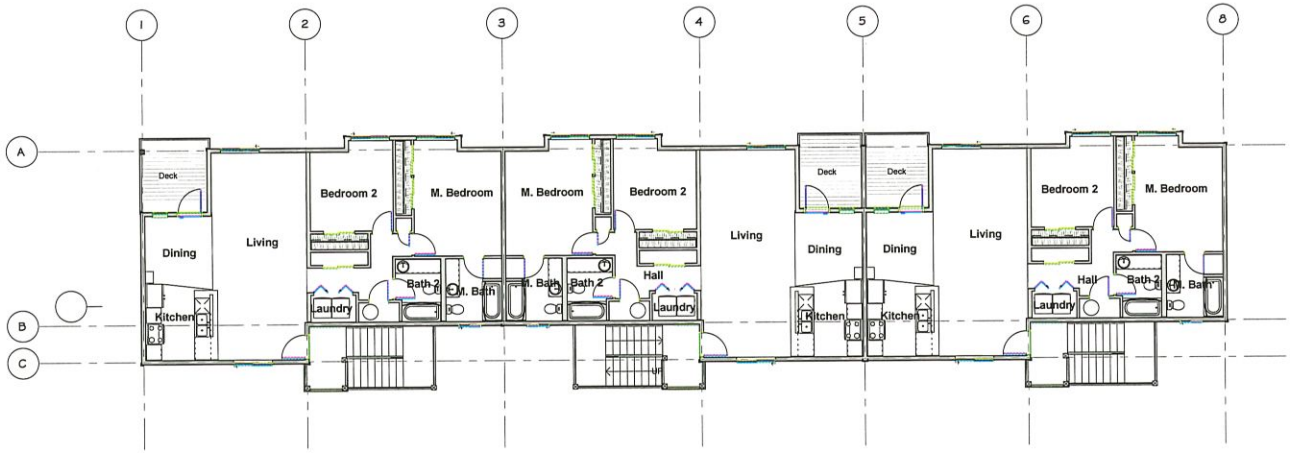
Jurisdiction Stamps

LEVELS 1 & 2 FLOOR PLANS

A101

Scale 1/8" = 1'-0"

2/27/2020 6:22:32 PM



1 LEVEL 3
1/8" = 1'-0"

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Tel/Fax 425.741.9493

REGISTERED ARCHITECT
PAUL A. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING F
Newberg, OR

Project number	BUILDING F
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No.	Description	Date

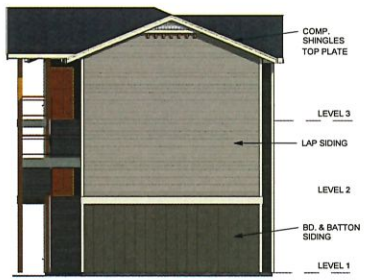
Jurisdiction Stamps

LEVEL 3 FLOOR PLAN

A102

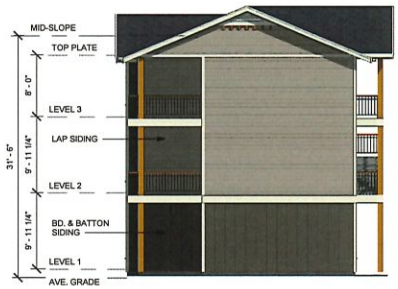
Scale 1/8" = 1'-0"

2/27/2020 6:22:33 PM



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

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



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

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

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Lynnwood, WA
98046-5343
Tel/Fax 425.741.9493

REGISTERED ARCHITECT
PAUL J. RICHARDS
SEATTLE, WA
STATE OF OREGON

Meadow Brook Villas
BUILDING F
Newberg, OR

Project number	BUILDING F
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Revisions

No.	Description	Date

Jurisdiction Stamps

ELEVATIONS

A200

Scale 1/8" = 1'-0"

2/27/2020 6:22:40 PM

Attachment 3: Agency Comments

Tualatin Valley Fire & Rescue

June 17, 2020

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

Re: Meadow Brook Villas – Phase 2, DR220-0004
Tax Lot I.D: R3216CB 00100

Dear Keith,

Thank you for the opportunity to review the proposed site plan surrounding the above-named development project. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROADS:** Access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. **Exception:** Approved agricultural and equine structures complying with ORS 455.315 are not required to have fire apparatus access roads (see New Construction Guide Appendix C). Access roads are not required to be modified for commercial buildings that undergo a change in occupancy, change in use, or conversion from agricultural or equine exempt to non-exempt unless there is a change to the structure's square footage or building footprint. (OFC 503.1.1)

2. **FIRE ACCESS ROAD DISTANCE FROM BUILDINGS:** The access shall extend to within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. (OFC 503.1.1)

3. **DEAD ENDS AND ROADS IN EXCESS OF 150 FEET (TURNAROUNDS):** Dead end fire apparatus access roads or roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds can be found in the corresponding guide that is located at (OFC 503.2.5 & Figure D103.1)

4. **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the Fire Marshal. (OFC 503.1.1) ***Note: If fire sprinklers are installed and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.***

5. **ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL HEIGHT:** Buildings exceeding 30 feet in height or three stories in height shall have at least two separate means of fire apparatus access. (D104.1)

6. **ADDITIONAL ACCESS ROADS – COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE:** Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two approved separate means of fire apparatus access. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire

apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. (OFC D104.2)

7. **ADDITIONAL ACCESS ROADS – MULTI-FAMILY RESIDENTIAL DEVELOPMENTS:** Projects having more than 100 dwelling units shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2. Projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus roads regardless of whether they are equipped with an approved automatic sprinkler system. (OFC D106)

8. **AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)

9. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the Fire Marshal. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4)

10. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)

11. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1 & D103.1)

12. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

13. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
    1. 20-26 feet road width – no parking on either side of roadway
    2. 26-32 feet road width – parking is allowed on one side
    3. Greater than 32 feet road width – parking is not restricted

    Note: For specific widths and parking allowances, contact the local municipality.

14. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked “NO PARKING FIRE LANE” at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)

15. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)

16. **TURNOUTS:** Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. (OFC 503.2.2)

17. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3)

18. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)

19. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%. Alternate methods and materials may be available at the discretion of the Fire Marshal (for grade exceeding 15%).

20. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

21. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)

22. **AERIAL APPARATUS OPERATING GRADES:** Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%.

23. **GATES:** Gates securing fire apparatus roads shall comply with all of the following (OFC D103.5, and 503.6):
    1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
    2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
    3. Electric gates shall be equipped with a means for operation by fire department personnel
    4. Electric automatic gates shall comply with ASTM F 2200 and UL 325.

24. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)

25. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: http://www.tvfr.com/DocumentCenter/View/1578

FIREFIGHTING WATER SUPPLIES:

26. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)
    Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
    - The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
    - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1

27. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

28. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

29. **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
    - This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
    - The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code.

30. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
    - Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
    - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
    - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
    - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

31. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)

32. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)

33. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)

34. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)

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

36. **FIRE DEPARTMENT CONNECTION (FDC) LOCATIONS:** FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. (OFC 912.2.1 & NFPA 13)
    - Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
    - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants.

BUILDING ACCESS AND FIRE SERVICE FEATURES

37. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OFC 510, Appendix F, and OSSC 915) http://www.tvfr.com/DocumentCenter/View/1296.
    - Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
    - Testing shall take place after the installation of all roofing systems; exterior walls, glazing and siding/cladding; and all permanent interior walls, partitions, ceilings, and glazing.

38. **KNOX BOX:** A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.tvfr.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)

39. **FIRE PROTECTION EQUIPMENT IDENTIFICATION:** Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1)

40. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, please feel free to contact me at **[503-259-1409].**

Sincerely,

Ty Darby

Ty Darby
Deputy Fire Marshal II

Cc: file

City of Newberg
414 E. First Street
P.O. Box 970
Newberg, OR 97132

City Manager
(503) 537-1207
(503) 537-5013 Fax

Community Development Department - Planning Division

P.O. Box 970 - 414 E. First Street - Newberg, Oregon 97132 - (503) 537-1240 - Fax (503) 537-1272

REFERRAL TO: **Ziply Fiber, Attn: Engineering**

The enclosed material has been referred to you for your information and comment. Any comments you wish to make should be returned to the Community Development Department prior to 06/18/2020. Please refer questions and comments to Keith Leonard.

NOTE: Full size plans are available at the Community Development Department Office.

APPLICANT: Meadow Brook Villas – Phase 2

REQUEST: 75 unit apartment

SITE ADDRESS: 1306 N Springbrook Rd

LOCATION:

TAX LOT: R3216CB 00100

FILE NO: DR220-0004

ZONE: R2

HEARING DATE:

RECEIVED
JUN 9 2020
Initial:

X Reviewed; no conflict.

_____ Reviewed; recommend denial for the following reasons:

_____ Require additional information to review. (Please list information required)

_____ Meeting requested.

_____ Comments. (Attach additional pages as needed)

Reviewed By: SCOTT ALBERT ZIPLY FIBER

6/9/2020
Date:

Attachment 4: Public Comments

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

WE WANT YOUR COMMENTS ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD

A property owner in your neighborhood submitted an application to the City of Newberg to construct 75–unit, two–bedroom apartment development on a 5.49–acre site in an R–2 zoning district located immediately east of the recently–approved Meadow Creek Apartments, "Phase 1," a 45–apartment development on a 3.18–acre site at 1306 N. Springbrook Road. The City approved the latter development on October 29, 2018, file number DR218–0003. The current proposal bears the designation "Phase 2." For more details about giving comments, please see the back of this sheet.

The development will include 75-units in 4 separate buildings. The site will contain 115 parking spaces, treated stormwater, a new cul-de-sac, and 32,845 square feet of landscaping. None of the existing trees or shrubs in the drainage way coursing through the site will be removed.

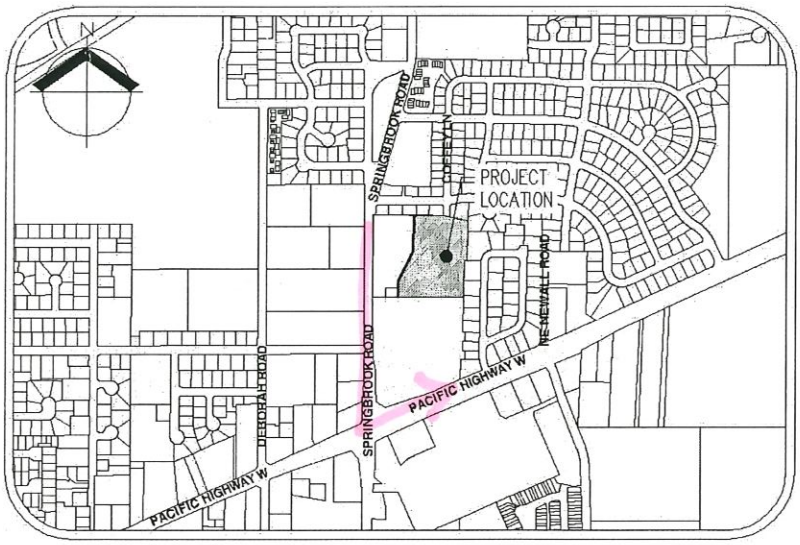
RECEIVED
JUN 15 2020
Initial:

APPLICANT: ***Gabe Duus***
TELEPHONE: ***(360) 694-2552***

PROPERTY OWNER: ***Meadow Brook Villas, LLC***

LOCATION: ***1306 N. Springbrook Rd., Newberg, OR 97132***

TAX LOT NUMBER: ***Yamhill County Tax Map and Lot Number:*** 3216CB TL 100



VICINITY MAP
NOT TO SCALE

Turning left onto Spring brook Rd is already risky. Any plans to improve this corner?
Linda Q

Working Together For A Better Community-Serious About Service"

We are mailing you information about this project because you own land within 500 feet of the proposed new project. We invite you to send any written comments for or against the proposal within 14 days from the date this notice is mailed.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File No.DR220-0004
City of Newberg
Community Development Department
PO Box 970
Newberg, OR 97132

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

All written comments must be turned in by 4:30 p.m. on ***June 22, 2020.*** Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the City in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for design review approval are found in Newberg Development Code 15.220.050(B) & 15.342.140

The Community Development Director will make a decision at the end of a 14-day comment period. If you send in written comments about this project, you will be sent information about any decision made by the City relating to this project.

Date Mailed: ***June 2, 2020***

Patrick Maveety
4604 Coopers Hawk Rd
Klamath Falls Oregon 97601
prmaveety@gmail.com
503-522-4435

File No. DR220-0004
City of Newberg
Community Development Department
PO Box 970
Newberg, OR 97132

To Whom It May Concern:

I own an undeveloped lot on the southwest corner of Springbrook and Haworth and am responding to the request for comments I received about the planned residential development on Springbrook Road. The development of either lot will result in more traffic on Springbrook Road. I understand that the City of Newberg already wants to put a traffic light at that intersection. Will the development of either of the two parcels result in a traffic light going in at that intersection? If so, how will it be paid for? In addition to a traffic light, are there any changes to Springbrook Road being planned?

Sincerely,
Patrick Maveety

June 15, 2020

RECEIVED
JUN 24 2020
Initial:

City of Newberg
Community Development Department
P. O. Box 970
Newberg, OR 97132

RE: File No. DR 220-0004

Dear City of Newberg:

This letter is opposing the development at 1306 N. Springbrook Road, in Newberg.

We have a nice neighborhood now, and would like to keep it that way. Adding the development would put extra wear and tear on our streets (which aren't the greatest now), more traffic going through, and noise level could increase.

Hopefully, Mr. Duus can find a different location for his development.

Sincerely,

Beryle K. Angelechio
1507 Gemini Street
Newberg, OR 97132

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

WE WANT YOUR COMMENTS ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD

A property owner in your neighborhood submitted an application to the City of Newberg to construct 75–unit, two–bedroom apartment development on a 5.49–acre site in an R–2 zoning district located immediately east of the recently–approved Meadow Creek Apartments, "Phase 1," a 45–apartment development on a 3.18–acre site at 1306 N. Springbrook Road. The City approved the latter development on October 29, 2018, file number DR218–0003. The current proposal bears the designation "Phase 2." For more details about giving comments, please see the back of this sheet.

The development will include 75-units in 4 separate buildings. The site will contain 115 parking spaces, treated stormwater, a new cul-de-sac, and 32,845 square feet of landscaping. None of the existing trees or shrubs in the drainage way coursing through the site will be removed.

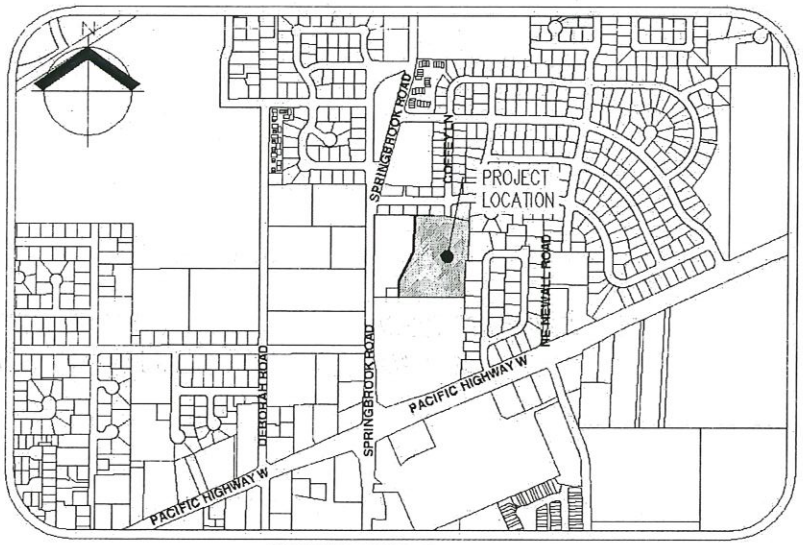
RECEIVED
JUN 15 2020
Initial: _____

APPLICANT: ***Gabe Duus***
TELEPHONE: ***(360) 694-2552***

PROPERTY OWNER: ***Meadow Brook Villas, LLC***

LOCATION: ***1306 N. Springbrook Rd., Newberg, OR 97132***

TAX LOT NUMBER: ***Yamhill County Tax Map and Lot Number:*** 3216CB TL 100



VICINITY MAP
NOT TO SCALE

6-6-20

My main question is that I thought there was wetlands on this property which complicated it's development?

Paul Tellum
503 538-9190

We are mailing you information about this project because you own land within 500 feet of the proposed new project. We invite you to send any written comments for or against the proposal within 14 days from the date this notice is mailed.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File No.DR220-0004
City of Newberg
Community Development Department
PO Box 970
Newberg, OR 97132

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Date Mailed: ***June 2, 2020***