

SPRINGBROOK

MASTER PLAN

Rooted in Springbrook's past. Designed for its future.

FINAL - JUNE 2008

The Austin family appreciates the efforts of the City of Newberg staff and the many members of the community who have participated in the creation of the Springbrook Master Plan.

This document has been revised and acknowledged by the City of Newberg to be in compliance with the City of Newberg's Master Plan approval, Ordinance No. 2007-2678, issued on September 4, 2007 specifically the "Amendments to Development Agreement and Master Plan" included as Exhibit 3.

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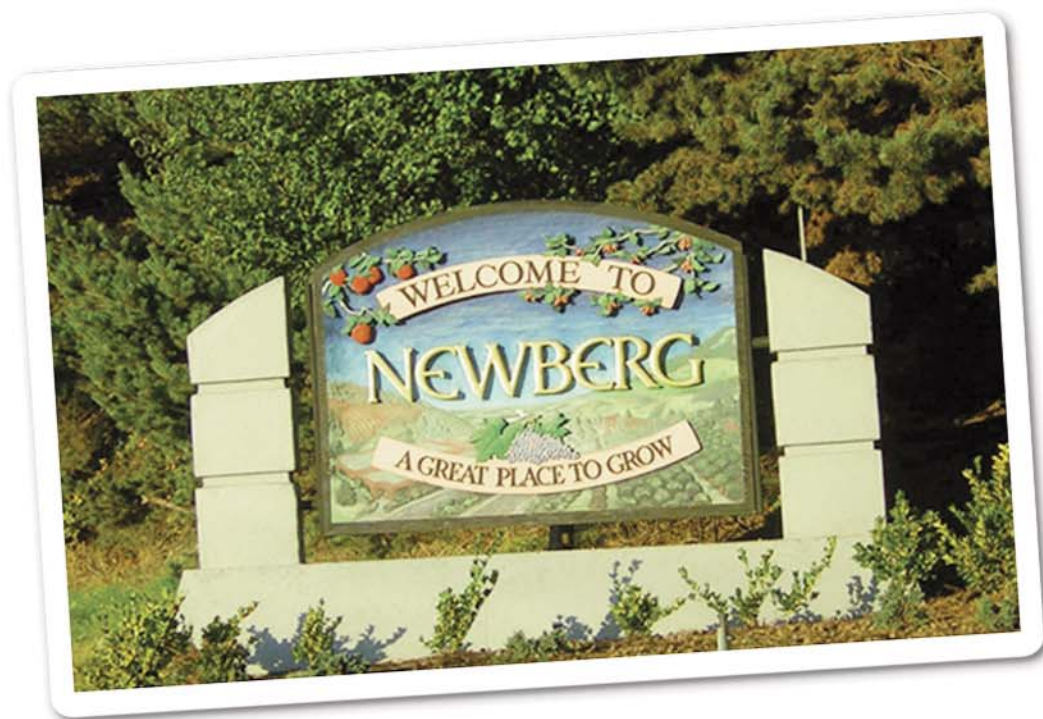
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SPRINGBROOK

*"We have had many offers over the years from developers who wanted to purchase our property.
We could have sold it and lost control of the quality of the way it will look and feel."
— Joan Austin.*



INTRODUCTION

The Springbrook Master Plan is the result of many years of dreaming and studying the 450-acre Springbrook property, located in northern Newberg. This plan has been developed for Springbrook Properties, owned by Joan and Ken Austin, with members of the Austin family, a team of expert consultants and in close coordination with the City of Newberg and its citizens. The plan has been created in an effort to realize the personal vision of Joan Austin, and members of the Austin family, to revive the spirit of the historic Springbrook community and to create a special place within the City of Newberg.

PURPOSE

The Springbrook Master Plan is intended to provide the framework for future development to occur that is consistent with the *Proposed Conceptual Master Plan* (pg. 29) for the property. The Master Plan functions in concert with the Springbrook Development Agreement and the City of Newberg's Development Code, primarily the provisions set forth in Sections 151.25 through 151.30, Springbrook District which provides a "roadmap" for the land use processes and criteria applicable to future development of the site.

OVERVIEW

The Springbrook Master Plan has been designed to provide information regarding the property and the details of the proposed development plan for the site. This information encompasses background research of the existing site conditions including an investigation of existing utilities, infrastructure, land uses, natural resources and a survey of the property's legal boundaries and topography. A special effort has been made to research the historical significance of the site and reflect this history in the design and spirit of the development. The Springbrook Master Plan also presents the vision and goals for the property, as well as proposed land uses and detailed development plans for community theming features, parks and pedestrian systems, infrastructure improvements and utility system plans. Most of the details in the document are provided for information purposes only. They represent the vision and goals for the property, but many are conceptual at this time. The detailed requirements included in the *Development Standards Matrix* on pages 42-44 are the only binding requirements within this plan.



THE AUSTIN FAMILY

The Austin family has lived in the Newberg area for seven generations. Through the generations, they have lived, worked and raised their families in this special place.

The Austin family has demonstrated their respect for their family's roots and decades old commitment to the land and its people through their tireless participation in the community – whether it has been the creation of local businesses that provide hundreds of jobs, serving on committees for local groups and causes or the generous giving of land and monetary resources – the Austin family has played a significant role in Newberg's evolving history. They have also been devoted stewards to hundreds of acres of land in the City of Newberg and in Yamhill County. The development of the Springbrook area is simply a continuation of their connection to this place.

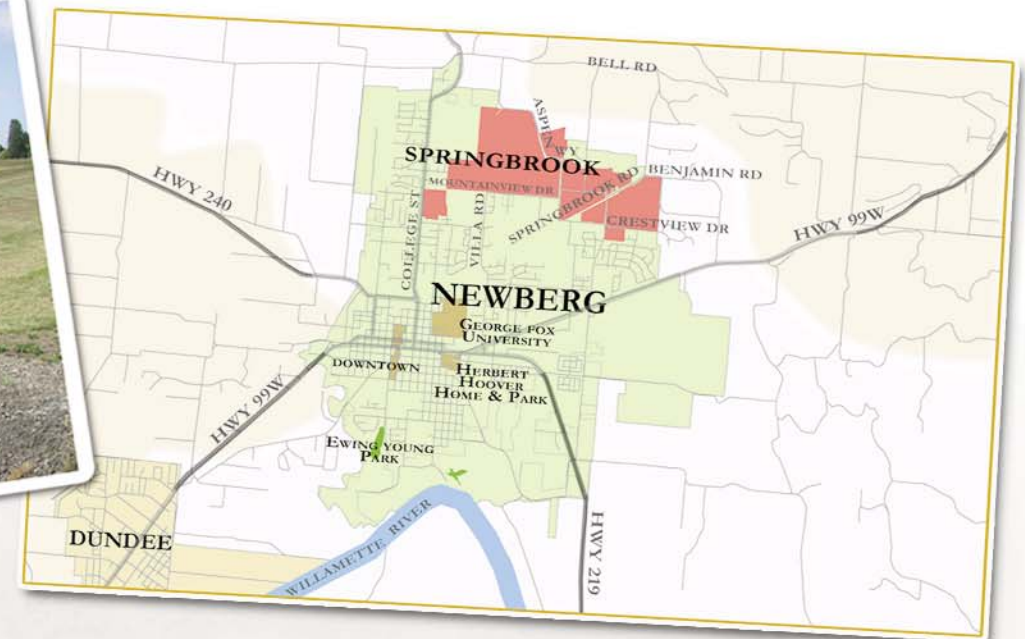
THE VISION

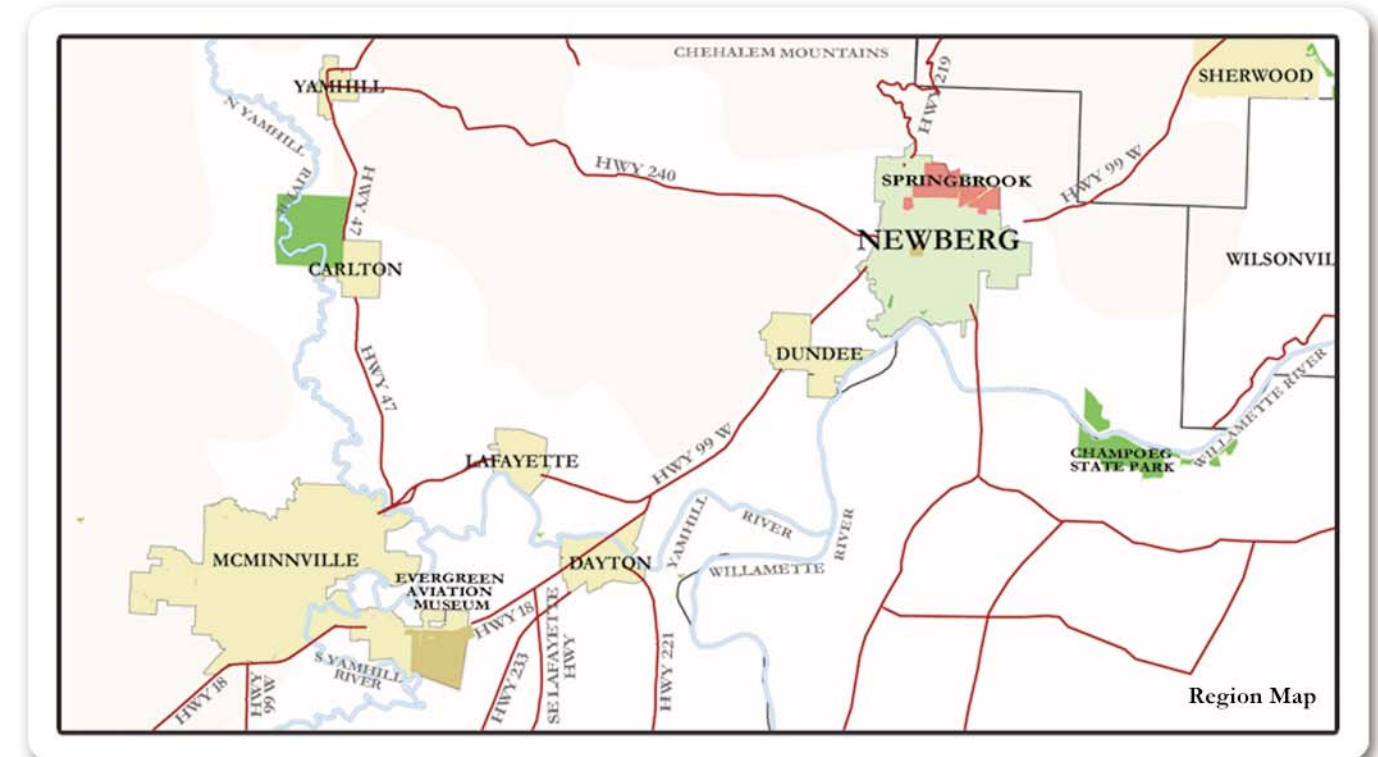
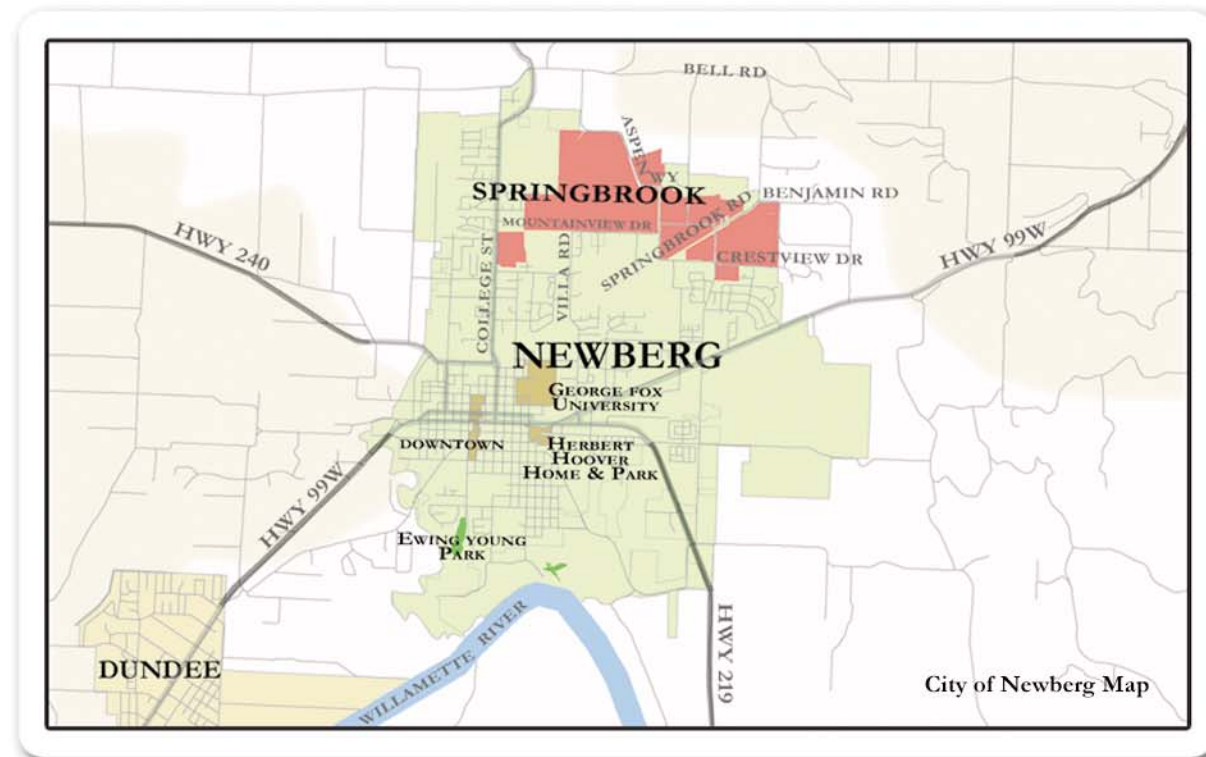
Joan Austin has been purchasing property in northern Newberg near the campus of A-dec – which she owns with her husband Ken Austin – for over 35 years. Over time, she began to see that this property presented an opportunity to build upon the assets of her beloved town of Newberg and create a special place within the community where people could live, work and play.

She imagined a luxury inn on the hillside looking down over a revived Springbrook village, in the historic Springbrook community location. The village could provide a vibrant focal point for people to gather, shop, dine, watch artists at work, attend a concert in a village green or stroll through a farmer's market. A renovated school building and a new church constructed in the spirit of the community's historic church would provide an important connection to the past while welcoming the future. Centered around the village, she envisioned a variety of well-designed neighborhoods, connected by walking and biking paths and neighborhood parks.

It is this vision that the family has and will continue to work tirelessly to fulfill. The Master Plan document is an important piece in their effort to turn their vision into reality.

EXISTING CONDITIONS





1.1 SITE LOCATION

The 450-acre site is located in northern Newberg, generally north of Crestview Drive, east of College Street and west of Putnam Road. The entire site is located within the Urban Growth Boundary and City limits of Newberg and is more precisely represented in the map above.

The City of Newberg is located approximately 25 miles southwest of Portland, Oregon and is separated from urban areas to the north by the Chehalem Mountains. It is located in Yamhill County and is home to over 20,000 people. Its growth over the years is representative of the vital role it plays in the regional economy and the special place it holds in the heart of the community. It is unique in part because it provides many urban amenities while maintaining a relaxed atmosphere typical of a rural community.

Its location provides access to numerous visitor destinations, recreational opportunities, scenic vistas, fresh agricultural products, wineries and fine dining. Among its popular visitor destinations are the Herbert Hoover House, George Fox University and the Evergreen Aviation Museum. Countless natural areas are within easy driving distance, providing opportunities for boating, fishing, and hiking. These areas include Champoeg Park and other public spaces along the Willamette River. Yamhill County also contains several golf courses, one of which is located in the City of Newberg. Some of Oregon's most prized natural areas are approximately one hour away, with the Cascade Mountains to the east and the Pacific coastline to the west. The geography, soils and climate of the area provide an ideal environment for growing a variety of agricultural products. However, the area is probably best known for its vineyards. Yamhill County has over 25 wineries and has been recognized as one of the premier pinot noir producing areas in the world.



1.2 LAND USES

The majority of the Springbrook property is generally agricultural and rural in nature; however, it contains several single-family homes, the historic Springbrook Elementary School building, the Austin Industries buildings, the Hess Creek drainageway and the Springbrook Canyon drainageway.

1.3 TOPOGRAPHY

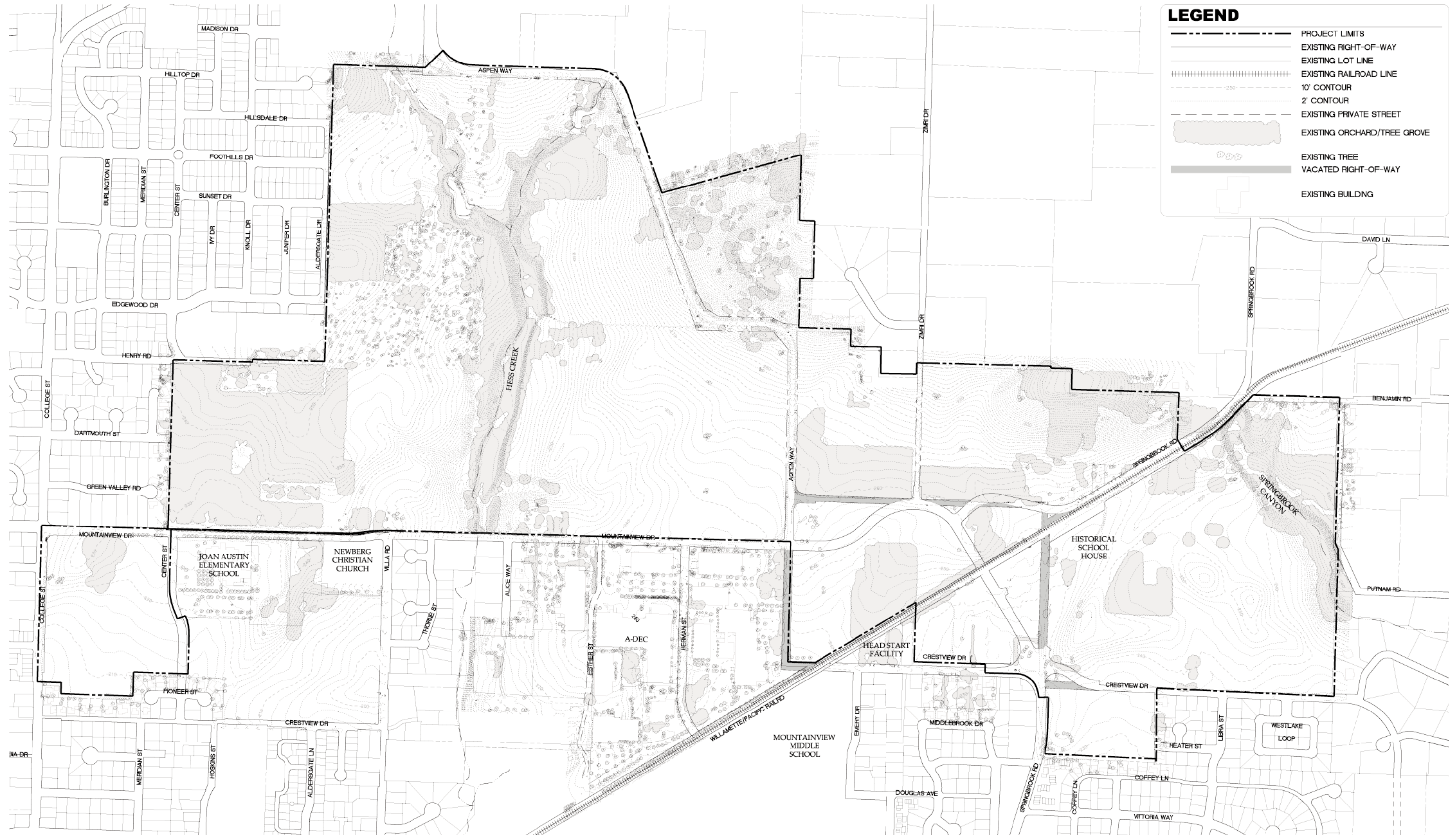
The property mostly contains relatively flat agricultural lands. However, steeper forested areas as well as steep slopes are associated with the two natural drainage corridors. The general topography of the area is characterized as sloping from high points in the north down to low points in the south. A high point of approximately 450 feet above mean sea level (msl) exists north of Aspen Way, nearly centered in the middle of the proposed development, and a low point of 180 feet above msl exists north of Mountainview Drive at Hess Creek. Aside from the two drainageways, there are two topographical features that are prominent on the landscape. There is a knoll in the northeast quadrant of the site located north of the railroad, west of Springbrook Road and East of Zimri Drive. This area rises from approximately 260 feet msl to a height of approximately 340 feet msl. The second feature is a ridge that rises from Hess Creek to the northeast beginning at an elevation of approximately 240 feet msl rising to approximately 450 feet msl.

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EXISTING CONDITIONS - AERIAL

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1.4 WETLANDS

Pacific Habitat Services (PHS) conducted a protected species assessment and wetland determination to estimate the size and location of potential wetlands on the subject site. A copy of their report has been included as an exhibit to the Development Agreement application package. PHS will perform a rare plant survey and wetland delineation of the property in Spring of 2007 which will determine the actual location and extent of existing wetlands.

The report states that there are 14 potential wetlands sites identified on the 450-acre property (as shown on the next page). The proposed development is specifically designed to preserve the highest quality streams and wetlands. The site contains approximately seven acres of marginal wetlands, most of which are degraded as a result of agriculture practices which limit wildlife habitat. These wetlands, due to their low quality and scattered configuration, are proposed to be filled. These impacts will be mitigated in accordance with State and Federal regulations through the restoration and enhancement of the Hess Creek and Springbrook Canyon corridors on-site and off-site. The off-site project will enhance and restore an existing wetland on 30-acres, owned by a member of the Austin family and located south of the City of Newberg near the intersection of Highway 219 and the Willamette River.

The City of Newberg does not regulate wetland impacts specifically. The Newberg Zoning Map identifies that the subject site contains a portion of the Stream Corridor Overlay Zone (SC) corresponding with the location of Hess Creek and Springbrook Canyon. These areas of the subject property will generally be preserved as open space and will be enhanced through the removal of invasive species and replanting of native species. Minor impacts to the SC Zone will be created by stream crossings necessary to maintain connectivity throughout the site.

According to the PHS report, there were no rare species found on the site. However, the following rare species are known to occur within two (2) miles of the subject site: Chinook salmon, steelhead, and white rock larkspur. Spring-run Chinook salmon are known to occur in Springbrook and Hess Creek, although their distribution is unlikely to extend as far north as the subject property. During the site inspection, no white rock larkspur were identified, although portions of the subject property contain habitat that could support their existence. If white rock larkspur is detected during the rare plant survey, the appropriate federal agencies will be contacted in order to ensure that all proper permits are received.

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Area 10



Area 4



Area 1

1.5 TREE RECONNAISSANCE

Walter H. Knapp, a certified arborist specializing in silviculture and urban forestry, conducted a tree reconnaissance for the subject property for the purposes of locating and describing general tree conditions on the site. This information has been utilized in the design of the proposed development in order to preserve desirable trees or tree groves. A copy of the report has been included as an exhibit to the Development Agreement application package. Within this report, 17 specific areas were identified that contained individual trees and/or groves with conditions worthy of recognition. These areas have been highlighted on the *Tree Reconnaissance Map* that follows. The majority of the trees and stands that were identified were considered to be in good to excellent condition.

Area 1 is generally in very good condition and is located adjacent to the intersection of College Street and Mountainview Drive. It consists of mostly Oregon white oak in good condition; however, the bigleaf maple, black cottonwood and black walnut scattered throughout the site are in poor condition. Area 2 is located southwest of Aspen Way and east of Hess Creek and consists of Oregon white oak in good condition. Area 3 is located north of Area 2 and consists of Douglas fir and incense cedar in poor

condition. Area 4 is the Hess Creek drainageway and is the largest contiguous forested area on the site. It consists of Oregon white oak, bigleaf maple, Douglas fir, grand fir, black cottonwood, Oregon ash and madrone. While the trees within this area are in variable condition, the overall condition of the site is excellent if retained in its natural state and preserved as an open space.

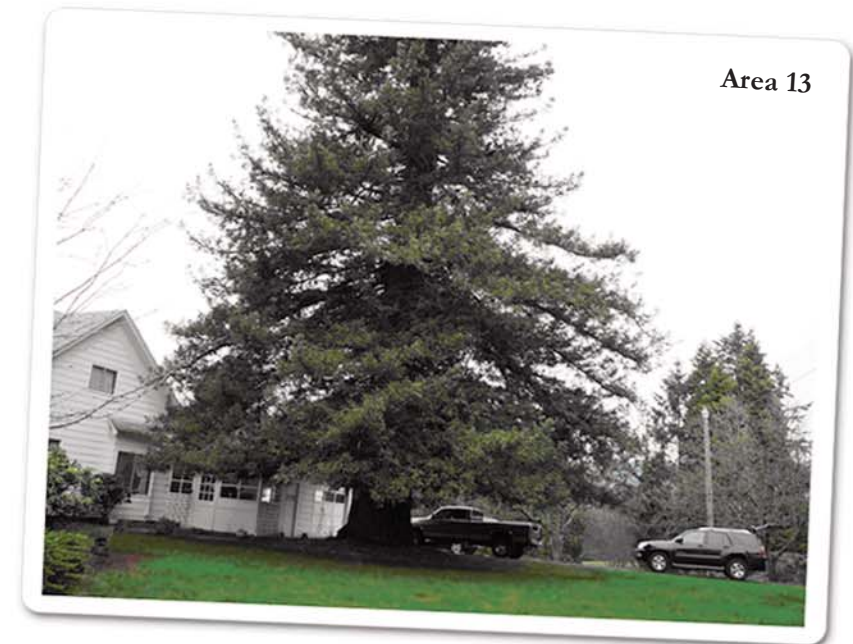
Area 5 is located on the highest point of the site, northeast of Aspen Way, and consists of Oregon white oak in excellent condition. Area 6 is located just southwest of Area 5 and consists of Oregon white oak, bigleaf maple and Douglas fir scattered across the hillside. They are generally in poor condition, with a few individual trees in good condition. Area 7 is located adjacent to Areas 5 and 6 and consists of numerous Oregon white oak in good condition. These trees are part of a stand that extends east onto the neighboring property.

Area 8 is located north of the existing intersection of Springbrook Road and Mountainview Drive and consists of two native Ponderosa pines. The western tree is a “specimen” tree. It is very large and is in



Area 1

"I drive through our property everyday and see these beautiful old trees. I want to keep as many of them as possible." – Ken Austin III



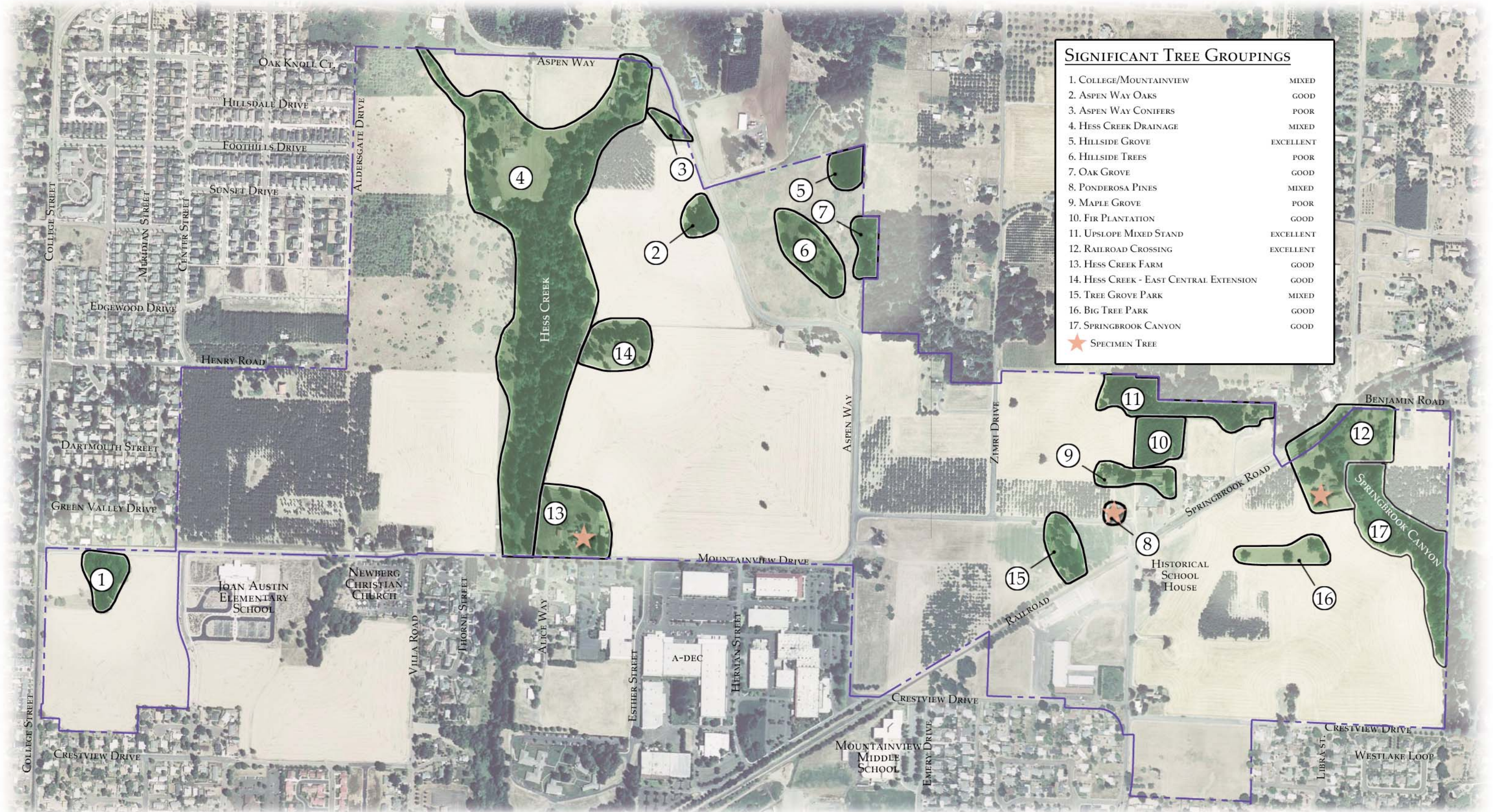
Area 13

excellent condition. The other tree is in poor condition. Area 9 is located just north of Area 8 and is a group of infected bigleaf maples in poor condition. Area 10 is located just north of Areas 8 and 9 and is a Douglas fir plantation that is generally in good condition; however, thinning will need to be conducted if this stand is to be retained. Area 11 is located directly north of Area 10 and consists of Douglas fir and Oregon white oak generally in poor condition; however, the overall condition of the site is excellent if retained in its natural state.

Area 12 is located in the northeast quadrant of the site just south of the railroad adjacent to Springbrook Canyon and consists of scattered Oregon white oaks that are in excellent condition. There is a 51-inch Black Walnut tree which is a "specimen" tree in the southwest corner. Area 13 is located east of the Hess Creek drainage, directly north of Mountainview Drive and consists of redwood, sequoia and western red cedar in mostly good to excellent condition. There is an 80-inch diameter redwood tree which is considered a "specimen" tree. The trees at the northern end of this section are in poor condition. Area 14 is located north of Area 13 and directly east of Hess Creek and consists of Oregon white oak, black cottonwood, Scouler willow and Douglas fir in variable condition; the Oregon white oaks are sustainable

as a grove. Area 15 is located north of the railroad and east of Zimri Drive and consists of Oregon white oaks, Douglas firs, atlas cedars, bay laurels, incense cedars, Port Orford cedars, redwoods, giant sequoias, Ponderosa pines, madrones, and hollies all of which are in good condition. Area 16 is located south of the railroad and west of Springbrook Canyon and consists of black walnut trees dispersed throughout the area in poor condition, but suitable for retention if preserved in their natural state. Area 17 contains the Springbrook Canyon drainageway which contains mostly Douglas fir and scattered black cottonwood, Oregon white oak, and willow. While the trees within this area are in variable condition, the overall condition of the site is excellent if retained in its natural state and preserved as an open space.

As shown in the Tree Reconnaissance Report, the property contains many acres with significant trees or tree groves. These trees are valued for their maturity, species, and aesthetic appeal. Several of the areas identified as excellent or good have been preserved as either open space or for park development. Those sites include Areas 4, 5, 7, 10, 11, 12, 14, 15, 16, and 17. Individual trees that are in good or excellent condition and are desirable for retention in other areas will be retained through creative site design, if feasible.



SIGNIFICANT TREE GROUPINGS

1. COLLEGE/MOUNTAINVIEW	MIXED
2. ASPEN WAY OAKS	GOOD
3. ASPEN WAY CONIFERS	POOR
4. HESS CREEK DRAINAGE	MIXED
5. HILLSIDE GROVE	EXCELLENT
6. HILLSIDE TREES	POOR
7. OAK GROVE	GOOD
8. PONDEROSA PINES	MIXED
9. MAPLE GROVE	POOR
10. FIR PLANTATION	GOOD
11. UPSLOPE MIXED STAND	EXCELLENT
12. RAILROAD CROSSING	EXCELLENT
13. HESS CREEK FARM	GOOD
14. HESS CREEK - EAST CENTRAL EXTENSION	GOOD
15. TREE GROVE PARK	MIXED
16. BIG TREE PARK	GOOD
17. SPRINGBROOK CANYON	GOOD
★ SPECIMEN TREE	

EXISTING UTILITIES

Public utilities, including water, sanitary sewer, and stormwater drainage facilities generally exist along the southern and western borders of the subject site. However, most of the land inside the site boundary is not currently served by public utilities. Below is a summary of existing utilities adjacent to and within the site.

1.6 WATER SYSTEM

The area south and west of the site is currently served by water; however there are significant gaps in the existing water system that surrounds the site. Following is a summary of existing water facilities on or adjacent to the site.

WESTERN MASTER PLAN BOUNDARY

- ❖ College Street (south of Mountainview): 10-inch and 18-inch
- ❖ College Street (north of Mountainview): 10-inch and 18-inch
- ❖ North Center Street (at Pioneer Street): 6-inch
- ❖ Hillsdale Drive: 8-inch
- ❖ Foothills Drive: 8-inch
- ❖ Sunset Drive: 8-inch
- ❖ Henry Road: 8-inch
- ❖ Dartmouth Street: 8-inch
- ❖ North Center Street (north of Henry Road): 8-inch

MID/SOUTHERN MASTER PLAN AREA:

- ❖ Mountainview (between College Street and Herman Street): 12-inch
- ❖ Villa Road: 8-inch
- ❖ Esther and Herman Street (A-dec property): 8-inch
- ❖ Crestview (between Aspen Way & Mountainview): 8-inch

EASTERN MASTER PLAN BOUNDARY:

- ❖ Crestview (between Mountainview & eastern boundary): intermittent 8-inch
- ❖ Springbrook Road (south of Crestview): 8-inch
- ❖ Westlake Loop: 8-inch
- ❖ Libra Street: 8-inch

1.7 SANITARY SEWER SYSTEM

Similar to the water system, the sanitary sewer system serves surrounding properties, but does not serve the interior of the site. Existing single-family homes on the site are served by individual septic systems. Following is a summary of existing sanitary adjacent to the site.

WESTERN MASTER PLAN BOUNDARY:

- ❖ College Street: 8-inch
- ❖ Hillsdale Drive: 8-inch
- ❖ Foothills Drive: 8-inch
- ❖ Sunset Drive: 8-inch
- ❖ Henry Road: 8-inch
- ❖ Dartmouth Street: 8-inch
- ❖ North Center Street (at Pioneer): 8-inch

MID/SOUTHERN MASTER PLAN AREA:

- ❖ Mountainview Drive (College Street to Joan Austin Elementary): 8-inch
- ❖ Villa Road: 8-inch
- ❖ Thorne Street: 18-inch
- ❖ Aspen Way (south of Mountainview): 8-inch

EASTERN MASTER PLAN BOUNDARY:

- ❖ Crestview Drive (Aspen Way to Mountainview): 8-inch
- ❖ North Elliott Road: 8-inch
- ❖ Crestview Drive (Mountainview to eastern boundary): 8-inch
- ❖ Heater Street: 8-inch
- ❖ Libra Street: 8-inch
- ❖ Westlake Loop: 8-inch

1.8 STORMWATER SYSTEM

Existing public stormwater drainage facilities are minimal on the site. Below is a summary of existing drainage facilities on or adjacent to the site.

- ❖ College Street: intermittent 12-inch piped ditch system
- ❖ Herman Street (South of Mountainview): 15-inch
- ❖ Mountainview (Herman Street to Aspen Way): ditch
- ❖ Crestview Drive (Aspen Way to Springbrook Road): culverts and roadside ditches
- ❖ Springbrook Road (south of Crestview): 12-inch
- ❖ Libra Street: 12-inch
- ❖ Heater Street: 12-inch

Drainageways are present alongside most of the roadways within the site. Additional drainage ditches and drainageways run across the site and have historically provided water to agricultural uses or facilitated the movement of stormwater across the site to natural or constructed outfall locations.

1.9 MOUNTAINVIEW REALIGNMENT

Design and construction of the newly aligned Mountainview Drive (otherwise known as the S-Curve) is anticipated to be completed by the City of Newberg within the Springbrook Master Plan boundary. The re-alignment will include the following major upgrades to the City's water, sanitary sewer, and drainage systems and is expected to be completed by the end of 2007.

MOUNTAINVIEW DRIVE:

- ❖ 24-inch water main
- ❖ 12-inch to 18-inch wastewater main

SPRINGBROOK ROAD (NORTH OF CRESTVIEW):

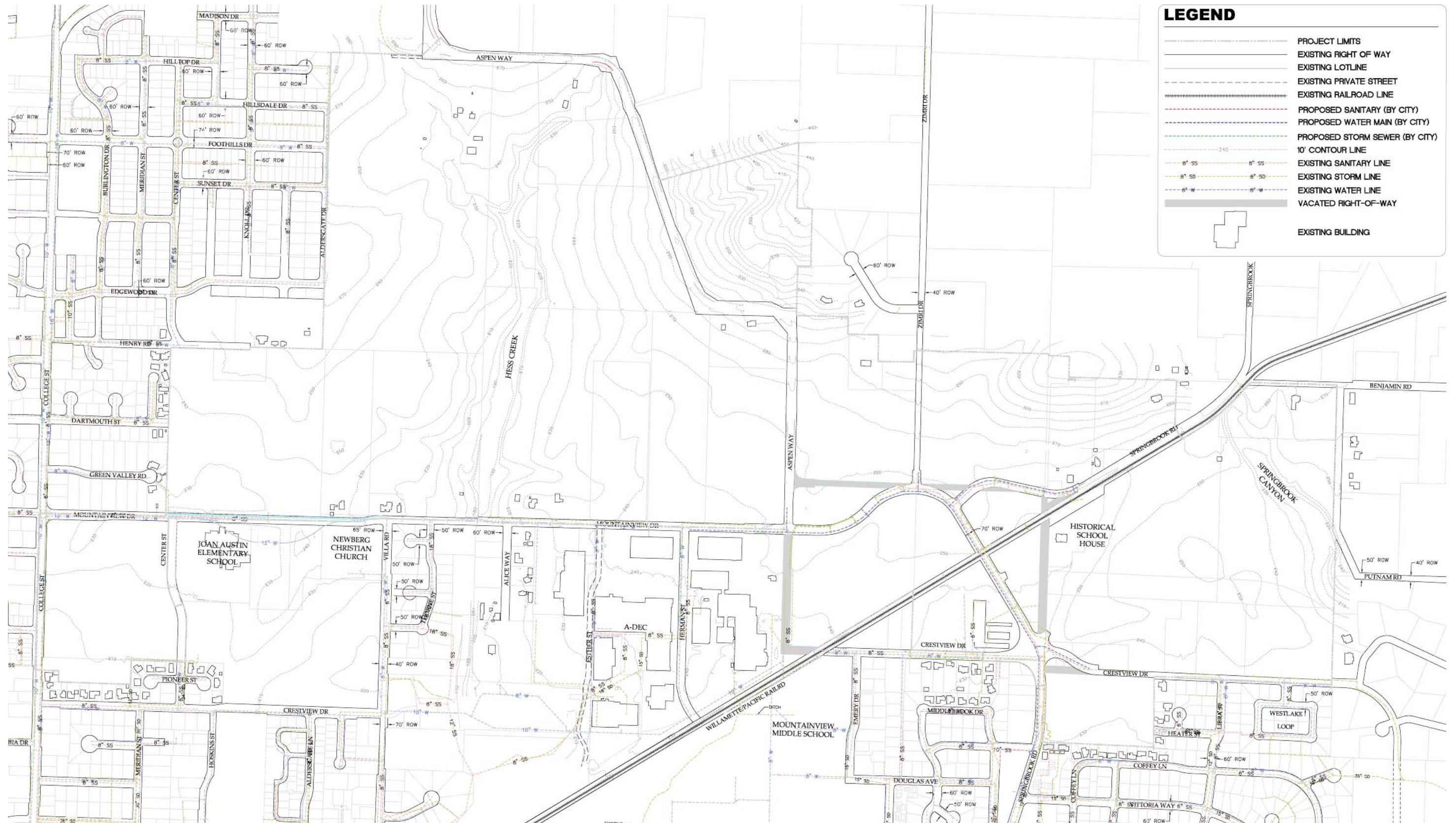
- ❖ 12-inch water main
- ❖ 15-inch wastewater main

SPRINGBROOK ROAD (SOUTH OF CRESTVIEW):

- ❖ 12-inch water main
- ❖ 18-inch wastewater main
- ❖ Water-quality tract/swale (eastside of Springbrook Road and south of Crestview Drive)
- ❖ 30-inch stormwater main

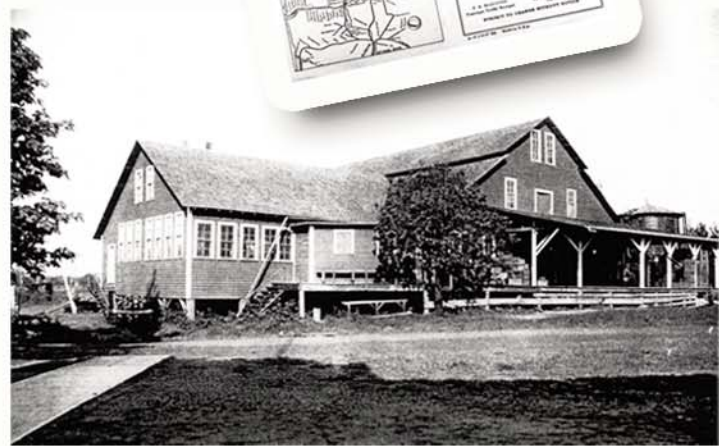
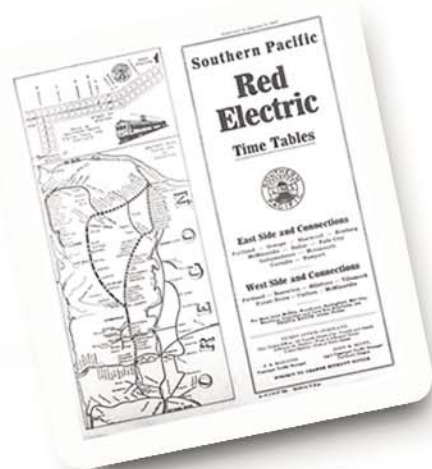
CRESTVIEW DRIVE (EAST OF MOUNTAINVIEW):

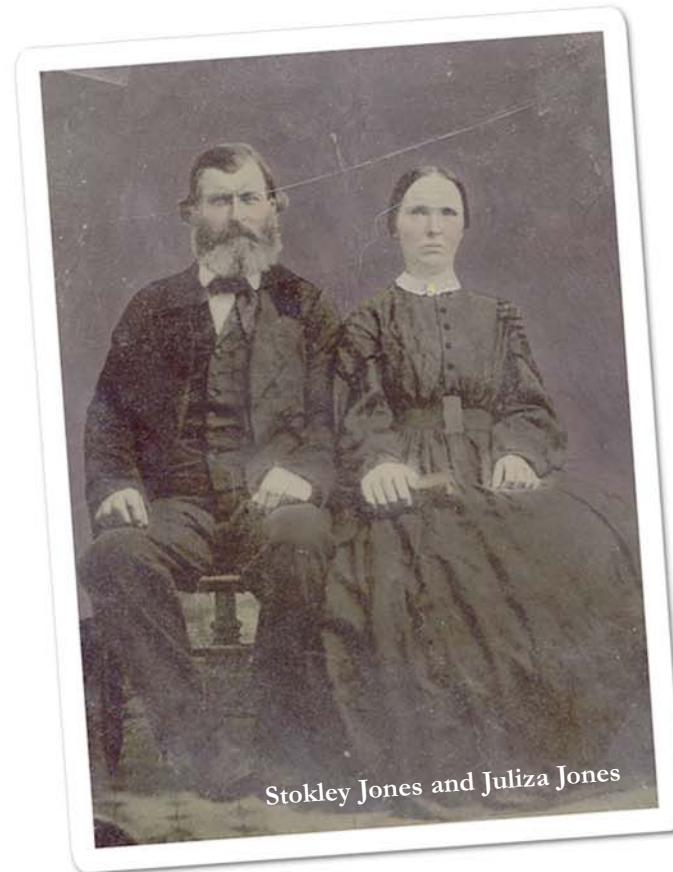
- ❖ 12-inch water main
- ❖ 8-inch wastewater main
- ❖ 24-inch stormwater main (northeast of roundabout)



"I remember as a child my grandmother teaching my brother and me to respect our family, it's heritage and to value the history of our country. I continue to teach my family the same."
— Loni Parrish

HISTORY





Stokley Jones and Juliza Jones



J. George Eberhard and Louisa Jones



Henry Austin



Barbara Eberhard

2.1 THE FAMILY TREE

The Austin Family has lived in the Newberg area for seven generations, beginning with George Kenneth Austin Jr.'s great great grandparents, Oregon Trail pioneers Stokley L. and Juliza Jones, who came to the north Willamette Valley in the early 1850s. Their daughter, Louisa Jane, married Ken's great grandfather Joshua Eberhard in 1865. Shortly after, the two settled near Champoeg. Henry Austin, Ken's grandfather, moved to Oregon with his first wife, Mary Hobson, in 1876. Her father, William Hobson, helped establish Newberg as a Quaker community. When Mary died in 1887, Henry married Barbara Eberhard, Joshua and Louisa's daughter. One of their two children was George Kenneth Austin Sr., Ken's father.

Joan Zemke moved with her family from Minnesota to Dundee/Newberg in 1941. She first became acquainted with Ken at Newberg Union High, where she was one grade ahead of him in her studies. One of Ken's best friends, Don Fair, was dating Joan's older sister, Lenora Zemke, and helped make the arrangements in June 1952 for Ken and Joan to be formally introduced. They quickly became a couple, were engaged on Christmas Eve, and married the following June. Son George Kenneth Austin III was born in 1954, daughter Loni Lynn Austin in 1958. Today, Ken III and his wife Celia have three sons, while Loni and her husband Scott Parrish have two daughters.



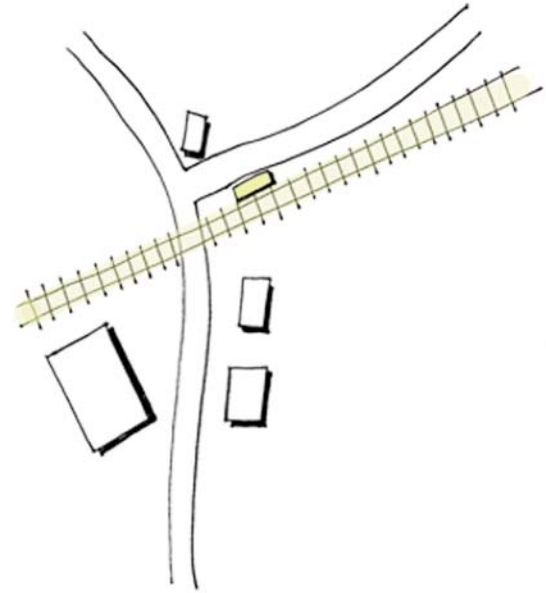
2.2 NEWBERG'S HISTORY

Oregon's first provisional government was established in 1843, in nearby Champoege. Shortly afterwards, an increasing influx of pioneers settled in the Newberg area and began clearing land for farming. Newberg's early years were heavily influenced by the Friends Church, led by William Hobson. His popularity drew a large number of Quakers to the area, mostly from Indiana and Iowa. In 1885, the Quakers founded George Fox University, formerly called the Pacific Academy, with Dr. Henry Minthorn as its first superintendent. In 1885, at the age of 9 years old, Herbert Hoover came to Newberg to live with his aunt and uncle Minthorn. He spent much of his boyhood in Newberg and later became the 31st president of the United States in 1928. His childhood home still exists today and is open for public viewing. Newberg continued to grow and become a community focal point. It formally incorporated as a city in 1893.



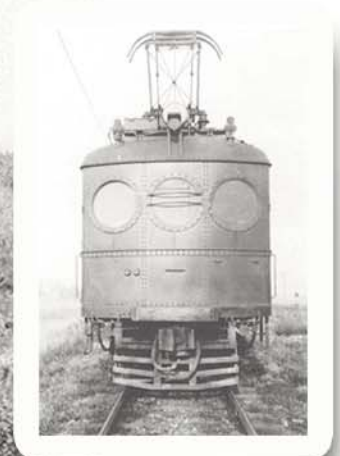
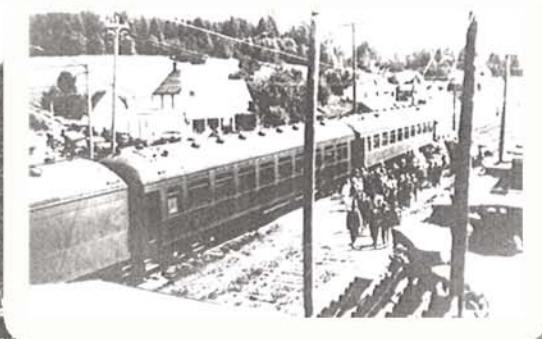
2.3 SPRINGBROOK'S HISTORY

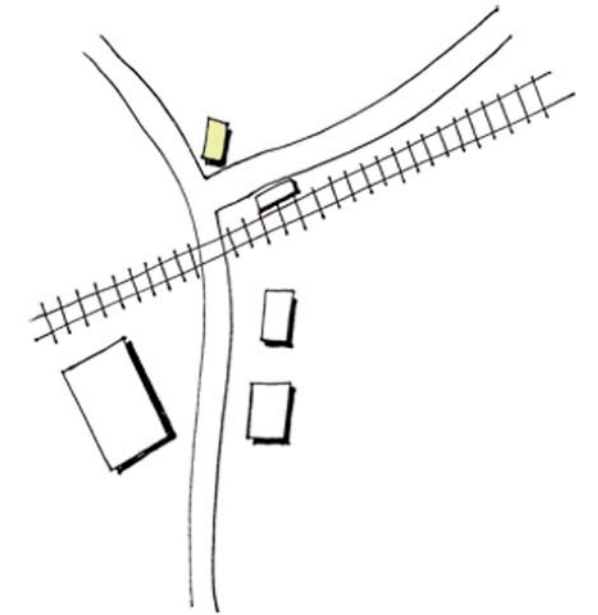
The community of Springbrook grew up alongside Newberg. Its first buildings were the General Store and the New Friends Church, followed by the Springbrook Cooperative Cannery and the Springbrook Community School. These buildings gathered around the railroad line and train depot which connected the community to Portland to the northeast and Newberg to the southwest. Springbrook was a vital gathering spot for farmers and their families. Many worked at the cannery, worshiped and attended community events at the church and educated their children at the school. A detailed description and pictures of these buildings, which were critical to Springbrook's vitality, are provided on the following pages.



2.4 RAILWAY

The first railroad through Springbrook arrived in 1877. It was a steam-powered narrow-gauge train running three times per week. The train typically carried one passenger coach and three freight cars. Local fruit farmers relied on the steam service to carry almost 1,700 crates of fruit per day to Portland markets. After a series of ownership changes and a switch to standard-gauge, the Red Electric service arrived in 1914. It was named after the car's bright red color and the overhead electric lines that powered the train. The Red Electric provided reliable passenger transportation between Springbrook and Portland.

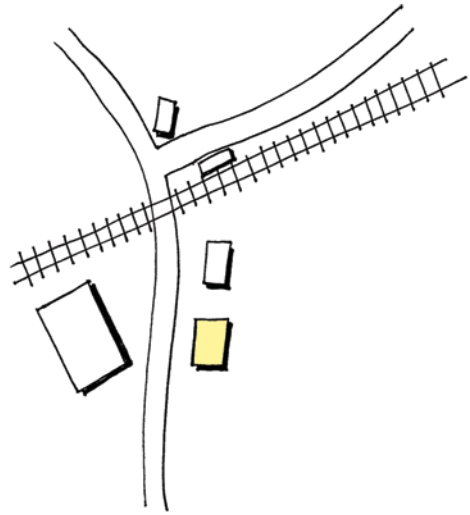




2.5 GENERAL STORE

The Springbrook general store opened in 1890. Early settler and land owner, Cyrus Hoskins, bought the store in 1893 and expanded it to include a post office. The post office was originally called Hoskins, but was changed to Springbrook after it was discovered that another post office in Oregon had already claimed the name Hoskins. The store sat across the street from the cannery and the train depot. The Springbrook Cooperative bought the store in 1906, adding to the community's commonly-owned assets. The store returned to private ownership in 1945 and was destroyed by a fire in 1964.

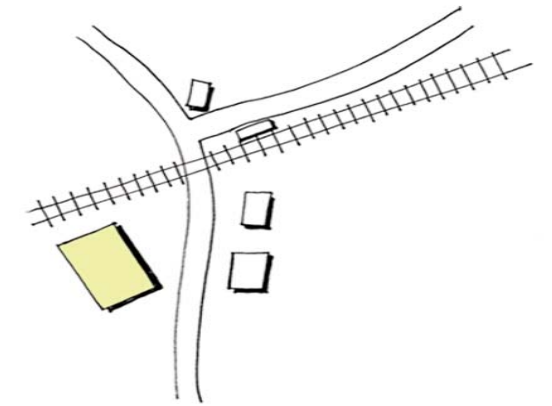
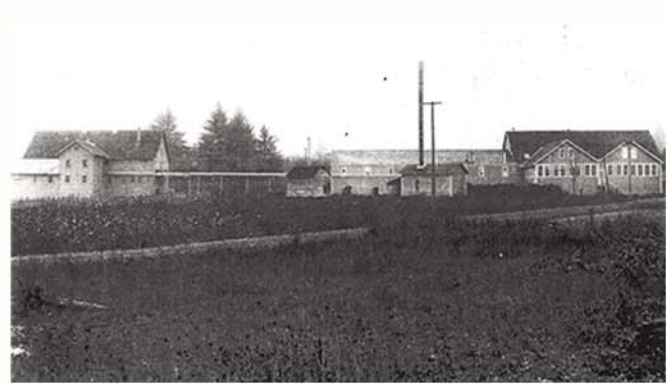




2.6 CHURCH

Early residents of Springbrook attended Friends Church meetings in Newberg. However, traveling the wet, rutted and virtually impassible roads during the rainy winter months imposed a significant challenge. As a result, Springbrook community members formed their own Friends Church in the 1890s. They met in the original schoolhouse at first, and later constructed the Springbrook Community Church building (1901). The church served as a critical gathering place, where community members held church services and other events. It was removed in the 1990s due to its dilapidated state. The Austin Family has retained the original church steeple in hopes of giving it new life in the future.

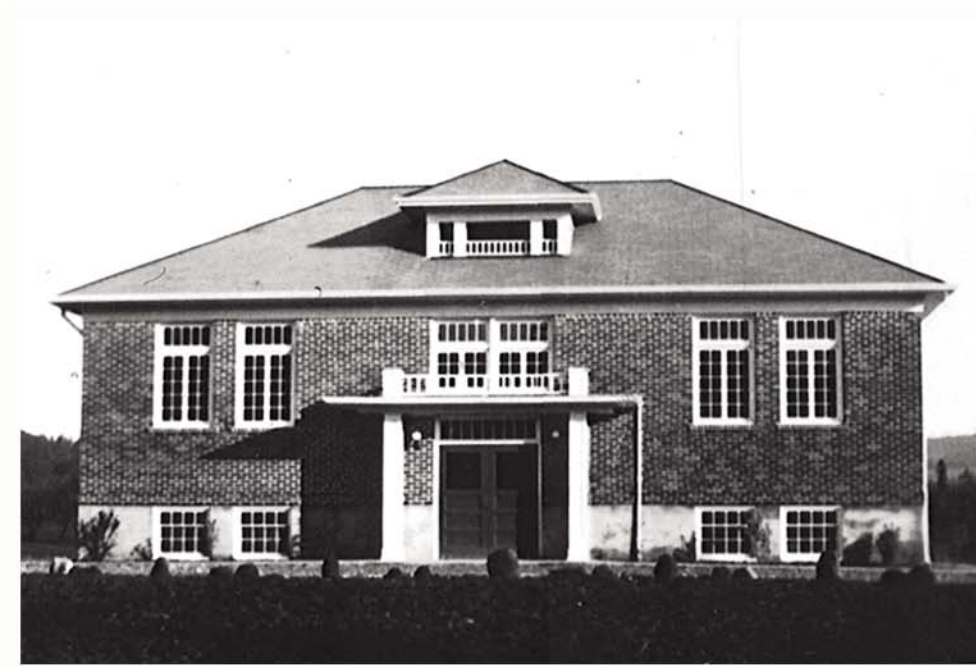
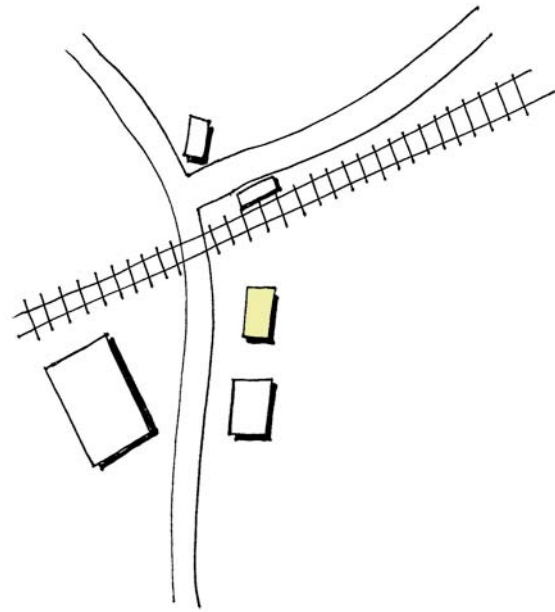




2.7 CANNERY

Shortly after its opening in 1906, the Springbrook Cooperative Cannery became the focal point of the community. Local farmers built the cannery through a cooperative effort, each member purchasing shares to fund construction. This was a great benefit to the farmers because the canned products brought greater profit per pound of fruit than they could earn selling fresh produce. The cannery employed several hundred workers who canned a variety of nationally recognized fruits, such as Gold Dollar strawberries, Black Cap raspberries, Loganberries, Hotchkins cherries, Bartlett pears and peaches. Depleted soils and changing markets eventually slowed production at the cannery, although many farmers in the area replaced their fruit crops with filberts and walnuts. The cooperative rebuilt the cannery after a fire in 1937 and owned it until 1967 when the Flav-R-Pak company purchased it. Flav-R-Pak closed the cannery a year later.



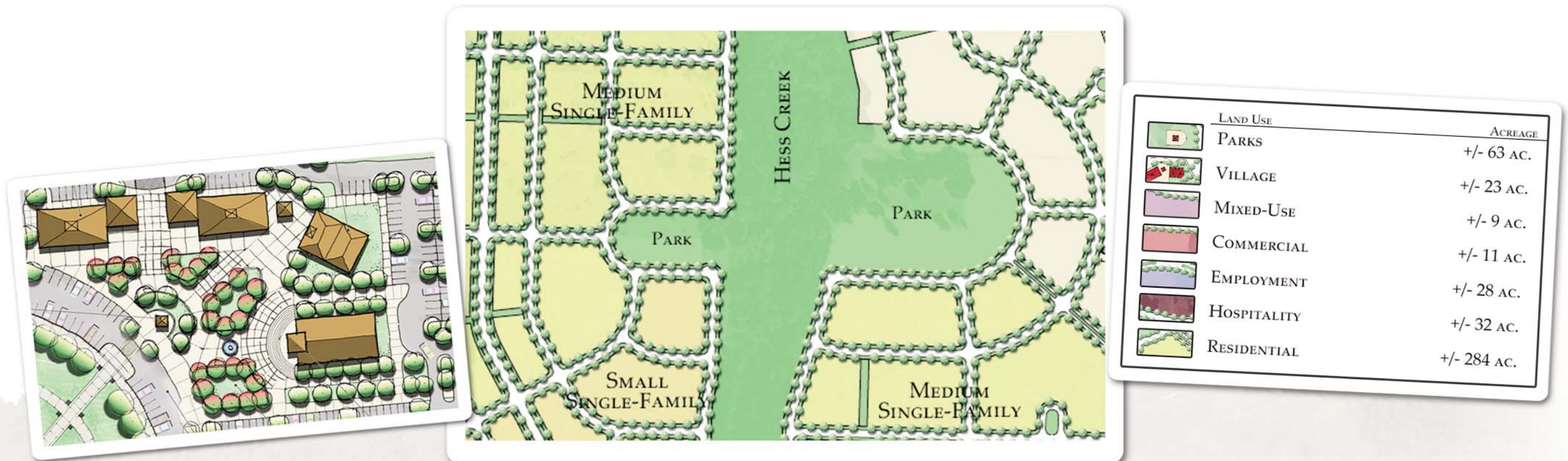


2.8 SCHOOL

Springbrook's first school held its classes in a small schoolhouse (not pictured). In 1913, the Springbrook Community School was built. This second school (pictured bottom right) held both school classes, as well as some of the first Friends Church meetings. A third school, with a brick facade, was built in 1933 and later became the Chehalem Christian School. Though it is not in use, the building remains today.



THE VISION



3.1 AUSTIN FAMILY VISION

Joan Austin has been purchasing property in northern Newberg near the campus of A-dec – which she owns with her husband Ken Austin – for over 35 years. She did not start out with a vision to accumulate land in this area. In many cases, she was approached by property owners who asked if she would purchase their land. As the years passed, her land purchases accumulated. As they grew, so did the land's potential and promise to be something larger than its individual parts.

She began to see that this property presented an opportunity to build upon the assets and history of her beloved home town of Newberg and to create a special place within the community where people could live, work and play.

A vision emerged. She imagined a luxury inn on the hillside looking down over a revived Springbrook village. The inn could provide high quality accommodations, spa facilities and fine dining for local residents and people visiting Newberg and its many surrounding wine, agricultural and visitor destinations.

A revitalized village, in the historic Springbrook location, could provide a vibrant focal point where people could gather, shop, dine, meet for coffee or tea, watch artists at work, attend a concert in a village green or stroll through a farmer's market. The only remaining building from the original Springbrook, the brick schoolhouse constructed in 1933, could be transformed into an ideal location for community gatherings. The old church could be rebuilt and provide a unique place for weddings, with receptions held at the school. A new train depot could provide a stopping point for a train running from Portland to destinations in Yamhill County.

Surrounding around the village, she envisioned a variety of well-designed neighborhoods, connected by walking and biking paths and neighborhood parks.

3.2 GOALS & OBJECTIVES

Over the course of the last few years, the Austin family has refined the vision for the property and set forth the following key goals and objectives for future development.

GOALS AND OBJECTIVES:

- ❖ Revive Springbrook as a community gathering place
- ❖ Establish a village center as a focal point
- ❖ Respect Springbrook community history
- ❖ Preserve the historic Springbrook school building
- ❖ Reflect the connection to agriculture and wine country
- ❖ Create a strong neighborhood character
- ❖ Integrate project design with surrounding neighborhoods
- ❖ Preserve natural features and significant tree canopies
- ❖ Create multi-use trails for pedestrians and bicyclists
- ❖ Provide open space areas and community parks
- ❖ Create distinctive neighborhoods, offering a variety of housing types
- ❖ Encourage high quality architectural character
- ❖ Feature an inn, restaurant and spa
- ❖ Create employment opportunities

*"We've dreamed of this
for years and years.
We'll give it all we have."
– Joan Austin*

3.3 PROPOSED CONCEPTUAL MASTER PLAN

The family's visioning process with the project team has culminated in a concept plan that reflects their vision and has been designed to achieve their goals and objectives for the property. The development plan is reflected in the *Proposed Conceptual Master Plan* and *Village Center* plan (shown on the next page). These plans lay the groundwork for a well-designed, integrated community that is consistent with the family's vision.

RESIDENTIAL NEIGHBORHOODS

A variety of residential neighborhoods are located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums. Single-family detached homes will be provided on lots ranging in size from approximately 5,500 square feet up to one acre, ensuring that a variety of home and lot sizes will be available throughout the development. A mid-rise residential development is located west of Joan Austin Elementary School, just south of Mountainview Drive. A mixture of townhouses and condominiums are anticipated for the area around the village. These residences will provide an urban ring around the community's core which will promote walking and ensure the vitality of the village center. These residential types also provide unique opportunities for families downsizing from larger homes and for families and individuals seeking first-time home buying opportunities.

In addition to the City's required design review process, developers of the residential area will be required to obtain approval from a privately controlled review committee for their development plans. The committee will review the plans for consistency with a set of design guidelines and Codes, Covenants and Restrictions (CCRs). This review will ensure that the residential homes will feature high-quality construction and a design aesthetic that is consistent and appealing.

PARKS AND OPEN SPACE

Almost 50-acres of active and passive use parks are provided throughout the property. These parks and open spaces have been designed around natural areas, significant trees or tree groves, or located in order to provide recreational opportunities in close proximity to neighborhoods. A network of pedestrian routes and trails connect neighborhoods and parks with the village center and other destination points within the site and on surrounding properties. The trails provided within the Hess Creek and Springbrook Canyon areas will contain a pervious material appropriate for this area. The remaining pedestrian network will be constructed of wide, hard-surfaced pathways flanked by landscaping and street trees.

"We consistently hear from the wineries that their visitors are looking for a place to stay that offers an entire experience – a beautiful, relaxing place to stay with great regional food and wine. Our new inn, restaurant and spa will provide all of this and more."
– Joan Austin

VILLAGE CENTER

The design for the Village Center is schematic at this point in the development process. A detailed study of this area will be conducted which will result in a refined plan designed to create the vibrant gathering place envisioned by the Austin family. It will contain shops, restaurants, a village green for gathering and community events, and is anticipated to include the renovation of the existing school. The Village will be surrounded by higher density housing which will provide an intensity and vibrancy suitable for the community's core.



HOSPITALITY

A detailed study of the 35-acre hospitality site is currently underway. It is currently envisioned to include an 85-room luxury inn, spa, restaurant and meeting facilities. Due to the large size of the site and the family's desire to maintain the rural character, the design will also include significant landscaped areas and pathways. It will provide a new opportunity for luxury accommodations, dining and spa treatment that does not exist in this area. It will serve the local area and provide a draw for visitors exploring the region's special attractions.

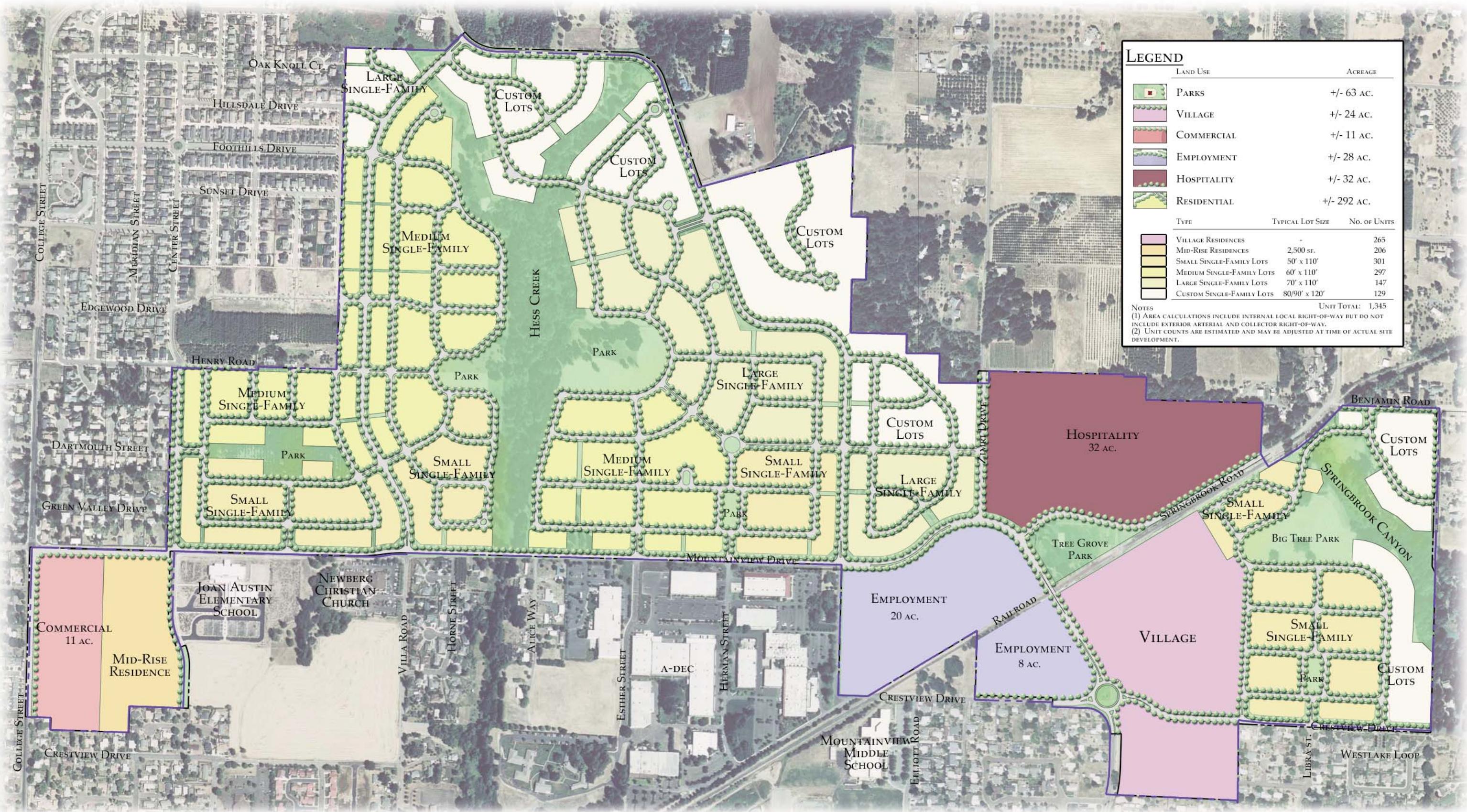
EMPLOYMENT

Employment areas have been designated west of the village and east of A-dec. The area adjacent to the village is envisioned to include office employment with support retail, while the area adjacent to A-dec is anticipated for A-dec expansion.

MIXED-USE

The 10-acre Mixed-Use site may contain retail, residential and/or employment uses. It has been designed with flexibility in order to meet the needs of this area as it develops and the ability to adapt to evolving market conditions.

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LEGEND

LAND USE	ACREAGE
PARKS	+/- 63 AC.
VILLAGE	+/- 24 AC.
COMMERCIAL	+/- 11 AC.
EMPLOYMENT	+/- 28 AC.
HOSPITALITY	+/- 32 AC.
RESIDENTIAL	+/- 292 AC.

TYPE	TYPICAL LOT SIZE	NO. OF UNITS
VILLAGE RESIDENCES	-	265
MID-RISE RESIDENCES	2,500 SF.	206
SMALL SINGLE-FAMILY LOTS	50' x 110'	301
MEDIUM SINGLE-FAMILY LOTS	60' x 110'	297
LARGE SINGLE-FAMILY LOTS	70' x 110'	147
CUSTOM SINGLE-FAMILY LOTS	80/90' x 120'	129

NOTES

(1) AREA CALCULATIONS INCLUDE INTERNAL LOCAL RIGHT-OF-WAY BUT DO NOT INCLUDE EXTERIOR ARTERIAL AND COLLECTOR RIGHT-OF-WAY.

(2) UNIT COUNTS ARE ESTIMATED AND MAY BE ADJUSTED AT TIME OF ACTUAL SITE DEVELOPMENT.

UNIT TOTAL: 1,345

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3.4 TRUE TO THE HISTORY

The Austin family and development team have researched the history of the Springbrook community and are working to reflect the site's history into the design of the community. Specifically, the family is hoping to retain and rehabilitate the existing Springbrook School and build a church near the old church location. They have also selected vernacular materials for the monument features located throughout the site. Additional opportunities to reflect the history of the area are being explored and could take a variety of forms, including a formal museum, a train depot for the new visitor train proposed for the area, outdoor plaques or signage, strategically placed display windows and seasonal events celebrating the area's history. The architectural design of the buildings in the Village may take cues from the historic Springbrook buildings. They will not replicate these buildings, but are intended to be a modern interpretation of their historic forms.

*"It will be exciting
to see Springbrook
come to life again."
— Joan Austin*



3.5 SUSTAINABILITY

The Austin family has been stewards of this land for decades. They have maintained its historic agricultural uses and preserved many areas in their natural state. The design of the site reflects this spirit of stewardship and incorporates many sustainable design features, from tree and wetland preservation to the use of water quality swales for stormwater treatment, narrow local streets, and dark sky street lights.

WETLAND PRESERVATION

The proposed development has been designed in order to preserve the highest quality streams and wetlands. The wetlands proposed for fill are scattered throughout the site and generally are not connected to the primary stream corridors. They are of marginal quality and degraded as result of agriculture practices and; therefore, only provide limited wildlife habitat. Despite their degraded condition, existing wetlands will be enhanced or new wetlands will be created at a mitigation site near the intersection of Highway 219 and the Willamette River. The proposed mitigation will improve and expand an existing wetland area, ensuring that it is a high quality wetland suitable for wildlife habitat.

TREE PRESERVATION

Many trees and tree groves throughout the site are being preserved through careful site design. The largest areas proposed for retention are located throughout the Hess Creek and Springbrook Canyon stream corridors. Several other areas have been preserved either as open space or dedicated for park development. Individual trees that are in good or excellent condition and are desirable for retention are being preserved through creative site design. Three “specimen” trees, a 48-inch Ponderosa pine located north of Springbrook Road and east of Mountainview Drive, an 80-inch diameter redwood located north of Mountainview Drive and east of Hess Creek, and a 51-inch Black Walnut located on the west side of Springbrook Canyon will also be preserved and featured in the site design.

WATER QUALITY SWALES

The City of Newberg does not require stormwater treatment prior to release into the public stormwater system. However, the stormwater design for the site incorporates water quality swales for most of the property. The water quality swales will meander through the site, designed to blend in with the natural topography. They will be planted with native plants suitable for wet soil conditions, thus creating an aesthetically appealing natural feature. These swales will filter out particulates and reduce flow velocity before releasing the water into Hess Creek and Springbrook Canyon. These measures will help to ensure the water quality of these significant natural drainage systems.

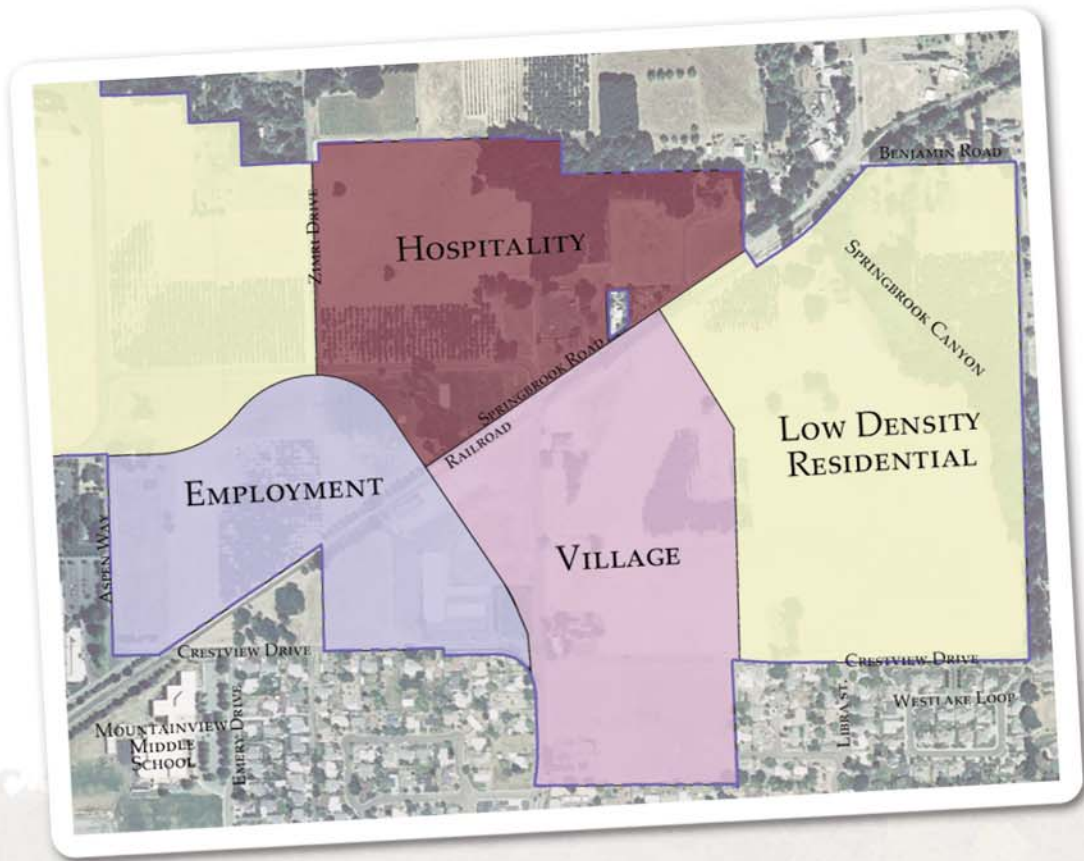
NARROW STREETS

The local streets featured in the site layout are narrower than the City of Newberg's standards in order to minimize the amount of impervious area, stormwater runoff and treatment and maximize the landscaped areas flanking the road. Instead of the standard 32-foot wide paved section and five-foot landscaped strip, the development features a 28-foot wide paved section and seven-foot wide landscaped areas. The narrower street cross-section will ensure safe passage of vehicles and emergency response vehicles through the arrangement of driveways and maintaining a meandering, yet continuous, 21-foot wide travel lane with parking on either side of the street.

DARK-SKY STREET LIGHT

A dark-sky street light with the Hadco “Richmond” luminaire has been selected for all the primary streets throughout the property. This “cutoff” luminaire will focus almost all light downwards, reducing light pollution and optimizing star gazing opportunities. A conceptual image of this street light has been provided on page 50 of this document.

LAND USE



ZONING DESIGNATIONS	
	ACREAGE
NEIGHBORHOOD COMMERCIAL (C-1)	
COMMERCIAL (C-2 / PD)	2 ACRES
LIMITED INDUSTRIAL (M-1)	17 ACRES
LIGHT INDUSTRIAL (M-2)	34 ACRES
STREAM CORRIDOR OVERLAY (SC)	44 ACRES
LOW DENSITY RESIDENTIAL (R-1)	20 ACRES
LOW DENSITY RESIDENTIAL (R-1 / 0.1)	283 ACRES
LOW DENSITY RESIDENTIAL (R-1 / 0.4)	21 ACRES
MEDIUM DENSITY RESIDENTIAL (R-2)	4 ACRES
	78 ACRES

4.1 EXISTING COMPREHENSIVE PLAN AND ZONING DESIGNATION

COMPREHENSIVE PLAN DESIGNATIONS

The site contains a wide range of Comprehensive Plan Designations, including Commercial (COM), Industrial (IND), Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR). The acreages of each designation are outlined in the following table and shown in detail on the Existing Comprehensive Plan Map.

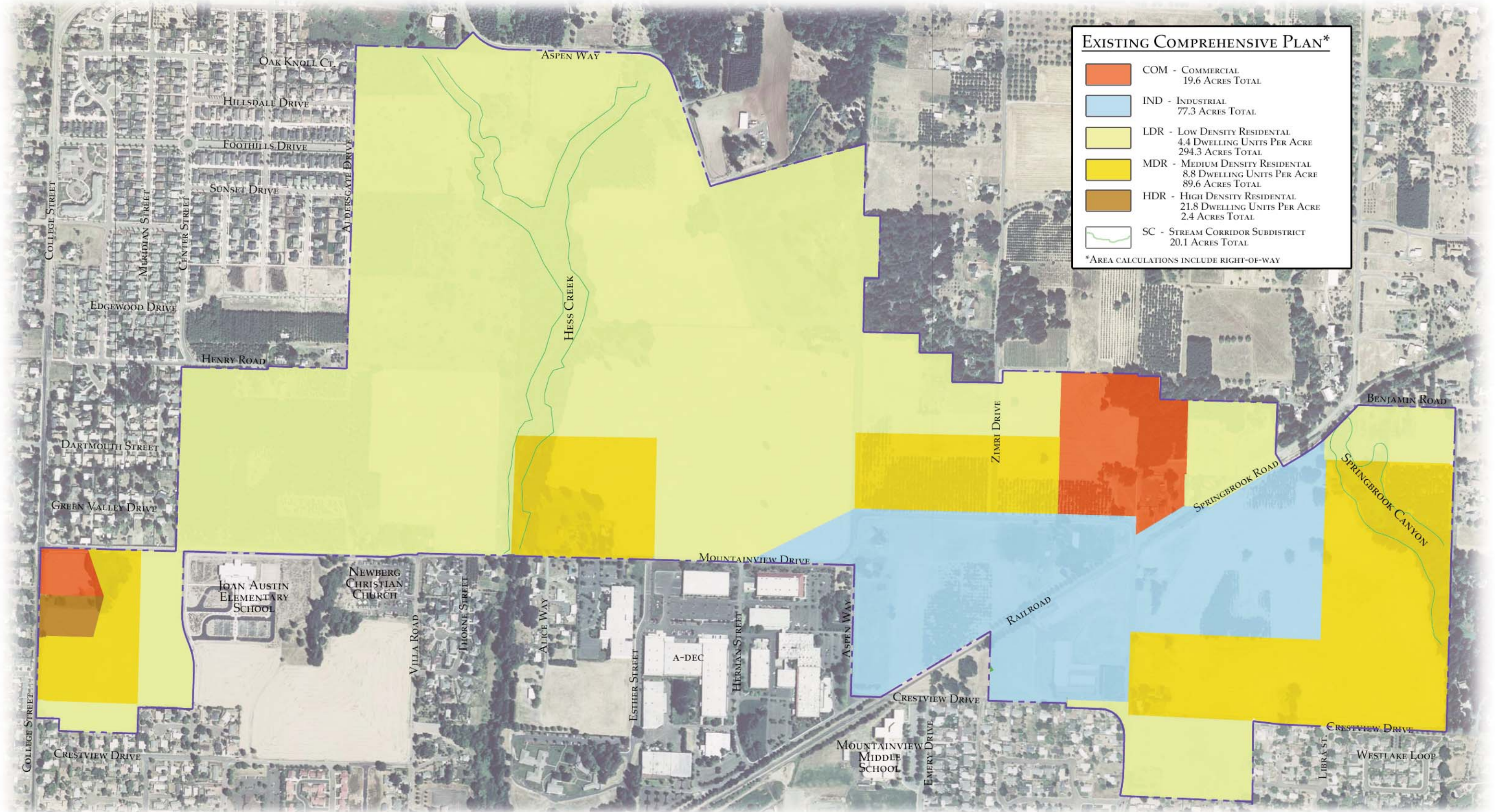
COMPREHENSIVE PLAN DESIGNATIONS	ACREAGE
COMMERCIAL (COM)	20 ACRES
INDUSTRIAL (IND)	77 ACRES
LOW DENSITY RESIDENTIAL (LDR)	294 ACRES
MEDIUM DENSITY RESIDENTIAL (MDR)	90 ACRES
HIGH DENSITY RESIDENTIAL (HDR)	2 ACRES

ZONING DESIGNATIONS

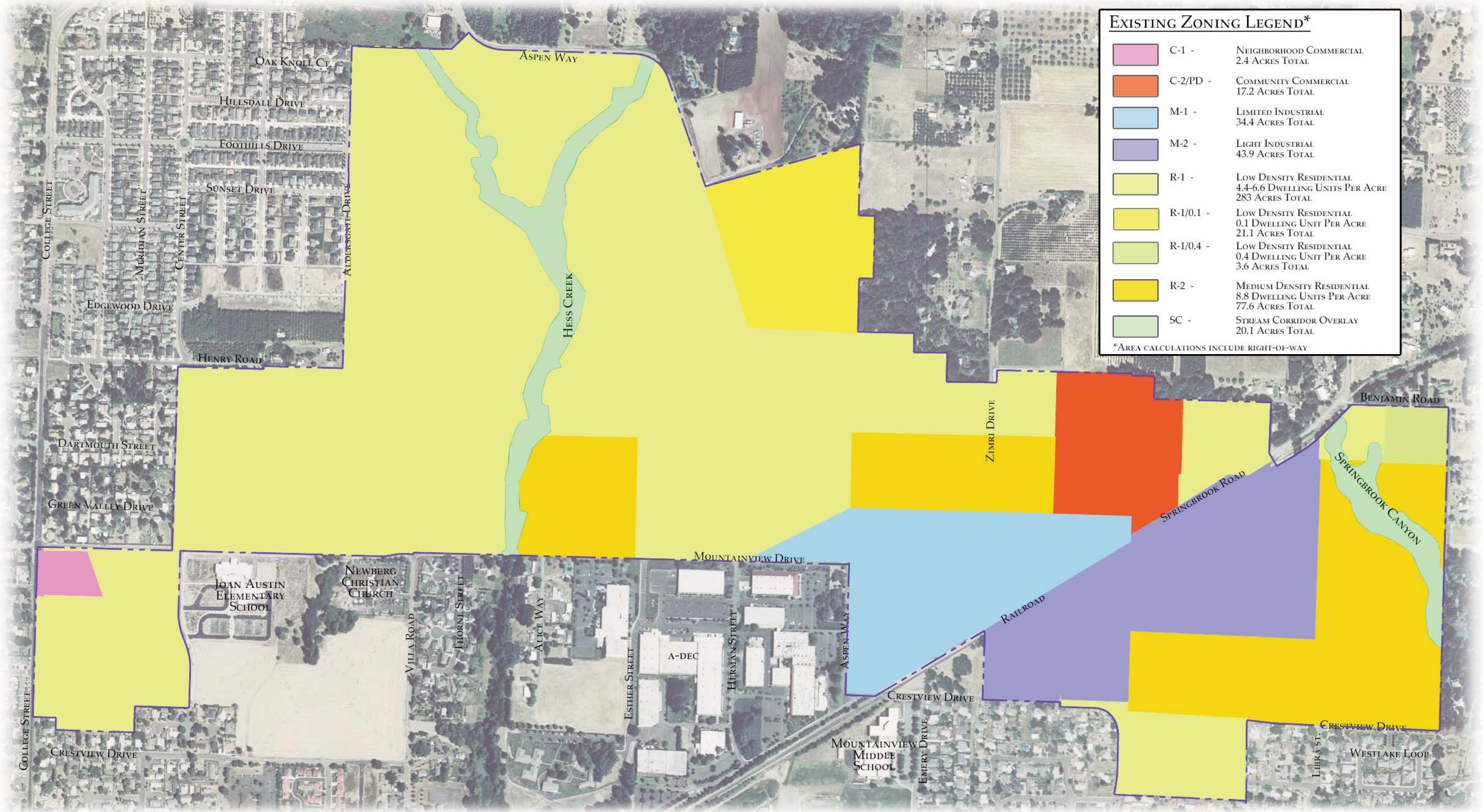
The site contains a wide range of Zoning Designations, including Neighborhood Commercial (C-1), Commercial (C-2), Limited Industrial (M-1), Light Industrial (M-2), Stream Corridor Overlay (SC), Low Density Residential (R-1) and Medium Density Residential (R-2). The acreages of each designation are outlined in the following table and shown in detail on the Existing Zoning Map.










ZONING DESIGNATIONS	ACREAGE
NEIGHBORHOOD COMMERCIAL (C-1)	2 ACRES
COMMERCIAL (C-2 / PD)	17 ACRES
LIMITED INDUSTRIAL (M-1)	34 ACRES
LIGHT INDUSTRIAL (M-2)	44 ACRES
STREAM CORRIDOR OVERLAY (SC)	20 ACRES
LOW DENSITY RESIDENTIAL (R-1)	283 ACRES
LOW DENSITY RESIDENTIAL (R-1 / 0.1)	21 ACRES
LOW DENSITY RESIDENTIAL (R-1 / 0.4)	4 ACRES
MEDIUM DENSITY RESIDENTIAL (R-2)	78 ACRES

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EXISTING ZONING LEGEND*		
	C-1 -	NEIGHBORHOOD COMMERCIAL 2.4 ACRES TOTAL
	C-2/PD -	COMMUNITY COMMERCIAL 17.2 ACRES TOTAL
	M-1 -	LIMITED INDUSTRIAL 34.4 ACRES TOTAL
	M-2 -	LIGHT INDUSTRIAL 43.9 ACRES TOTAL
	R-1 -	LOW DENSITY RESIDENTIAL 4.4-6.6 DWELLING UNITS PER ACRE 283 ACRES TOTAL
	R-1/0.1 -	LOW DENSITY RESIDENTIAL 0.1 DWELLING UNIT PER ACRE 21.1 ACRES TOTAL
	R-1/0.4 -	LOW DENSITY RESIDENTIAL 0.4 DWELLING UNIT PER ACRE 3.6 ACRES TOTAL
	R-2 -	MEDIUM DENSITY RESIDENTIAL 8.8 DWELLING UNITS PER ACRE 77.6 ACRES TOTAL
	SC -	STREAM CORRIDOR OVERLAY 20.1 ACRES TOTAL
*AREA CALCULATIONS INCLUDE RIGHT-OF-WAY		

EXISTING ZONING MAP

4.2 PROPOSED LAND USES

A Development Agreement application package which among other applications includes Comprehensive Plan and Zoning Map and Text Amendments is being submitted to the City of Newberg under separate cover for the Springbrook property. The Comprehensive Plan and Zoning Map Amendments propose the establishment of the existing "Springbrook District" Comprehensive Plan and Zoning designations on the entirety of the site. The *Comprehensive Plan Map Amendment* and *Zoning Map Amendment* exhibits that depict the proposed designations on the subject site. While one Comprehensive Plan designation is proposed for the entire site, a variety of uses will occur on this property. A description of the primary uses allowed on the property are provided below. These uses have been separated into three primary use categories: residential, employment and commercial, which is consistent with the broad categorization found in the City of Newberg's Comprehensive Plan. The descriptions below provide the range in the number of residential units, and commercial and industrial square footages that may occur on this property. These estimates reflect anticipated outcomes, not minimums or maximums required and are intended to assist the City of Newberg with monitoring and meeting its long-term planning targets. The estimates are based upon the Land Use Districts described in the following pages, specifically acreages and allowed uses associated with each district.

RESIDENTIAL

Two primarily residential land use districts are provided in the Master Plan, the Low Density Residential and Mid-Rise Residential District. Residential uses are also anticipated to occur at a secondary level in the Village and Hospitality Districts. The Low Density Residential District contains 349-acres and will be characterized by single-family detached housing typically ranging in size from 5,500 square feet to one acre and yielding from 800 to 1,000 units. The Mid-Rise Residential District contains approximately 12-acres and will be characterized by dense single-family attached housing on small lots and/or condominiums and yielding 150 to 220 units. The Hospitality District may include some small scale residential component. These units will be incorporated into the design and function of the inn and may yield up to 24 units. The Village District will include condominiums and townhomes on small lots yielding 140 to 170 units. It may also include residential development south of Crestview Drive. While this area is anticipated to be mixed use, it could be developed entirely with residential uses. If this occurred, this 9-acre site could create between 48 and 68 residential units. The total residential units anticipated on this property could range from 1,108 to 1,482 units.

EMPLOYMENT

Two primary areas, totaling 32-acres, have been designated for employment generating uses. Assuming a lot coverage of .25 and 2-story development, a total of 696,960 square feet of employment generating uses could be created.

COMMERCIAL

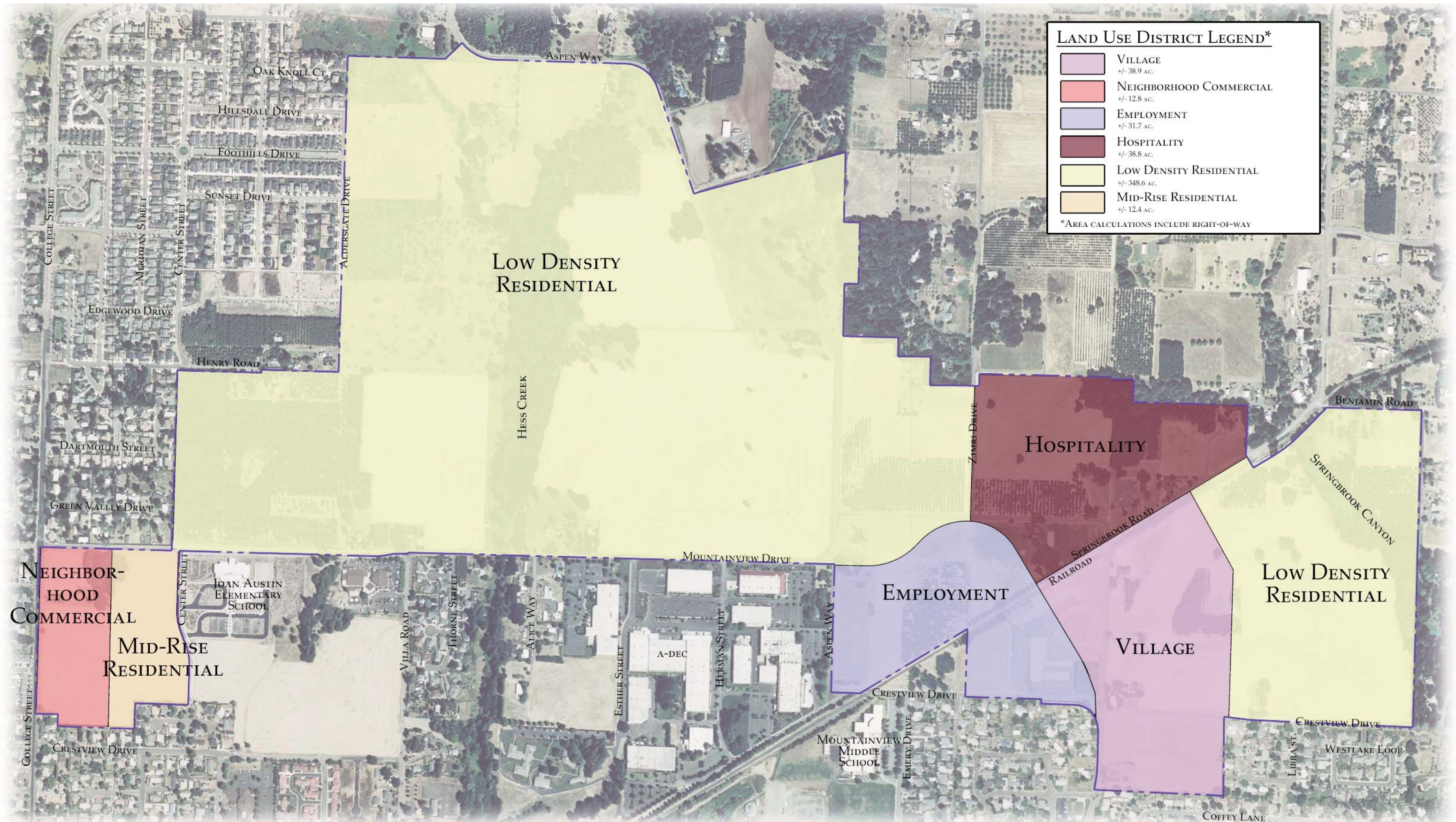
One area, totaling 13-acres has been designated for commercial uses. Assuming a lot coverage of .30 and one-story development, a total of 169,884 square feet of retail is anticipated. Retail is also anticipated to occur in the Village and may represent up to 35% of that area. Assuming a lot coverage of .30 and one-story development, a total of 187,525 square feet of retail may occur. Total retail uses resulting from the Springbrook development could range up to 344,342 square feet. The 39-acre Hospitality District is anticipated to include a luxury inn with approximately 85 rooms, a 11,000 square foot spa, 4,000 square foot restaurant and 16,000 square feet of meeting facilities.

4.3 PROPOSED LAND USE DISTRICTS

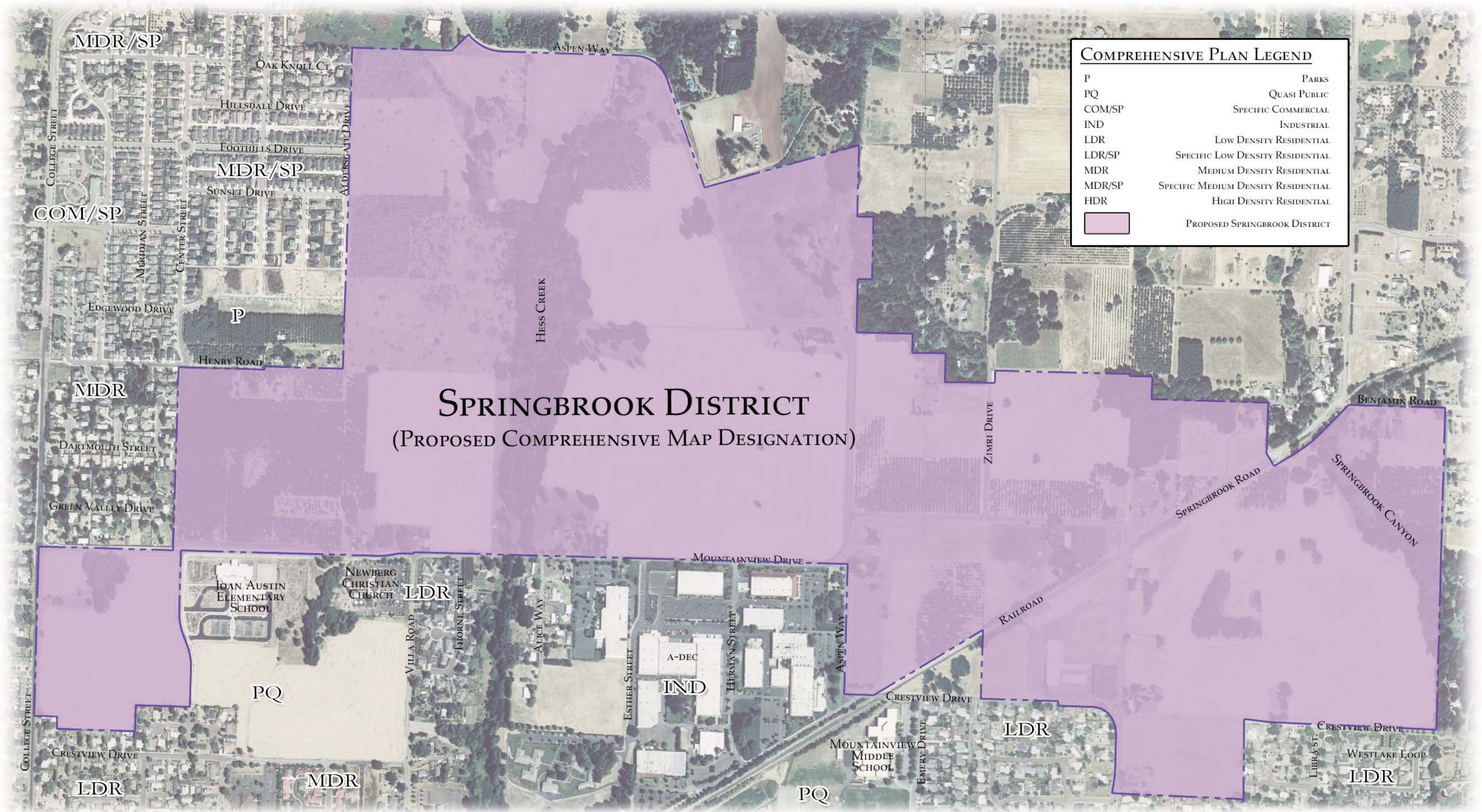
The following six Land Use Districts have been established across the Springbrook property in order to provide a regulatory framework for development consistent with the vision for this property. The *Development Standards Matrix* sets forth standards for development within each District. In most cases, the City's standards apply to development within the Springbrook property. However, in certain situations alternative standards or processes have been provided which reflect the vision and the creative design resulting from master planning the entire property. The standards included in the matrix are the only binding requirements included in the Master Plan.


*"This will provide Newberg
with vitality for years to come."
— Ken Austin III*







SPRINGBROOK



COMPREHENSIVE PLAN LEGEND	
P	PARKS
PQ	QUASI PUBLIC
COM/SP	SPECIFIC COMMERCIAL
IND	INDUSTRIAL
LDR	LOW DENSITY RESIDENTIAL
LDR/SP	SPECIFIC LOW DENSITY RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
MDR/SP	SPECIFIC MEDIUM DENSITY RESIDENTIAL
HDR	HIGH DENSITY RESIDENTIAL
	PROPOSED SPRINGBROOK DISTRICT

SPRINGBROOK



ZONING MAP LEGEND	
C-1	NEIGHBORHOOD COMMERCIAL
M-1	LIMITED INDUSTRIAL
M-2	LIGHT INDUSTRIAL
I	INDUSTRIAL
R-P	PROFESSIONAL RESIDENTIAL
R-1	LOW DENSITY RESIDENTIAL
R-2	MEDIUM DENSITY RESIDENTIAL
R-3	HIGH DENSITY RESIDENTIAL
	PROPOSED SPRINGBROOK DISTRICT
	STREAM CORRIDOR OVERLAY

DEVELOPMENT STANDARDS MATRIX						
DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
ALLOWED USE*	<ul style="list-style-type: none">❖ Detached Dwelling Units❖ Manufactured Home❖ Accessory Dwellings❖ Home Occupations❖ Passive or Active Use Parks❖ Agriculture❖ Civic Uses:<ul style="list-style-type: none">Post OfficeMuseumCommunity CenterLibrarySchool❖ Day Care❖ Group Care Facilities❖ Church❖ Transportation facilities and improvements and utility services❖ Any other building or use determined to be similar to uses listed in this District	<ul style="list-style-type: none">❖ Attached Dwelling Units❖ Manufactured Home❖ Detached Dwelling Units❖ Multi-Family Units❖ Home Occupations❖ Passive or Active Use Parks❖ Agriculture❖ Civic Uses:<ul style="list-style-type: none">Post OfficeMuseumCommunity CenterLibrary❖ Day Care❖ Group Care Facilities❖ Church❖ Transportation facilities and improvements and utility services❖ Any other building or use determined to be similar to uses listed in this District	<ul style="list-style-type: none">❖ Retail❖ Restaurants❖ Office❖ Medical Clinics❖ Financial Institutions❖ Agriculture❖ Civic Uses:<ul style="list-style-type: none">Post OfficeMuseumCommunity CenterLibrary❖ Day Care❖ Group Care Facilities❖ Transportation facilities and improvements and utility services❖ Services for local residents, such as laudromat or barber❖ Any other building or use determined to be similar to uses listed in this District	<ul style="list-style-type: none">❖ Industrial Offices (knowledge-based industries where services are primarily provided outside the community)❖ Light Industrial❖ Supporting Retail (directly serving the employment district, such as a deli or printing service)❖ Day Care❖ Agriculture❖ Transportation facilities and improvements and utility services❖ Any other building or use determined to be similar to uses listed in this District	<ul style="list-style-type: none">❖ Retail❖ Restaurants❖ Attached Dwelling Units❖ Manufactured Home❖ Multi-Family Units❖ Home Occupations❖ Church❖ Artist Studios❖ Passive or Active Use Parks❖ Agriculture❖ Civic Uses:<ul style="list-style-type: none">Train DepotCommunity CenterMuseumPost OfficeLibrary❖ Day Care❖ Group Care Facilities❖ Financial Institutions❖ Winery❖ Medical Clinics❖ Office❖ Transportation facilities and improvements and utility services❖ Any other building or use determined to be similar to uses listed in this District	<ul style="list-style-type: none">❖ Hotel❖ Restaurants❖ Spa❖ Meeting Facilities❖ Detached Dwelling Units, limited to vacation or transitory use or units for employees or caretakers of other uses within the Village or Hospitality areas❖ Manufactured Home❖ Home Occupations❖ Retail❖ Museum❖ Artist Studios❖ Group Care Facilities❖ Agricultural Production or Processing❖ Passive or Active Use Parks❖ Transportation facilities and improvements and utility services❖ Any other building or use determined to be similar to uses listed in this District
PROHIBITED USE	Home Occupation Signs	Home Occupation signs	Drive throughs, outside storage; temporary storage allowed	Outside storage or processing of materials	Drive throughs, outside storage; temporary storage allowed	
NEWBERG ZONE DISTRICT MODELED AFTER **	R-1	R-2 and R-3	C-1	M-1, but office is not allowed	C-3	No comparison
BUILDING AND SITE STANDARDS						
BUILDING HEIGHT	R-1	35 feet	C-1	M-1	C-3	Five stories or 75 feet

DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
LOT REQUIREMENTS						
FRONT YARD SETBACK	R-1	R-3	C-1	No minimum	No minimum setback. No maximum setback, if area between building and property line contains public space or landscaping	Minimum 20 feet or equal to height of building, if adjacent to residential uses
INTERIOR YARD SETBACKS	R-1	R-3	10 feet if abutting residential zones	M-1	C-3	Minimum 20 feet
SETBACKS AND YARD RESTRICTIONS AS TO SCHOOLS, CHURCHES, PUBLIC BUILDINGS					Does not apply	
MINIMUM LOT AREA	Minimum 5,000 square feet	Minimum 1,800 square feet	C-1	M-1	C-3 (Minimum 1,800 square feet)	Minimum 5,000 square feet
MINIMUM LOT DIMENSIONS	The standard City lot frontage requirement applies Minimum lot width shall be 40 feet	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies
LOT COVERAGE AND PARKING COVERAGE REQUIREMENTS	(1) Maximum Lot Coverage: 35% (2) Maximum Parking Lot Coverage: 30% (3) Maximum Combined Lot Parking Lot Coverage: 65%	(1) Maximum Lot Coverage: 80% if parking is located in an underground structure; otherwise 50% (2) Maximum Parking Lot Coverage: 30%, unless parking is located in an underground structure (3) Maximum Combined Lot Parking Lot Coverage: 75%	Does not apply	Does not apply	Does not apply	Does not apply

DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
ADDITIONAL DESIGN STANDARDS			Development shall meet the design standards of the C-2 zone, or alternate standards developed in a design standard accepted by the City specific for this area A minimum of 20,000 square feet of retail space shall be developed in this area			
LANDSCAPE AND OUTDOOR AREAS						
REQUIRED MINIMUM STANDARDS	Private area requirements based upon use of will apply Area requirements: Min. 15%	Private area requirements based upon use of will apply Area requirements: Min. 15%	Area requirements: Min. 15%	Area requirements: Min. 15%	C-3	Private area requirement based upon use will apply Area requirements: Min. 15%
SIGNS						
EXEMPTIONS	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard
SIGN REQUIREMENTS	Assume R-1 zone for applying standards in these sections	Assume R-3 zone for applying standards in these sections	Assume C-1 zone for applying standards in these sections	Assume “Other Zone” or “All Zone” for applying standards in these sections	Assume C-3 zone for applying standards in these sections	Assume “Other Zone” or “All Zone” for applying standards in these sections
OFF STREET PARKING REQUIREMENTS						
REQUIRED OFF-STREET PARKING	R-1	“Other Zones”	C-1	“Other Zones”	Parking studies will be required to be submitted with each phase of development in the Village District in order to ensure the parking provided is sufficient for the proposed use or uses	“Other Zones”
PARKING SPACES REQUIRED	Requirements based on use apply	Requirements based on use apply	Requirements based on use apply	Requirements based on use apply	Requirements based on use apply	Requirements based on use apply
PARKING REQUIREMENTS FOR USES NOT SPECIFIED	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure

* Uses not identified herein shall be reviewed and if found to be similar to the allowed uses shall be approved through a Type I process.

** When the model zone requirement applies, the zone is listed in the table, otherwise an alternative standard is stated.

DESIGN FEATURES



5.1 COMMUNITY THEMING

The Springbrook Master Plan area will have a visual continuity along its primary transportation routes, its public spaces and throughout the entire community. These themed elements featured throughout the property will provide consistency and assist in defining the community identity and emphasize the vision for the area. Mountainview Drive is a primary route through the development and its prominence has been underscored with a unique visual design which is shown on the *Mountainview Perspective* image that depicts a "typical" section. It features a wide landscaped area along its north side, an eight-foot wide meandering pedestrian and intermittent landscaped median. These features provide an attractive streetscape and a pedestrian-friendly environment which will encourage residents to walk to nearby destinations.

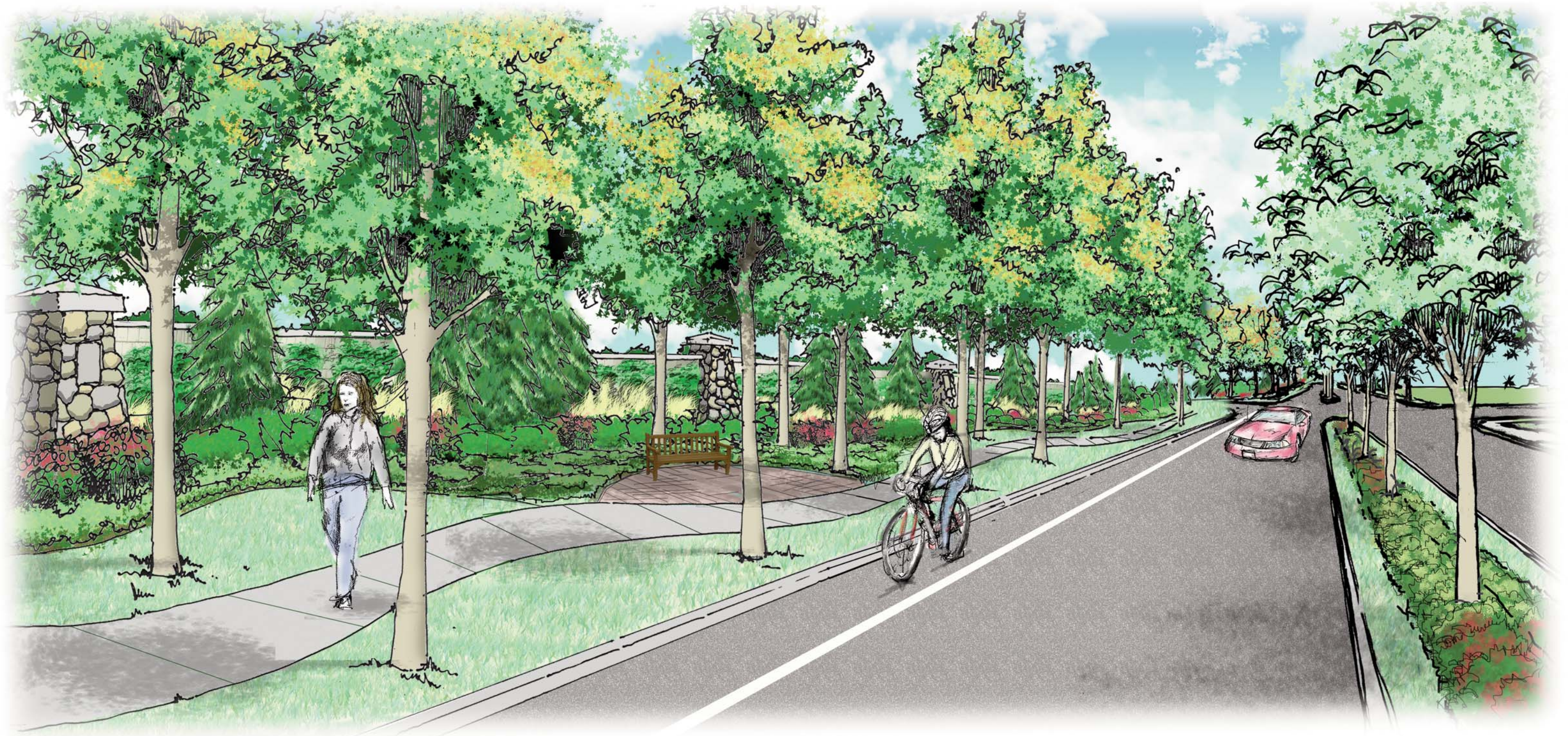
Entry monument features and extensive landscaping are located at key entrances across the site along College Street, Mountainview Drive, Center Street, Aspen Way, and Crestview Drive and provide a rich and inviting focal point at these locations. These entries reflect a hierarchy of prominence determined by the

level of use at each entry. While the size and complexity of these features vary, they feature similar materials and thus provide a visual consistency throughout the property. The location of these features is indicated on the *Gateway Features Plan* and the design of these features are shown on the *Gateway Features - Concept Plan* exhibit which depicts monument signs and walls constructed out of stone and rough-hewn timbers. The combination of these vernacular materials creates a rough elegance which respects the historical agricultural and natural areas on the property while featuring a high-quality aesthetic.

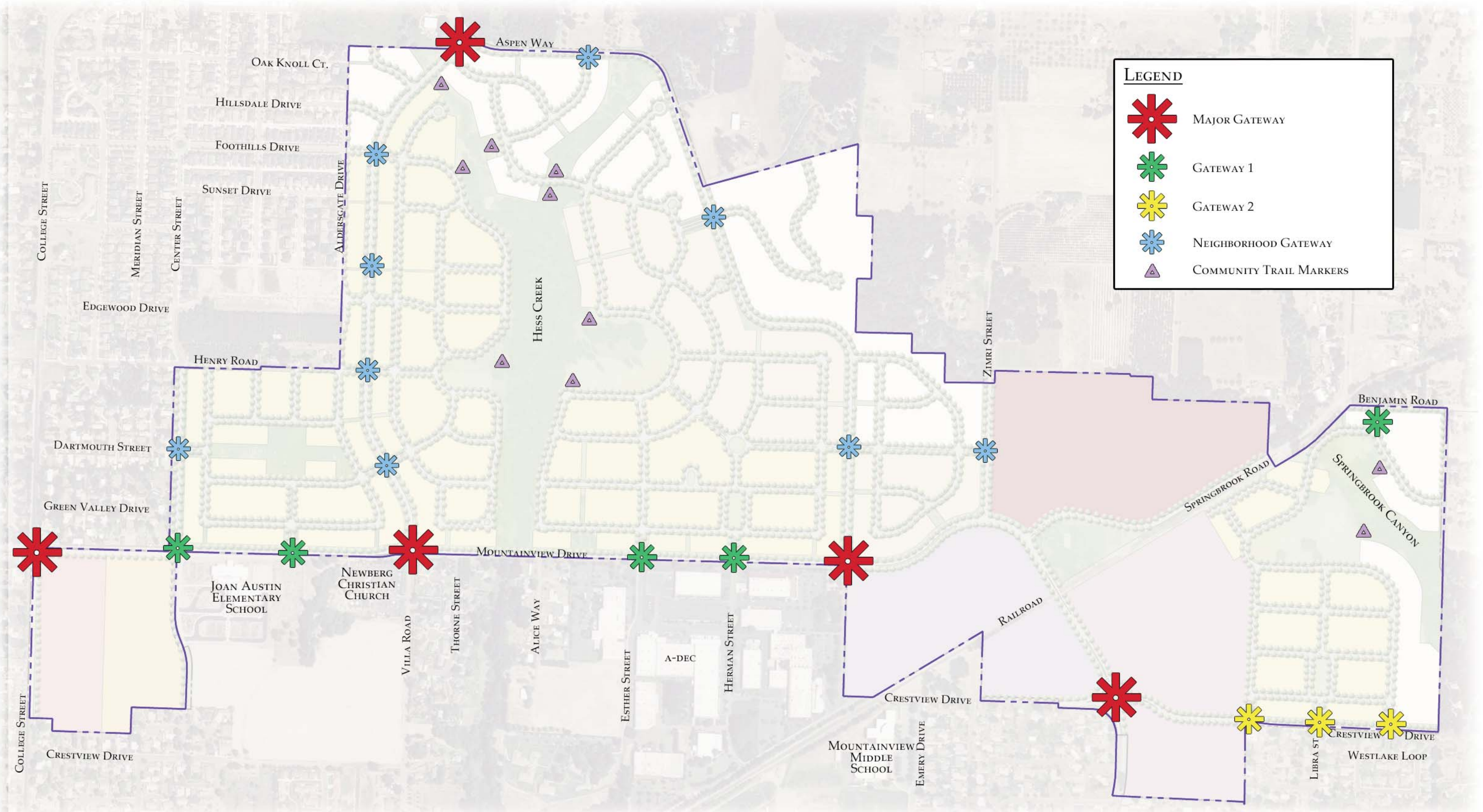
The *Community Elements* exhibit provides an array of images selected to communicate conceptually the type of materials, street lighting and street furniture present primarily in the Village, but also in other highly visible areas of the property.

*"There is nothing like this
in Oregon at this point."
— Celia Austin*

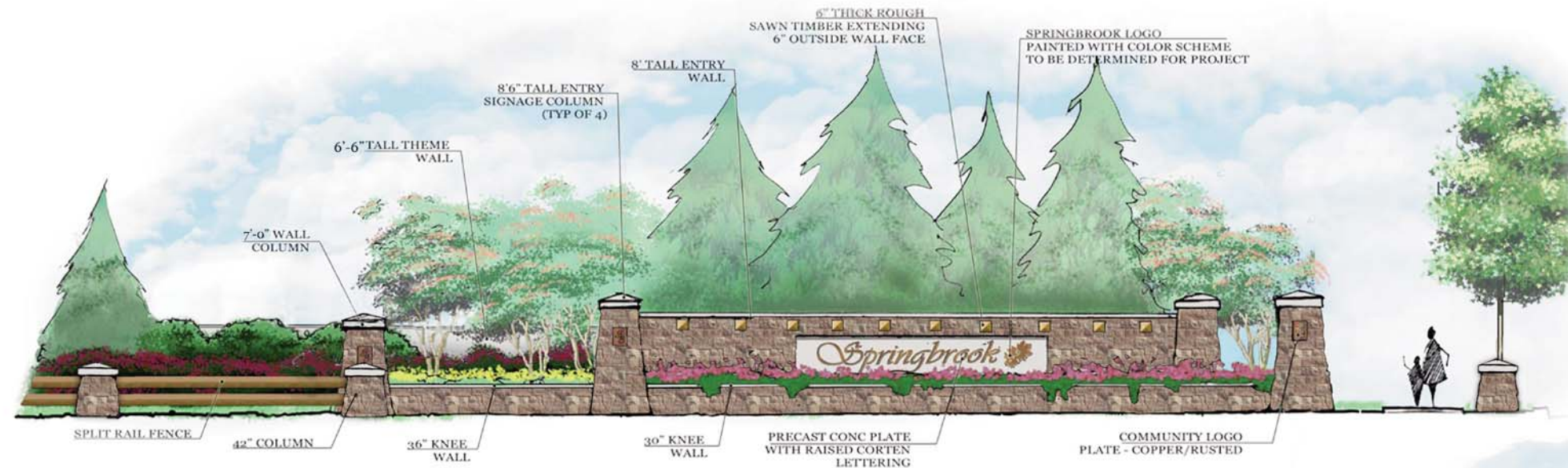
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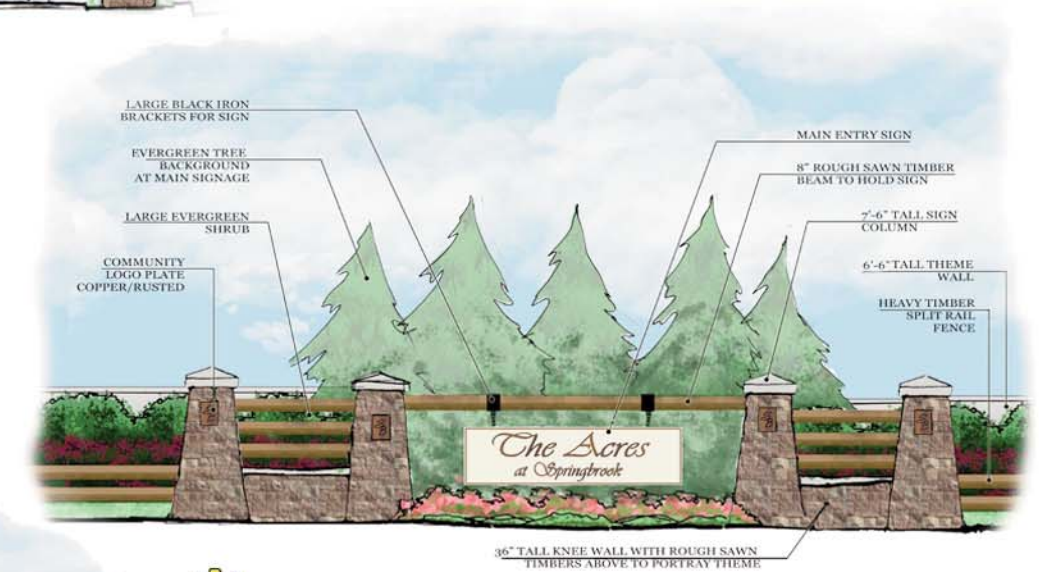
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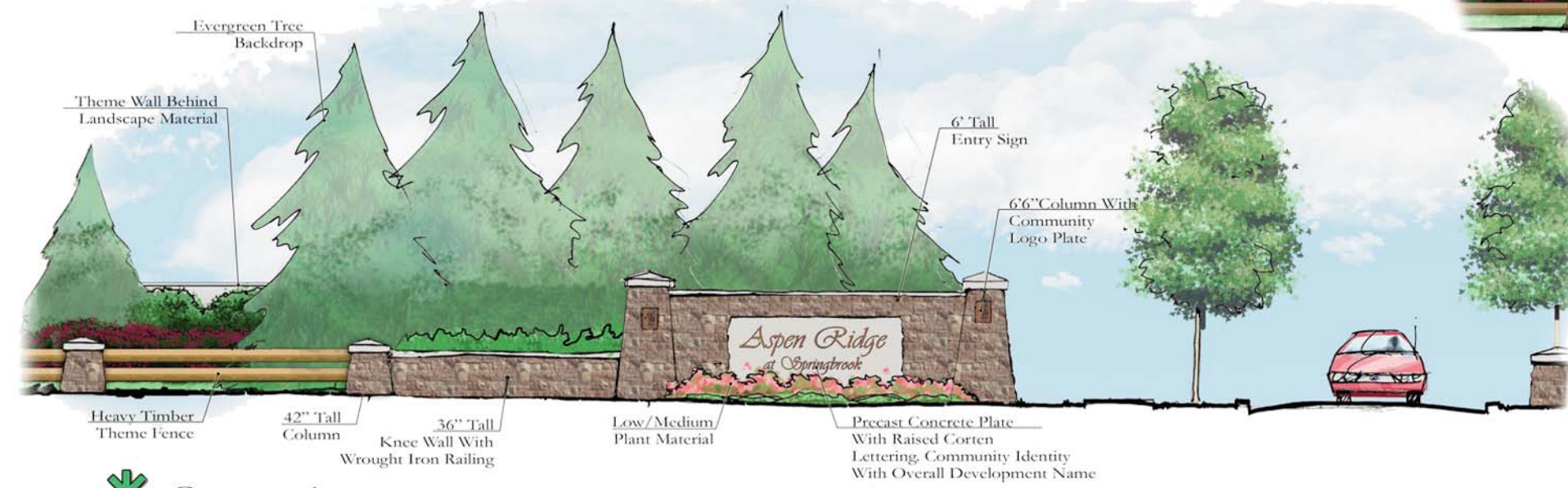
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 Major Gateway



 Gateway 2

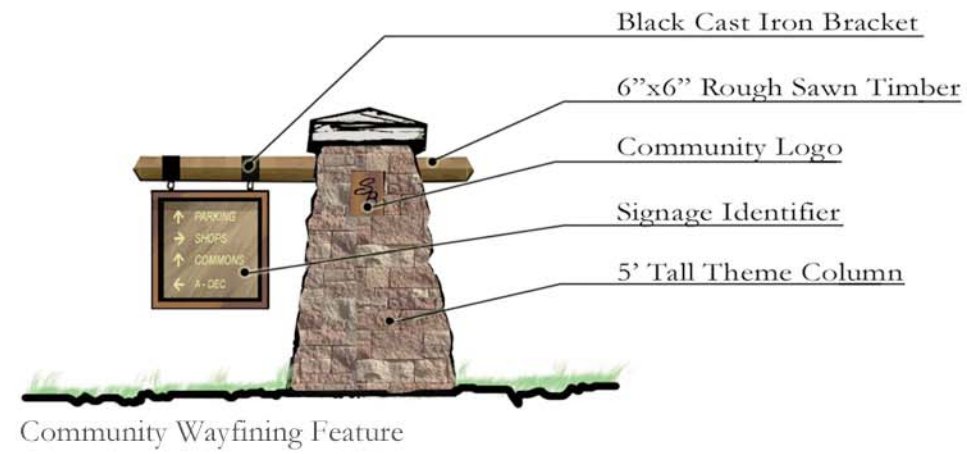


 Gateway 1

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General Column Shape



Stone Wall Finishing



Decorative Intersection Pavers



5.2 PARKS AND TRAILS

As shown on the *Parks and Pedestrian Circulation Plan*, over 10% of the Springbrook property, nearly 50-acres, has been dedicated to park uses. Three types of parks are provided. *Passive*, *Active* and *Multi-Purpose Parks* are provided in order to reflect their location and purpose. These parks will be privately owned, but will be open to the general public.

PASSIVE PARKS

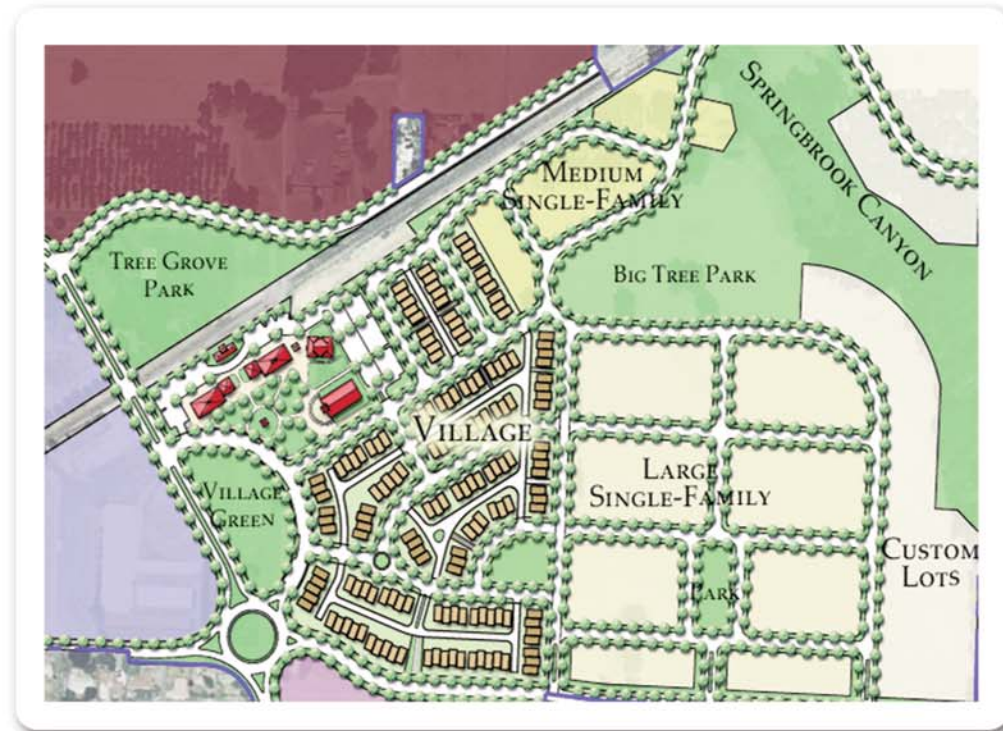
Two of the three *Passive Parks*, Hess Creek Park and Springbrook Canyon Park, will be enhanced through the removal of invasive species where possible and the creation of pedestrian routes and amenities. These parks are intended to be preserved in their natural state in order to provide a unique opportunity for residents to experience these high quality natural areas. Tree Grove Park features a variety of existing trees in good to excellent condition which will be preserved. Minimal improvements are envisioned in order to preserve these high quality trees.

ACTIVE PARKS

A total of five *Active Parks* are located throughout the site. Two *Central Parks* are located adjacent to Hess Creek, which provides access to a large natural resource and community focal point. They will include grassy areas and play structures.

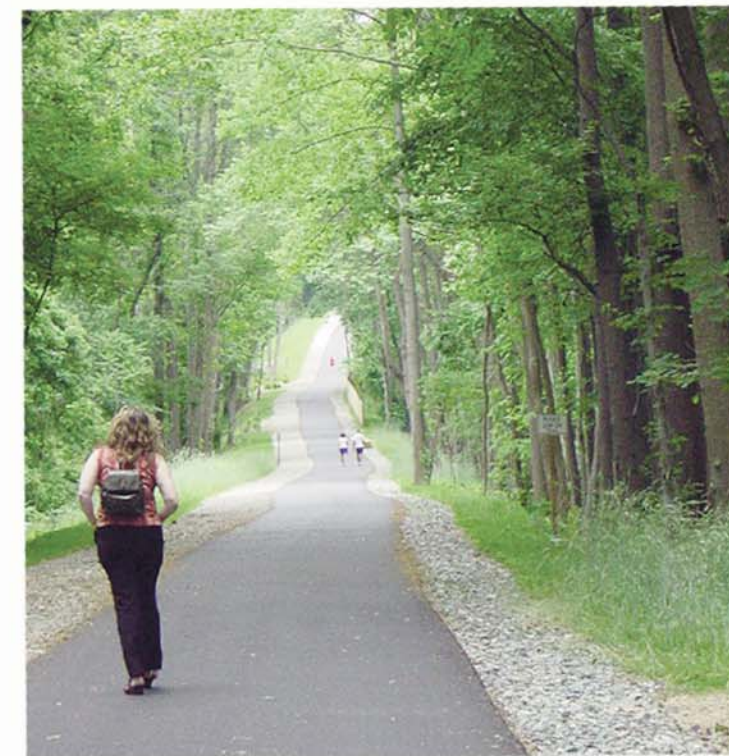
Three *Neighborhood Parks* are scattered throughout the development and are intended to provide grassy areas and opportunities for active play in close proximity to the residential neighborhoods. The *Parks and Recreation - Concept Plan* provides a conceptual depiction of the amenities and design typical for these parks.





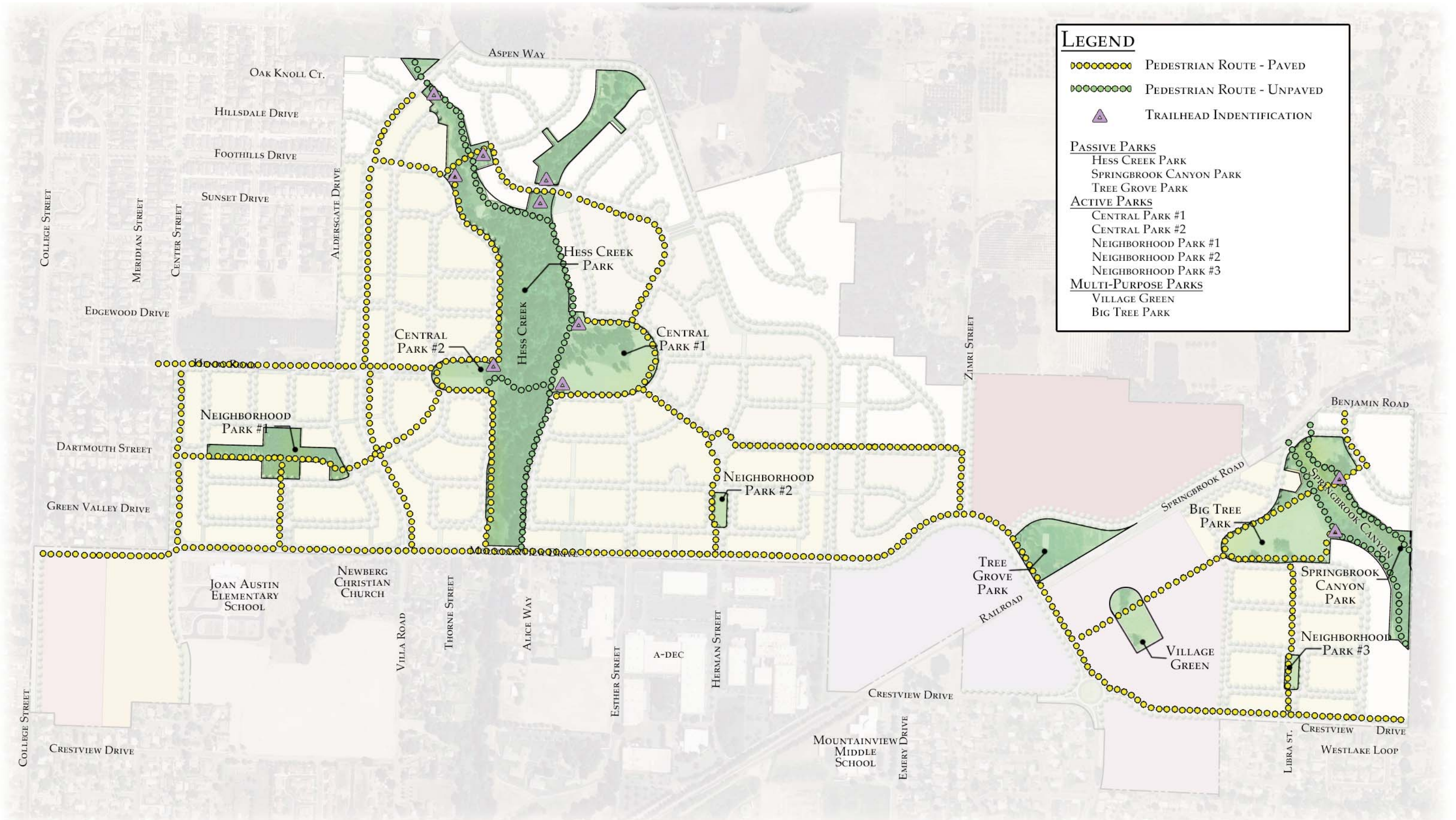
MULTI-PURPOSE PARKS

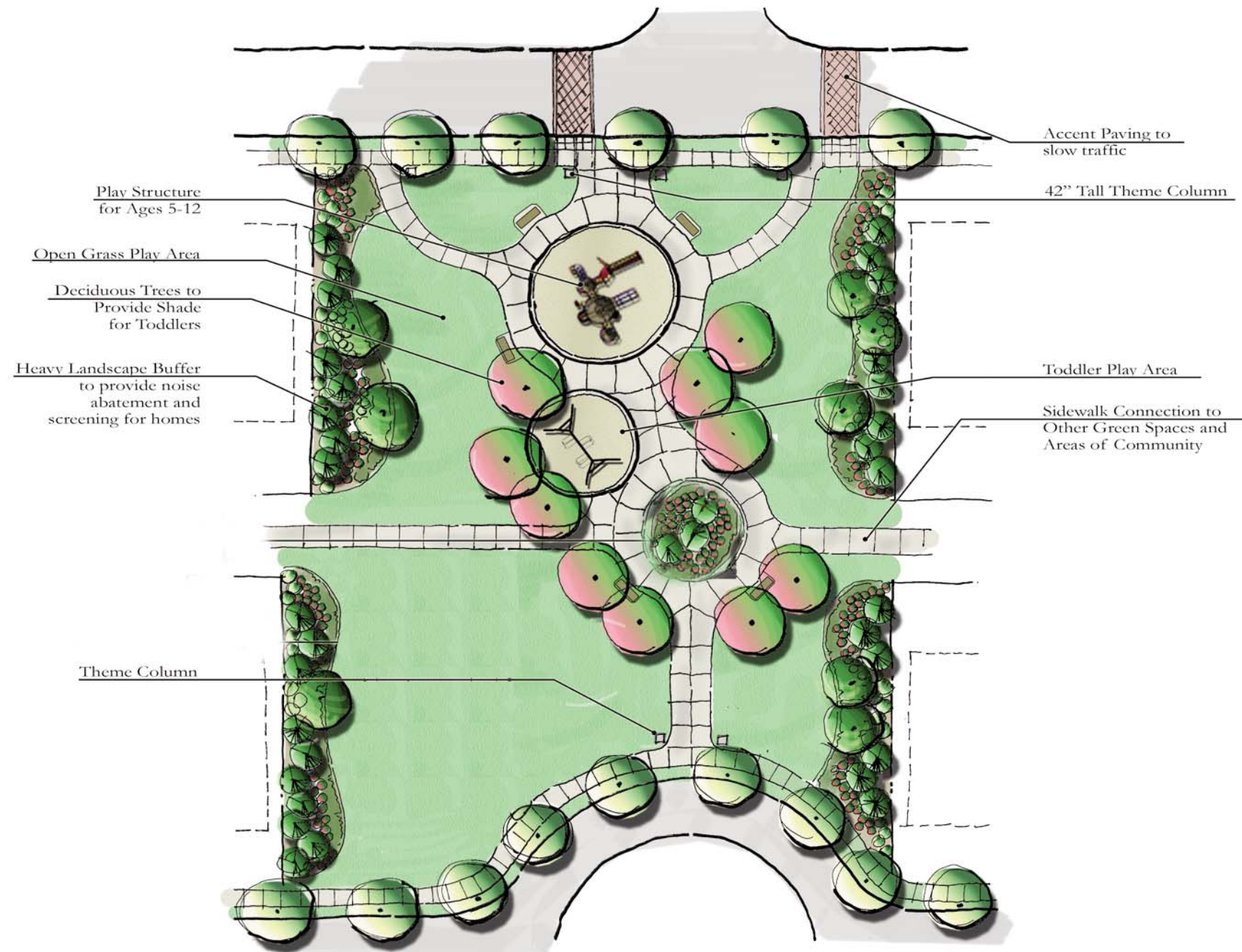
Two *Multi-Purpose Parks*, including the Village Green and Big Tree Park, are located in the eastern portion of the development. The Village Green will be designed to accommodate a wide-variety of community functions appropriate to its location in the Village. This might include a farmers market or a summer concert series. The purpose of this park is to create an outdoor community gathering place for local events and festivities. Big Tree Park has been design primarily to preserve the large trees in that location and to connect the neighborhood to Springbrook Canyon. It will contain lawn areas which will be maintained and will provide opportunities for either passive uses or a game of catch. All parks have been located in order to ensure all residents of Springbrook are able to access a park within walking distance of their home.



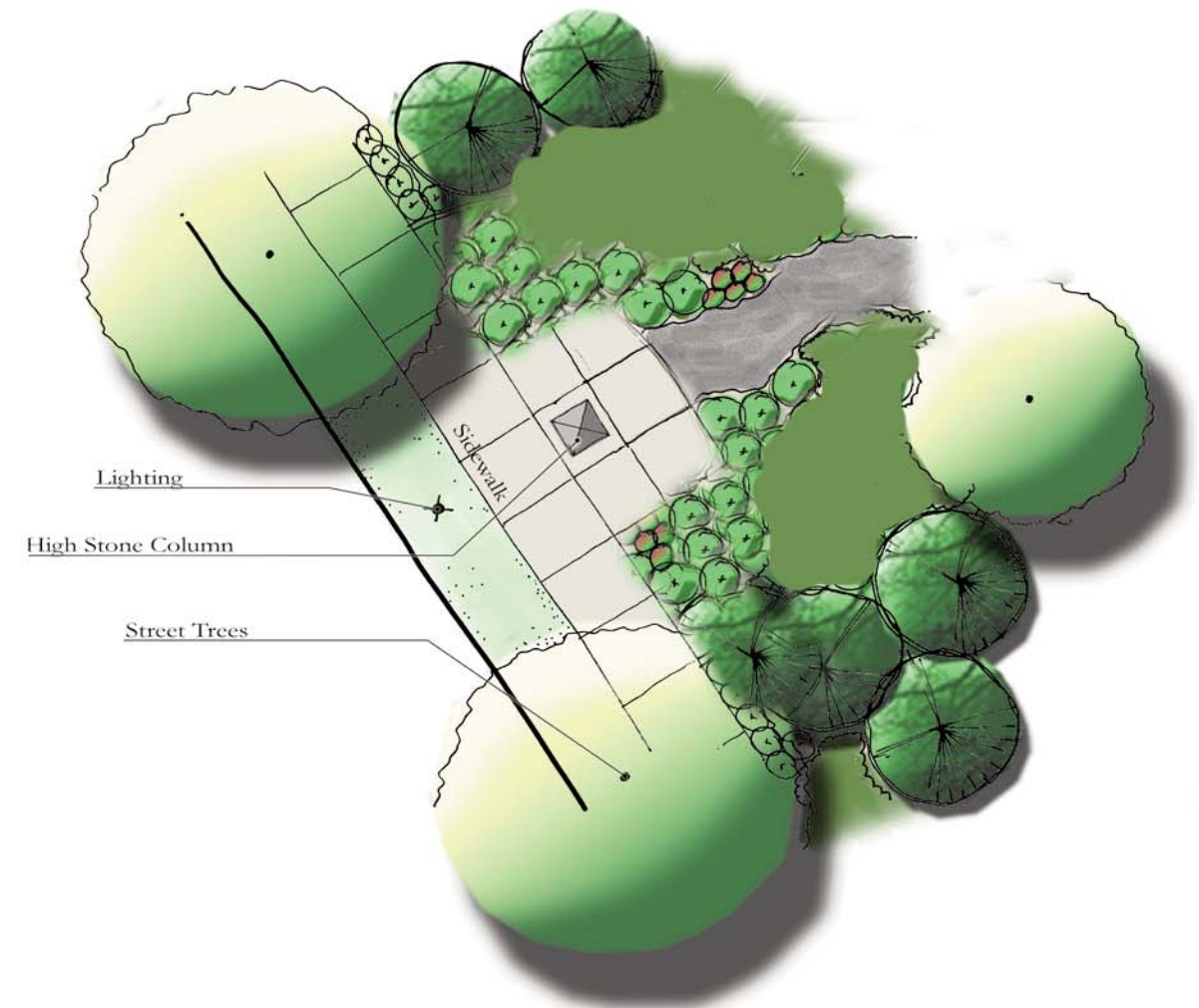
PEDESTRIAN CIRCULATION

A network of pedestrian routes and trails connect all the neighborhoods and parks with the Village and other destination points within the site and surrounding properties. A primary route is located along the north side of Mountainview Drive. It provides a wide, meandering pedestrian route and a major east-west connection. Other routes are provided alongside streets, between streets or through parks. Pervious trails will be located in Hess Creek and Springbrook Canyon Park and will provide access to these natural areas. These trails connect to the surrounding pedestrian network at numerous points in order to ensure connectivity throughout the site. Opportunities for trailhead locations have been identified on the *Park and Pedestrian Circulation Plan*. The design of these sites, which are conceptual at this point, may include features of pedestrian interest, wayfinding and pedestrian amenities.



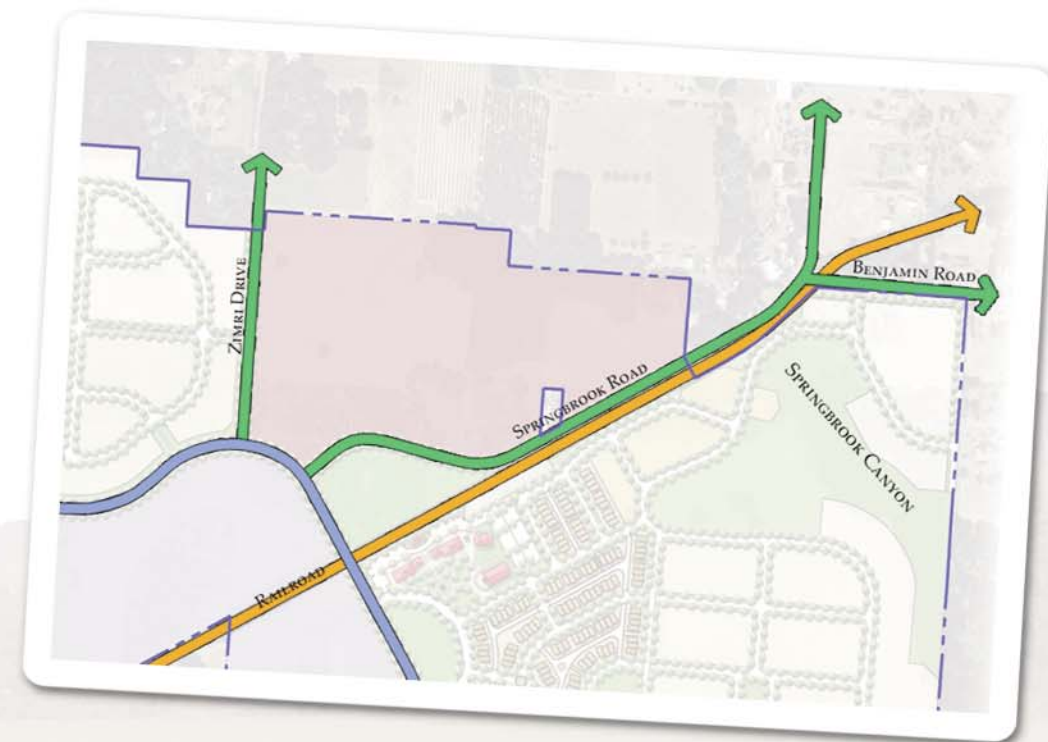
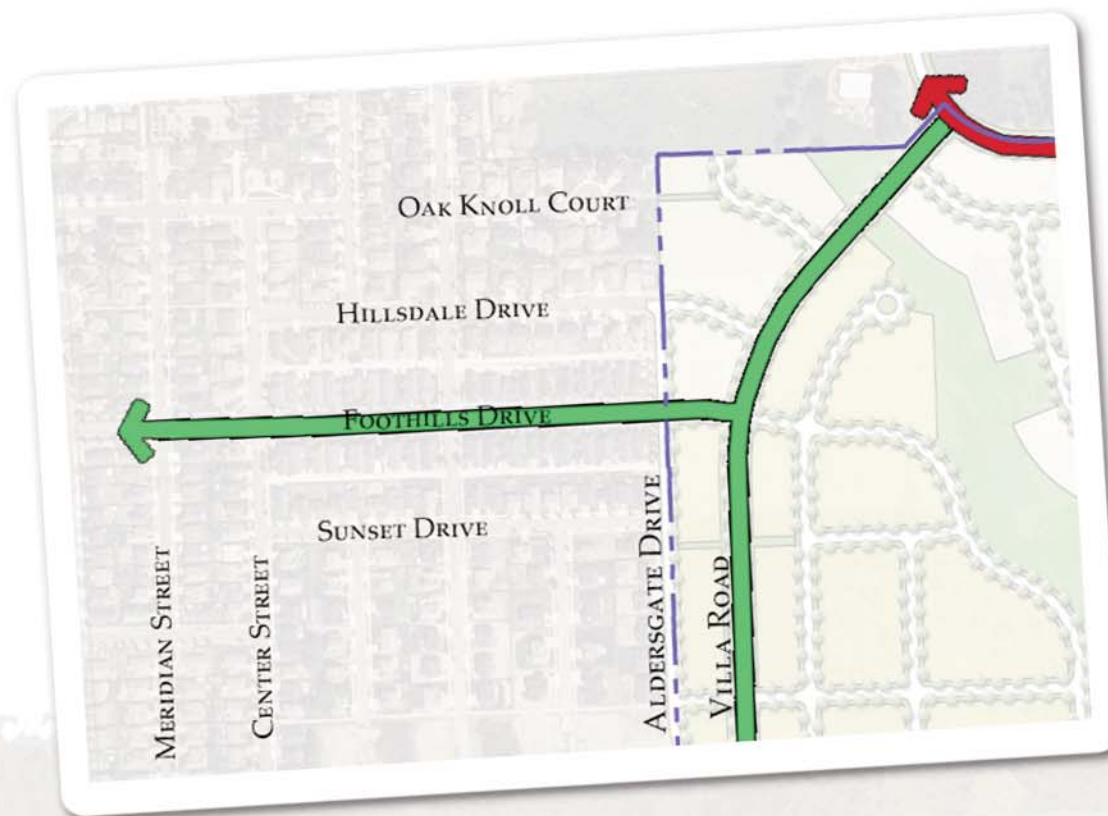


NEIGHBORHOOD PARK



TRAILHEAD MARKER

TRANSPORTATION



6.1 STREET CLASSIFICATIONS

The Springbrook property contains transportation routes that provide critical linkages between the site and surrounding areas. The existing primary routes are Mountainview Drive, Crestview Drive, Springbrook Road, Zimri Drive, Aspen Way and College Street. As a result of future development on this site, additional routes including the extensions of Villa Road and Center Street will be constructed. The location and street classifications of these transportation routes are identified on the *Street Classification Map* that follows.

6.2 TRAFFIC IMPACT STUDY

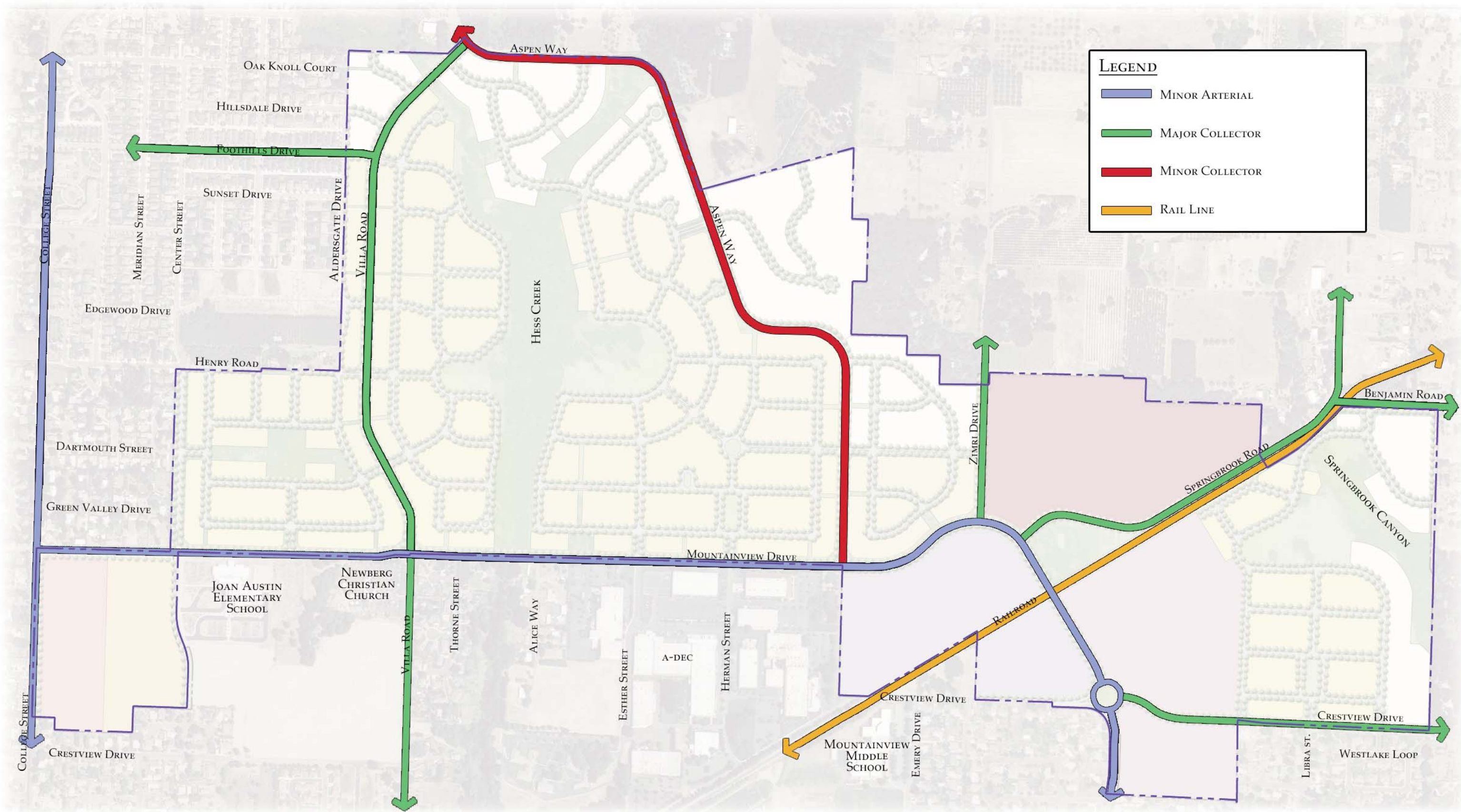
A Traffic Impact Study (TIS) was conducted by Lancaster Engineering in order to analyze the impacts of the proposed development on the transportation system. Specifically, it determines the trip generation resulting from the development reflected in the *Proposed Conceptual Master Plan*, shown on page 29, in comparison to the trips that would be generated by the worst-case development scenario allowed under the existing Comprehensive Plan designations on the property and the mitigation necessary to address identified impacts created by the development.

The TIS assumed the development of approximately 450-acres consisting of approximately 1,167 single-family dwellings, 264 condos/townhouses, a 110-room luxury inn, 342,000 square feet of retail commercial space and 667,000 square feet of employment/office space to be developed within a seven year period. The trip generation estimates determined that approximately 1,969 trips would be generated from the site at full build-out during the morning peak hour and 2,566 trips would be generated during the evening peak hour.

The TIS concluded that development of the site pursuant to the *Proposed Conceptual Master Plan* will generate fewer trips than would be generated from the site under a reasonable worst-case development scenario under the existing zoning. Therefore, the proposed Springbrook development will not have a significant impact on the Newberg transportation system, which is in compliance with the Transportation Planning Rule. The applicant is proposing to establish a Trip Cap at 2,744 net new trips during the evening peak hour in order to ensure that the site will not exceed the volumes previously planned for the subject property. Future development phases will be required to provide trip generation assumptions for their impacts to the transportation system. The culmination of trips generated by the entire development may not exceed the established Trip Cap.

Lancaster Engineering has identified several mitigation measures needed to maintain acceptable operation (level of service) of the transportation facilities that will be impacted by the development. These improvements are shown on the *Transportation Improvements* plan on the following page. They include signalized intersections on Mountainview Drive at Villa Road and at Aspen Way, as well as, Springbrook Road and Haworth Road, as traffic warrants are met for each intersection. A northbound right-turn lane is proposed for the intersection of College Street and Mountainview Drive. A southbound right-turn lane is proposed for the intersection of College Street and East Hancock Street; however, the TIS recommends that this improvement be reevaluated in the future as it may not be needed due to the timing of the Newberg-Dundee bypass.

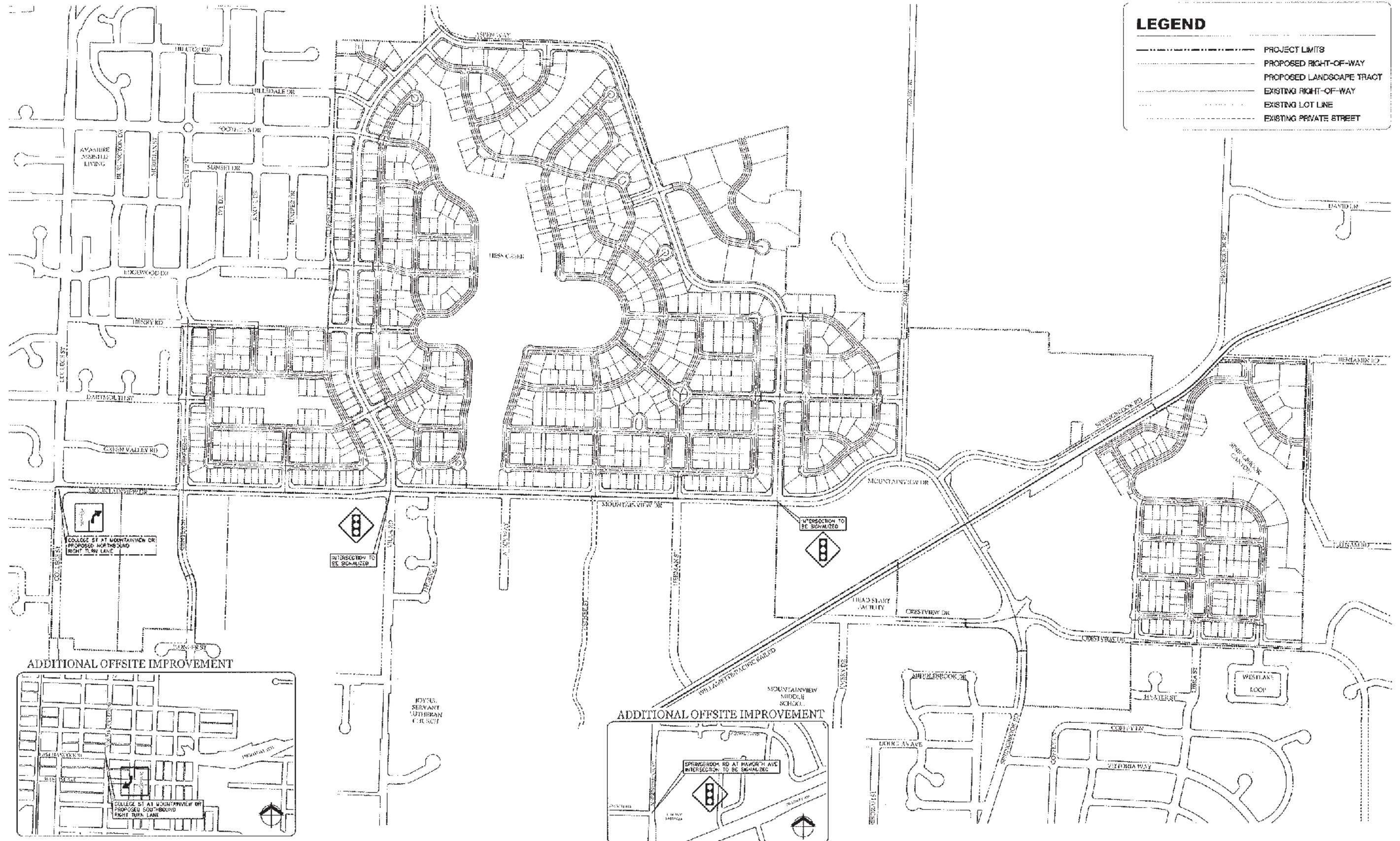
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LEGEND

- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- RAIL LINE

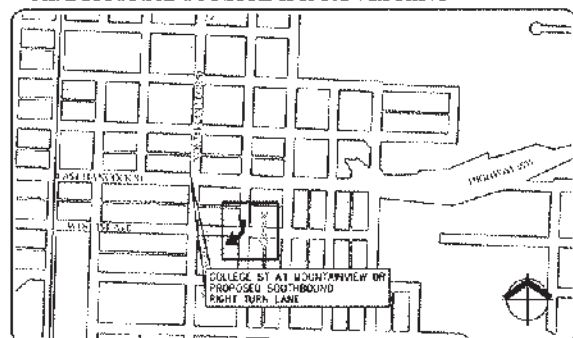
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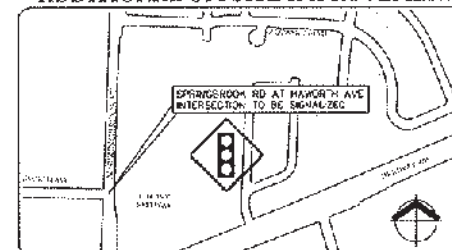
LEGEND

- PROJECT LIMITS
- PROPOSED RIGHT-OF-WAY
- PROPOSED LANDSCAPE TRACT
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- EXISTING PRIVATE STREET

ADDITIONAL OFFSITE IMPROVEMENT



ADDITIONAL OFFSITE IMPROVEMENT



PROPOSED UTILITIES



PROPOSED UTILITIES

As development occurs within the Springbrook Master Plan area, additional public facilities and some private utilities will be constructed to serve each new phase of development. Construction of public utilities will be guided by the Water, Sanitary Sewer, and Stormwater Drainage Plans developed in conjunction with this Master Plan. The overall plan for utilities is divided into two tiers: the **Principal Infrastructure Framework** which provides the "backbone" infrastructure and the **Secondary Infrastructure Framework** which provides direct service to individual properties.

7.1 PRINCIPAL INFRASTRUCTURE

The principal infrastructure represents the major improvement projects necessary to ensure that future development occurs in an organized and coordinated manner. Depending on size and location, each individual development area is dependent on all or a portion of this principal infrastructure. Because transportation is a critical infrastructure element, the utility plan is coordinated with planned transportation improvements.

As part of the master planning process, the Springbrook Properties design team worked with the City of Newberg to study the project area and identify existing utilities within the Master Plan area. The team completed an analysis using an aerial topographic survey of the property, Geographic Information Systems (GIS) citywide data, site observation, several meetings with City staff, and adopted facility master plans.

WATER SYSTEM

As identified in the *Proposed Utilities - Water System* plan, new water mains and lines will be constructed, some existing water mains will need to be upgraded and other existing mains will be extended from their current terminus to serve the site. The proposed principal water system creates the "back bone" to the water looping system. As areas develop in the future, local water lines will connect to the principal system in order to provide adequate water capacity and pressure for the entire system as well as a secondary water system. Following are the principal water system improvements.

- ❖ Mountainview Drive (N. Center Street to NE Zimri Drive): upgrade to 24-inch main line
- ❖ Villa Road (north of Mountainview): construct new 24-inch main line
- ❖ Aspen Way (north of Mountainveiw): construct new 24-inch main line
- ❖ NE Zimri Drive: construct 24-inch main line
- ❖ Springbrook Road (north of railroad): construct new 12-inch main line

SANITARY SEWER SYSTEM

As identified in the *Proposed Utilities - Sanitary Sewer System* plan, the proposed principal sanitary sewer collection design consists of a piped loop system which conveys wastewater by gravity to a municipal water treatment plant. The following are improvements required for the existing sanitary sewer system.

- ❖ Mountainview Drive (at Hess Creek crossing and south of Mountainview Drive): construct new 18-inch segment (to allow a connection to an existing 18 inch sanitary main south of Mountainview Drive)
- ❖ Villa Road (Foothills Drive to just beyond Hillsdale Drive): construct new 12-inch segment
- ❖ North Center Street (north of Pioneer Street): construct new 8-inch segment
- ❖ NE Zimri Drive: construct 12-inch segment
- ❖ Springbrook Road (north of railroad): construct new 15-inch segment

STORMWATER DRAINAGE SYSTEM

The *Proposed Utilities - Storm Drainage System* plan that follows outlines the principal stormwater drainage system, consisting of 20 drainage basins that are defined in relation to topography, existing creeks, existing stormwater facilities and anticipated development patterns. Each basin includes one or more water quality/flow control features that are designed to capture and treat stormwater flow. Stormwater generated within the Springbrook Master Plan boundary will be captured and piped through a system of stormwater lines, which will discharge into water quality and/or detention facilities. Stormwater generated in basins that drain to Hess Creek and Springbrook Canyon will be collected and discharged into linear water quality swales along each creek, which reduce flow velocity and filter particulates from the water before it is released into the creeks. Stormwater from other drainage basins will be directed to mechanical water quality and detention features within each basin that treat and restrict water flow into the City's public system. The following stormwater facilities will be replaced or constructed as part of the principal infrastructure improvements:

- ❖ Villa Road: construct new 12-inch line
- ❖ Aspen Way: (north of Mountainview): construct new 12-inch line
- ❖ Mountainview Drive: (N. Center to Aspen Way): 12 -inch line
- ❖ Zimri Drive: construct new 12-inch line
- ❖ Crestview Drive: (east of Springbrook Road): construct new 24-inch line
- ❖ Springbrook Road: (south of Mountainview Drive): replace existing 12-inch storm line with a 30-inch line

7.2 SECONDARY INFRASTRUCTURE

The design team and the City of Newberg have worked together to identify a list of specific improvements necessary for the secondary infrastructure framework. The description provided below summarizes these improvements.

WATER AND SANITARY SEWER SYSTEM

Secondary water and sanitary sewer service connections will be provided via lateral connections to existing and newly constructed mains as identified on the *Proposed Utilities - Sanitary Sewer System* plan and the *Proposed Utilities - Wastewater System* plan. The secondary water system is made up of a network of 8-inch and 12-inch laterals, which will be constructed largely within the secondary street network. This secondary system will connect to principal water and sanitary sewer mains constructed as part of the principal system, discussed in the previous section. In some areas, existing water and wastewater mains that stub to the edge of the property boundary will be extended into the property and incorporated into the secondary system to serve future development.

At the northwestern and western edges of the property, water and sanitary sewer lines will be extended into the property from their current termini (Hillsdale Drive, Foothills Drive, Sunset Drive, Henry Road). Likewise, existing lines along the southern edge of the property will be extended north into the property (North Center Street, Villa Road, Herman Street, Aspen Way). At the southern and eastern edges of the property, existing lines will be extended from Westlake Loop, Libra Street, and Heater Street.

STORMWATER DRAINAGE

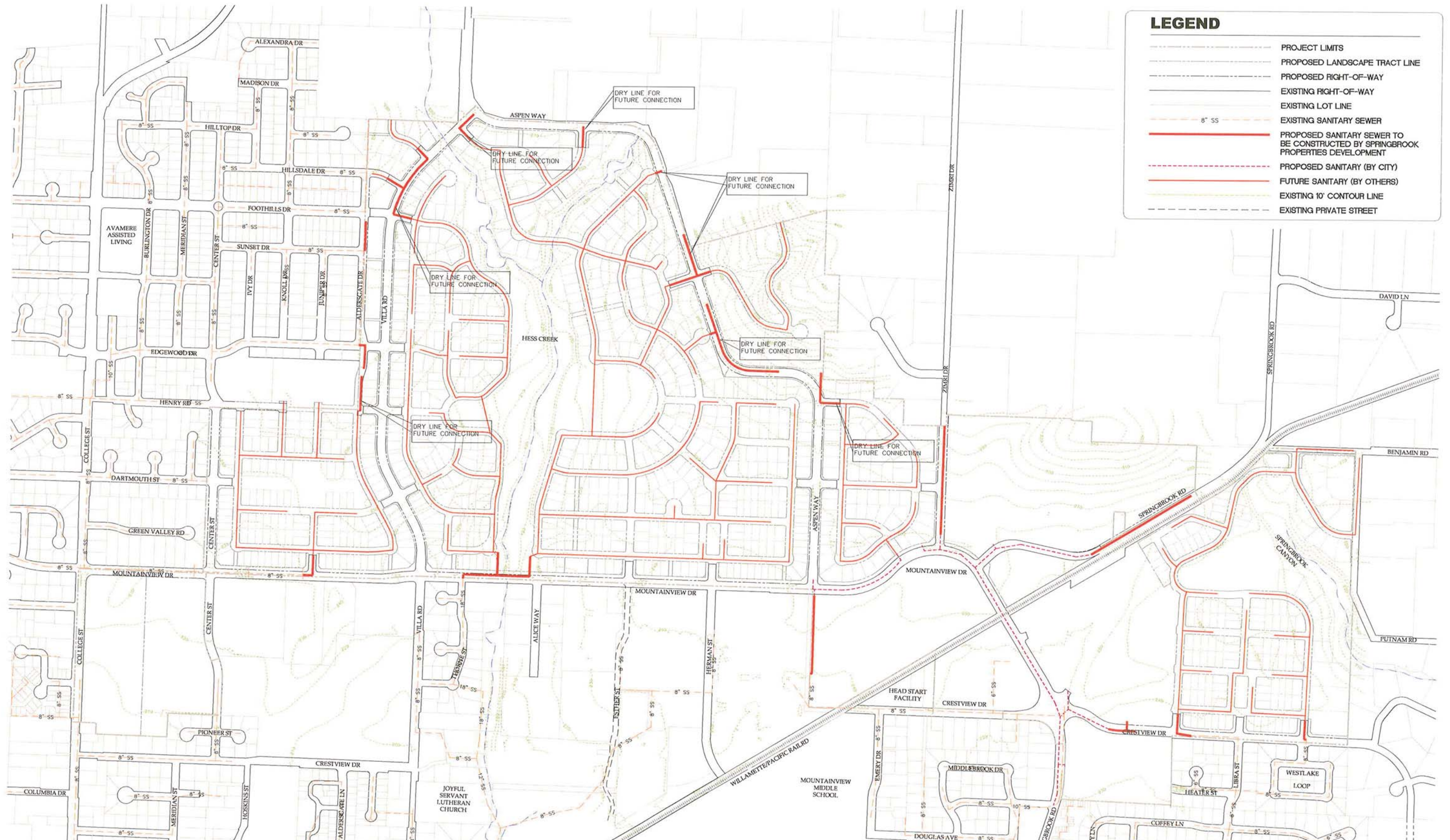
As shown on the *Proposed Utilities - Stormwater Drainage System* plan, stormwater flow/runoff resulting from development within each identified basin will be collected and treated within each basin to reduce or eliminate the amount of water that is ultimately discharged into waterways or the City's public stormwater system. Basins near Hess Creek and Springbrook Canyon include a system of underground pipes that carry stormwater to water quality swales along the edge of each creek. The water quality swales reduce the velocity of the flow and also filter particulates from the water before it is released into each creek. Other drainage basins further from Hess Creek and Springbrook Canyon include a similar system of underground pipes that carry stormwater to mechanical flow control/detention features within each basin. The flow control/detention features are more restrictive of water flow velocity than a swale. In areas further from Hess Creek and Springbrook Canyon, detention facilities are necessary to restrict water flows and reduce the affect on downstream infrastructure.



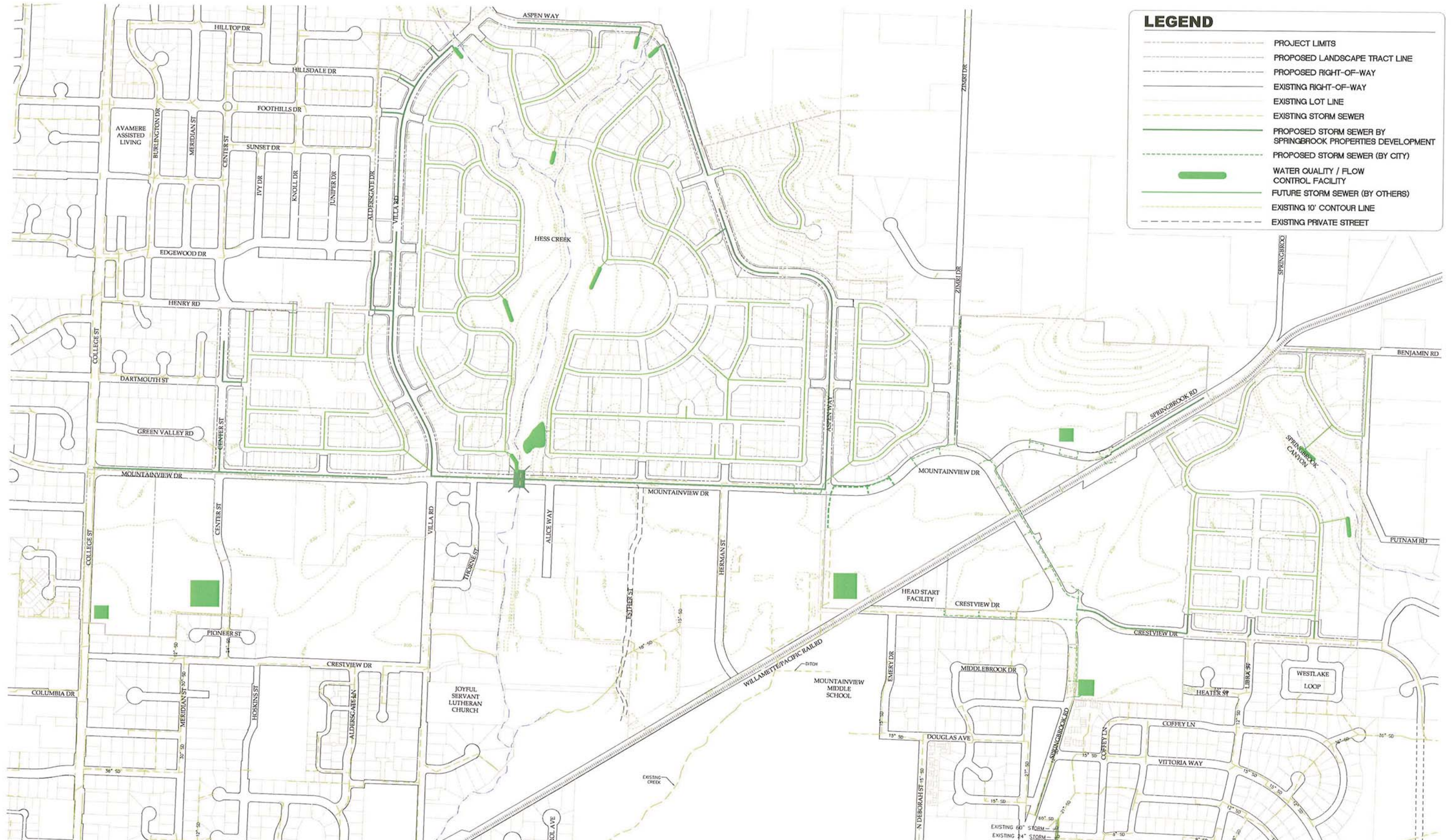
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NEXT STEPS

This Master Plan sets the framework and foundation for the Springbrook development. Parallel to the City review of the Master Plan application, the Austin family is working with the design team on the design of the hospitality site, as well as selecting the homebuilding teams, and defining the village program. The resort opening date is set for Spring of 2009 to coincide with the Sesquicentennial anniversary celebration of Oregon's statehood. In order to achieve this opening date, the Springbrook team will be working closely with City staff to complete Site Plan review, construction document review, and site development permits and building permits as soon as possible. It is the team's goal that construction on some of the "back bone" infrastructure will begin in this same timeframe as well. Our team will continue to work closely with City staff and the community throughout this process.

The Austin family has grown with the Newberg community for seven generations, and Springbrook will take this relationship well into the future. The family is very excited to see their vision begin to take shape and to share it with the citizens of Newberg.

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The Austin Family and the development team look forward to working in continued cooperation with the City of Newberg and the residents of this community to make Springbrook a special place within the City and ensure its full potential is realized.