



April 18, 2023 (Revised April 27, 2023)

Doug Rux, Community Development Director
City of Newberg
414 E First Street
Newberg, OR 97132

RE: Supplemental Information for Land Use Applications SUB322-0002/ZMA22-0001/MISC322-002/MISC222-0005

Dear Doug:

AKS Engineering & Forestry LLC is working with Pahlisch Homes, Inc on the Collina land use application (SUB322-0002/ZMA22-0001/MISC322-002/MISC222-0005). Thank you for sharing the draft conditions of approval and for your time during our follow up meeting on April 3, 2023 to discuss key issues. There are several draft conditions that our team would like to see modified or deleted. As a follow-up to that meeting and to justify our requested changes to the draft conditions, we have provided supplemental information in the form of memos.

Summary of Requested Changes to the Draft Conditions of Approval

A “track changes” version of the draft conditions has been provided with our requested revisions. Again, many of these revisions are supported by the following memos. Some of the revisions add language to allow for a secondary review for a design alternative.

Collina at Springbrook Transportation Addendum

A memorandum has been prepared by Julia Kuhn and Chris Brehmer, Senior Principal Engineers with Kittelson & Associates, Inc. to address the question of proportionate share contributions for the E Foothills Drive/N College Street intersection, proposed design of the E Mountainview Drive/N Villa Road and N Villa Road/E Foothills Drive intersections, warrants for a traffic signal at the intersection of E Mountainview Drive/N Villa Road, and proposed design of a traffic circle at located at the intersection of E Henry Road/N Center Street.

Adopted & Modified Springbrook Cross-Sections Memorandum

This memo incorporates the approved street cross sections from the Springbrook Subdivision application and the conceptual design for Mountainview from the original Springbrook Master Plan. This supports the street cross sections provided in the Collina applications.

Villa Road Terminus Memorandum

The Springbrook Master Plan originally envisioned the terminus of N Villa Road as an intersection with N Aspen Way at the Aspen Way curve. With further review, this intersection had sight distance concerns and impacts to the upper reach of Hess Creek. The proposed design shifts the connection to Aspen Way further to the north to improve sight distance. Staff wants more information on the design to ensure that the land to the north can reasonably develop with the Villa Road grades. This memo provides more information on the preliminary street cross sections and the grading concepts for the design. The proposed layout retains the connectivity established throughout the Master Plan and does so in a safer and more logical manner.

Project Phasing Memorandum

The Newberg Development Code is very strict in review of proposed project schedule. The Project Phasing schedule provided in the original application has already changed. A subsequent Type II application will be needed to officially change the project schedule, but we have provided the latest expected schedule for public knowledge.

We appreciate your review of these materials and look forward to discussing them on April 28, 2023. Please feel free to contact me with any other questions or concerns you may have.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



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Cc: Kaaren Hofmann, City of Newberg
Brett Musick, City of Newberg
Mike Robinson, Pahlisch Homes
Julia Kuhn, Kittelson & Associates
Chris Brehmer, Kittelson & Associates

Attachment: Summary of Requested Changes to the Draft Conditions of Approval
Collina at Springbrook Transportation Addendum
Adopted & Modified Springbrook Cross-Sections Memorandum
Villa Road Terminus Memorandum
Project Phasing Memorandum

Exhibit “E”: Conditions
File MISC322-0002/ZMA22-0001/SUB322-0002/MISC222-0005

A. Springbrook Master Plan

1. The Applicant shall submit a revised Collina at Springbrook Architecture Concepts & Design Guidelines for review and comment prior to final acceptance by the City of Newberg and the Applicant recording of the document.
2. At the time of submittal of individual building permits for homes within Collina at Springbrook, Architectural Review Committee (ARC) approval documentation shall be submitted with the Building Permit application.

B. Zone Map Amendment

1. The Applicant will be required to adhere to this trip cap – 1,960 daily trips, 142 weekday AM, and 181 weekday PM peak hour trips for the development of the property located at the southeast corner of the intersection of E Mountainview Drive and N College Street.

C. Subdivision

1. The applicant is conditioned to complete construction (i.e. required public improvements, utilities, streets) for the subdivision phase per the approved phasing plan.
2. The applicant is conditioned to record the final plat within the subdivision approval period.
3. General Requirements for the Public Improvement Permit:
The Public Works Design and Construction Standards require that the Applicant submit engineered construction plans for review and approval of all utilities, public street improvements, and any new public streets being constructed. Please note that additional Engineering Department plan review application and fees apply for review of plans. Submit any required easements for review and approval and record approved easements. 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.
 - a. Public utility infrastructure improvements not limited to street improvements, public walkways, water, wastewater, and stormwater will require permits from partner agencies to authorize different work tasks. All other agency permitting will be required prior to the City of Newberg issuing a Public Improvement Permit.
4. The Applicant must provide the following information for review and approval prior to construction of any improvements:
 - a. Community Building

1. The Applicant will need to submit a separate Type II Design Review application for the community building.
- b. Traffic Rectangular Rapid Flashing Beacon Signal
 1. The Applicant is responsible for installation of an ~~traffic-RRFB signal~~ at the intersection of N Villa Road and E Mountainview Drive as part of safety improvements for all modes of transportation, including bicycles and pedestrians, associated with mitigation measures for this project not constructing street improvements for the full length of the E Mountainview frontage east of N Villa Road.
- c. Property Line Adjustment
 1. Prior to recording of Phase 1 of the Collina at Springbrook Subdivision a Property Line Adjustment application shall be submitted for review.
- d. Phasing
 1. The Applicant is proposing a phased subdivision, the phasing shall comply with NMC 15.235.030E to include:
 - a. In no case shall the construction time period (i.e., for required public improvements, utilities, streets) for the first subdivision phase be more than one year;
 - b. Public facilities shall be constructed in conjunction with or prior to each phase;
 - c. The phased development shall not result in requiring the city or a third party (e.g., owners of lots) to construct public facilities that are required as part of the approved development proposal;
 - d. The proposed time schedule for phased development approval shall be reviewed concurrently with the preliminary subdivision plat application; and
 - e. Modifications to the phasing schedule or phasing elements will be processed in accordance with subsection (D) of this section. will be addressed through a Type II application for phasing modification.
- f. CC&Rs
 1. Prior to recording the Collina at Springbrook CC&Rs the Applicant shall submit a final copy for review and concurrence by the City.
- g. Department of State Lands (DSL)

1. Per the DSL letter dated February 2, 2023, the Applicant is to provide copies of any State and/or Federal permits related to the onsite wetlands and show compliance with any State and/or Federal permits, or provide documentation from State and/or Federal agencies that wetland/waters of the state related permits are not required, prior to issuance of permits from the City of Newberg.

h. Lot Size/Frontage

1. The Applicant shall provide a revised preliminary plat prior to submitting a final plat so that minimum lot sizes can be evaluated against the minimum identified in the Springbrook Master Plan Development Standards Matrix.
2. The Applicant shall provide a revised preliminary plat prior to submitting a final plat so that minimum lot dimensions and frontage can be evaluated against the minimum identified in the Springbrook Master Plan Development Standards Matrix.
3. The Applicant shall revise the quadplex lots to identify a 25-foot-wide access easement or submit a Type II application for modification to the Springbrook Development Standards Matrix.

i. Vision Clearance

1. The Applicant shall comply with Vision Clearance setback requirements of 15.410.060.

j. Retaining Walls

1. The Applicant shall submit for and obtain building permits for any retaining walls above 4 feet in height.

k. Street Trees & Planting Strips

1. The Applicant shall provide the species and caliper of street trees in conformance with the City approved Street Tree List, and identify the type of ground cover or plant materials including size and spacing in accordance with 15.420.010(B) for each phase of the subdivision as part of the Public Improvement Permit application.
2. If the landscaping cannot be completed prior to issuance of occupancy the Applicant may place a security on file per NMC 15.420.010(C).
3. 15.420.020(A)(1) Street trees planted in pedestrian spaces shall be planted according to NMC 15.420.010(B)(4).

4. 15.420.020(A)(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.
5. 15.420.020(A)(5) Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility.
6. 15.420.020(B)(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.
7. 15.420.020(B)(2) Street trees shall be provided in all planting strips as provided in NMC 15.420.010(B)(4).
 - a. Planting strips without adjacent parking or with infrequent adjacent parking shall have street trees in conjunction with ground covers and/or shrubs.
 - b. Planting strips with adjacent parking used frequently within 300 feet of the Community Building shall have only street trees protected by tree grates.
8. 15.420.020(B)(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.
9. 15.420.020(C) Maintenance. All landscapes shall be maintained for the duration of the planting to encourage health of plant material as well as public health and safety. All street trees and shrubs shall be pruned to maintain health and structure of the plant material for public safety purposes.
10. The Applicant shall comply with the conditions of approval for NMC 15.420.010(B)(4) and NMC 15.420.020(A-D).
- l. Undergrounding Utilities
 1. With the public improvement permit application the Applicant is to include plans for undergrounding of the existing overhead utility lines along the E Mountainview frontage between N Villa Road and an existing utility pole located approximately 150-feet east of N Thorne Street.
 2. Plans submitted with the public improvement permit application to show all utilities installed underground.
- m. Signs
 1. The Applicant shall comply with signage requirements of Chapter 15.435 SIGNS and the Springbrook Master Plan Development Standards Matrix.
- n. Permits
 1. Final plans demonstrating all public improvements meet the requirements of the most recent Newberg Public Works Design and Construction Standards are required with the submittals for the public improvement permits.
 2. The Applicant is required to submit final construction plans and obtain a public improvement permit for the proposed new streets and improvements to existing streets. Plans will be fully reviewed for compliance with city standards including NMC 15.505.030 and the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
 3. Any required public improvements for this project must be completed prior to building permits being issued.

~~o. Streets—Local~~

- ~~1. The Applicant shall revise plans for public improvement permits to show local residential streets consisting of the following: 1 foot from back of walk to right-of-way, 5-foot sidewalk, 5.5-foot planter, 0.5-foot curb, 7-foot parking~~

lane, 9-foot travel lane, 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, 5.5-foot planter, 5-foot sidewalk, 1-foot from back of walk to right of way.

- ~~2. The Applicant is required to dedicate sufficient right of way to achieve a minimum of 56 feet of right of way to construct the local residential streets to serve the subdivision.~~

~~a. Streets – N Aldersgate Drive~~

- ~~1. The Applicant shall revise plans for public improvement permits to show completion of street improvements to N Aldersgate Drive, a local residential street, consisting of the following: 1-foot from back of walk to right of way, 5-foot sidewalk, 5.5-foot planter, 0.5-foot curb, 7-foot parking lane, 9-foot travel lane, 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, 5.5-foot planter, 5-foot sidewalk, 1-foot from back of walk to right of way.~~
- ~~2. The Applicant is required to dedicate sufficient right of way to achieve a minimum of 56 feet of right of way to construct the remaining improvements to N Aldersgate Drive, a local residential street.~~
- ~~3. The required vacation of right of way at the E Edgewood and N Aldersgate Drive intersection is to occur with a separate application prior to submittal of public improvement permits for phases adjacent to this location.~~

~~b. Streets – Traffic Circle E Henry Road/N Center Street~~

- ~~1. The Applicant is to provide a supplemental report to Kittleson & Associates October 2022 Memorandum, or other documentation, justifying why stop-control on either the east-west or north-south approaches of the traffic circle is proposed. This additional documentation is to be provided for City Engineering review prior to public improvement permit approval.~~

o. Streets – E Henry Road

1. The Applicant is required to provide a public pedestrian access easement, meeting City of Newberg requirements, for the sidewalk shown on the north side of the E Henry Road improvements that is within Tom Gail Park and outside of the public right-of-way.
2. Determination of the condition of the existing walkway within Tom Gail Park on the north side of the E Henry Road improvements is to occur as part of the public improvement permit process. Any portions of the walkway found to be in poor condition or not meeting ADA standards will be required to be replaced as part of the E Henry Road improvements.

~~3. The Applicant shall revise plans for public improvement permits to show the E Henry Road improvements consisting of the following:~~

~~a. south of the center line along the Collina frontage:~~

~~9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 5.5-foot planter, minimum 5-foot sidewalk, 1-foot from back of walk to right-of-way.~~

~~b. north of the center line along the Tom Gail Park frontage:~~

~~9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 5.5-foot planter, minimum 5-foot sidewalk, 1-foot from back of walk to right-of-way—except where for the area of the existing sidewalk outside of the right-of-way is to be within a public pedestrian access easement.~~

~~4. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 56 feet of right-of-way to construct the local residential streets to serve the subdivision.~~

5.3. Determination of the limits of the public pedestrian access easement along the southern frontage of Tom Gail Park is to occur as part of the public improvement permit process.

p. Streets – E Mountainview Drive

~~1. The Applicant shall revise plans for public improvement permits to show construction of required ½ street improvements to E Mountainview Drive, a minor arterial street, consisting of the following: 1-foot from back of walk to right-of-way, 5-foot sidewalk, 5.5-foot planter, 0.5-foot curb, 6-foot bike lane, 12-foot travel lane, 12-foot turn lane/median, 12-foot travel lane, 6-foot bike lane, 0.5-foot curb, 5.5-foot planter, 5-foot sidewalk, 1-foot from back of walk to right-of-way.~~

~~2. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 72 feet of right-of-way to construct the required improvements to E Mountainview Drive, minor arterial street.~~

3.1. With public improvement permit submittals the Applicant is to provide documentation clearly justifying the installation of marked crosswalks across E Mountainview Drive at its intersection with N Center Street and for the installation of rectangular rapid flashing beacons at this intersection. This documentation is to include the queuing analysis referenced in the preliminary plans.

4.2. Marked crosswalks across E Mountainview Drive are not to be installed without appropriate documentation and justification, including addressing sight distance or other issues, and receiving approval of the City of Newberg Engineer or authorized representative.

5.3. Mitigation measures for this project not constructing street improvements for the full length of the E Mountainview Drive frontage east of N Villa Road are to include alternative safety improvements for all modes of transportation including bicycles and pedestrians. These mitigation measures are to include:

a. ~~Traffic-RRFB~~signal and associated improvements at the intersection of N Villa Road at E Mountainview Drive.

b. A ~~minimum 12-~~10-foot-wide paved shared use path ~~with 2-foot-wide shoulders~~ within a public access easement west of the E Mountainview Drive/N Villa Road intersection.

c. ~~The A~~ 12-foot-wide shared use path is to extend from N Villa Road to the proposed shared use bridge across Hess Creek and is to include provisions for bike access to the shared use path.

d. ~~The A~~ 12-foot wide shared use path with 2-foot-wide shoulders is also to extend from the proposed shared use bridge to the east side of the E Mountainview Drive intersection with N Alice Way.

~~e.~~e. An E Mountainview Drive/N Villa Road intersection designed to address and route eastbound pedestrian and bicycle traffic to the planned shared use bridge to be confirmed as part of the public improvement permit process.

~~e.f.~~ The limits of the public access easement is to be confirmed as part of the public improvement permit process.

2. A minimum 12-wide shared use bridge across Hess Creek. The shared use bridge is to be privately maintained by an HOA or other entity. A private maintenance agreement is to be recorded and provided to the City of Newberg.

q. Streets – E Foothills Drive/N College Street

~~1. The Applicant will be required to participate in funding improvements at the E Foothills Drive and N College Street intersection that are indicated in the City of Newberg Transportation System Plan (TSP) as Project I02. The Traffic Impact Fee formula developed to capture the proportional impact of developments is based on the most significant a.m. or p.m. proportional volume contribution. The trips referenced in the formula come from the traffic study required for the development.~~

$$\frac{\text{Cost in the TSP for improvements} \times (\text{Trips directly related to the development})}{(\text{Total trips through the intersection})} = \text{The proportionate share of the development}$$

~~2. With public improvement permit submittals, the Applicant is to provide recent traffic counts and an analysis that account for other in process developments for determination of the project's proportionate share of the N College Street at E Foothills Drive intersection.~~

r. Streets – N Springbrook Road/E Haworth Avenue

1. The Applicant will be required to participate in funding improvements at the N Springbrook Road and E Haworth Avenue intersection that are indicated in the City of Newberg Transportation System Plan (TSP) as Project I09. The Traffic Impact Fee formula developed to capture the proportional impact of developments is based on the most significant a.m. or p.m. proportional volume contribution. The trips referenced in the formula come from the traffic study required for the development.

$$\frac{\text{Cost in the TSP for improvements} \times (\text{Trips directly related to the development})}{(\text{Total trips through the intersection})} = \text{the proportionate share of the development}$$

2. With public improvement permit submittals, the Applicant is to provide recent traffic counts and an analysis that account for other in process developments for determination of the project's proportionate share of the N Springbrook Road at E Haworth Avenue intersection.

s. Streets - Turn Lanes

~~1. The Applicant is required to provide an analysis of the E Foothills Drive and N Villa Road intersection for determination on whether or not center/left turn lanes are needed at this intersection now or for future development prior to, or with, the public improvement permit application. The Applicant shall provide an eastbound left turn lane with 50 feet of vehicle storage on N Villa Road at the intersection of E Foothills Drive and N Villa Road as part of the Public Improvement Permit application for that Phase.~~

t. Streets - Slope Easements

1. Determination if any slope easements are required is to occur as part of the permit plan review process.

u. Streets - Temporary Turnarounds

1. The Applicant is required to submit plans for temporary turn arounds meeting the standards of this section with the public works improvement permit application materials. This includes provisions for a turnaround where the

extension of N Villa Road is shown ending at the northern property line of the development.

v. Streets - Topography

~~1. The Applicant is required to submit final plans for N Villa Road that give suitable recognition to surrounding topographical conditions. Specifically, the Applicant shall reduce the abrupt change in grade at the termination of the extension of N Villa Road.~~

2.1. The Applicant will be required to submit designs for the proposed retaining walls which address existing surcharge loads and are prepared by a licensed geotechnical engineer.

w. Street Names

1. The Applicant is required to coordinate with the Planning Division to determine appropriate street names and install street name signs at all public street intersections within the development.

x. Intersections/Driveways/Alleys

1. The Applicant will be required to submit plans meeting the minimum 500-foot spacing standard for public street intersections away from a minor arterial with the public works permit application submittal or modify the standards by submitting a Type II application for design exception.

2. Access shall be taken from the street with the lesser functional classification.

3. Plans submitted with permit applications shall clearly show the lot frontage separation between driveways associated with each duplex lot as a minimum of 22-feet or submit a Type II application for modification of the Springbrook Development Standards Matrix.

4. Lots that have frontage on an alley and the only other frontage is on collector or arterial streets (N Villa Drive, E Foothills Drive and E Mountainview Drive) shall take access from the alley.

5. The Applicant will be required to submit and record shared access easements and maintenance plans for all proposed shared driveways prior to occupancy.

6. To adequately provide emergency vehicle access and separate wastewater, water and stormwater service laterals to each lot served by a shared access driveway, access and utility easements for shared driveways are to be 25-foot wide with a 20-foot-wide paved surface or submit a Type II application to modify these standards.

7. Shared driveways are to be posted as no parking fire lanes where required by the fire marshal.
8. One additional parking space over those otherwise required shall be provided for each dwelling on the lots served by the shared access driveway adjacent to lots 338 through 341.

y. Public Walkways

1. With permit submittals the Applicant is to submit plans showing all public walkways as a minimum 10-feet in width, conforming to the City of Newberg Public Works Design and Construction Standards, and meeting ADA requirements.
2. As part of the public improvement permit process the Applicant shall provide documentation of a homeowner's association, or similar entity, responsible for the maintenance of the public walkways and associated improvements. A maintenance agreement, or agreements, for the public walkways are to be recorded and provide to the City as part of the public improvement permit process.

z. Street Lights

1. With public improvement permit submittals, the Applicant is required to submit final plans with a street lighting analysis and plan for PGE Option A street lights necessary to meet City standards. Street lighting analysis, and plans if additional PGE Option A street lights are necessary, is to include the E Mountainview Drive frontage.

aa. Water

1. The Applicant is required to submit construction plans and obtain a public improvement permit for the proposed water system improvements.
2. New water mains in E Foothills Drive and N Villa Road are to be 12-inch as shown on the preliminary plans consistent with the current water master plan.
3. The Applicant is also required to install the new 12-inch water line parallel to the existing 12-inch waterline in E Mountainview Drive east of N Villa Road along the E Mountainview Drive frontage consistent with the current water master plan.
4. Plans will be fully reviewed for compliance with city standards including NMC 13.15 and the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
5. All onsite fire hydrants are to be public fire hydrants served by public water lines. Onsite public water lines not within public street rights-of-way, including

those serving onsite fire hydrants, are to be in a 15-foot-wide public water line easement.

6. Fire flow test results are to be submitted with permit applications to be reviewed by the Fire Marshall for approval.

bb. Non-potable Water

1. The Applicant will be required to submit final plans for the proposed non-potable water system with the public works improvement permit application. Plans will be fully reviewed for compliance with city standards including the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
2. Meters for irrigation of open spaces or other locations are to be temporarily connected to potable water service lines until non-potable water is available.
3. The minimum pipe size for City water mains, including non-potable water mains is 8-inches.

cc. Wastewater

1. The Applicant is required to abandon or remove the septic system in accordance with Yamhill County Standards. The Applicant will need to provide a certification from Yamhill County of the septic system abandonment/removal as part of the public improvement permit process.
2. The Applicant will be responsible for verifying that the capacity of the existing wastewater lines are adequate for the development.
3. All necessary easements required for the construction of these facilities are to be obtained by the Applicant and granted to the City pursuant to City requirements.
4. The Applicant will be required to submit final plans for the wastewater collection system with the public works permit application.
5. The proposed wastewater facilities are to be sized to provide adequate capacity during peak flows from the entire area potentially served by the facilities.
6. The Applicant is required to submit construction plans and obtain a public improvement permit for the proposed wastewater service. Plans will be fully reviewed for compliance with city standards including NMC 13.10 the Public Works Design and Construction Standards as part of the public improvement permit plan review process.

7. Service laterals for wastewater service are to be provided from a public wastewater main to each lot or dwelling under separate ownership. Including lots adjacent to proposed shared access driveways.

dd. Easements

1. The Applicant will be required to submit final plans clarifying which public utility easement is being vacated along the north side of E Mountainview Drive.
2. Ten-foot-wide public utility easements (PUEs) are to be provided along all public rights-of-way within the development.
3. All easements proposed to benefit the city and needed temporary construction easements shall be submitted with the public works improvement permit application.
4. Easements deemed necessary to benefit the city as confirmed or identified during the public improvement permit process are to be recorded as part of the public improvement permit process.
5. All private easements shall be recorded and provided to the city as part of the permit process.
6. Easements to be recorded on easement forms approved by the City and designated on the final plat.

ee. Stormwater

1. The Applicant will be required to submit final plans, with the public works improvement permit application, showing how erosion at the outfall to Hess Creek is minimized.
2. The Applicant will be required to submit, with the public works improvement application, a downstream conveyance analysis to identify likely downstream impacts to the public storm system beginning in N Center Street and a recommended plan identifying the scope of the downstream conveyance upgrades anticipated.
3. The Applicant will be required to submit a stormwater management plan for Tract H with the building permit application.
4. A final stormwater report with downstream conveyance analysis and design will be required with the public works improvement permit application.

5. The Applicant will be required to obtain a 1200-C Stormwater General Permit from Oregon Department of Environmental Quality prior to any ground disturbing activity.
6. The Applicant will be required to submit a final stormwater management plan with final construction plans meeting the requirements of the current Newberg Public Works Design and Construction Standards in accordance with NMC 13.20 and 13.25 Stormwater Management with the public works improvement permit application. This includes demonstrating compliance with the stormwater facility selection hierarchy described in Section 4.6.8 of the Public Works Design and Construction Standards.

The Applicant must complete the following prior to final plat approval.

1. **Substantially Complete the Construction Improvements:** Prior to final plat approval, the Applicant must substantially complete the construction improvements and secure for inspection with the Engineering Division (503-537-1273). In addition to those items listed below, the inspector will also be looking for completion of items such as sidewalks, street signs, streetlights, and fire hydrants.

ORS455.174 defines substantial completion as the completion of the:

- a. Water supply system;
- b. Fire hydrant system;
- c. Sewage disposal system;
- d. Storm water drainage system;
- e. Curbs;
- f. Demarcating of street signs acceptable for emergency responders; and
- g. Roads necessary for access by emergency vehicles.

Final plat submission requirements and approval criteria: In accordance with NDC final plans showing utility easements will be required prior to submitting for building permits. 15.235.070, final plats require review and approval by the director prior to recording with Yamhill County. The final plat submission requirements, approval criteria, and procedure are as follows:

1. Submission Requirements:

The Applicant shall submit the final plat within two years, or as otherwise provided for in NMC 15.235.030. The format of the plat shall conform to ORS Chapter 92. The final plat application shall include the following items:

- a. One original and one identical copy of the final plat for signature. The plat copies shall be printed on mylar, and must meet the requirements of the county recorder and county surveyor. The plat must contain a signature block for approval by the city recorder and community development director, in addition to other required

signature blocks for county approval. Preliminary paper copies of the plat are acceptable for review at the time of final plat application.

- b. Written response to any conditions of approval assigned to the land division.
 - c. A title report for the property, current within six months of the final plat application date.
 - d. Copies of any required dedications, easements, or other documents.
 - e. Copies of all homeowner's agreements, codes, covenants, and restrictions, or other bylaws, as applicable. This shall include documentation of the formation of a homeowner's association, including but not limited to a draft homeowner's association agreement regarding the maintenance of planter strips adjacent to the rear yard of proposed through lots.
 - f. Copies of any required maintenance agreements for common property.
 - g. A bond, as approved by the city engineer, for public infrastructure improvements, if the improvements are not substantially complete prior to the final plat.
 - h. Any other item required by the city to meet the conditions of approval assigned to the land division.
2. Approval Process and Criteria. By means of a Type I procedure, the director shall review and approve, or deny, the final plat application based on findings of compliance or noncompliance with the preliminary plat conditions of approval.

Filing and recording: In accordance with NMC 15.235.080, a new lot is not a legal lot for purposes of ownership (title), sale, lease, or development/land use until a final plat is recorded for the subdivision or partition containing the lot. The final plat filing and recording requirements are as follows:

1. Filing Plat with County. Within 60 days of the city approval of the final plat, the Applicant shall submit the final plat to Yamhill County for signatures of county officials as required by ORS Chapter 92.
2. Proof of Recording. Upon final recording with the county, the applicant shall submit to the city a paper copy of all sheets of the recorded final plat. This shall occur prior to the issuance of building permits for the newly created lots.
3. Prerequisites to Recording the Plat.
 - a. No plat shall be recorded unless all ad valorem taxes and all special assessments, fees, or other charges required by law to be placed on the tax roll have been paid in the manner provided by ORS Chapter 92;

- b. No plat shall be recorded until the county surveyor approves it in the manner provided by ORS Chapter 92.

Development Notes:

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

D. Stream Corridor

1. The Applicant shall add the following to the General Landscape Notes: Disturbed areas, other than authorized improvements, shall be regraded and contoured to appear natural. All fill material shall be native soil. Native soil may include soil associations commonly found within the vicinity, as identified from USDA Soil Conservation Service, Soil Survey of Yamhill Area, Oregon.
2. The Applicant shall provide information for review to show compliance with NMC 15.342.090(B)(4) on the submitted building plans.

Memorandum

April 17, 2023

Project# 27308

To: Doug Rux, Brett Musick & Kaaren Hoffman, City of Newberg
Ana Bozich & Mike Robinson, Pahlisch Homes
Mimi Doukas, AKS Forestry & Engineering

From: Julia Kuhn, Wade Scarbrough and Chris Brehmer

RE: Collina at Springbrook Transportation Addendum

This memorandum provides additional transportation-related considerations regarding the Collina at Springbrook (herein referred to as "Collina") residential neighborhood applications. The information contained herein has been requested by City staff to assist with their review of the proposals and includes the following elements:

- Year 2022 traffic counts collected at the N Villa Road/E Mountainview Drive and E Foothills Drive/N College Street intersections;
- Pedestrian and bicycle improvements and the need for a traffic signal at the N Villa Road/E Mountainview Drive intersection;
- Proportionate share contributions toward a long-term signal at the E Foothills Drive/N College Street intersection;
- Traffic counts at the N Springbrook Road/E Haworth Avenue intersection for the purposes of assessing proportionate share contributions;
- Traffic control recommendations for the traffic circle at the N Center Street/E Henry Road intersection; and,
- Left-turn lane needs assessment at the E Foothills Drive/N Villa Road intersection.

The information contained herein supplements the October 2022 Springbrook Transportation Findings Memorandum (herein referred to as the "October 2022 memo") submitted to the by Pahlisch Homes (City File numbers MISC322-0002/ZMA22-0001/SUB322-0002/MISC222-0005).

Year 2022 Traffic Counts

The October 2022 memo references traffic counts we collected at the N Villa Road/E Mountainview Drive and E Foothills Drive/N College Street intersections but does not include the detailed traffic counts received from Quality Counts and used in the analyses. For City reference purposes, these are included in Appendix A of this supplemental memo.

N Villa Road/E Mountainview Drive Intersection

As discussed in our October 2022 memo, we analyzed the volume-based warrants for a traffic signal based on guidance provided in the *Manual on Uniform Traffic Control Devices (MUTCD)*. The MUTCD is published by the Federal Highway Administration and "by setting minimum standards and providing guidance, ensures uniformity of traffic control devices across the nation." Further "the MUTCD is the law governing all traffic control devices."¹

The MUTCD identifies a total of nine warrants for traffic signal installation. We provided analyses in our October 2022 memo and demonstrated that installation of a traffic signal is not projected to be warranted under today's conditions assuming full occupancy of the proposed homes within the Collina subdivision. We also conducted a sensitivity analyses that revealed that an additional 30 percent increase beyond those volumes forecast under today's conditions with buildout of the Collina subdivision would need to occur before MUTCD signal warrants are met at this intersection.

For completeness purposes, Table 1 identifies the results of the traffic signal warrant analysis for each of the nine MUTCD signal warrants at the N Villa Road/E Mountainview Drive intersection. The first three warrants are the volume-based considerations documented in the October 2022 memo.

As shown in Table 1, none of the traffic warrants are met upon completion of the Collina Subdivision. Based on these analyses, we concluded that two-way stop-control is appropriate to accommodate the Collina Subdivision and the need for the signal should be reviewed within one year of Phase XVI development, consistent with the Master Plan.

¹ [MUTCD Overview - FHWA MUTCD \(dot.gov\)](#)

Table 1. Signal Warrant Analysis for the N Villa Road/E Mountainview Drive Intersection

Warrant		Signal Warrant Met?	Assessment
#1	8-Hour Volume	No	This warrant is intended for applications where a large volume of intersecting traffic is the principal reason to consider a traffic control signal.
#2	4-Hour Volume	No	This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
#3	Peak Hour	No	This warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.
#4	Pedestrian Volume	No	This warrant is designed to be applied where pedestrians experience excessive delay trying to cross a street due to heavy traffic volumes. Pedestrian volumes alone are not expected to warrant signalization (at least 107 pedestrian crossings would be needed per hour for four hours per day or 133 in one hour to satisfy this warrant).
#5	School Crossing	No	This warrant is designed to be applied at locations where school children are trying to cross a major street and there are not adequate gaps in the major street traffic stream. This warrant requires documentation and evaluation of the number of school children crossing the roadway and the number of gaps in vehicle traffic. While this warrant may become applicable in the future, it cannot be documented as met at this time. The MUTCD further states "Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing."
#6	Coordinated Signal System	N/A	This warrant is intended to facilitate progressed traffic flow within a coordinated traffic signal system and allows for installation of traffic control signals at intersections where they would otherwise not be needed to maintain proper platooning of vehicles. Warrant 6 is not applicable at this time.
#7	Crash Experience	No	This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider traffic signal installation. The intersection crash experience would need to be monitored post-implementation of the intersection reconstruction to assess whether a pattern of five or more crashes within a 12-month period occurs would warrant signalization.
#8	Roadway Network	No	This warrant involves installing a traffic signal at an intersection to encourage concentration and organization of traffic flow on a roadway network. The warrant requires the intersection of two or more major routes that serve as the principal roadway network for through traffic flow. The projected intersection traffic volumes with Collina Subdivision do not meet the volume criteria of this warrant.
#9	Intersection Near a Grade Crossing	No	This warrant is intended for use at a location where the proximity to the intersection of a railroad grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal. The warrant requires, among other criteria, an at-grade crossing that is located within 140 feet of the intersection stop line. This warrant is not applicable.

The City has indicated that despite warrants not being met, they are requesting that Pahlisch Homes install the traffic signal prior to occupancy of the Collina Subdivision as a substitution for not reconstructing E Mountainview Drive to the east of the intersection to include on-street sidewalks and bike lanes. We recommend that an unwarranted traffic signal not be installed at this time². Until such time as a traffic signal is warranted and constructed at the intersection, we propose the following measures be constructed to facilitate pedestrian and bicycle crossings of E Mountainview Drive (subject to City approval)³.

- Provide a pedestrian activated Rectangular Rapid Flashing Beacon (RRFB)⁴ on the east leg of the E Mountainview Drive/N Villa Road intersection.
- Provide marked crosswalks on the north, south and east legs of the intersection only (the east approach has a shorter pedestrian crossing distance curb-to-curb than the west approach where there is an additional right-turn vehicle lane).
- Provide a 10 – 12 foot mixed use path on the northside of E Mountainview between the N Villa Road intersection and the proposed pedestrian and bicycle bridge to the east.
- Do not mark crosswalks on E Mountainview Drive at the N Thorne Street intersection nor a direct connection to the pedestrian and bicycle bridge.
- Provide a 10 feet mixed use path to the west of the N Villa Road intersection to encourage users to remain on the north side of E Mountainview Drive between N Villa Road and N Center Street.
- Provide a second RRFB at the N Center Street/E Mountainview Drive intersection to facilitate north-south crossings of E Mountainview Drive.
- Maintain the striped on-street bike lanes on E Mountainview Drive between N Center Street and N Villa Street.

Appendix B provides a drawing prepared by AKS illustrating the above proposed safety enhancements for pedestrians and cyclists.

² MUTCD Section 4B.03.E states "Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic." and "Improper or unjustified traffic control signals can result in one or more of the following disadvantages: A. Excessive delay, B. Excessive disobedience of the signal indications, C. Increased use of less adequate routes as road users attempt to avoid the traffic control signals, and D. Significant increases in the frequency of collisions (especially rear-end collisions)."

³ MUTCD Section 4B.04 Alternatives to Traffic Control Signals offers this guidance: "Since vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied."

⁴ Per the Federal Highway Administration, "RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated." Source: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf

N College Street/E Foothills Drive

As discussed in our October 2022 memo, we analyzed the volume-based signal warrants from the MUTCD at this intersection assuming buildout of the Collina Subdivision and found a signal is not warranted. We also noted that the future traffic volumes included in the City's TSP indicate nearly double the volume measured in 2022 on most approaches. We further found that an additional 40 percent increase beyond those volumes forecast under today's conditions with buildout of the Collina Subdivision would need to occur before MUTCD signal warrants are met at this intersection.

We understand that the City may condition the Applicant for a proportionate share contribution to a long-term signal. We are unclear the basis for this request given:

- A traffic signal is not warranted at this intersection even assuming traffic volumes increase by more than 40 percent of that measured today, thus the need for this signal is not attributable to Collina buildout;
- The long-term need for changes at this intersection are identified in the City's TSP as 100% attributable to the City and none is attributable to developers; and,
- The need for a signal or roundabout at this location is part of the list of projects funded by the City's System Development Charges (SDCs). The SDC list also reflects that the project is to be funded by the City.

Given the above and that Collina Subdivision will be assessed the appropriate SDCs as part of development per standard City practice, we are unclear why any additional proportionate sharing contributions would be assessed to the subdivision.

N Springbrook Road/E Haworth Avenue

As documented in the October 2022 memo, the Collina Subdivision will be required to make proportionate share improvements to the N Springbrook Road/E Haworth Avenue intersection signalization and left-turn lanes on E Haworth Avenue. Additionally, as documented in the memo, 15 percent of the trips from the Collina Subdivision are estimated to travel through this intersection (i.e., 42 weekday AM trips and 57 weekday PM trips).

We are in the process of collecting 2023 traffic counts to update the proportionate share calculations shown in our October 2022 memo. We will prepare a brief memo, including April 2023 traffic counts, for City review by the beginning of May.

Traffic Circle at N Center Street/E Henry Road

As documented in the October 2022 memo, a traffic circle with 50-foot landscaped island is proposed to be constructed at the N Center Street/E Henry Road intersection as part of the Collina neighborhood. A traffic circle at this location can be beneficial in serving as a traffic calming device both on the south side of Tom Gail Park and for existing and future residents along E Henry Road and can also serve as a "gateway" into the new neighborhood. Our October 2022 memo identified a recommendation to provide stop signs on the N Center Street approaches at the traffic circle.

City staff has noted that they do not feel any stop signs are needed at the traffic circle. Our recommendation for stop signs stemmed from the fact that, unlike a roundabout, a traffic circle is not a traffic control device but is rather a traffic calming device. The placement of stop signs on two of the four approaches at traffic circles is commonly used to establish guidance to drivers on who has the right of way. In lieu of stop signs, some jurisdictions install yield signs. We recommend the City consider installation of yield signs at a minimum, but defer to the City's traffic control decision as the agency responsible for the intersection and traffic circle, once constructed.

Need for Turn Lanes at E Foothills Drive/N Villa Road

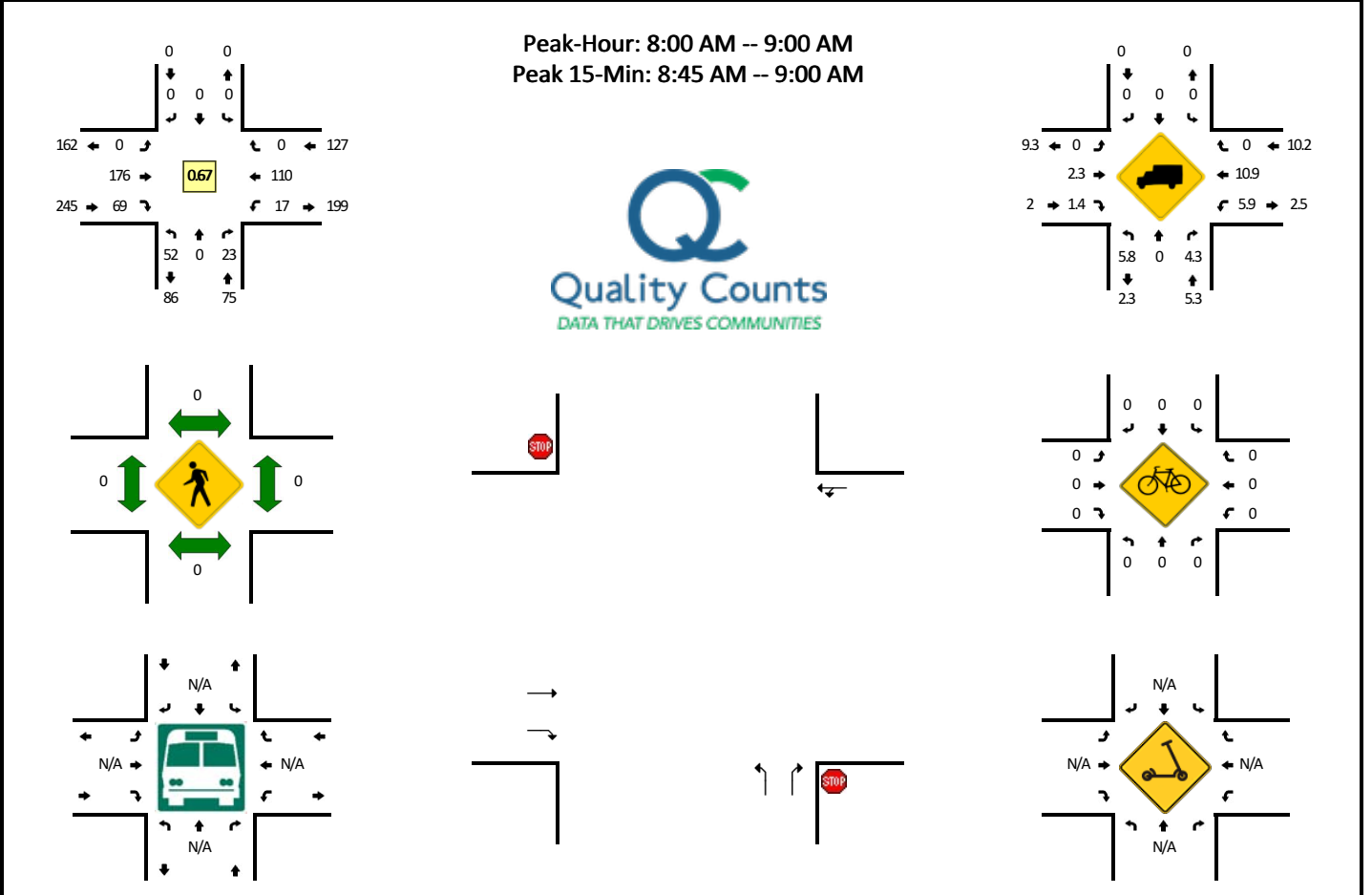
We recommend that the design plans being prepared by AKS identify the need for a northbound left-turn lane on N Villa Road at the future E Foothills Drive intersection. A minimum of 50 feet of storage for the northbound left-turn lane is recommended.

Please let us know if you have any questions as you are reviewing our materials.

Appendix A
Year 2022 Traffic Counts

LOCATION: Villa Rd -- E Mountainview Dr
CITY/STATE: Newberg, OR

QC JOB #: 15684701
DATE: Wed, Jan 19 2022

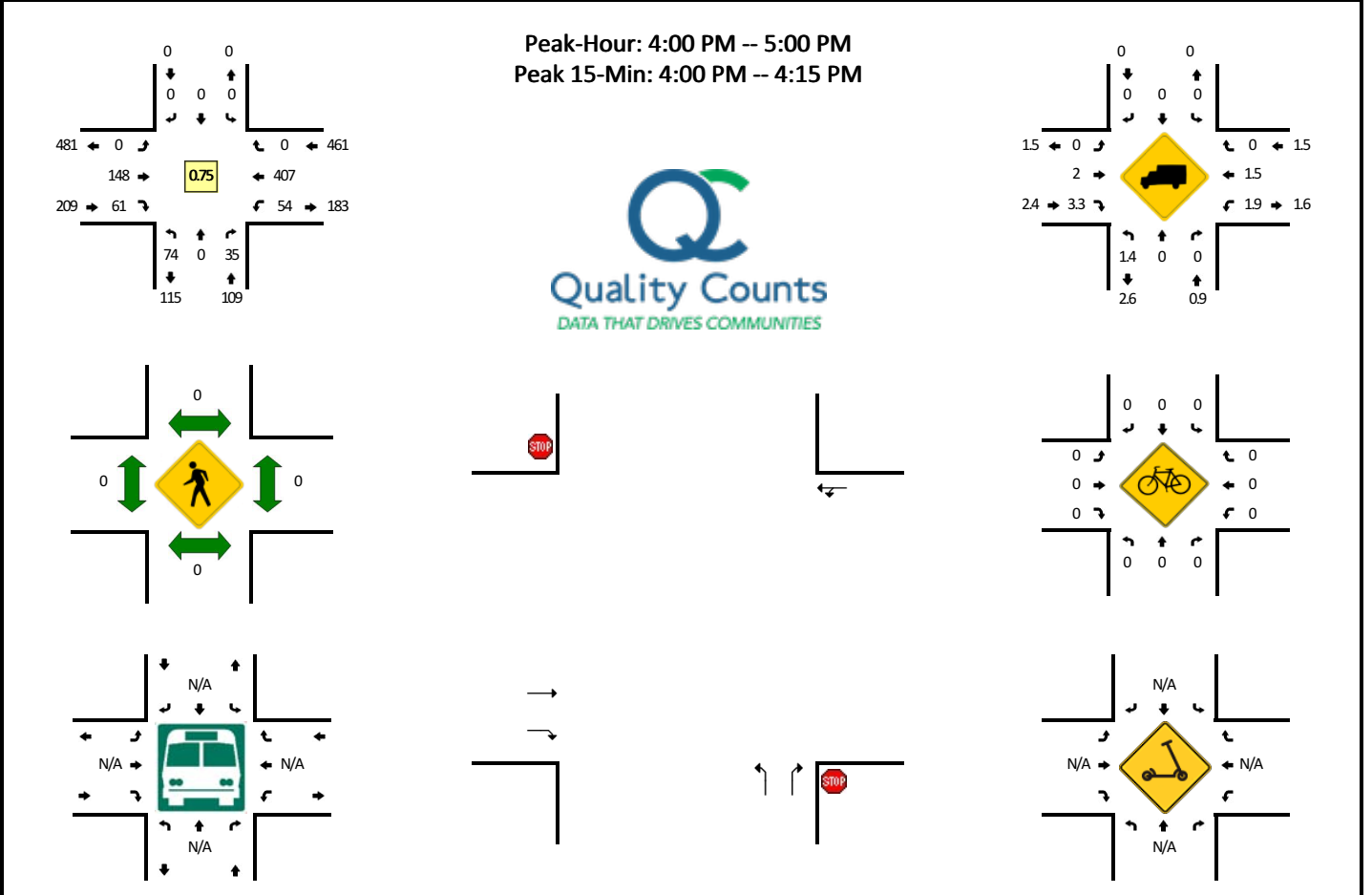


5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				E Mountainview Dr (Eastbound)				E Mountainview Dr (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	1	0	0	0	0	0	0	0	0	0	24	6	0	0	4	0	0	35	
7:05 AM	1	0	1	0	0	0	0	0	0	0	14	3	0	0	0	0	0	19	
7:10 AM	4	0	4	0	0	0	0	0	0	0	22	6	0	0	3	0	0	39	
7:15 AM	1	0	0	0	0	0	0	0	0	0	10	4	0	0	6	0	0	21	
7:20 AM	0	0	3	0	0	0	0	0	0	0	15	7	0	0	4	0	0	29	
7:25 AM	3	0	0	0	0	0	0	0	0	0	14	4	0	1	6	0	0	28	
7:30 AM	0	0	4	0	0	0	0	0	0	0	21	8	0	0	6	0	0	39	
7:35 AM	0	0	0	0	0	0	0	0	0	0	26	2	0	0	9	0	0	37	
7:40 AM	4	0	3	0	0	0	0	0	0	0	17	8	0	0	9	0	0	41	
7:45 AM	3	0	2	0	0	0	0	0	0	0	18	9	0	0	7	0	0	39	
7:50 AM	0	0	3	0	0	0	0	0	0	0	27	3	0	3	6	0	0	42	
7:55 AM	3	0	1	0	0	0	0	0	0	0	19	7	0	1	11	0	0	42	411
8:00 AM	4	0	3	0	0	0	0	0	0	0	10	5	0	2	6	0	0	30	406
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8:50 AM	5	0	2	0	0	0	0	0	0	0	26	9	0	4	15	0	0	61	432
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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	56	0	32	0	0	0	0	0	0	280	104	0	28	164	0	0	664		
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	12	0		16		
Buses																			
Pedestrians		0				0				0				0			0		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Scoters																			

Comments:

LOCATION: Villa Rd -- E Mountainview Dr
CITY/STATE: Newberg, OR

QC JOB #: 15684702
DATE: Wed, Jan 19 2022

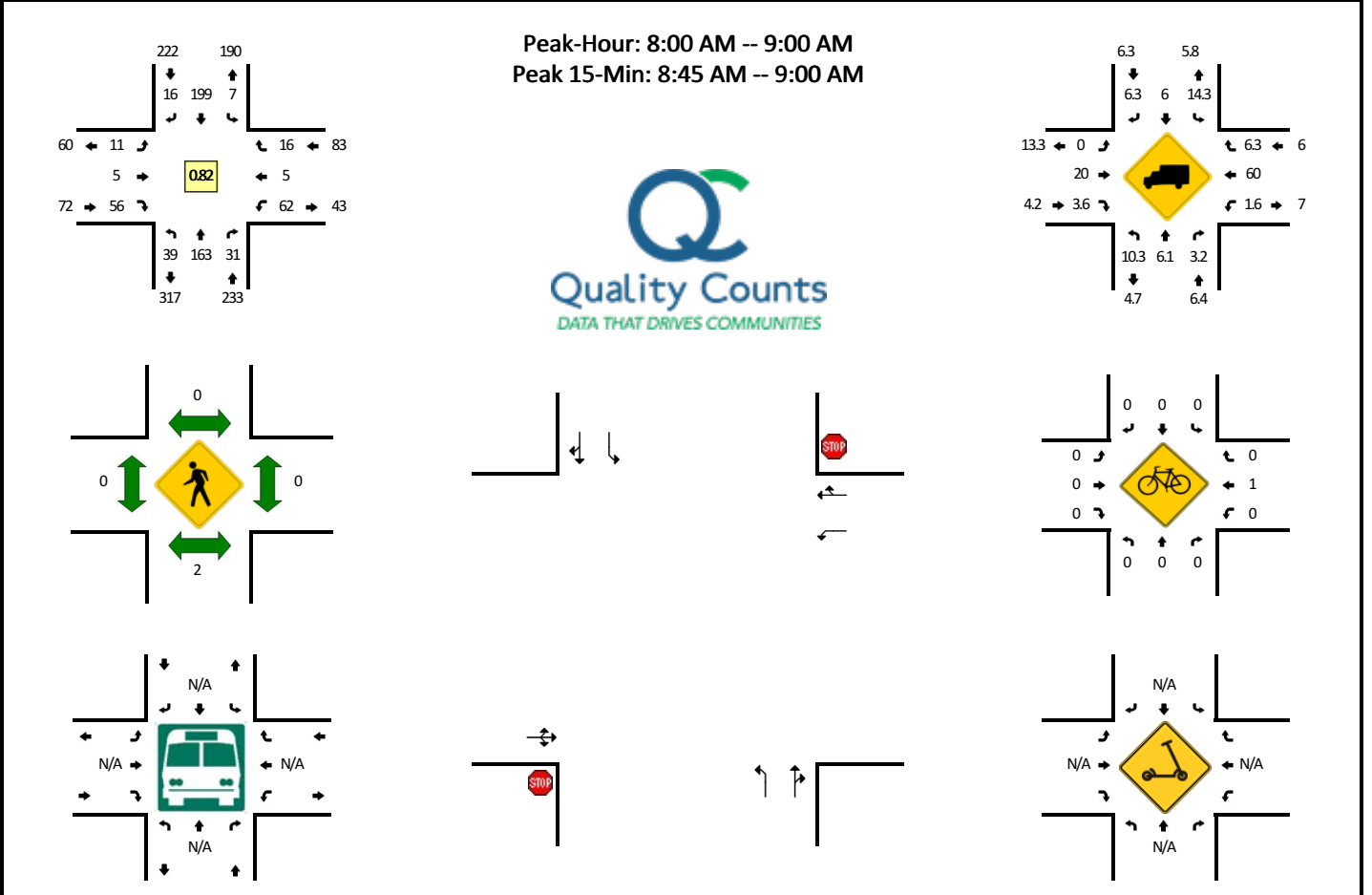


5-Min Count Period Beginning At	Villa Rd (Northbound)				Villa Rd (Southbound)				E Mountainview Dr (Eastbound)				E Mountainview Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	0	7	0	0	0	0	0	0	10	3	0	1	45	0	0	79	
4:05 PM	9	0	2	0	0	0	0	0	0	18	9	0	11	54	0	0	103	
4:10 PM	4	0	6	0	0	0	0	0	0	9	6	0	13	39	0	0	77	
4:15 PM	5	0	4	0	0	0	0	0	0	14	3	0	1	35	0	0	62	
4:20 PM	7	0	1	0	0	0	0	0	0	13	6	0	1	26	0	0	54	
4:25 PM	5	0	3	0	0	0	0	0	0	10	6	0	2	34	0	0	60	
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5:15 PM	1	0	1	0	0	0	0	0	0	12	4	0	2	22	0	0	42	683
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5:55 PM	6	0	2	0	0	0	0	0	0	10	4	0	3	15	0	0	40	615
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	0	60	0	0	0	0	0	0	148	72	0	100	552	0	0	1036	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	4	0	0	20	0	0	28	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: N College St/NE Hillsboro Hwy -- Foothills Dr
CITY/STATE: Newberg, OR

QC JOB #: 15684703
DATE: Wed, Jan 19 2022

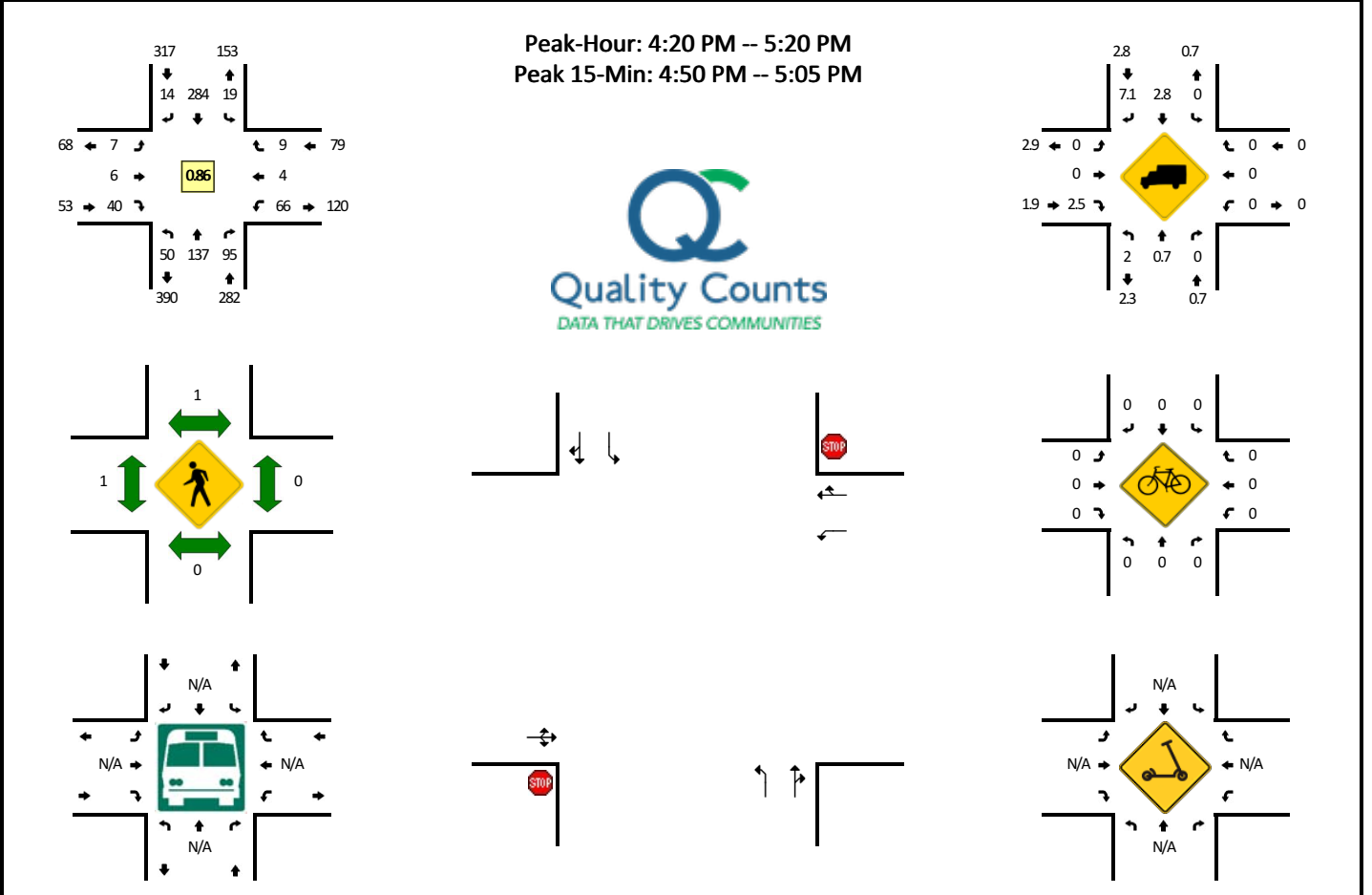


5-Min Count Period Beginning At	N College St/NE Hillsboro Hwy (Northbound)				N College St/NE Hillsboro Hwy (Southbound)				Foothills Dr (Eastbound)				Foothills Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	1	0	0	5	0	0	1	0	2	0	3	0	2	0	26	
7:05 AM	2	16	0	0	2	10	0	0	1	0	6	0	4	0	1	0	42	
7:10 AM	2	17	3	0	0	6	2	0	1	0	1	0	4	2	1	0	39	
7:15 AM	8	15	2	0	0	8	1	0	1	1	4	0	9	2	2	0	53	
7:20 AM	4	12	2	0	0	9	1	0	0	0	2	0	4	0	1	0	35	
7:25 AM	2	10	3	0	0	12	1	0	0	0	3	0	7	0	1	0	39	
7:30 AM	1	10	1	0	0	4	0	0	0	0	5	0	4	0	1	0	26	
7:35 AM	0	11	2	0	0	8	0	0	0	0	3	0	2	0	1	0	27	
7:40 AM	1	10	3	0	2	9	1	0	0	0	4	0	5	0	0	0	35	
7:45 AM	5	14	1	0	0	21	0	0	0	0	4	0	8	0	3	0	56	
7:50 AM	4	10	2	0	1	10	1	0	1	0	1	0	5	0	2	0	37	
7:55 AM	4	16	2	0	0	10	1	0	0	0	5	0	6	2	1	0	47	462
8:00 AM	1	13	1	0	2	16	0	0	2	0	2	0	0	0	1	0	38	474
8:05 AM	3	9	0	0	2	14	2	0	1	0	4	0	2	0	1	0	38	470
8:10 AM	0	18	1	0	0	13	1	0	1	0	0	0	3	0	0	0	37	468
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8:20 AM	2	8	3	0	1	17	1	0	1	1	3	0	4	0	2	0	43	473
8:25 AM	4	16	1	0	0	28	1	0	1	0	2	0	7	2	4	0	66	500
8:30 AM	1	11	4	0	0	13	0	0	0	0	1	0	5	0	2	0	37	511
8:35 AM	5	12	5	0	1	21	0	0	0	1	4	0	9	2	1	0	61	545
8:40 AM	5	11	6	0	0	14	3	0	1	0	5	0	7	0	2	0	54	564
8:45 AM	4	18	0	0	1	18	1	0	1	0	8	0	6	0	0	0	57	565
8:50 AM	6	13	2	0	0	13	4	0	1	1	8	0	7	0	1	0	56	584
8:55 AM	5	15	5	0	0	15	1	0	1	2	19	0	9	0	1	0	73	610
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	184	28	0	4	184	24	0	12	12	140	0	88	0	8	0	744	
Heavy Trucks	4	16	0		0	12	0		0	4	0		4	0	0		40	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: N College St/NE Hillsboro Hwy -- Foothills Dr
CITY/STATE: Newberg, OR

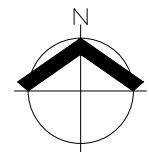
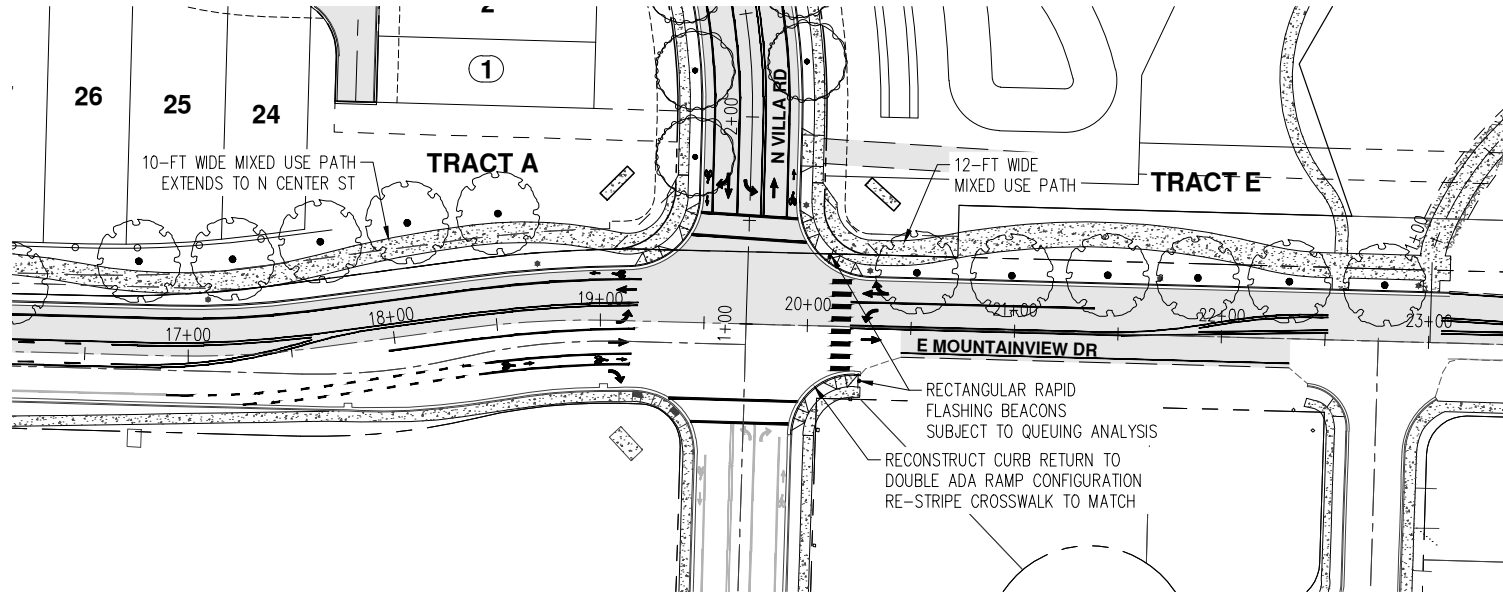
QC JOB #: 15684704
DATE: Wed, Jan 19 2022



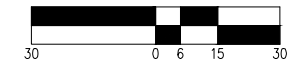
5-Min Count Period Beginning At	N College St/NE Hillsboro Hwy (Northbound)				N College St/NE Hillsboro Hwy (Southbound)				Foothills Dr (Eastbound)				Foothills Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	15	5	0	1	12	1	0	2	0	4	0	6	0	0	0	53	
4:05 PM	4	16	10	0	2	20	2	0	5	1	3	0	5	1	0	0	69	
4:10 PM	4	7	4	0	2	26	0	0	0	0	10	0	5	0	0	0	58	
4:15 PM	5	8	5	0	2	11	0	0	2	0	5	0	1	0	0	0	39	
4:20 PM	8	11	8	0	1	23	1	0	1	1	1	0	7	0	1	0	63	
4:25 PM	1	9	6	0	0	26	0	0	1	0	1	0	6	1	3	0	54	
4:30 PM	6	5	11	0	1	24	1	0	2	1	5	0	7	0	1	0	64	
4:35 PM	2	11	5	0	3	26	0	0	0	0	2	0	4	0	0	0	53	
4:40 PM	1	15	5	0	5	16	2	0	0	1	3	0	5	0	1	0	54	
4:45 PM	4	17	2	0	1	20	1	0	0	1	5	0	4	1	0	0	56	
4:50 PM	6	14	9	0	1	35	3	0	0	1	1	0	6	0	0	0	76	
4:55 PM	6	11	13	0	4	23	0	0	2	0	6	0	5	0	2	0	72	711
5:00 PM	7	12	10	0	0	23	0	0	1	0	5	0	6	0	0	0	64	722
5:05 PM	1	10	8	0	3	22	4	0	0	1	5	0	6	1	1	0	62	715
5:10 PM	3	11	8	0	0	23	2	0	0	0	3	0	7	0	0	0	57	714
5:15 PM	5	11	10	0	0	23	0	0	0	0	3	0	3	1	0	0	56	731
5:20 PM	3	22	7	0	3	12	0	0	0	0	6	0	4	1	2	0	60	728
5:25 PM	6	22	5	0	1	17	0	0	0	1	1	0	2	0	2	0	57	731
5:30 PM	3	8	4	0	0	16	0	0	0	0	5	0	3	0	1	0	40	707
5:35 PM	4	8	6	0	1	18	0	0	0	1	1	0	3	1	0	0	43	697
5:40 PM	2	12	3	0	2	12	1	0	1	0	0	0	0	1	1	0	35	678
5:45 PM	3	10	8	0	1	22	0	0	0	0	6	0	5	1	0	0	56	678
5:50 PM	9	11	9	0	1	14	0	0	0	1	2	0	1	0	1	0	49	651
5:55 PM	5	7	7	0	1	12	1	0	0	0	7	0	3	2	0	0	45	624
Peak 15-Min Flows	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	148	128	0	20	324	12	0	12	4	48	0	68	0	8	0	848	
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Appendix B
Villa & Mountainview



SCALE: 1" = 30 FEET



4487-01 MOUNTAINVIEW PED ACCESS.DWG

DATE: 02/08/2023 AKS JOB: 4487-01

AKS ENGINEERING & FORESTRY, LLC
 12965 SW HEWMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM



ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

E MOUNTAINVIEW DRIVE PEDESTRIAN ACCESS COLLINA AT SPRINGBROOK NEWBERG, OREGON

pahlisch

HOMES



BEND, OR
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

KEIZER, OR
3700 River Road N, Suite 1
Kelzer, OR 97303
(503) 400-6028

TUALATIN, OR
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

VANCOUVER, WA
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

Date: 4/18/2023
To: City of Newberg – Doug Rux, AICP, Community Development Director
From: Glen Southerland, AICP
Project Name: Collina at Springbrook Subdivision
AKS Job No.: 4487-01
Project Site: Collina at Springbrook
Subject: **Adopted & Modified Springbrook Cross-Sections – Supplemental Information**

The Collina at Springbrook project involves improvement of Minor Arterial, Minor Collector, and local residential streets. The composition of these streets was generally outlined within the Springbrook Master Plan which included conceptual drawings and consistent with the street cross-sections provided within the original Springbrook Master Subdivision, both approved by Ordinance No. 2007-2678. Additionally, the proposed cross-sections comply with the requirements of Newberg Municipal Code (NMC).

Mountainview Drive Cross-Section & Pedestrian Route

The cross-section for improvement of the north half of E Mountainview Drive (Minor Arterial) has been proposed to consist of an 8-foot median, 2-foot buffer, 12-foot travel lane, 6-foot bicycle lane, 0.5-foot curb, meandering sidewalk, and variable width planter strip. Per recommendations from the Applicant's traffic consultant, the width of the pathway proposed along the northern edge of E Mountainview Drive has been modified to consist of a 10-foot meandering sidewalk as shown on the attached pedestrian access exhibit.

The 8-foot sidewalk is planned to meander along the northern side of E Mountainview Drive within the Landscape Tract area. A Public Access Easement will be provided. The configuration and widths proposed meet the standards contained within code and the general design contained within the Springbrook Master Plan (Figure 1) and Master Subdivision (Figure 2) approval.

The Parks and Pedestrian Circulation Plan contained within the Springbrook Master Plan and modified within the land use application for Collina at Springbrook, also supports the placement of this pedestrian route. This particular pedestrian route is planned to extend from College Street through the entire width of the Springbrook District, ending at the district's easternmost portion on Crestview Drive. To facilitate the planned pedestrian circulation, an 8-foot meandering sidewalk was planned along the northern edge of E Mountainview Drive, as shown within the previous figures. This route is pictured within the proposed Parks and Pedestrian Circulation Plan detailed below.

The width of the proposed pedestrian route widens to 12 feet along the planned pedestrian bridge over Hess Creek. The intersection of E Mountainview Drive and N Villa Road and how bicyclists are planned to be routed from the bicycle lane to the bridge path are detailed within a separate memorandum.

The plan set approved as part of the Springbrook Master Subdivision is included as part of this submittal, clarifying the right-of-way cross-sections previously approved for the Springbrook Master Plan.



Figure 1: Springbrook Master Plan - Mountainview Drive

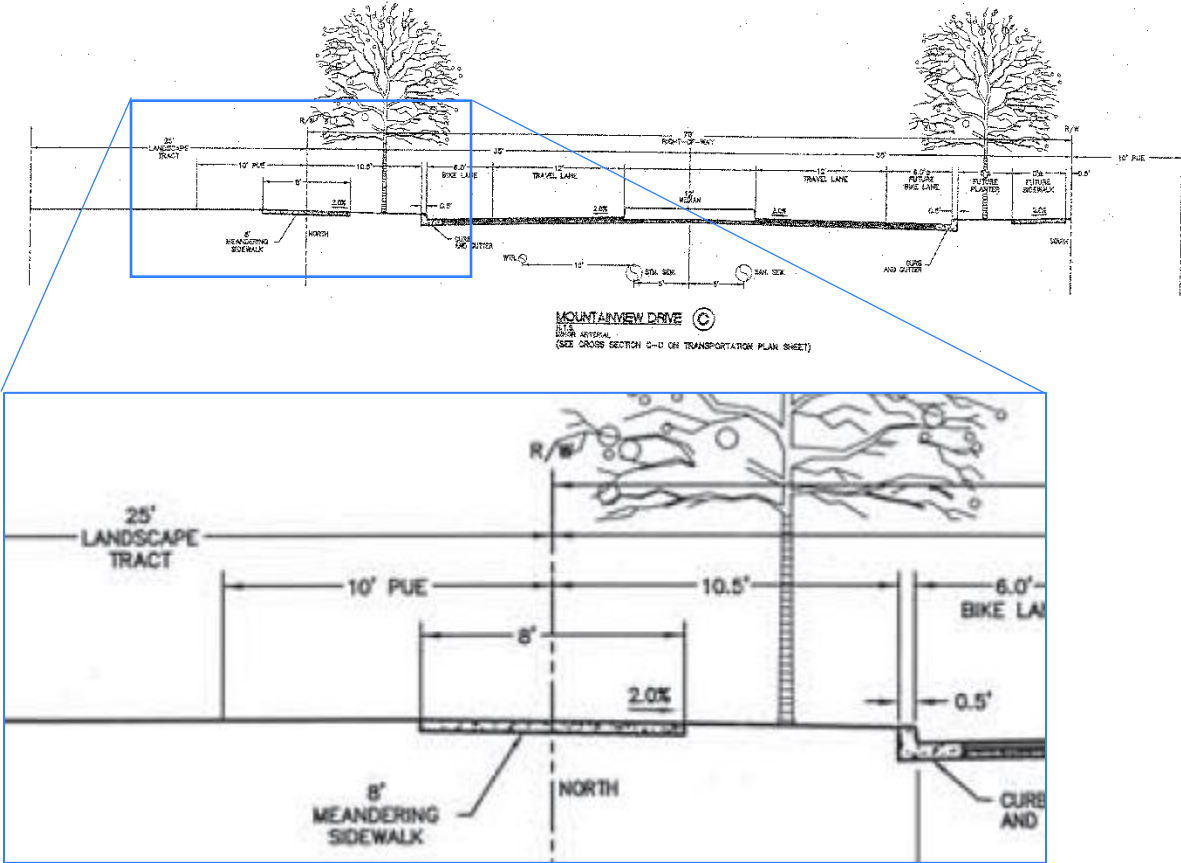
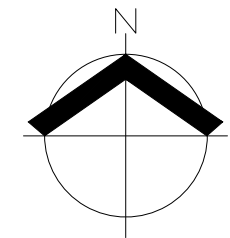
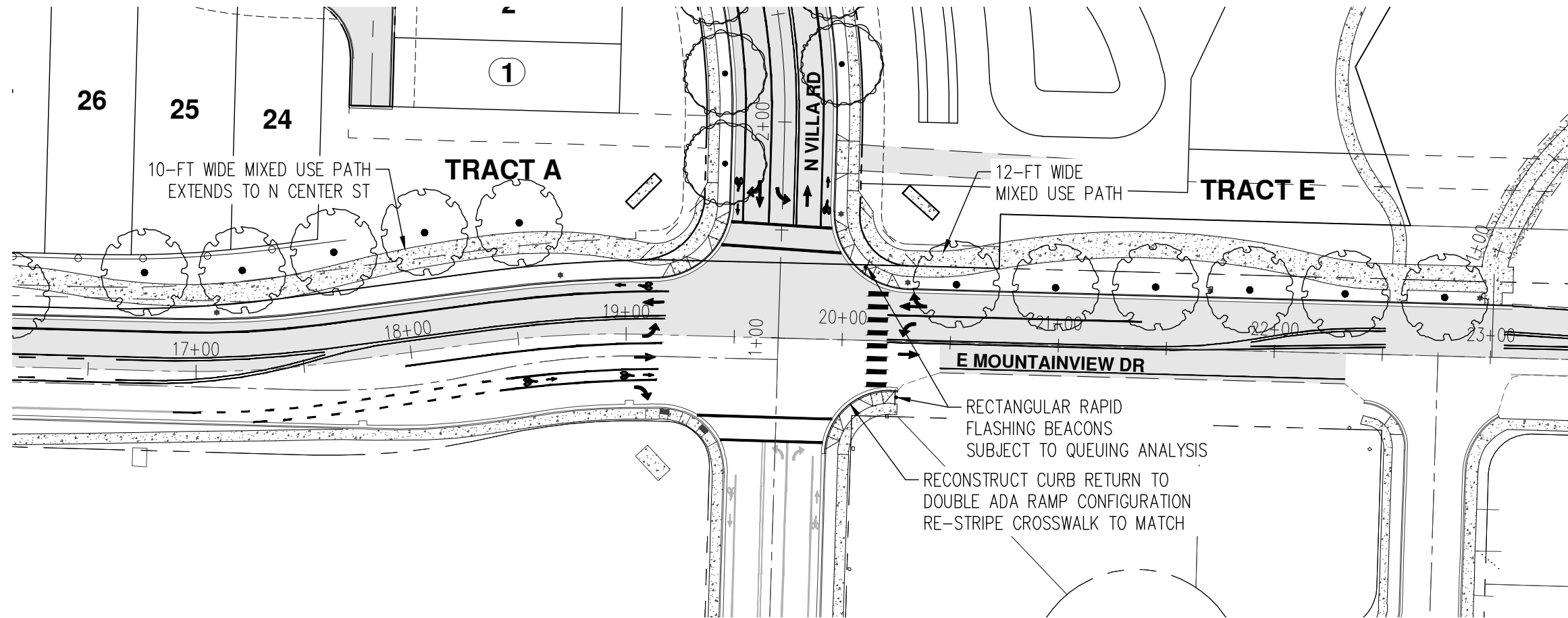
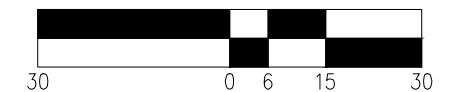


Figure 2: Springbrook Master Subdivision - Mountainview Drive Cross-Section

Attachments: E Mountainview Drive Pedestrian Access Exhibit
Springbrook Master Subdivision Plan Set



SCALE: 1" = 30 FEET



4487-01 MOUNTAINVIEW PED ACCESS.DWG

DATE: 02/08/2023 AKS JOB: 4487-01

AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM



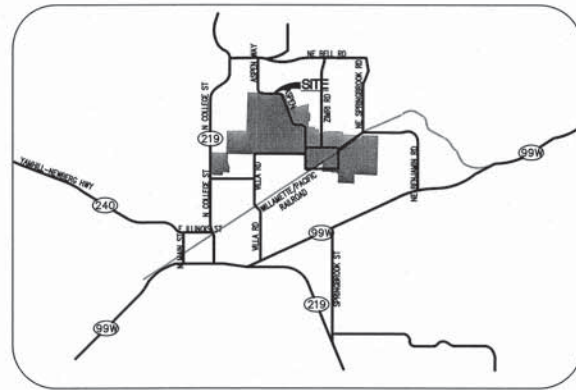
ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

E MOUNTAINVIEW DRIVE PEDESTRIAN ACCESS

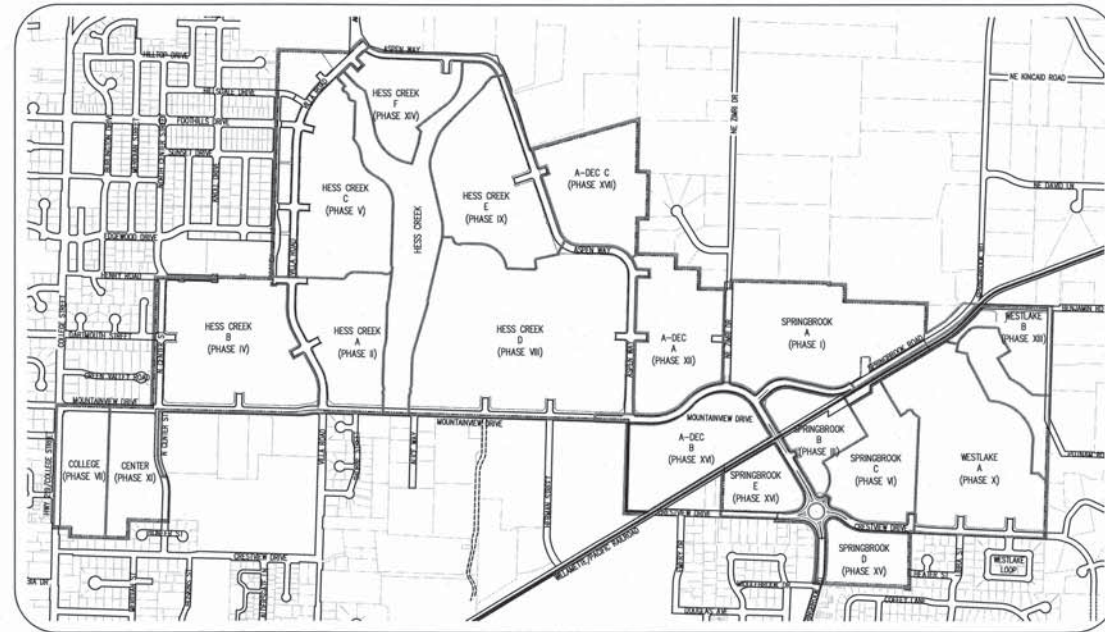
COLLINA AT SPRINGBROOK

NEWBERG, OREGON





VICINITY MAP
NTS



SITE MAP
NTS



SHEET INDEX

C1.0	COVER SHEET
C2.0	EXISTING CONDITIONS PLAN - SURVEY
C2.1	EXISTING CONDITIONS PLAN - UTILITIES
C3.0	OVERALL SITE PLAN
C4.0	TENTATIVE PLAT 1
C4.1	TENTATIVE PLAT 2
C4.2	TENTATIVE PLAT 3
C4.3	TENTATIVE PLAT 4
C5.0	TRANSPORTATION PLAN - STREET CROSS SECTIONS 1
C5.1	TRANSPORTATION PLAN - STREET CROSS SECTIONS 2
C5.2	TRANSPORTATION PLAN - STREET CROSS SECTIONS 3
C5.3	TRANSPORTATION PLAN
C6.0	HESS CREEK CROSSING
C7.0	SANITARY SEWER SYSTEM
C8.0	WATER SYSTEM
C9.0	STORM DRAINAGE PLAN
C10.0	STREET TREE PLAN
C10.1	STREET TREE PLAN
C10.2	STREET TREE PLAN
C10.3	STREET TREE PLAN
C10.4	STREET TREE PLAN
C10.5	STREET TREE PLAN
C11.0	PHASING PLAN
C12.0	OVERALL CORRIDOR IMPACT
C12.1	CORRIDOR IMPACT
C12.2	CORRIDOR IMPACT
C12.3	CORRIDOR IMPACT
C12.4	OVERALL MITIGATION PLANTING PLAN
C12.5	MITIGATION PLANTING PLAN
C12.6	MITIGATION PLANTING PLAN
C12.7	MITIGATION PLANTING PLAN

PROJECT TEAM

APPLICANT/OWNER

SPRINGBROOK PROPERTIES, INC.
CONTACT: SONJA HAUGEN
CONTACT: JOE KAVALE
3113 CRESTVIEW DRIVE
POST OFFICE BOX 1060
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FAX - (503) 537-1009

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C/O: RANDY DYER, PE
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CONTACT: TOM LANCASTER, PE
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WALTER H. KNAPP
SILVICULTURE & URBAN FORESTRY
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CONTACT: TRINA WHITMAN, AICP, LEED AP
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GEOTECHNICAL ENGINEER

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15575 SW SEQUOIA PARKWAY, SUITE 100
PORTLAND, OREGON 97224
PHONE - (503) 968-8787
FAX - (503) 968-3068

WETLAND BIOLOGIST

PACIFIC HABITAT SERVICES
CONTACT: JOHN VAN STAVEREN, PWS
CONTACT: JENNIFER GOODRIDGE, PWS
9450 SW COMMERCE CIRCLE, SUITE 180
WILSONVILLE, OREGON 97070
PHONE - (503) 570-0800
FAX - (503) 570-0855

DATUM

ELEVATION DATUM: [NGVD 1929] 2001 ADJUSTMENT
BENCHMARK: CITY OF NEWBERG BM# 102
LOCATION: TOP OF CURB, WEST SIDE OF EMERY DR., 42' SOUTH OF THE CENTERLINE OF CRESTVIEW DR.
ELEVATION: 241.00 FEET

ELEVATION DATUM: [NGVD 1929] 2001 ADJUSTMENT
BENCHMARK: CITY OF NEWBERG BM# 114
LOCATION: TOP OF CURB, SE CURB RETURN LIBRA ST. AND CRESTVIEW DR.
ELEVATION: 236.90 FEET

ELEVATION DATUM: [NGVD 1929]
BENCHMARK: YAMHILL COUNTY SURVEYOR #165
LOCATION: CENTERLINE OF N. COLLEGE AND PINEHURST STREETS.
ELEVATION: 191.706 FEET

ELEVATION DATUM: [NGVD 1929]
BENCHMARK: YAMHILL COUNTY SURVEYOR #23
LOCATION: CENTERLINE OF BELL RD, 100 YARDS WEST OF ZIMRI RD. (SE COR SEC 5)
ELEVATION: 494.888 FEET

ELEVATION DATUM: [NGVD 1929]
BENCHMARK: YAMHILL COUNTY SURVEYOR #22
LOCATION: CENTERLINE OF SPRINGBROOK WAY AND N'LY ROW OF DOUGLAS AVE. (NE COR DLC 52)
ELEVATION: 219.944 FEET

BASIS OF BEARING

THE BASIS OF BEARING IS THE OREGON COORDINATE SYSTEM, NORTH ZONE, WHICH WAS ESTABLISHED BETWEEN THREE YAMHILL COUNTY SURVEYOR MONUMENTS HAVING STATION NUMBERS: 22, 23, AND 165. THE BEARING BETWEEN 22 AND 165 BEING S87°38'12"W

NOTES

1. BUILDINGS SHOWN HEREON ARE BASED ON EXTERIOR MEASUREMENTS.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

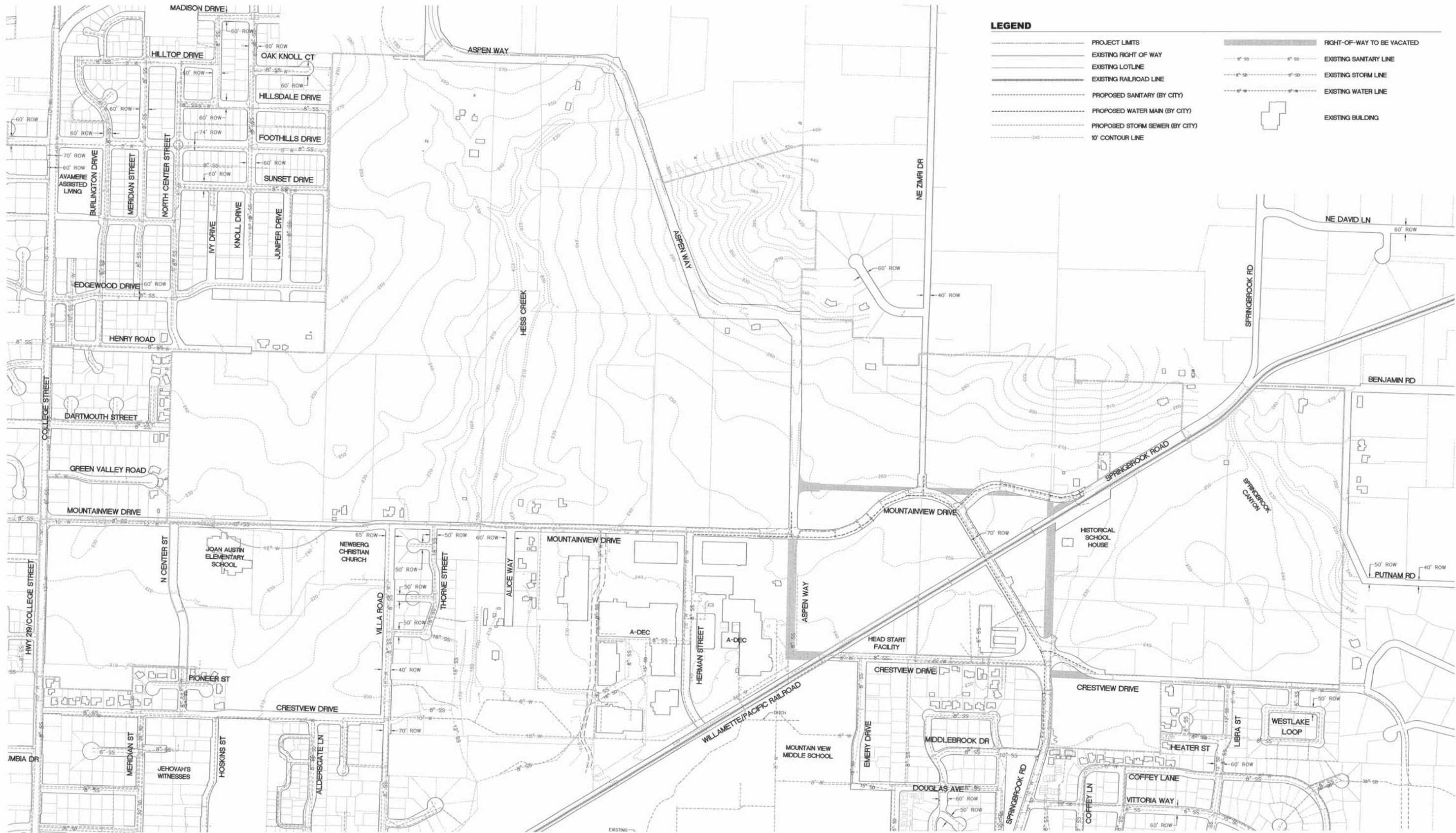
Springbrook Master Subdivision

Newberg, Oregon

June 2007



Cover Sheet - C1.0



LEGEND

- | | | | |
|---|--------------------------------|---|----------------------------|
| — | PROJECT LIMITS | — | RIGHT-OF-WAY TO BE VACATED |
| — | EXISTING RIGHT OF WAY | — | EXISTING SANITARY LINE |
| — | EXISTING LOTLINE | — | EXISTING STORM LINE |
| — | EXISTING RAILROAD LINE | — | EXISTING WATER LINE |
| — | PROPOSED SANITARY (BY CITY) | — | EXISTING BUILDING |
| — | PROPOSED WATER MAIN (BY CITY) | | |
| — | PROPOSED STORM SEWER (BY CITY) | | |
| — | 10' CONTOUR LINE | | |

GROUND CONTROL BY: WRG DESIGN
 PHOTOGRAMMETRY BY: SBG, INC.
 13545 NW SCIENCE PARK DRIVE
 PORTLAND, OREGON, 97229
 (503) 646-1733
 WWW.SBGMAPS.COM

THE INFORMATION SHOWN HEREON IS COMPILED SOLELY FROM RECORD INFORMATION AND IS SUBJECT TO SUCH REVISIONS AS AN ACCURATE BOUNDARY SURVEY WOULD REVEAL.

June 2007

W R G
 DESIGN INC.

Springbrook Master Subdivision

Newberg, Oregon

Existing Conditions - Utilities 2.1



Springbrook Master Subdivision

Newberg, Oregon

June 2007



0 300 600 1200



Overall Site Plan - C3.0

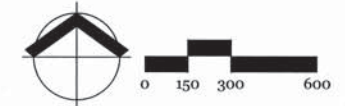


LEGEND

- PROPOSED TRACT BOUNDARY
- - - PROPOSED LANDSCAPE TRACT BOUNDARY
- PROPOSED RIGHT-OF-WAY (R/W)
- PROPOSED PUE (PUBLIC UTILITY EASEMENT)
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE
- PROJECT BOUNDARY

Springbrook Master Subdivision

Newberg, Oregon



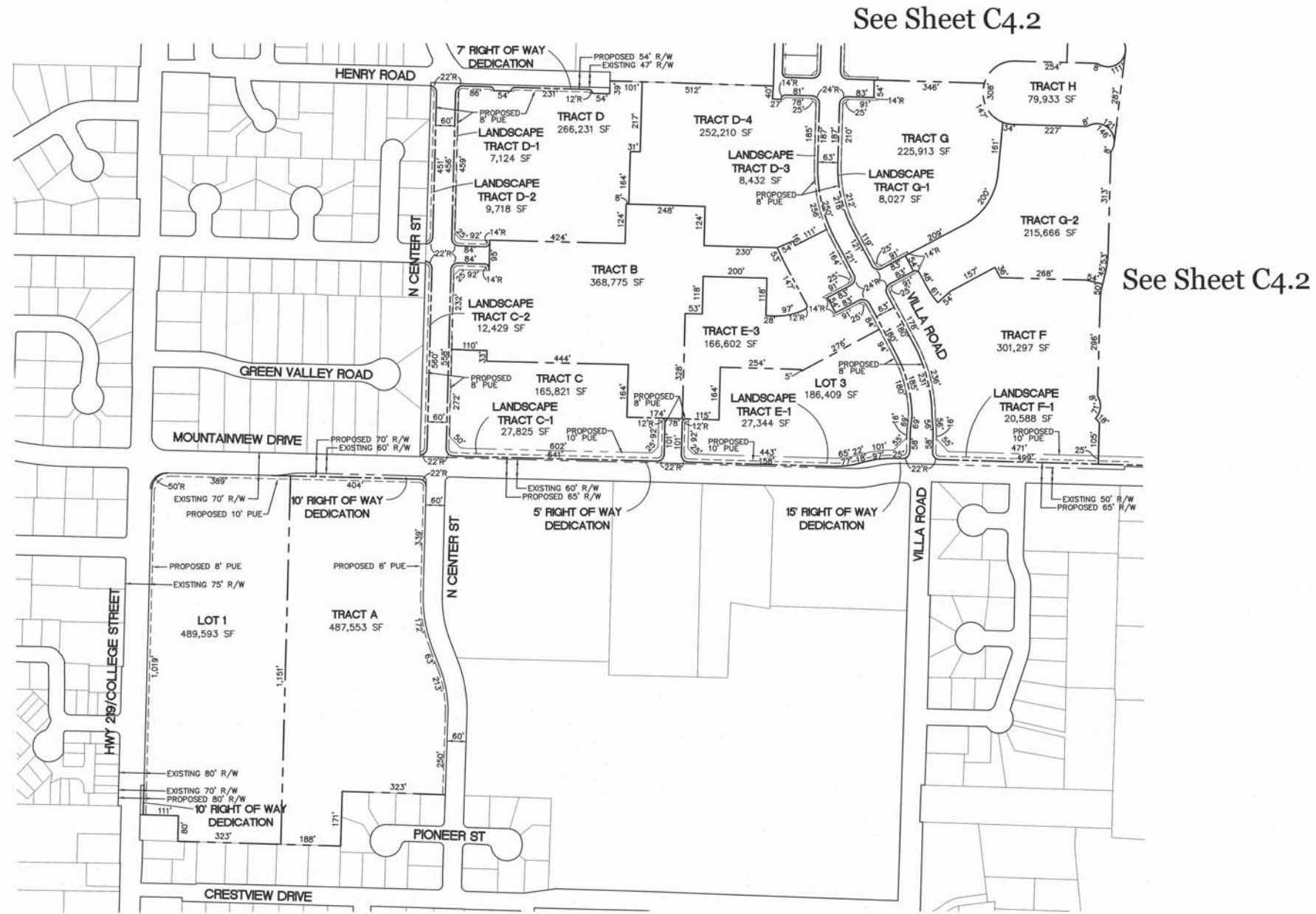
June 2007



Tentative Plat 1 - C4.0

LEGEND

- PROPOSED TRACT BOUNDARY
- PROPOSED LANDSCAPE TRACT BOUNDARY
- PROPOSED RIGHT-OF-WAY (R/W)
- PROPOSED PUE (PUBLIC UTILITY EASEMENT)
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE



Key Map

Springbrook Master Subdivision

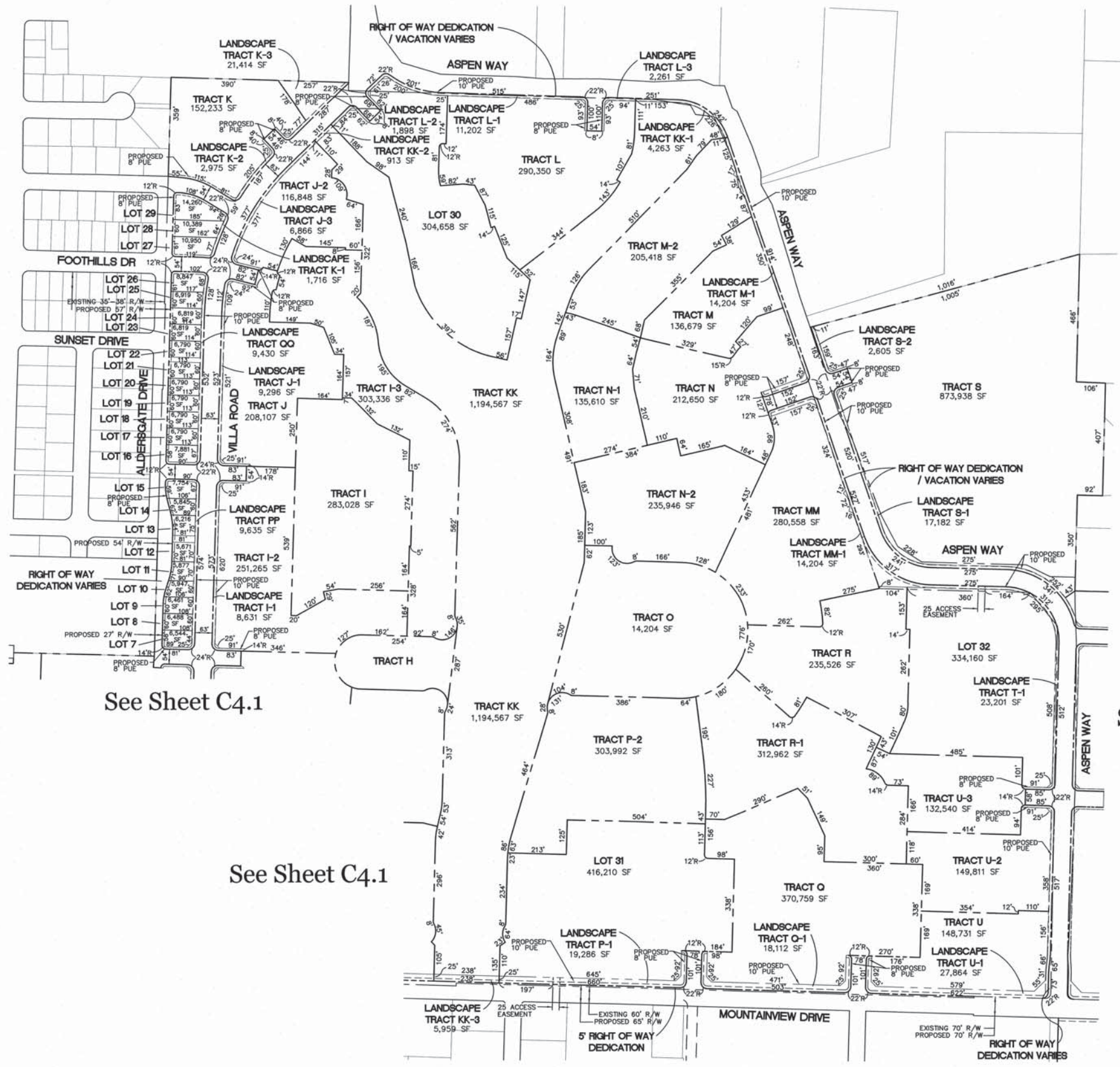
Newberg, Oregon



June 2007



Tentative Plat 2 - C4.1



LEGEND

- PROPOSED TRACT BOUNDARY
- PROPOSED LANDSCAPE TRACT BOUNDARY
- PROPOSED RIGHT-OF-WAY (R/W)
- PROPOSED PUE (PUBLIC UTILITY EASEMENT)
- EXISTING RIGHT OF WAY LINE
- EXISTING LOT LINE

See Sheet C4.1

See Sheet C4.1

See Sheet C4.3



Key Map

Springbrook Master Subdivision

Newberg, Oregon



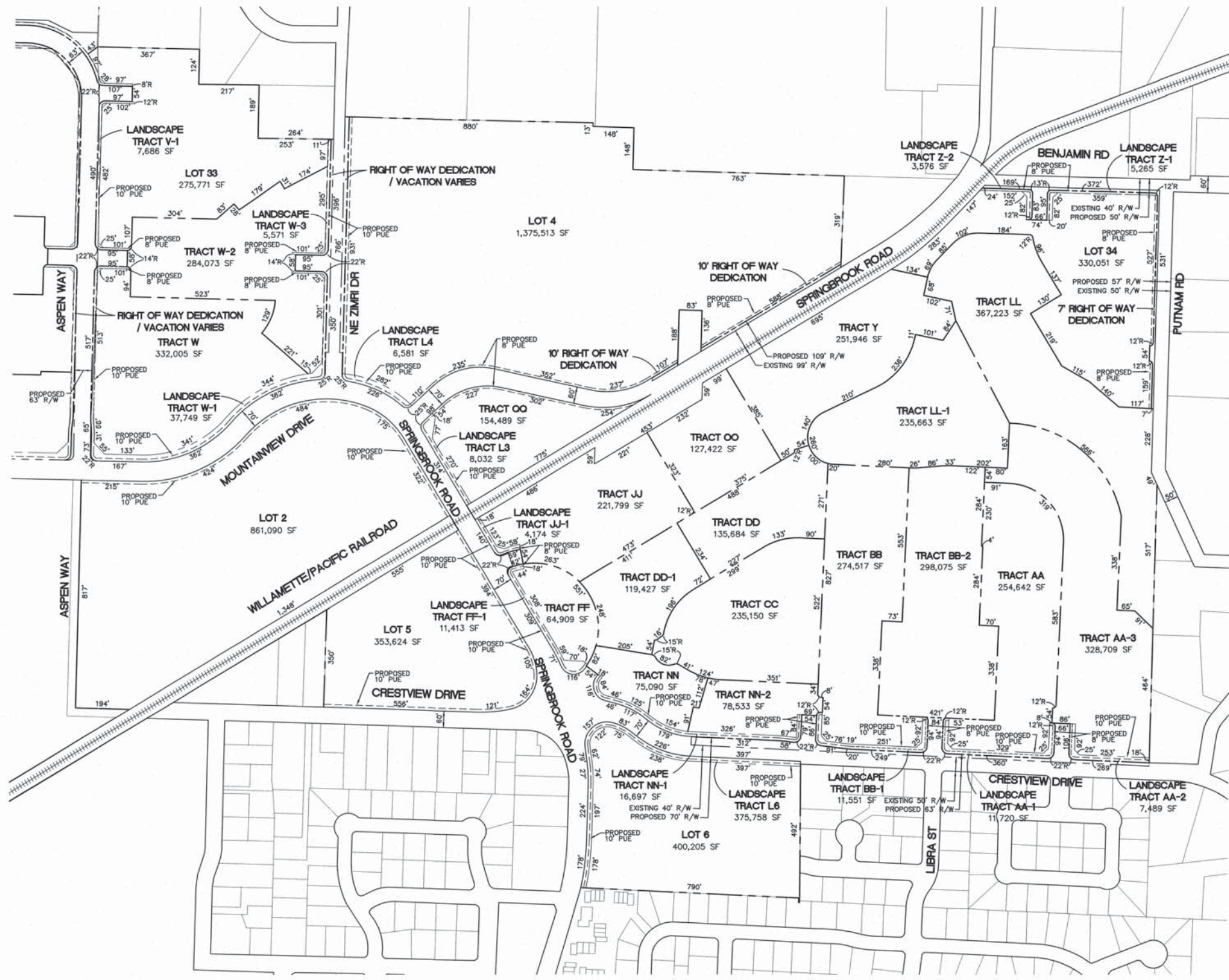
June 2007



Tentative Plat 3 - C4.2

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See Sheet C4.2



LEGEND

	PROPOSED TRACT BOUNDARY
	PROPOSED LANDSCAPE TRACT BOUNDARY
	PROPOSED RIGHT-OF-WAY (R/W)
	PROPOSED PUE (PUBLIC UTILITY EASEMENT)
	EXISTING RIGHT OF WAY LINE
	EXISTING LOT LINE



Key Map

Springbrook Master Subdivision

Newberg, Oregon

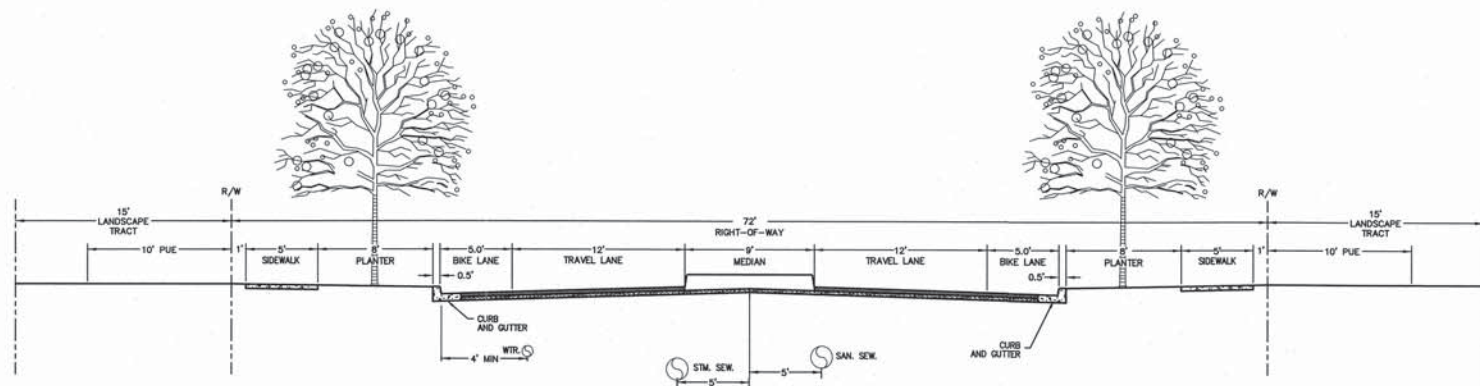


June 2007

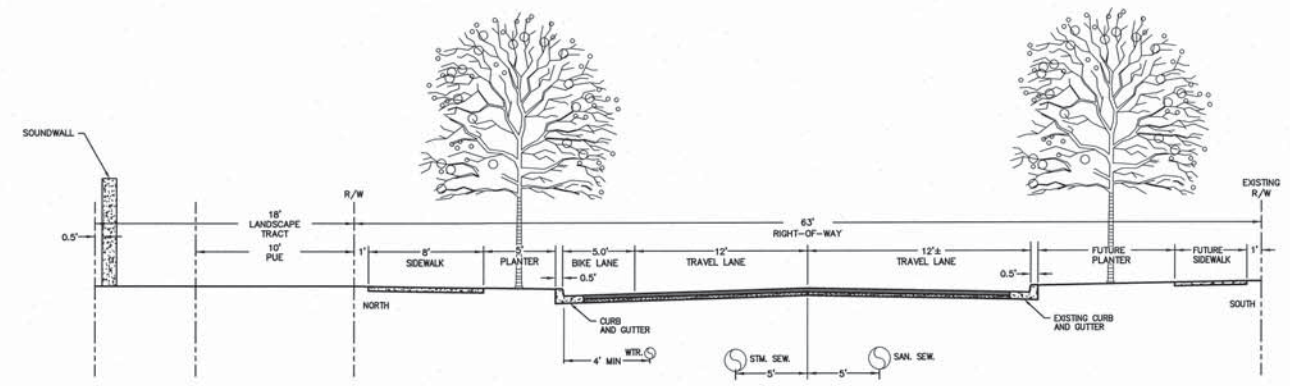


Tentative Plat 4 - C4.3

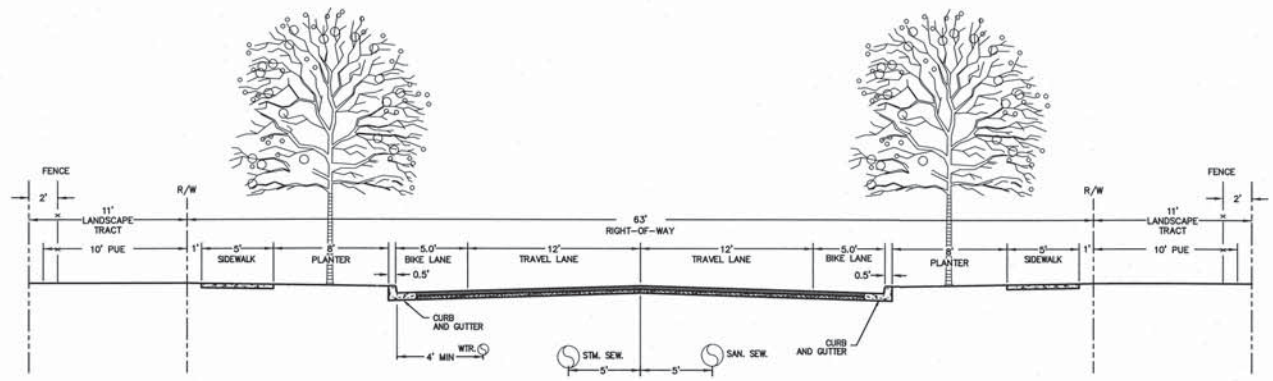
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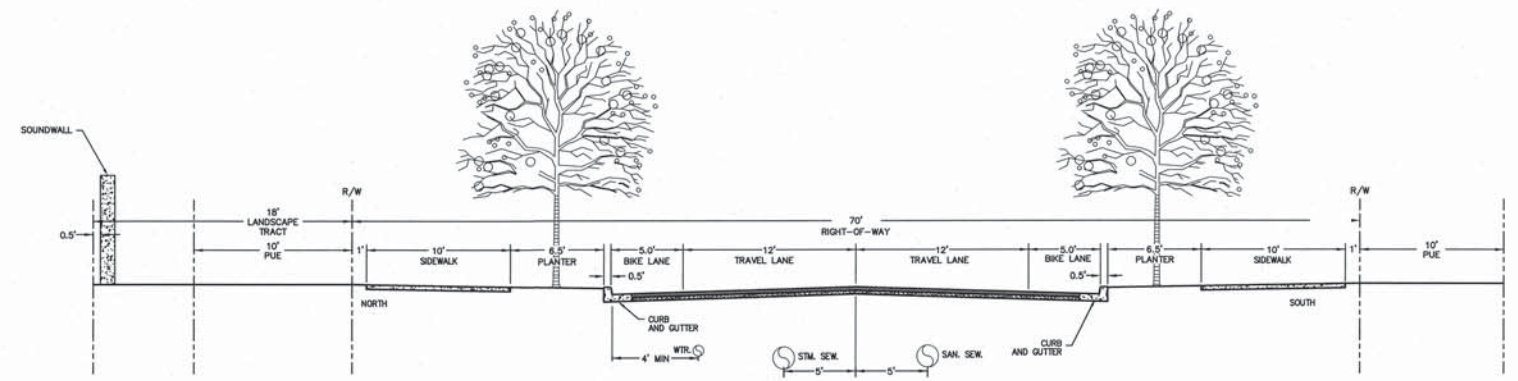
VILLA ROAD - ENTRANCE FROM MOUNTAINVIEW DR (A)
 N.T.S.
 MAJOR COLLECTOR
 (SEE CROSS SECTION A-A ON TRANSPORTATION PLAN SHEET)



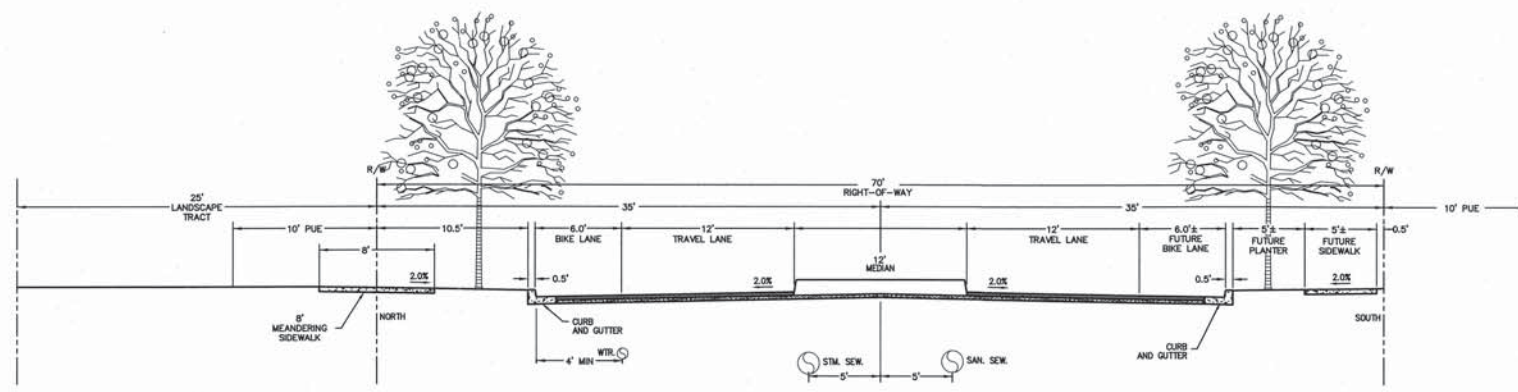
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 (SEE CROSS SECTION D-D ON TRANSPORTATION PLAN SHEET)



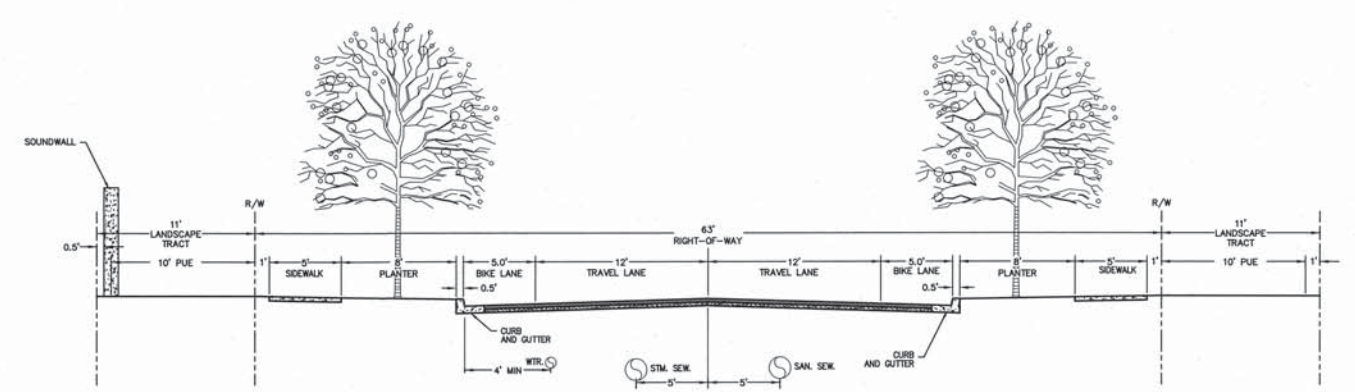
VILLA ROAD - TYPICAL (B)
 N.T.S.
 MAJOR COLLECTOR
 (SEE CROSS SECTION B-B ON TRANSPORTATION PLAN SHEET)



CRESTVIEW DR - FULL IMPROVEMENT (E)
 N.T.S.
 MAJOR COLLECTOR
 (SEE CROSS SECTION E-E ON TRANSPORTATION PLAN SHEET)



MOUNTAINVIEW DRIVE (C)
 N.T.S.
 MINOR ARTERIAL
 (SEE CROSS SECTION C-C ON TRANSPORTATION PLAN SHEET)



ZIMRI DRIVE-TYPICAL (F)
 N.T.S.
 MAJOR COLLECTOR
 (SEE CROSS SECTION F-F ON TRANSPORTATION PLAN SHEET)

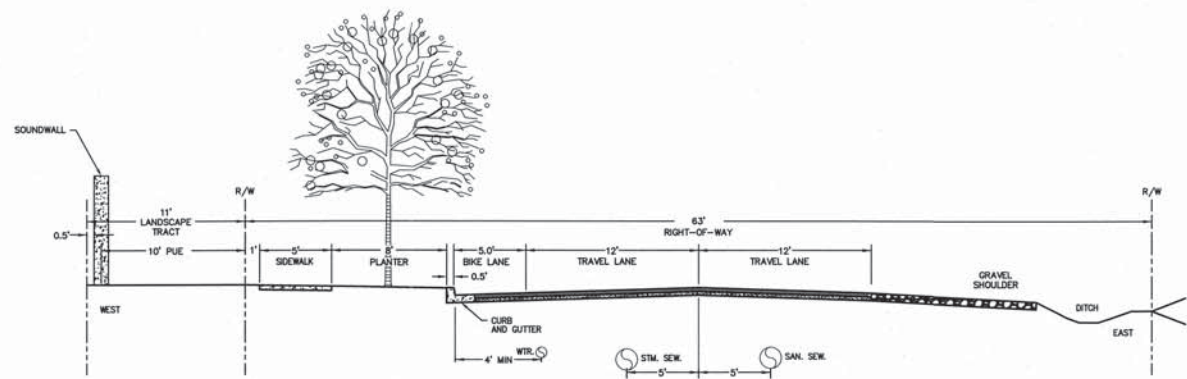
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Springbrook Master Subdivision

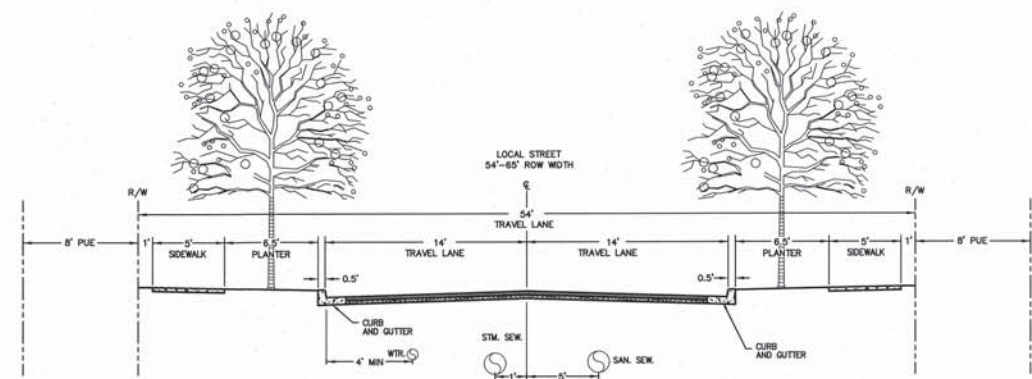
Newberg, Oregon

June 2007

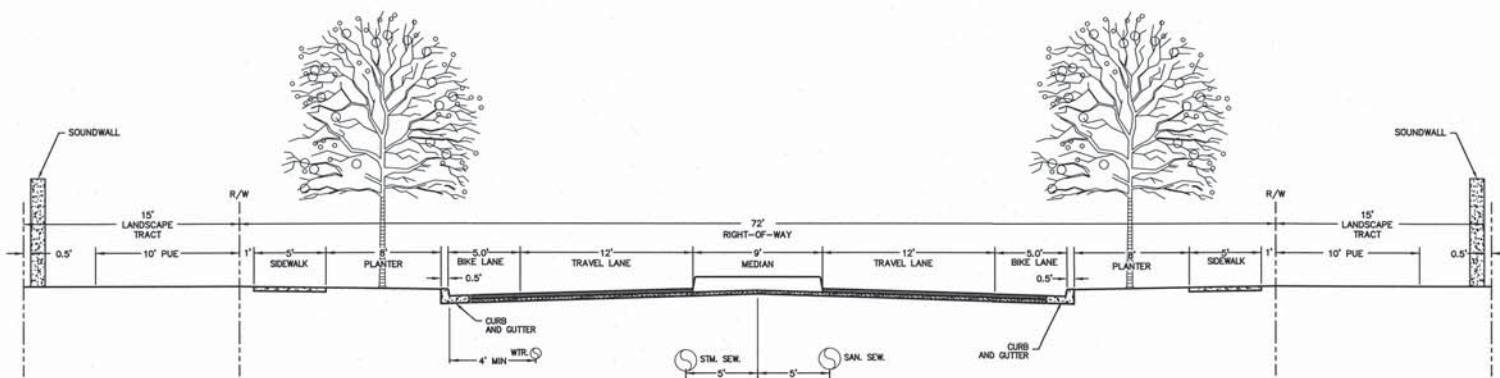




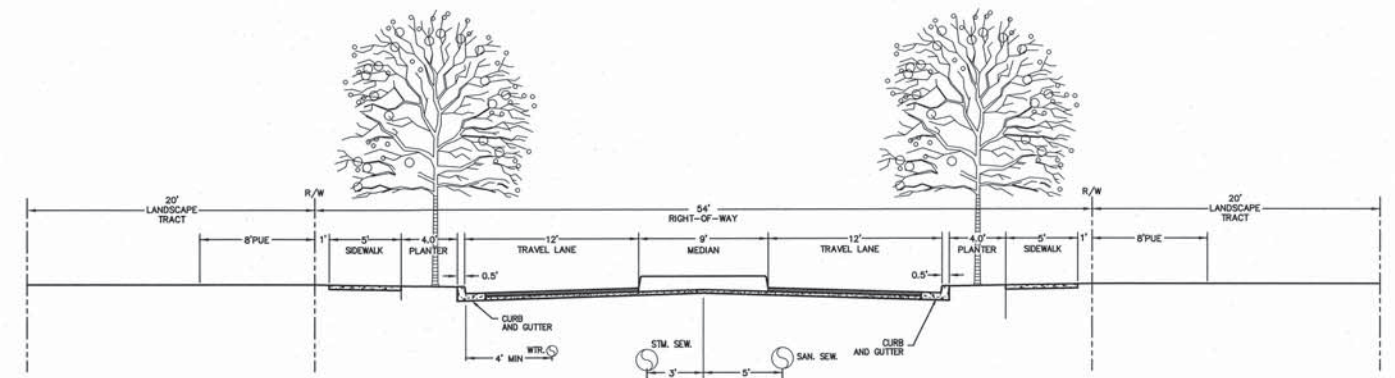
ASPEN WAY (NORTHERN SEGMENT) (G)
 N.T.S.
 MINOR COLLECTOR
 (SEE CROSS SECTION G-G ON TRANSPORTATION PLAN SHEET)



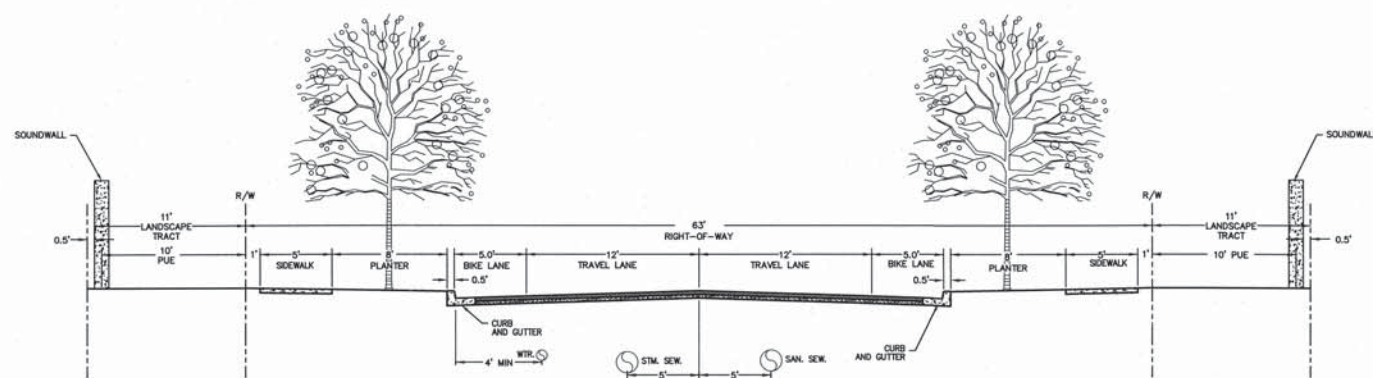
LOCAL ROAD (54' ROW, 28' PAVEMENT) (K)
 N.T.S.
 LOCAL STREET
 (SEE CROSS SECTION K-K ON TRANSPORTATION PLAN SHEET)



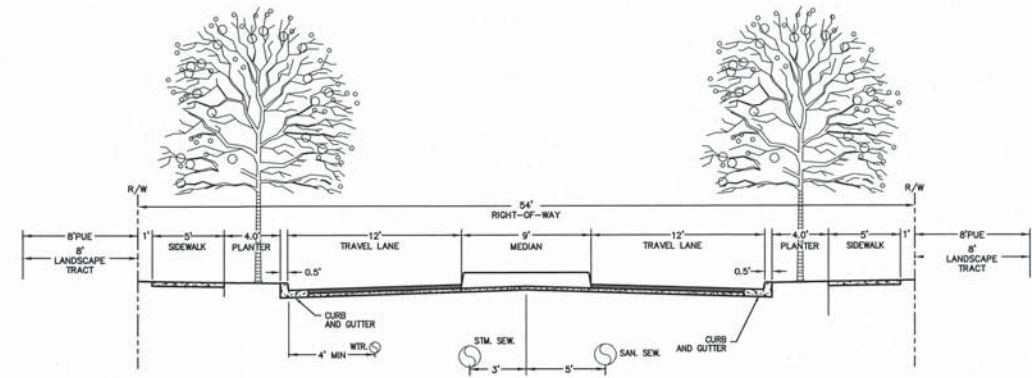
ASPEN WAY - ENTRANCE FROM MOUNTAINVIEW DR (H)
 N.T.S.
 MINOR COLLECTOR
 (SEE CROSS SECTION H-H ON TRANSPORTATION PLAN SHEET)



LOCAL ROAD - ENTRANCE FROM MOUNTAINVIEW DR AND CRESTVIEW DR (L)
 N.T.S.
 LOCAL STREET
 (SEE CROSS SECTION L-L ON TRANSPORTATION PLAN SHEET)



ASPEN WAY - TYPICAL (J)
 N.T.S.
 MINOR COLLECTOR
 (SEE CROSS SECTION J-J ON TRANSPORTATION PLAN SHEET)



LOCAL ROAD - ENTRANCE FROM MAJOR COLLECTOR (M)
 N.T.S.
 LOCAL STREET
 (SEE CROSS SECTION M-M ON TRANSPORTATION PLAN SHEET)

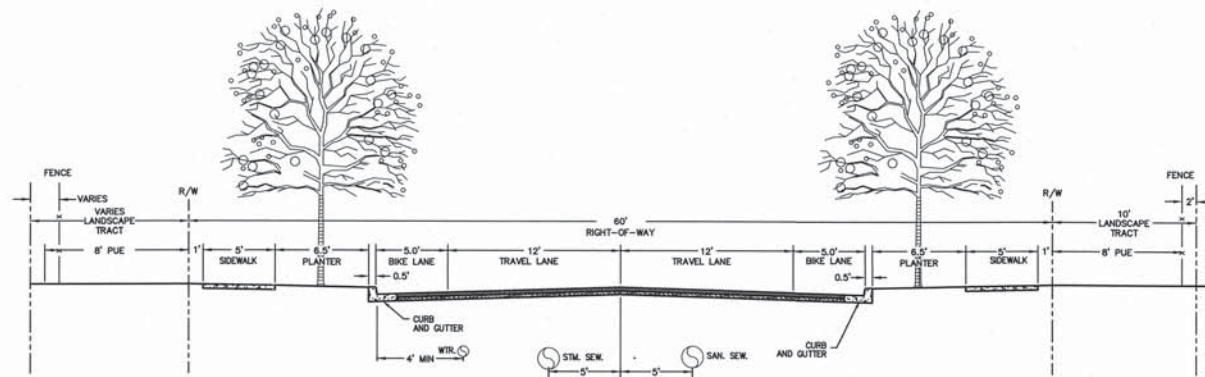
June 2007

Springbrook Master Subdivision

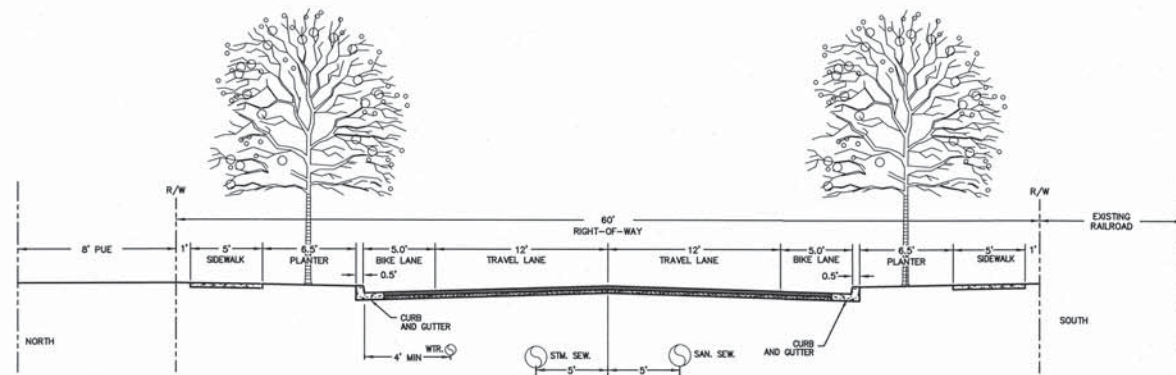
Newberg, Oregon



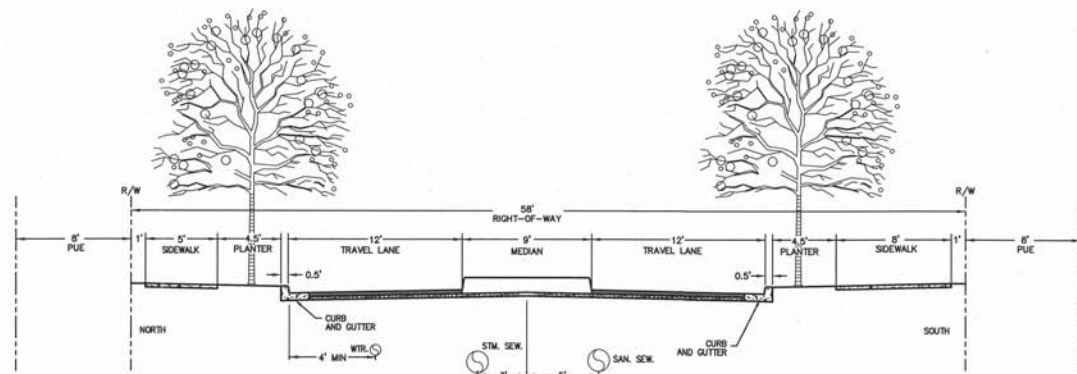
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CENTER STREET - TYPICAL (N)
 N.T.S.
 LOCAL STREET
 (SEE CROSS SECTION N-N ON TRANSPORTATION PLAN SHEET)



N SPRINGBROOK ROAD - TYPICAL (O)
 N.T.S.
 MAJOR COLLECTOR
 (SEE CROSS SECTION N-N ON TRANSPORTATION PLAN SHEET)



PEDESTRIAN ROUTE (P)
 N.T.S.
 (SEE CROSS SECTION M-M ON TRANSPORTATION PLAN SHEET)

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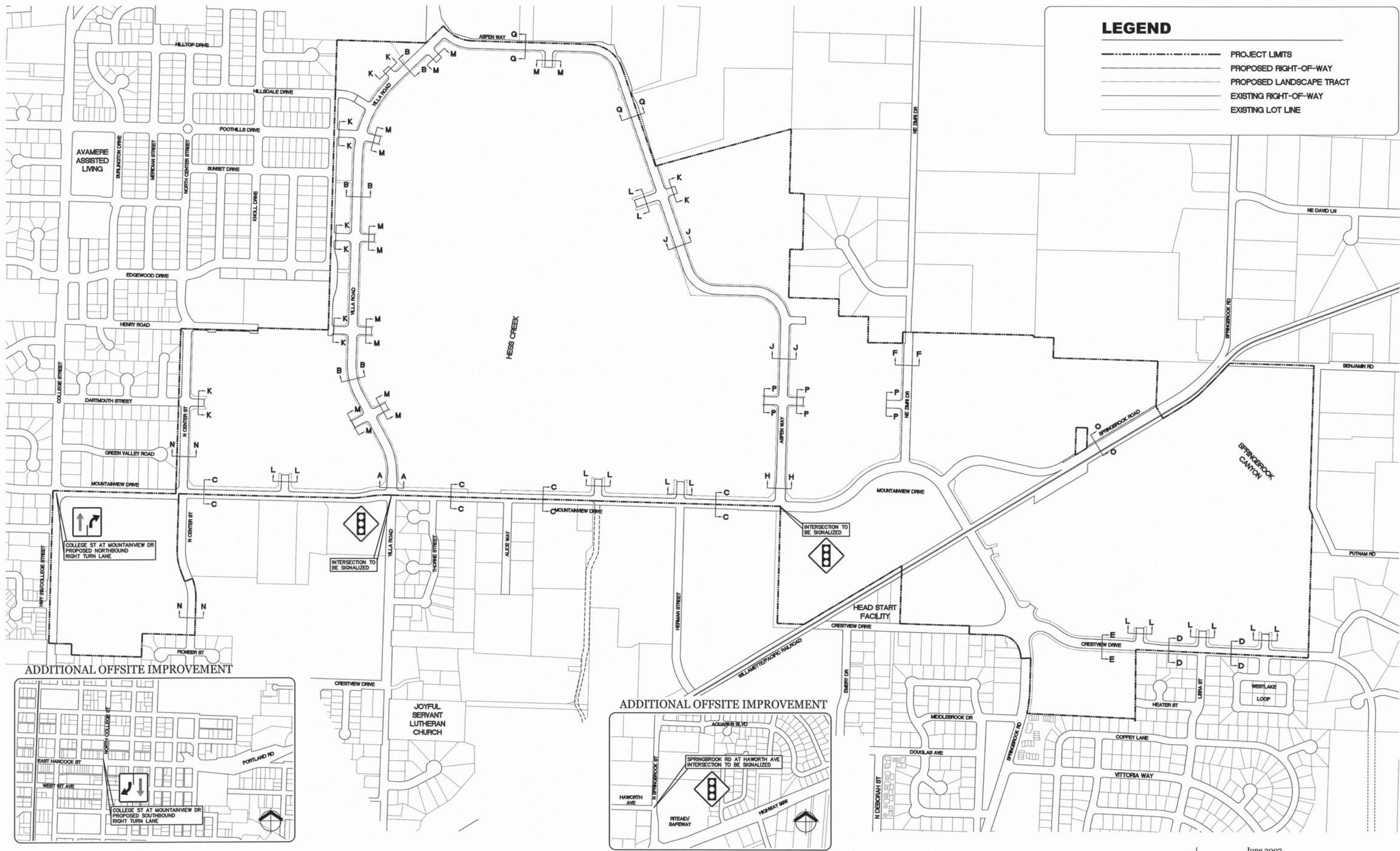
Springbrook Master Subdivision

Newberg, Oregon

June 2007



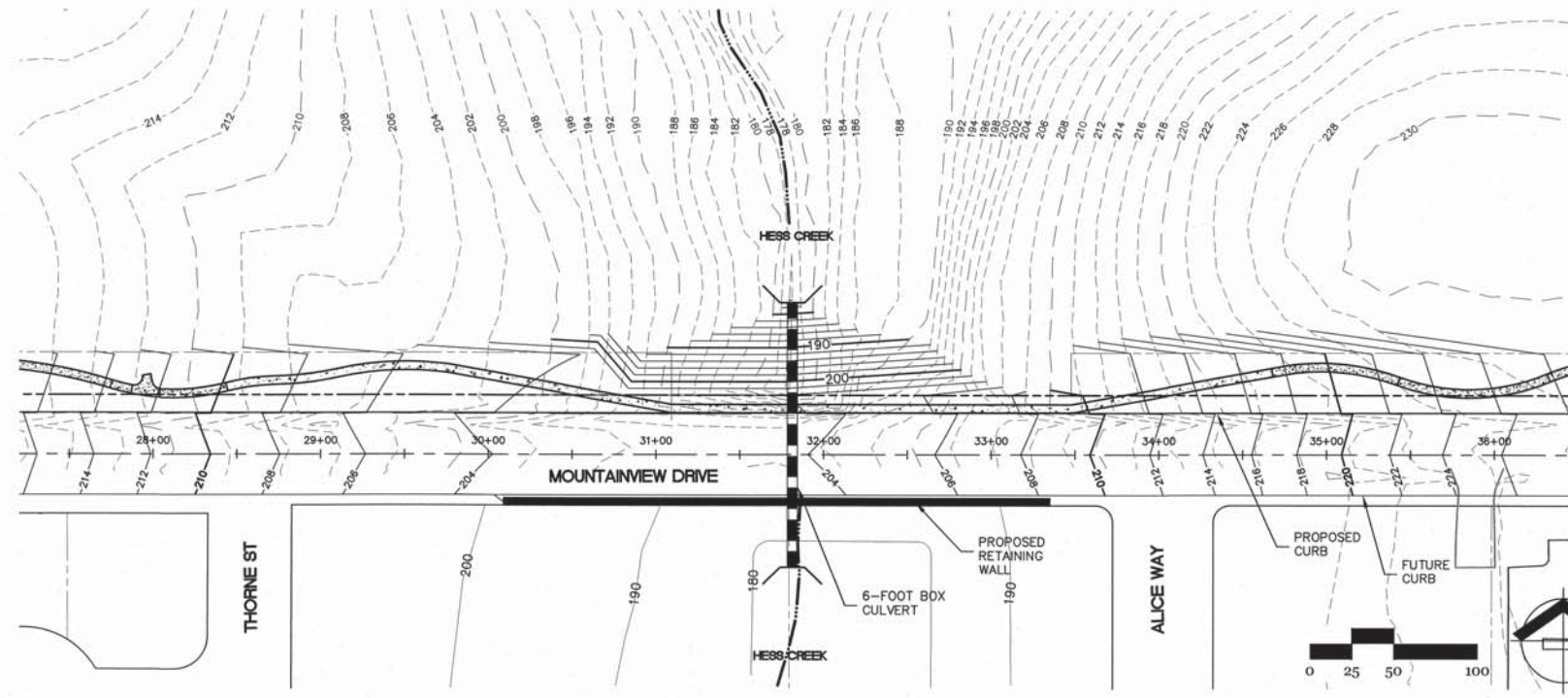
Transportation Plan - Street Cross Sections 3 - 5.2



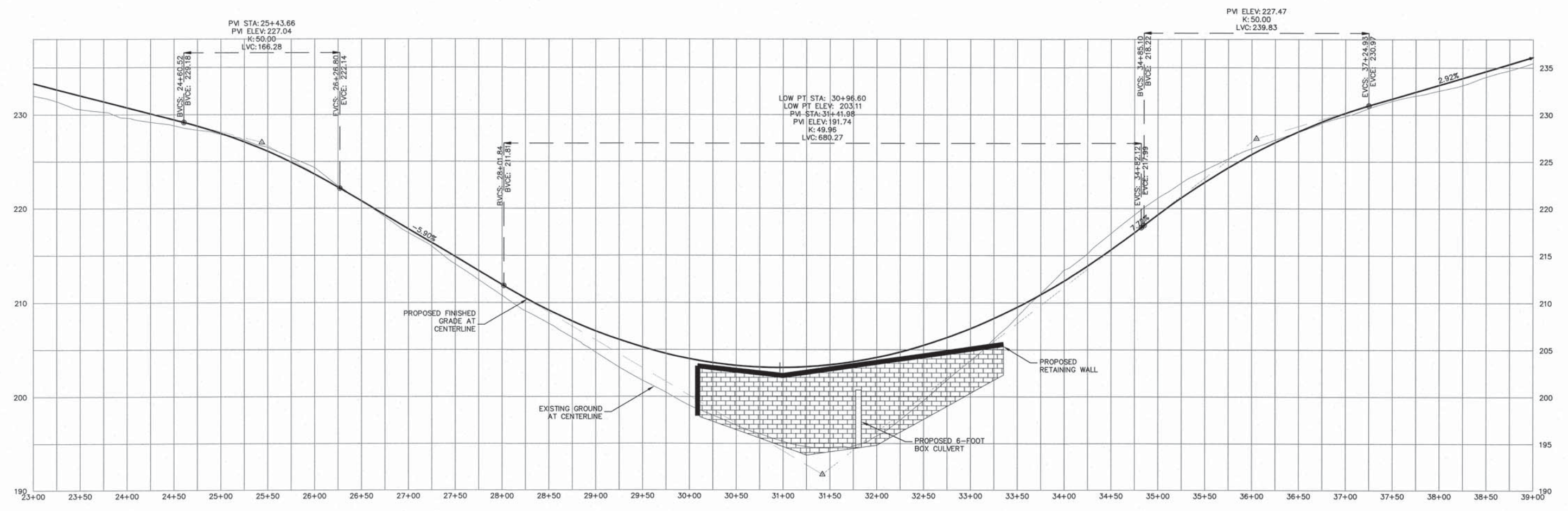
Springbrook Master Subdivision

Newberg, Oregon

Transportation Plan - C5.3



- LEGEND**
- PROPOSED LANDSCAPE TRACT LINE
 - PROPOSED RIGHT-OF-WAY
 - EXISTING RIGHT-OF-WAY
 - EXISTING LOT LINE
 - - - 188 EXISTING 2' CONTOUR LINE
 - - - 200 EXISTING 10' CONTOUR LINE
 - PROPOSED RETAINING WALL
 - PROPOSED CURB
 - FUTURE CURB



MOUNTAINVIEW DR
 SCALE:
 1"=50' HORIZONTAL
 1"=5' VERTICAL

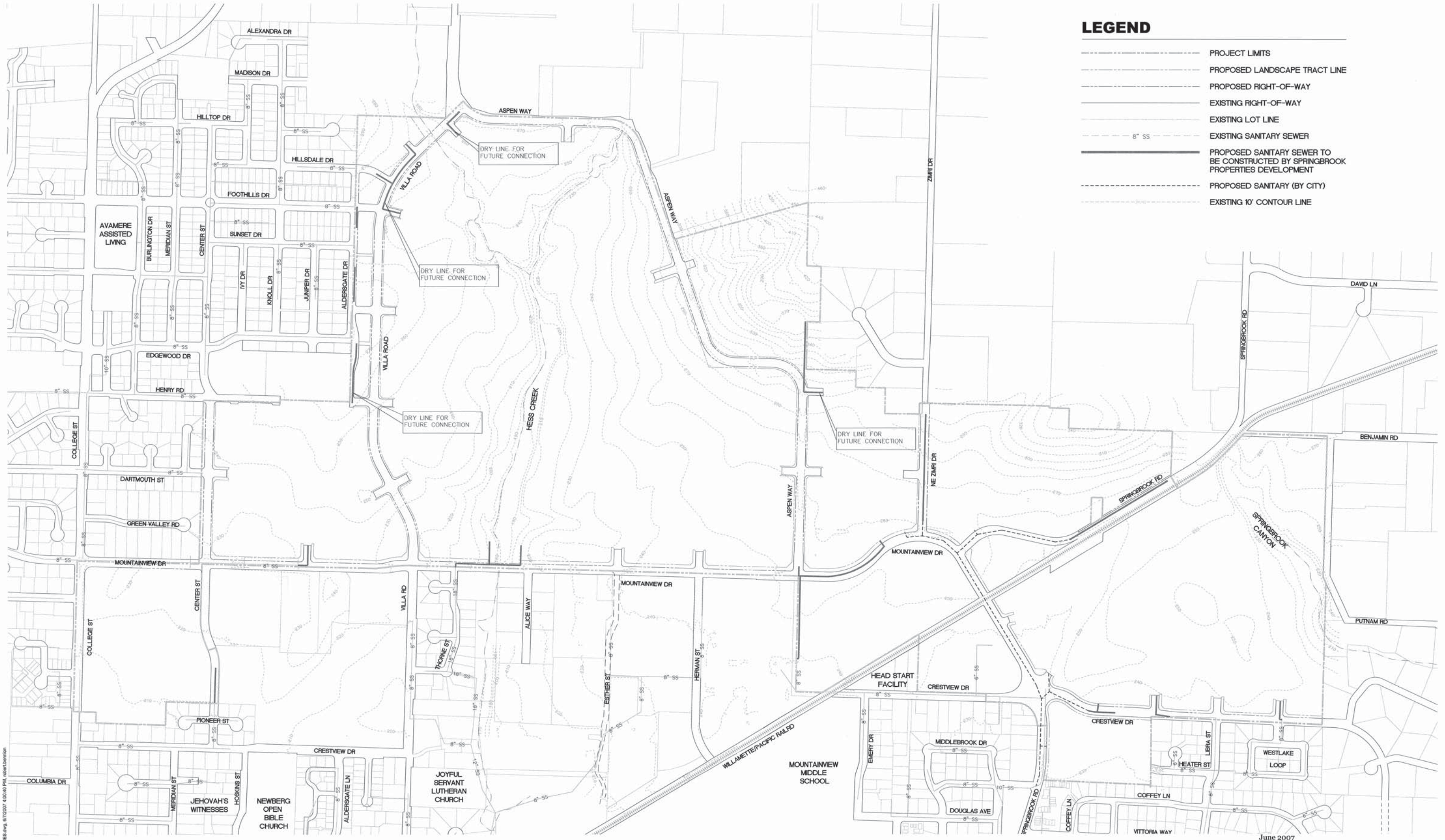
June 2007

Springbrook Master Subdivision



Newberg, Oregon

Hess Creek Crossing Plan and Profile-C6.0



LEGEND

- PROJECT LIMITS
- - - PROPOSED LANDSCAPE TRACT LINE
- - - PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- - - 8" SS
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY SPRINGBROOK PROPERTIES DEVELOPMENT
- - - PROPOSED SANITARY (BY CITY)
- - - EXISTING 10' CONTOUR LINE

June 2007

Springbrook Master Subdivision

Newberg, Oregon



Proposed Utilities - Sanitary System - C7.0

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LEGEND

- PROJECT LIMITS
- PROPOSED LANDSCAPE TRACT LINE
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- 8" W EXISTING WATER MAIN
- PROPOSED WATER MAIN BY SPRINGBROOK PROPERTIES DEVELOPMENT
- PROPOSED WATER MAIN (BY CITY)

June 2007

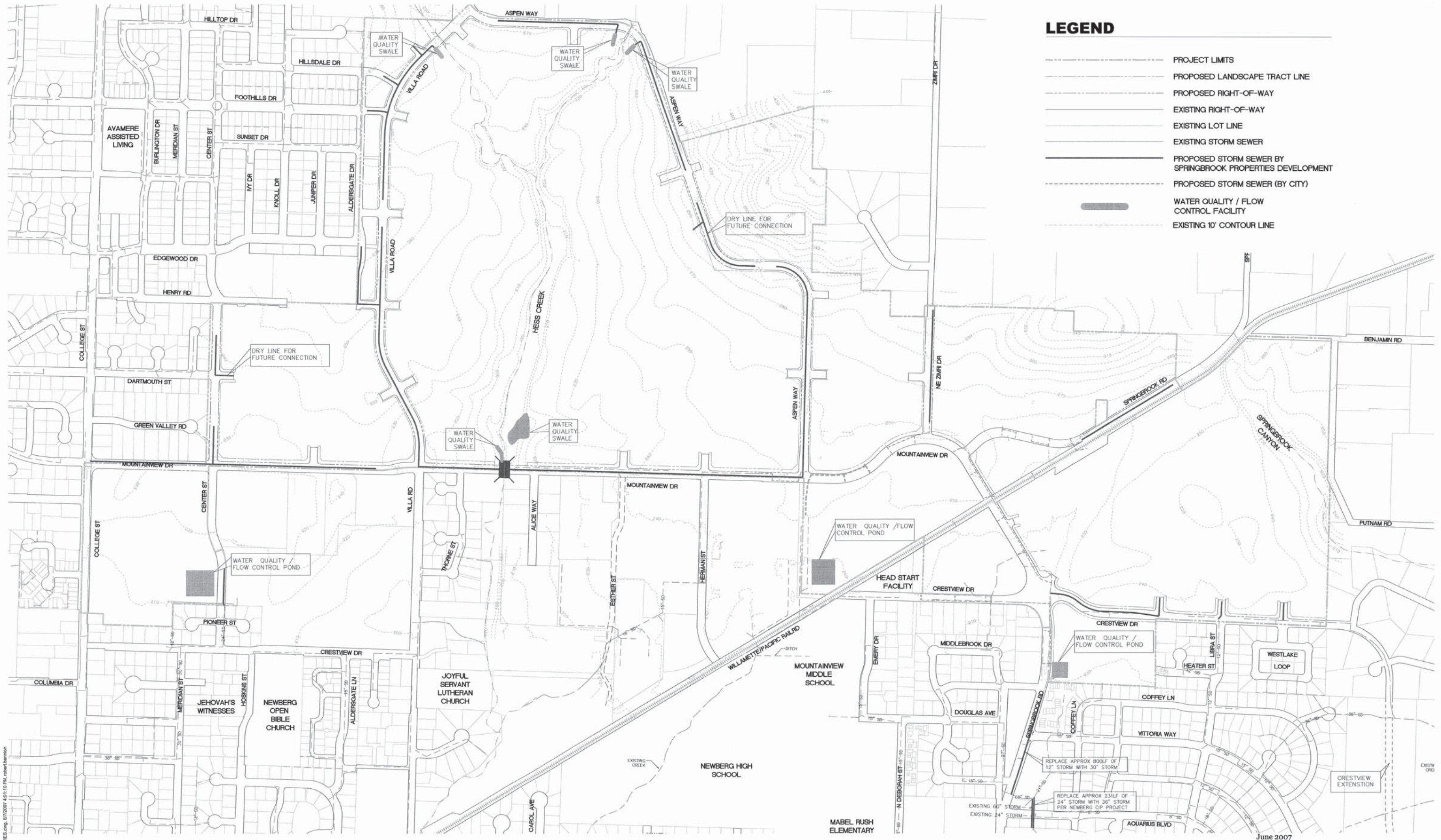
Springbrook Master Subdivision

Newberg, Oregon



Proposed Utilities - Water System - C8.0

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LEGEND

- PROJECT LIMITS
- PROPOSED LANDSCAPE TRACT LINE
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER BY SPRINGBROOK PROPERTIES DEVELOPMENT
- PROPOSED STORM SEWER (BY CITY)
- WATER QUALITY / FLOW CONTROL FACILITY
- EXISTING 10' CONTOUR LINE

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Springbrook Master Subdivision

Newberg, Oregon



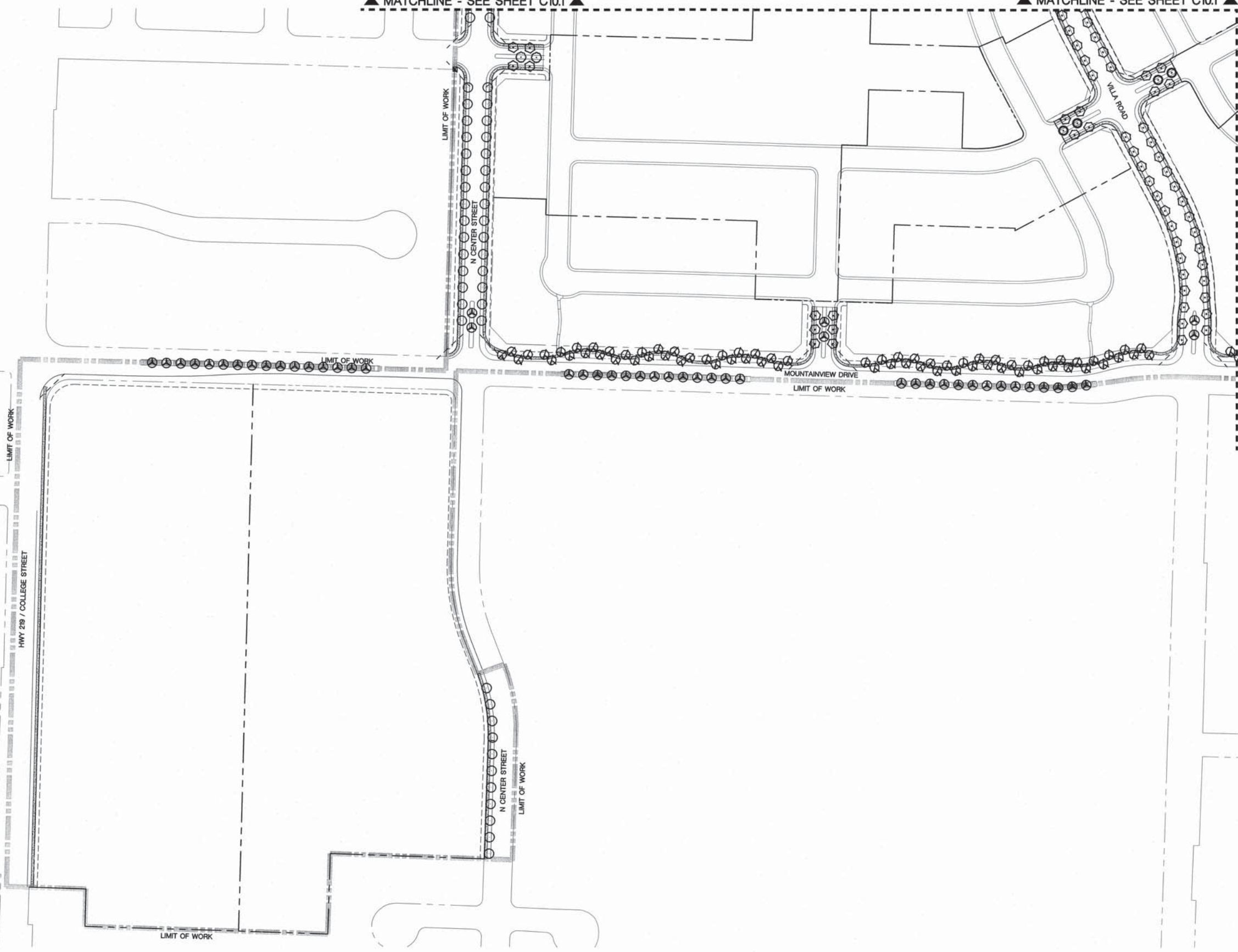
Proposed Utilities - Storm Plan - C9.0

June 2007

▲ MATCHLINE - SEE SHEET C10.1 ▲

▲ MATCHLINE - SEE SHEET C10.1 ▲

▼ MATCHLINE - SEE SHEET C10.4 ▼



STREET TREE PLANT MATERIALS SCHEDULE

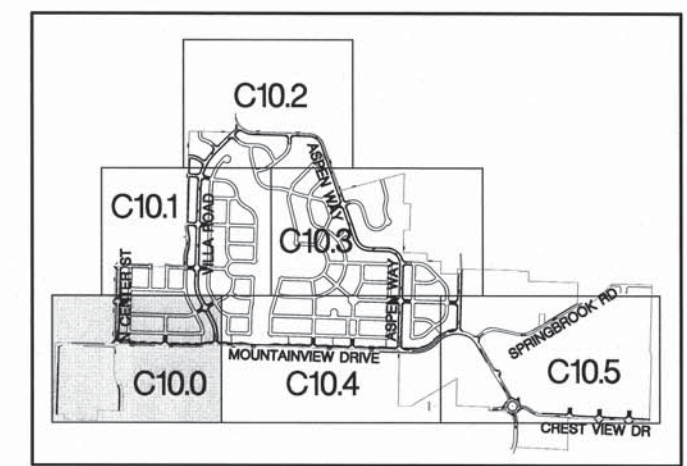
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2" CAL.	35'-0" O.C.
⊗	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERFOLIA BLOODGOOD	2" CAL.	35'-0" O.C.
⊗	AMERICAN ELM	ULMUS AMERICANA HOMESTEAD	2" CAL.	35'-0" O.C.
⊗	ARISTOCRAT PEAR	PIRUS CALLERYANA ARISTOCRAT	2" CAL.	30'-0" O.C.
⊗	EASTERN REDBUD	CERCIS CANADENSIS	2" CAL.	30'-0" O.C.
⊗	THUNDERCLOUD PLUM	PRUNUS CERASIFERA THUNDERCLOUD	2" CAL.	30'-0" O.C.
⊗	PAPERBARK MAPLE	ACER GRISEUM	2" CAL.	30'-0" O.C.

GENERAL NOTES: LANDSCAPE PLAN

1. LANDSCAPE PLANTING SHALL CONFORM TO THE STANDARDS ESTABLISHED UNDER CITY OF NEWBERG PLANNING DEPT.
2. ALL PLANT BEDS SHALL HAVE A 3" DEPTH OF BARK MULCH.
3. LANDSCAPE AREAS SHALL HAVE A COMPLETE UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WITH FULL HEAD TO HEAD COVERAGE.
4. ALL PLANT MATERIAL DELIVERED TO THIS SITE SHALL MEET THE AMERICAN NURSERYMANS ASSOCIATION STANDARDS.
5. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. PLANT SUBSTITUTIONS WITHOUT PRIOR WRITTEN APPROVAL THAT DO NOT COMPLY WITH THE DRAWINGS AND SPECIFICATIONS MAY BE REJECTED BY THE LANDSCAPE ARCHITECT AT NO COST TO THE OWNER. THESE ITEMS MAY BE REQUIRED TO BE REPLACED WITH PLANT MATERIALS THAT ARE IN COMPLIANCE WITH THE DRAWINGS.

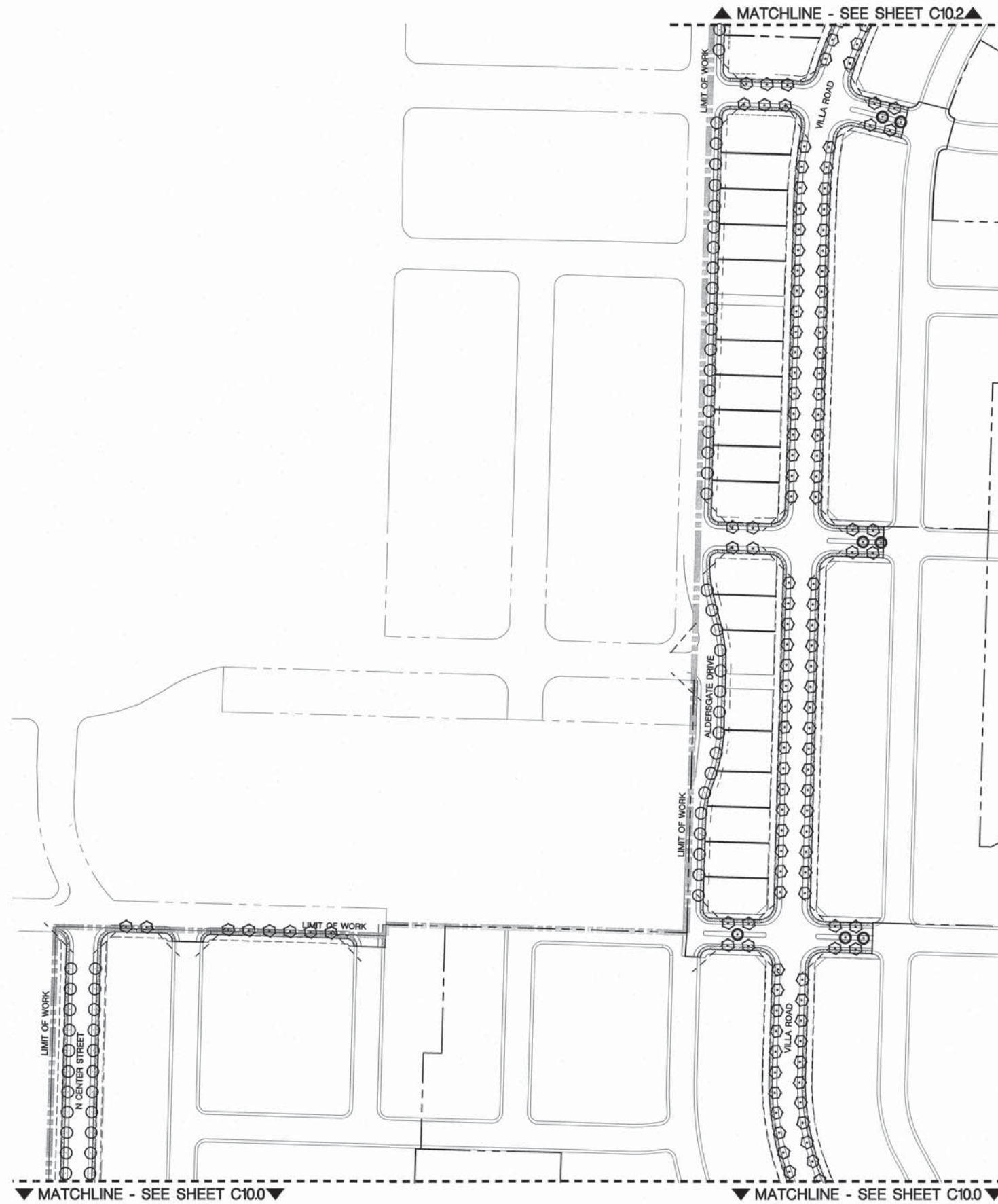
STREET TREE NOTE

1. SEE PLANT MATERIALS SCHEDULE THIS SHEET FOR STREET TREE SPACING. SLIGHT DISTANCE VARIATIONS MAY OCCUR DUE TO LIGHT POLE, FIRE HYDRANT, STORM LINES, AND DRIVEWAY LOCATIONS.
2. STREET TREES HAVE BEEN SELECTED TO CREATE A SPECIFIC THEME FOR ROADWAYS ON THIS DEVELOPMENT AND TO MATCH ADJACENT DEVELOPMENT ROAD CONNECTIVITY. DIFFERENT VARIETIES ON THE SAME STREET WILL NOT BE APPROVED. IF THE CONTRACTOR IS PROPOSING A SUBSTITUTION DUE TO LACK OF AVAILABILITY, THEY SHOULD TAKE THIS INTO ACCOUNT AND ENSURE ADEQUATE QUANTITIES ARE AVAILABLE FOR ENTIRE STREET SYSTEM.



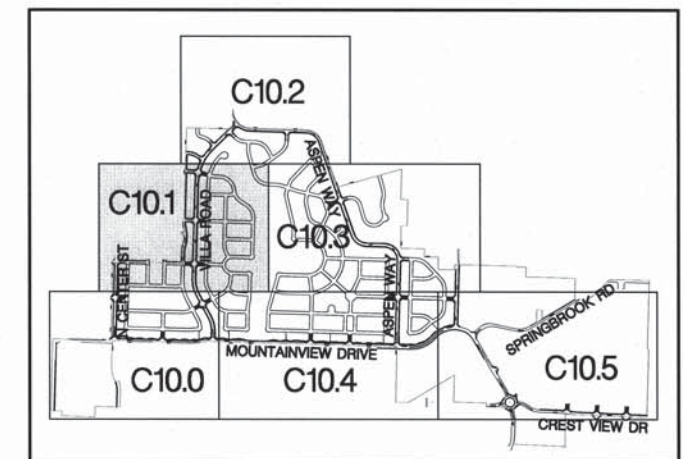
SITE REFERENCE MAP
NTS

June 2007



STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2' CAL.	35'-0" O.C.
⬠	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERFOJA 'BLOODGOOD'	2' CAL.	35'-0" O.C.
⊗	AMERICAN ELM	ULMUS AMERICANA 'HOMESTEAD'	2' CAL.	35'-0" O.C.
⊙	ARISTOCRAT PEAR	PYRUS CALLERYANA 'ARISTOCRAT'	2' CAL.	30'-0" O.C.
⊗	EASTERN REDBUD	CERCIS CANADENSIS	2' CAL.	30'-0" O.C.
⊗	THUNDERCLOUD PLUM	PRUNUS CERASIFERA 'THUNDERCLOUD'	2' CAL.	30'-0" O.C.
⊙	PAPERBARK MAPLE	ACER GRISEUM	2' CAL.	30'-0" O.C.



SITE REFERENCE MAP
NTS

June 2007

0 50 100 200

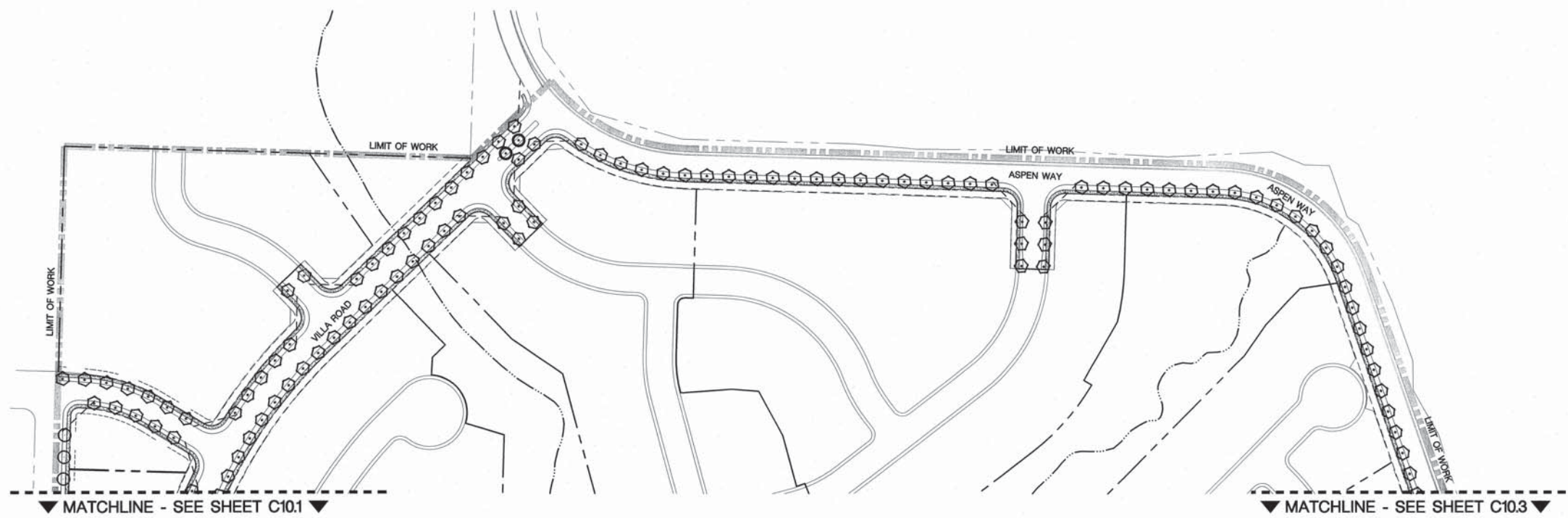
W R G

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Springbrook Master Subdivision

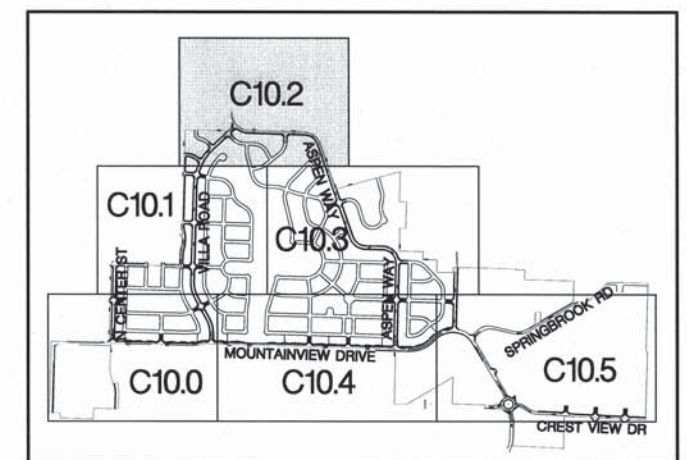
Newberg, Oregon

Street Tree Plan - C10.1



STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2" CAL.	35'-0" O.C.
⊙	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERFOLIA BLOODGOOD	2" CAL.	35'-0" O.C.
⊗	AMERICAN ELM	ULMUS AMERICANA HOMESTEAD	2" CAL.	35'-0" O.C.
⊕	ARISTOCRAT PEAR	PYRUS CALLERYANA 'ARISTOCRAT'	2" CAL.	30'-0" O.C.
⊖	EASTERN REDBUD	CERCIS CANADENSIS	2" CAL.	30'-0" O.C.
⊗	THUNDERCLOUD PLUM	PRUNUS CERASIFERA THUNDERCLOUD	2" CAL.	30'-0" O.C.
⊙	PAPERBARK MAPLE	ACER GRISELUM	2" CAL.	30'-0" O.C.



SITE REFERENCE MAP
HTS



Springbrook Master Subdivision

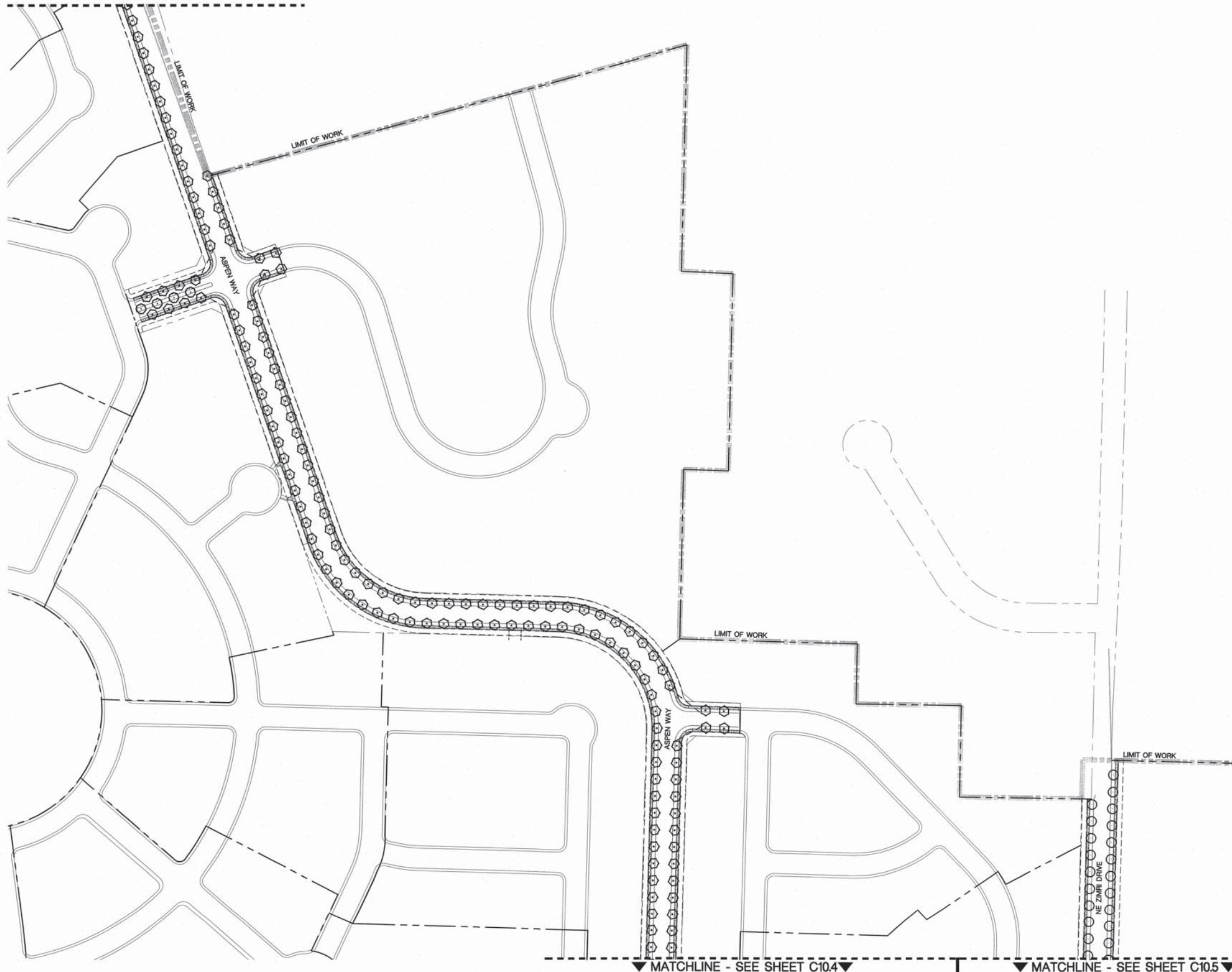
Newberg, Oregon

June 2007

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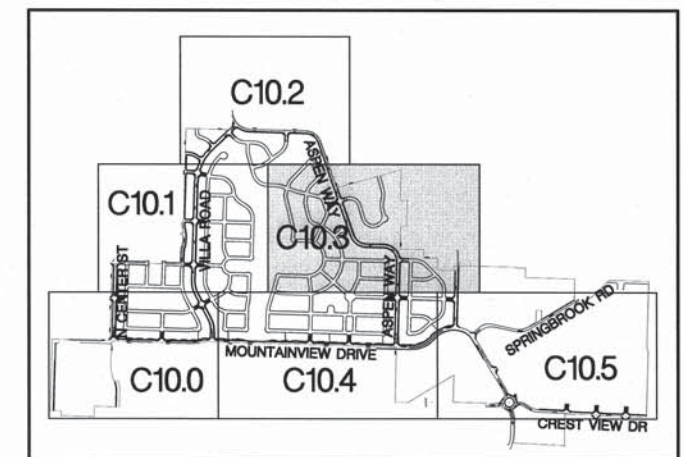
Street Tree Plan - C10.2

▲ MATCHLINE - SEE SHEET C10.2 ▲



STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2" CAL.	35'-0" O.C.
⊙	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERFOLIA BLOODGOOD	2" CAL.	35'-0" O.C.
⊗	AMERICAN ELM	ULMUS AMERICANA HOMESTEAD	2" CAL.	35'-0" O.C.
⊕	ARISTOCRAT PEAR	PIRUS CALLERYANA ARISTOCRAT	2" CAL.	30'-0" O.C.
⊖	EASTERN REDBUD	CERCIS CANADENSIS	2" CAL.	30'-0" O.C.
⊗	THUNDERCLOUD PLUM	PRUNUS CERASIFERA THUNDERCLOUD	2" CAL.	30'-0" O.C.
⊙	PAPERBARK MAPLE	ACER GRISELUM	2" CAL.	30'-0" O.C.



SITE REFERENCE MAP
NTS

June 2007

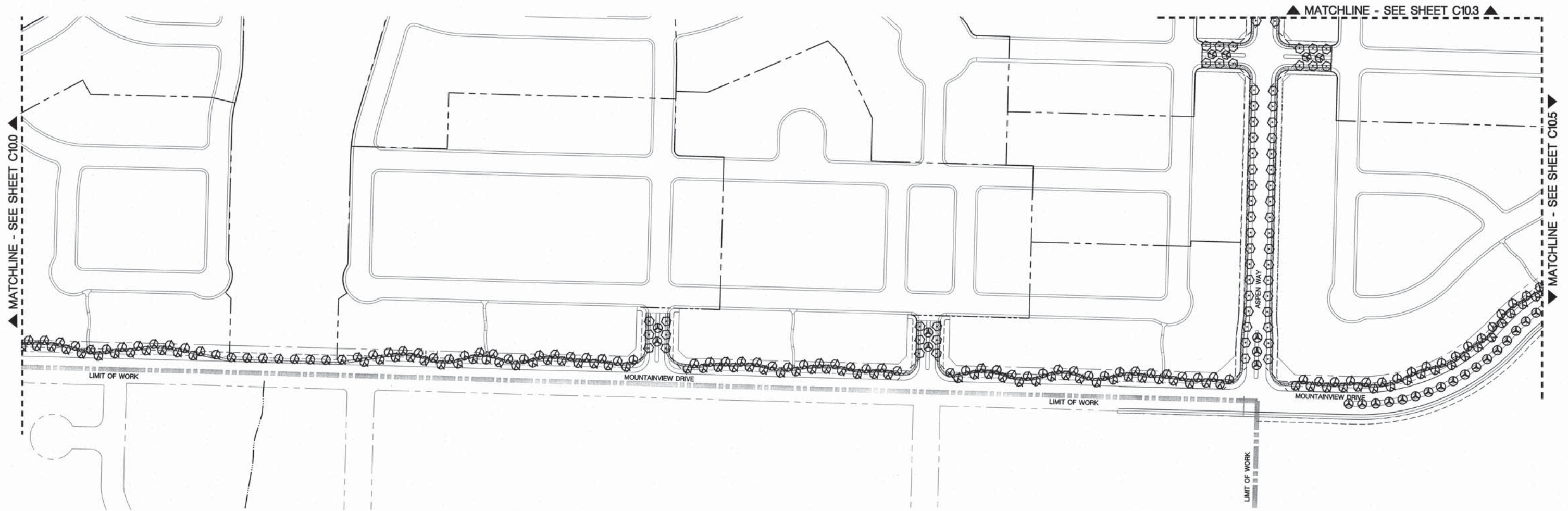
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Springbrook Master Subdivision

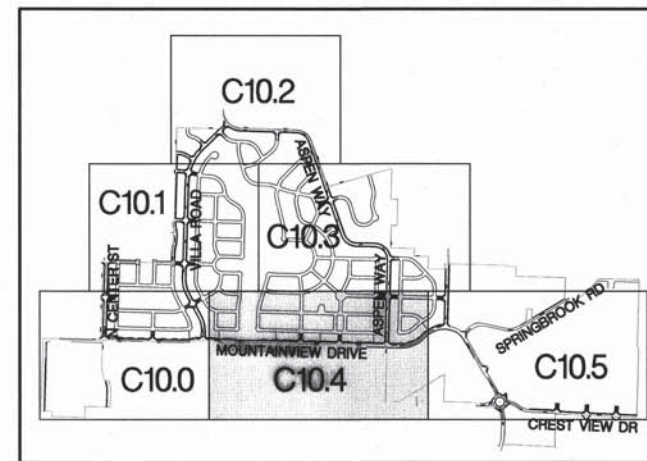
Newberg, Oregon

Street Tree Plan - C10.3



STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2" CAL	35'-0" O.C.
⊕	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERIFOLIA 'BLOODGOOD'	2" CAL	35'-0" O.C.
△	AMERICAN ELM	ULMUS AMERICANA 'HOMESTEAD'	2" CAL	35'-0" O.C.
⊙	ARISTOCRAT PEAR	PYRUS CALLERYANA 'ARISTOCRAT'	2" CAL	30'-0" O.C.
⊕	EASTERN REDBUD	CERCIS CANADENSIS	2" CAL	30'-0" O.C.
⊕	THUNDERCLOUD PLUM	PRUNUS CERASIFERA 'THUNDERCLOUD'	2" CAL	30'-0" O.C.
⊕	PAPERBARK MAPLE	ACER GRISEUM	2" CAL	30'-0" O.C.



SITE REFERENCE MAP
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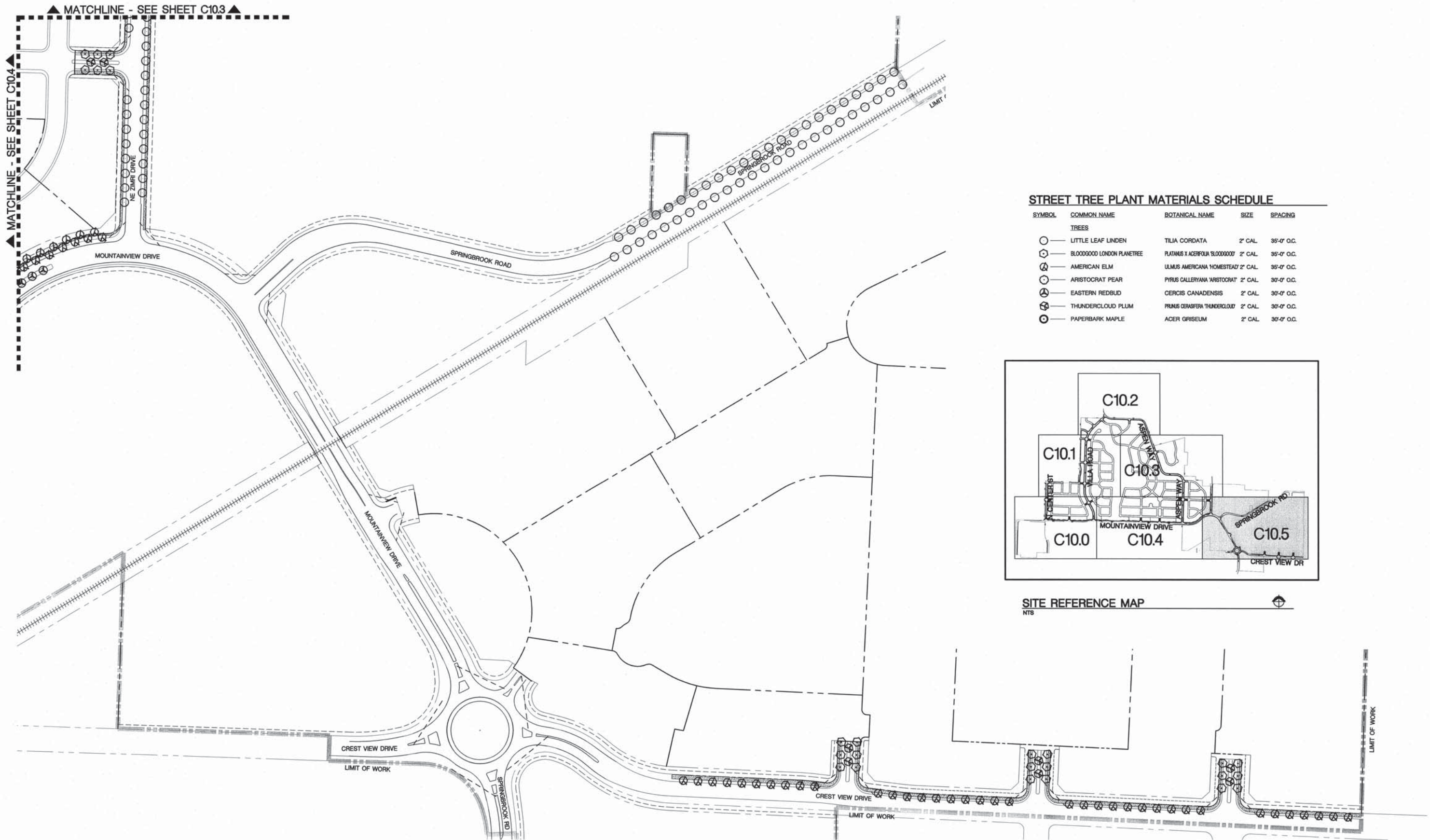
Springbrook Master Subdivision

Newberg, Oregon

June 2007

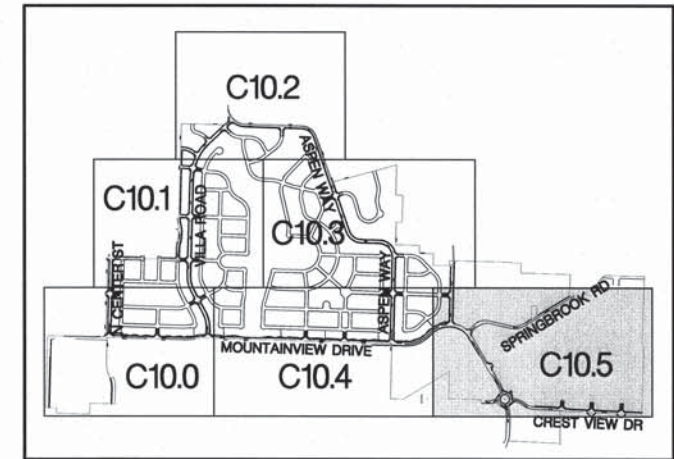
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Street Tree Plan - C10.4



STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	LITTLE LEAF LINDEN	TILIA CORDATA	2" CAL.	35'-0" O.C.
⬠	BLOODGOOD LONDON PLANETREE	PLATANUS X ACERFOUA 'BLOODGOOD'	2" CAL.	35'-0" O.C.
⊗	AMERICAN ELM	ULMUS AMERICANA 'HOMESTEAD'	2" CAL.	35'-0" O.C.
⊙	ARISTOCRAT PEAR	PYRUS CALLERYANA 'ARISTOCRAT'	2" CAL.	30'-0" O.C.
⊕	EASTERN REDBUD	CERCIS CANADENSIS	2" CAL.	30'-0" O.C.
⊗	THUNDERCLOUD PLUM	PRUNUS CERASIFERA 'THUNDERCLOUD'	2" CAL.	30'-0" O.C.
⊙	PAPERBARK MAPLE	ACER GRISEUM	2" CAL.	30'-0" O.C.



SITE REFERENCE MAP
NTS

Springbrook Master Subdivision

Newberg, Oregon

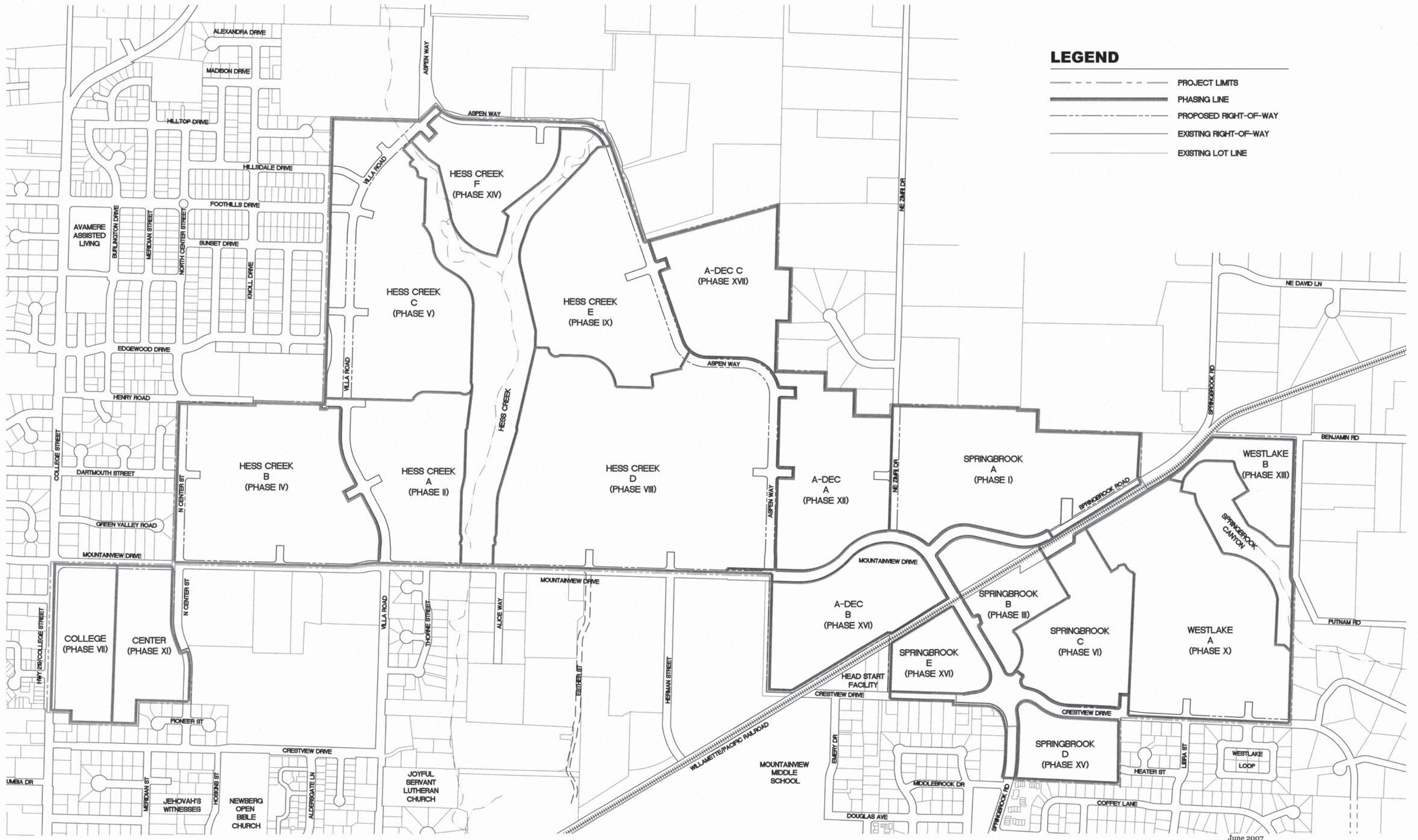
June 2007

0 50 100 200

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Street Tree Plan - C10.5



LEGEND

- PROJECT LIMITS
- PHASING LINE
- - - PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE

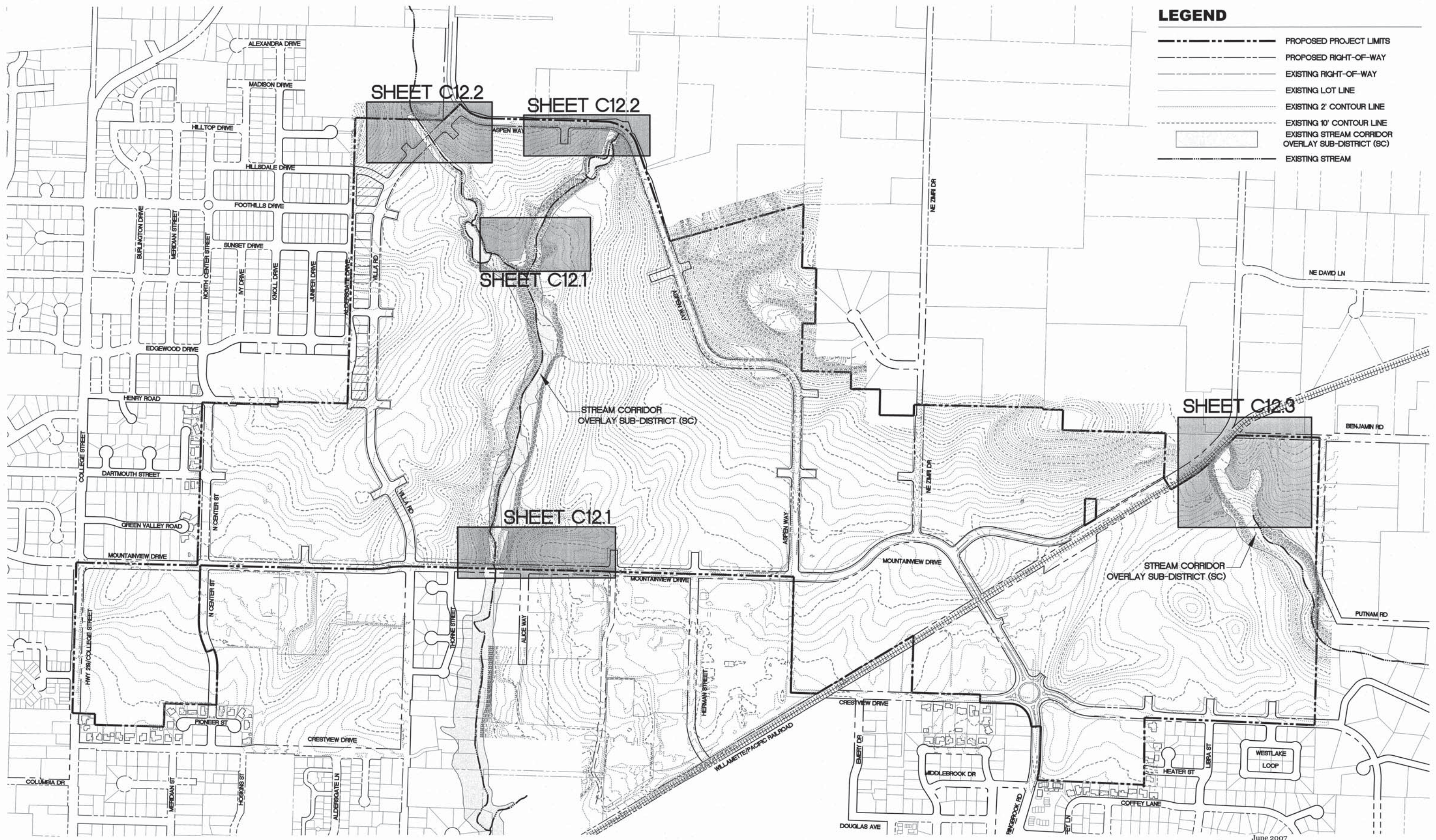
Springbrook Master Subdivision

Newberg, Oregon



Phasing Plan - C11.0

June 2007



- LEGEND**
- PROPOSED PROJECT LIMITS
 - - - - - PROPOSED RIGHT-OF-WAY
 - - - - - EXISTING RIGHT-OF-WAY
 - EXISTING LOT LINE
 - EXISTING 2' CONTOUR LINE
 - EXISTING 10' CONTOUR LINE
 - ▨ EXISTING STREAM CORRIDOR
 - ▨ OVERLAY SUB-DISTRICT (SC)
 - EXISTING STREAM

Springbrook Master Subdivision

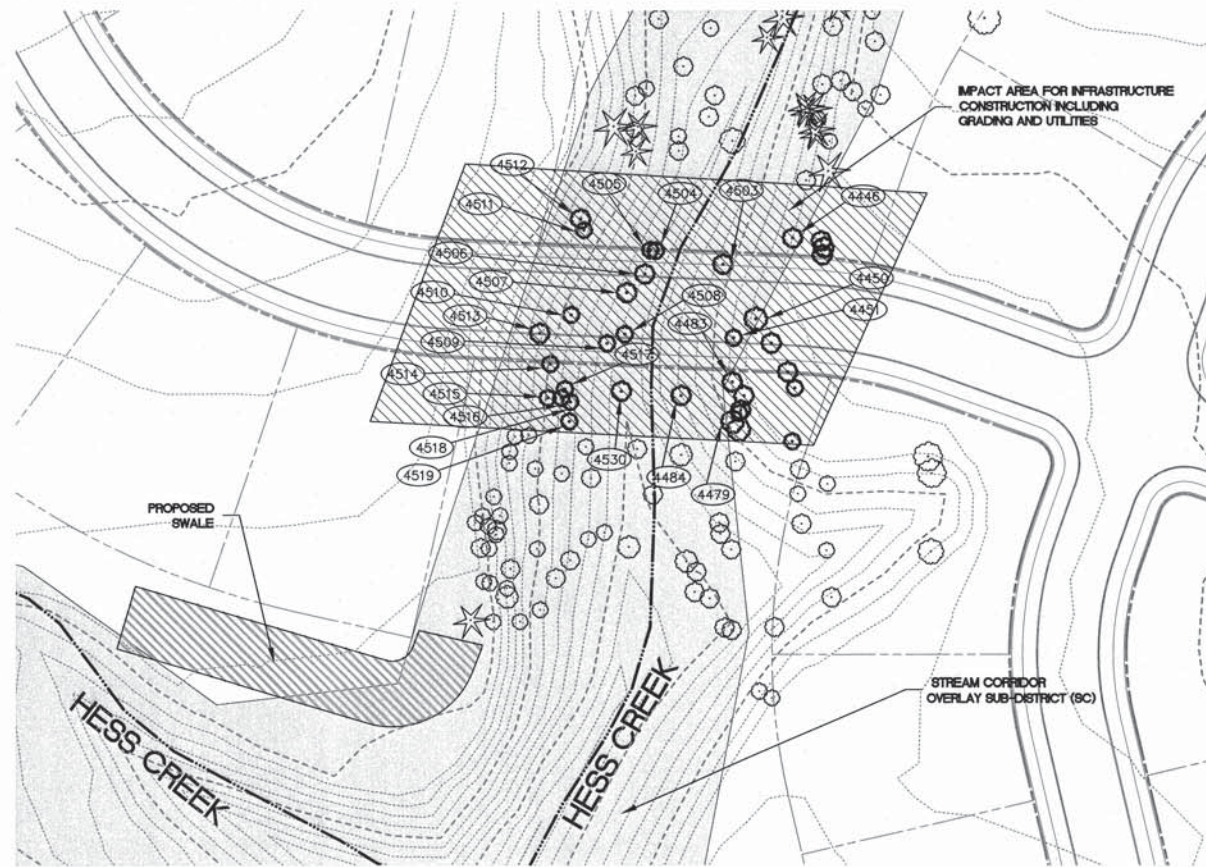
Newberg, Oregon

0 150 300 600

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Overall Corridor Impact - C12.0

June 2007

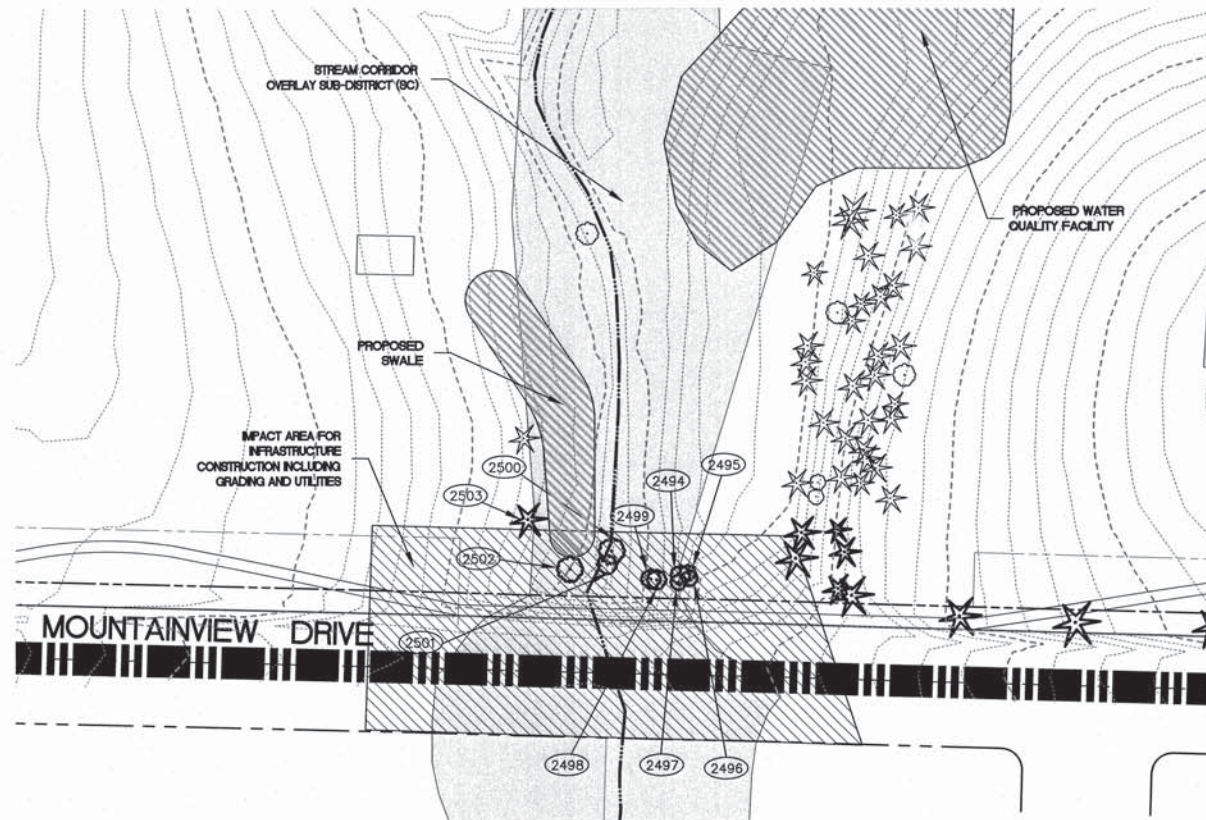


Trees to be Removed Within Corridor

TREE #	DBH	Species
4446	16" X 2	Hawthorn
4450	28"	Big Leaf Maple
4451	8" X 4	Big Leaf Maple
4479	22"	Ash
4483	10" X 3	Ash
4503	17" X 2	Ash
4504	8"	Big Leaf Maple
4505	7"	Big Leaf Maple
4506	10"	Big Leaf Maple
4507	12"	Big Leaf Maple
4508	6"	Big Leaf Maple
4509	8" X 3	Big Leaf Maple
4510	6"	Big Leaf Maple
4511	10" X 4	Hawthorn
4512	18" X 3	Ash
4513	18" X 2	Big Leaf Maple
4514	7"	Ash
4515	6"	Ash
4516	6"	Ash
4517	6"	Madrone
4518	6"	Douglas-Fir
4519	6"	Ash
4530	16" X 2	Ash

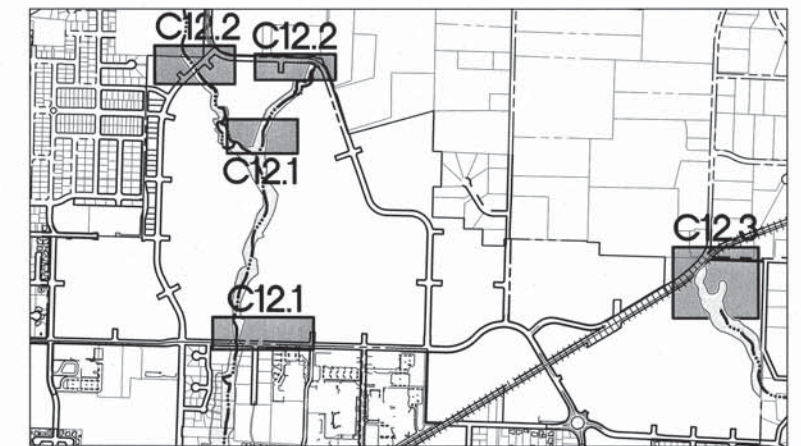
LEGEND

- PROPOSED PROJECT LIMITS
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- EXISTING 2' CONTOUR LINE
- EXISTING 10' CONTOUR LINE
- EXISTING TREES TO REMAIN
- EXISTING TREES TO BE REMOVED
- EXISTING STREAM CORRIDOR OVERLAY SUB-DISTRICT (SC)
- FUTURE RIGHT-OF-WAY LINE
- FUTURE LOT LINE
- FUTURE CURB LINE
- EXISTING STREAM



Trees to be Removed Within Corridor

TREE #	DBH	Species
2494	12"	Ash
2495	6"	Ash
2496	6"	Ash
2497	9"	Ash
2498	17"	Ash
2499	13"	Ash
2500	36"	Madrone
2501	16"	Douglas-Fir
2502	30"	Ash
2503	25"	Douglas-Fir



KEY MAP

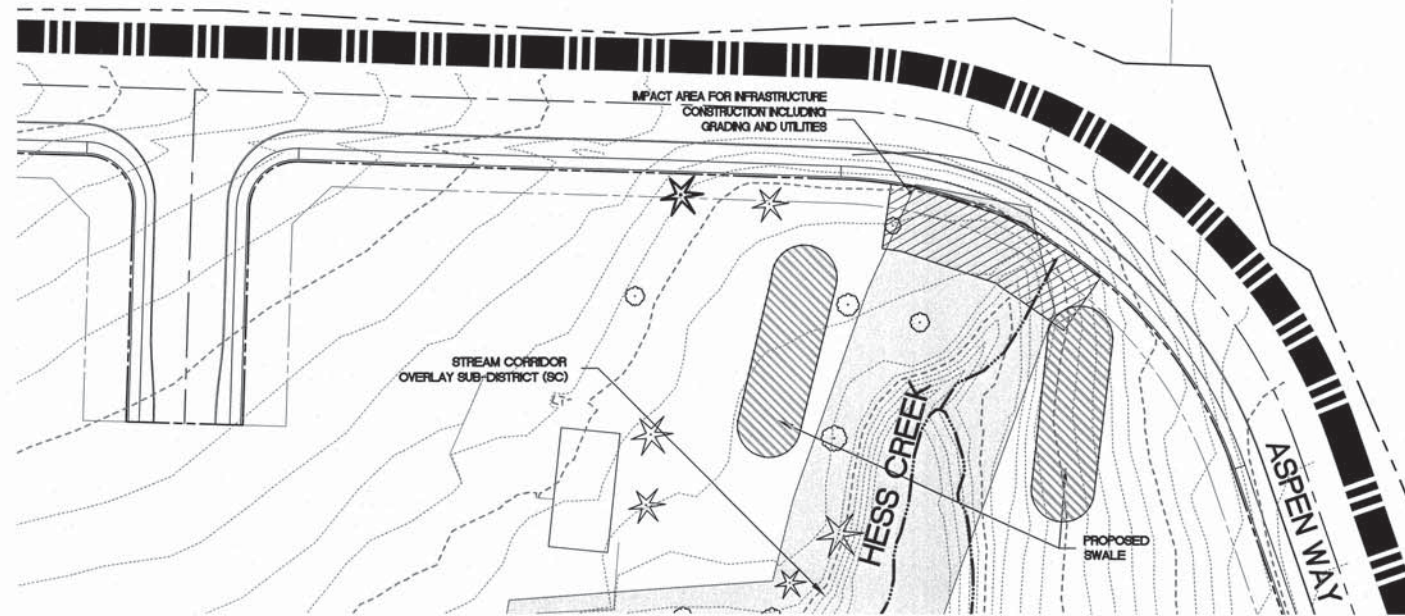
June 2007
















Springbrook Master Subdivision

Newberg, Oregon

Corridor Impact - C12.1

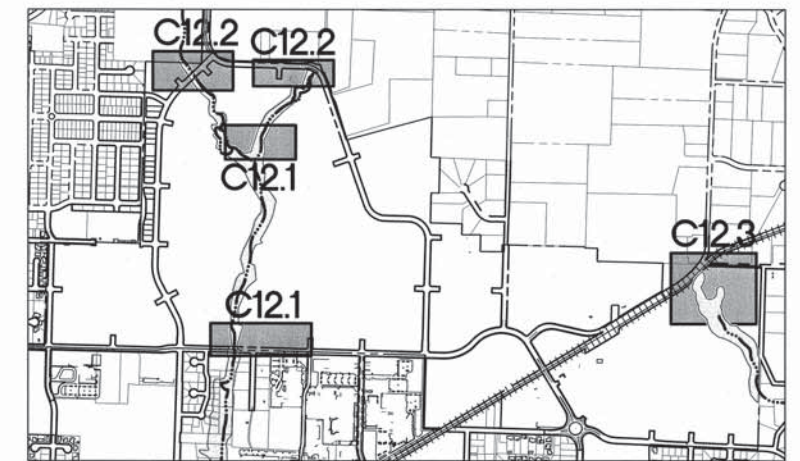
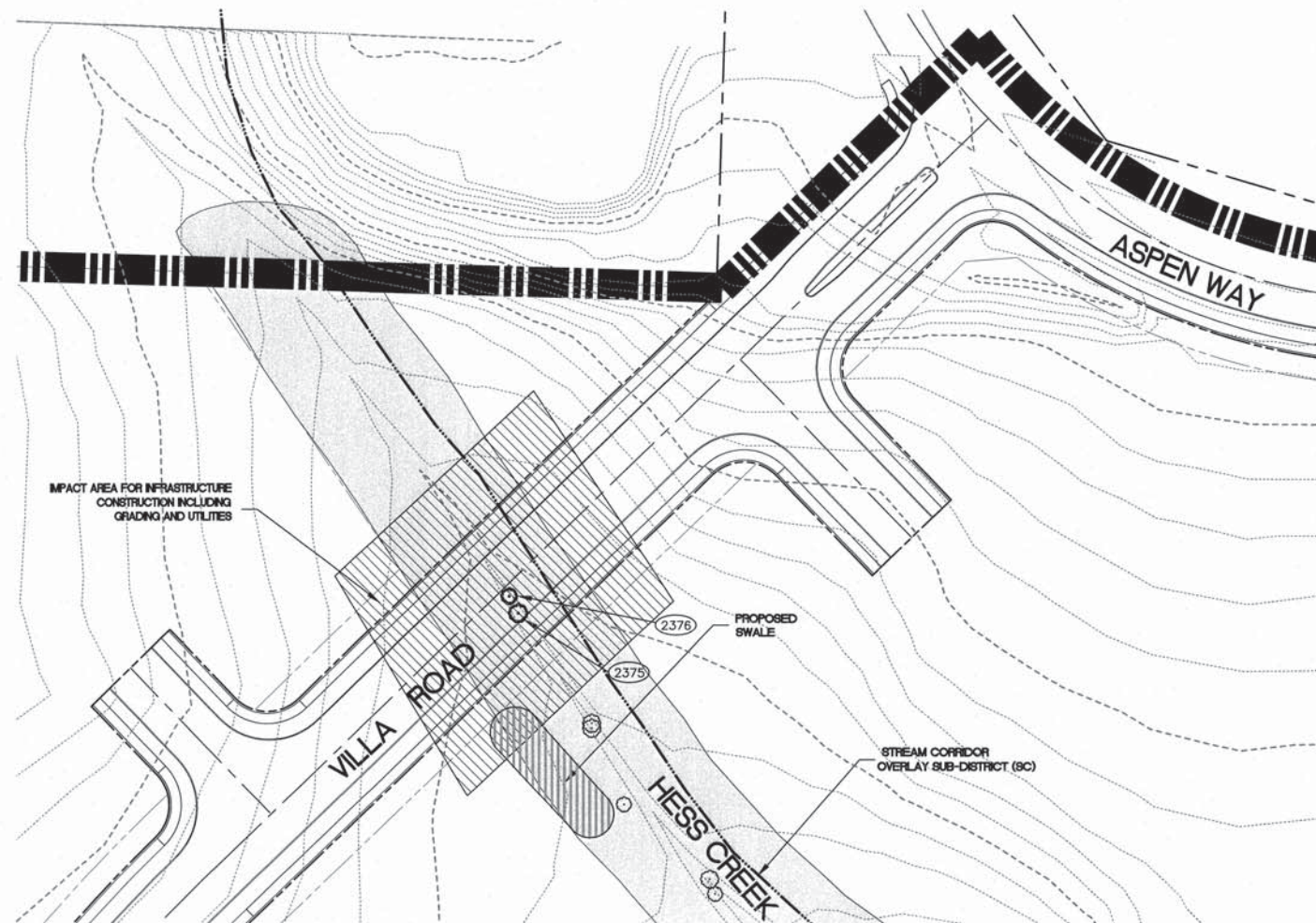


LEGEND

-  PROPOSED PROJECT LIMITS
-  PROPOSED RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY
-  EXISTING LOT LINE
-  EXISTING 2' CONTOUR LINE
-  EXISTING 10' CONTOUR LINE
-  EXISTING TREES TO REMAIN
-  EXISTING TREES TO BE REMOVED
-  EXISTING STREAM CORRIDOR OVERLAY SUB-DISTRICT (SC)
-  FUTURE RIGHT-OF-WAY LINE
-  FUTURE LOT LINE
-  FUTURE CURB LINE
-  EXISTING STREAM

Trees to be Removed Within Corridor

TREE #	DBH	Species
2375	10" X 3	Ash
2376	6"	Ash



KEY MAP

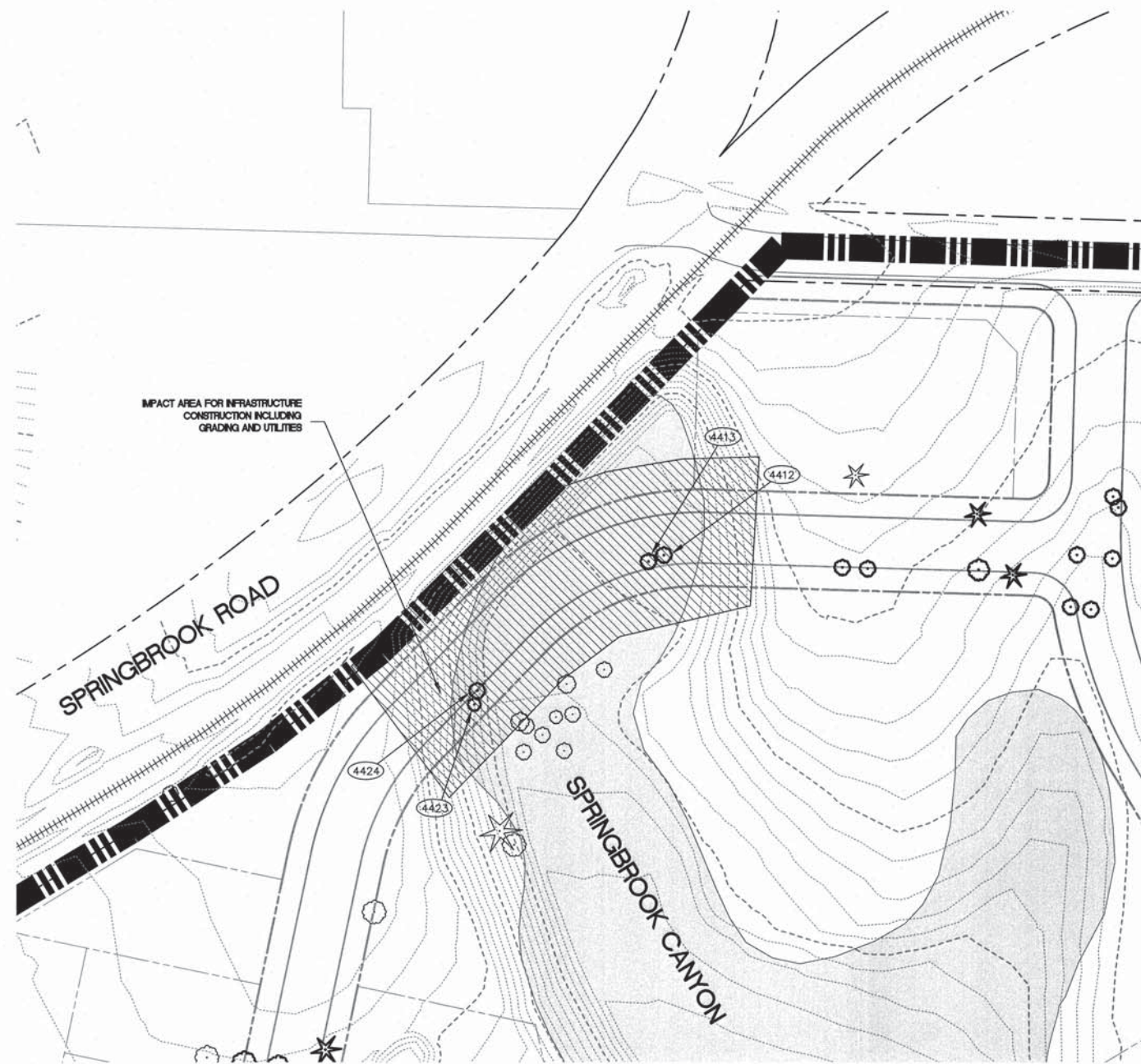
June 2007
















Springbrook Master Subdivision

Newberg, Oregon

Corridor Impact - C12.2

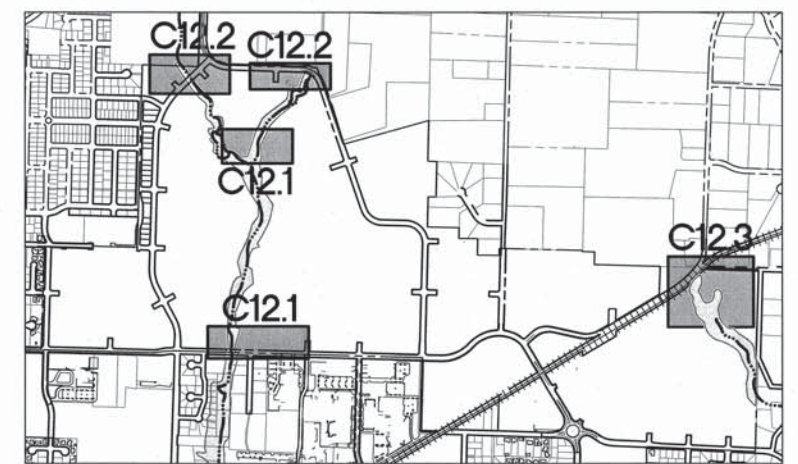


LEGEND

-  PROPOSED PROJECT LIMITS
-  PROPOSED RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY
-  EXISTING LOT LINE
-  EXISTING 2' CONTOUR LINE
-  EXISTING 10' CONTOUR LINE
-  EXISTING TREES TO REMAIN
-  EXISTING TREES TO BE REMOVED
-  EXISTING STREAM CORRIDOR OVERLAY SUB-DISTRICT (SC)
-  FUTURE RIGHT-OF-WAY LINE
-  FUTURE LOT LINE
-  FUTURE CURB LINE
-  EXISTING STREAM

Trees to be Removed Within Corridor

TREE #	Description	Species
4412	14"	Ash
4413	14"	Ash
4423	8"	Ash
4424	12"	Ash



KEY MAP

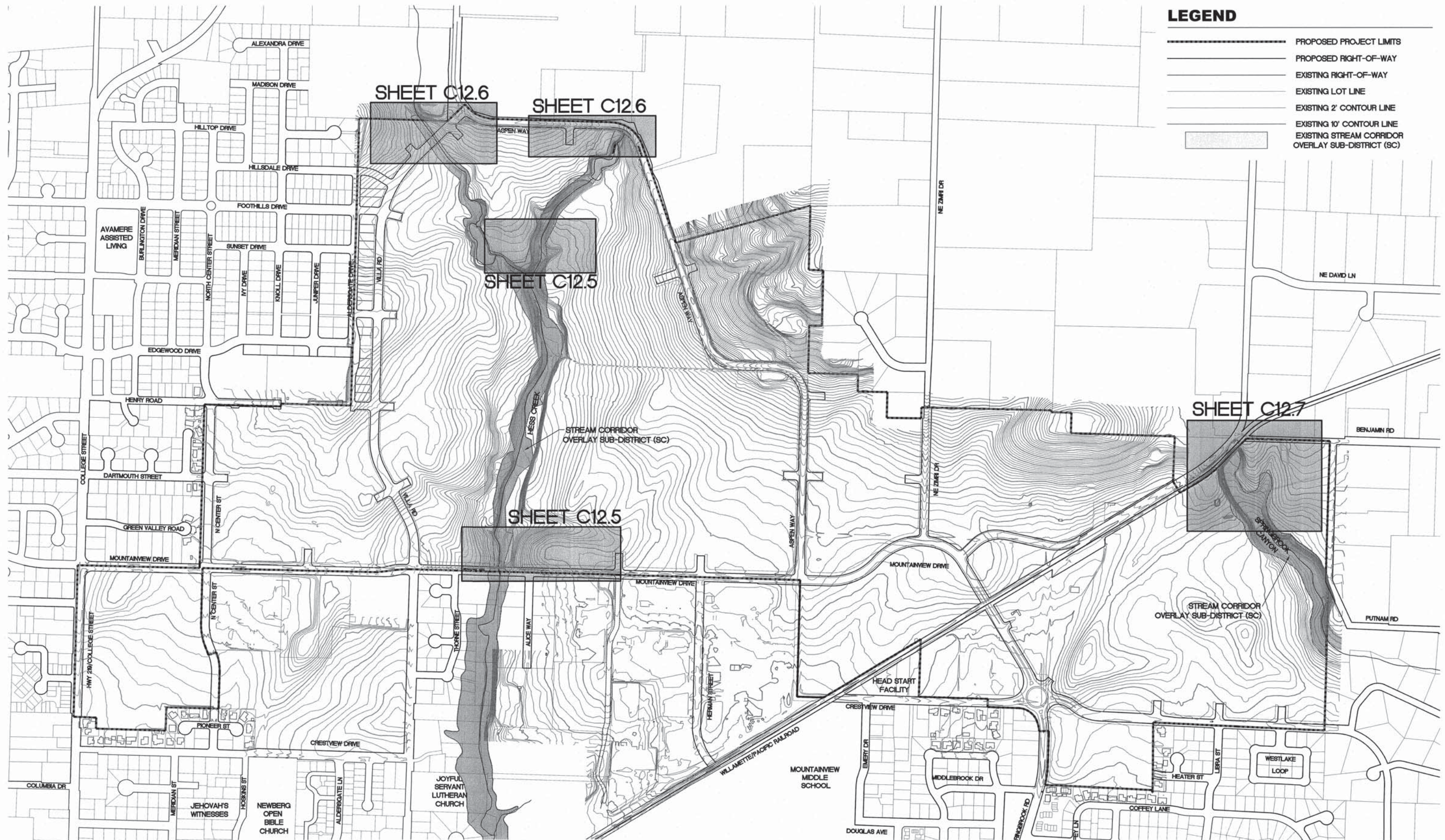
June 2007



Springbrook Master Subdivision

Newberg, Oregon

Corridor Impact - C12.3



LEGEND

- PROPOSED PROJECT LIMITS
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- EXISTING 2' CONTOUR LINE
- EXISTING 10' CONTOUR LINE
- EXISTING STREAM CORRIDOR OVERLAY SUB-DISTRICT (SC)

Springbrook Master Subdivision

Newberg, Oregon

June 2007

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Overall Corridor Mitigation Planting Plan - C12.4



LEGEND

- PROPOSED PROJECT LIMITS
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING LOT LINE
- EXISTING 2' CONTOUR LINE
- EXISTING 10' CONTOUR LINE
- ▨ EXISTING STREAM CORRIDOR
- ▨ OVERLAY SUB-DISTRICT (SC)

Springbrook Master Subdivision

Newberg, Oregon

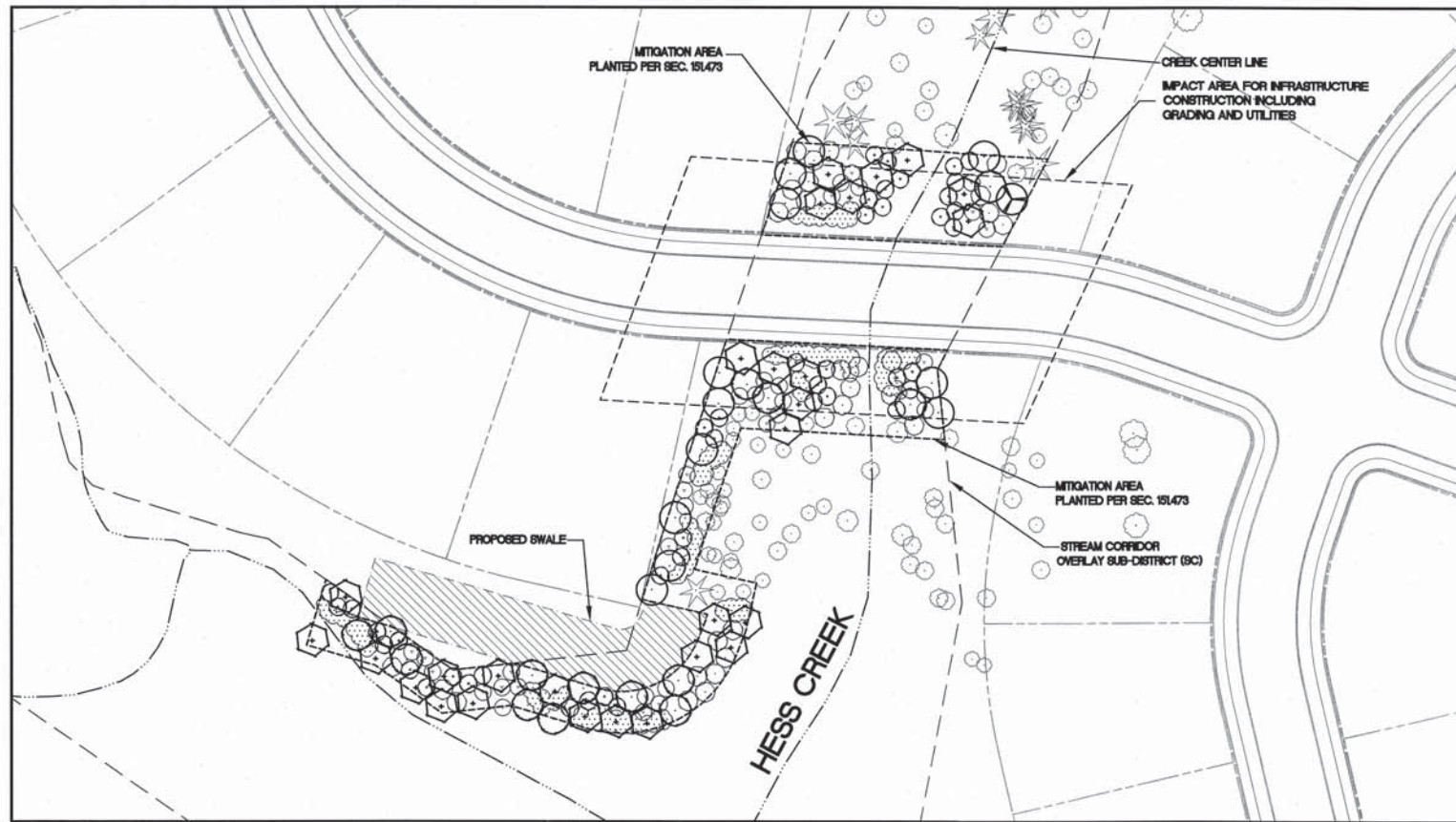
June 2007

0 150 300 600

W R G

DESIGN INC.

Overall Corridor Mitigation Planting Plan - C12.4



HESS CREEK • FUTURE ROAD

DISTURBED AREA = 15,300 S.F.

REQUIRED MITIGATION:
 TREES (1 TREE PER 500 S.F. DISTURBED) = 31
 SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) = 92

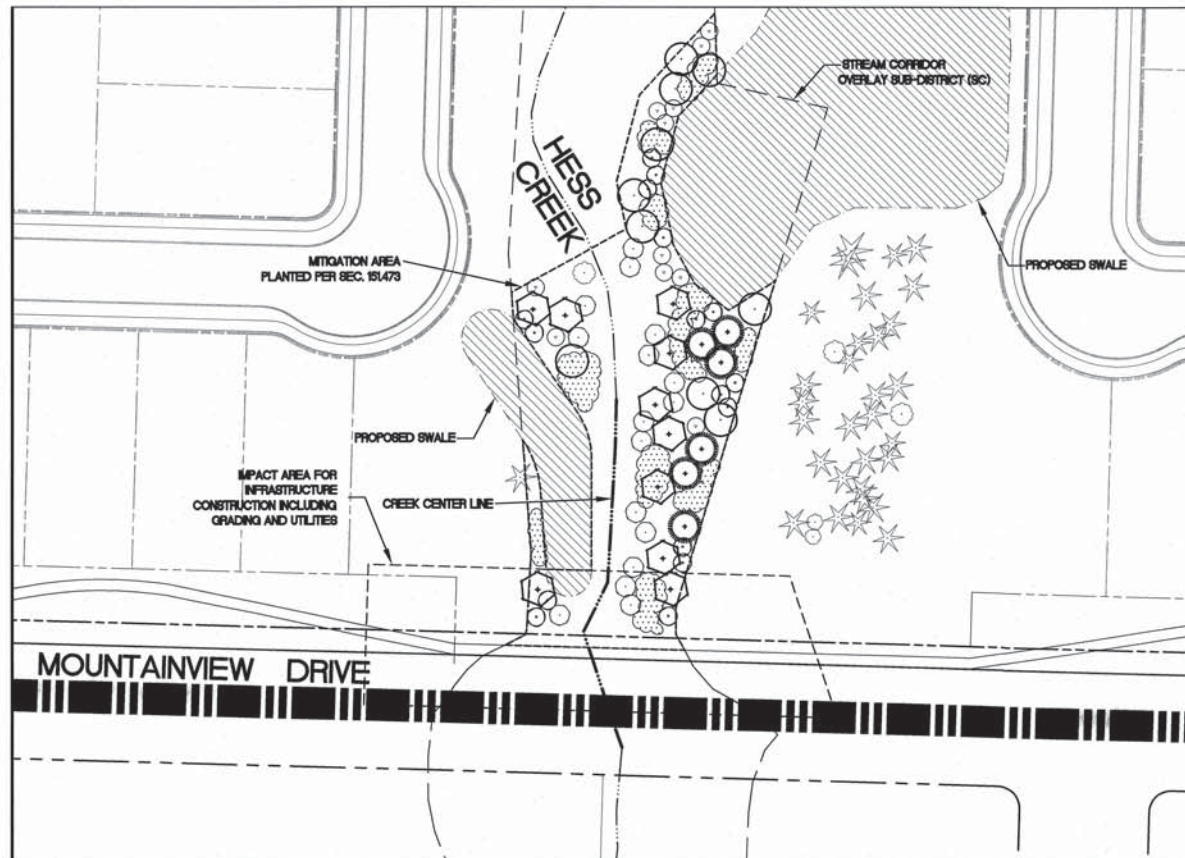
PROVIDED MITIGATION:
 TREES = 31
 SHRUBS = 92

REMOVED TREES (32*6'-18"; 5*18'-30") = 37
 REQUIRED MITIGATION:
 6"-18" DBH (3 NEW TREES PER 1 REMOVED) = 96
 18"-30" DBH (5 NEW TREES PER 1 REMOVED) = 35
 TOTAL = 131

PROVIDED MITIGATION:
 TREES = 131

PLANT LEGEND

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
	BIGLEAF MAPLE	ACER MACROPHYLLUM	1' CAL	10'-0" O.C.
	RED ALDER	ALNUS RUBRA	1' CAL	10'-0" O.C.
	OREGON ASH	FRAXINUS LATIFOLIA	1' CAL	10'-0" O.C.
	DOUGLAS FIR	PSEUDOTSUGA MENZIESII	5 GAL	10'-0" O.C.
	WESTERN RED CEDAR	THUJA PLICATA	5 GAL/5' HT.	10'-0" O.C.
	VINE MAPLE	ACER CIRCINATUM	1' CAL	5'-0" O.C.
	SCOULER'S WILLOW	SALIX SCOULERIANA	1' CAL	8'-0" O.C.
	SITKA WILLOW	SALIX SITCHENSIS	1' CAL	8'-0" O.C.
	EXISTING DECIDUOUS TREE TO REMAIN - TYPICAL SYMBOL			
	EXISTING EVERGREEN TREE TO REMAIN - TYPICAL SYMBOL			
SHRUBS				
	OCEAN SPRAY	HOLODISCUS DISCOLOR	2 GAL	4'-0" O.C.
	OREGON GRAPE	MAHONIA AQUIFOLIUM	1 GAL	4'-0" O.C.
	PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS	1 GAL	4'-0" O.C.
	RED ELDERBERRY	SAMBUCUS RACEMOSA	1 GAL	4'-0" O.C.
	COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	1 GAL	4'-0" O.C.
	RED-OSIER DOGWOOD	CORNUS STOLONIFERA	2 GAL	4'-0" O.C.
GROUND COVER				
SEED ALL DISTURBED UNDERSTORY AREAS WITH A SEED MIX CONTAINING NO MORE THAN 50% GRASS.				



HESS CREEK • MOUNTAIN VIEW DRIVE

DISTURBED AREA = 13,700 S.F.

REQUIRED MITIGATION:
 TREES (1 TREE PER 500 S.F. DISTURBED) = 27
 SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) = 82

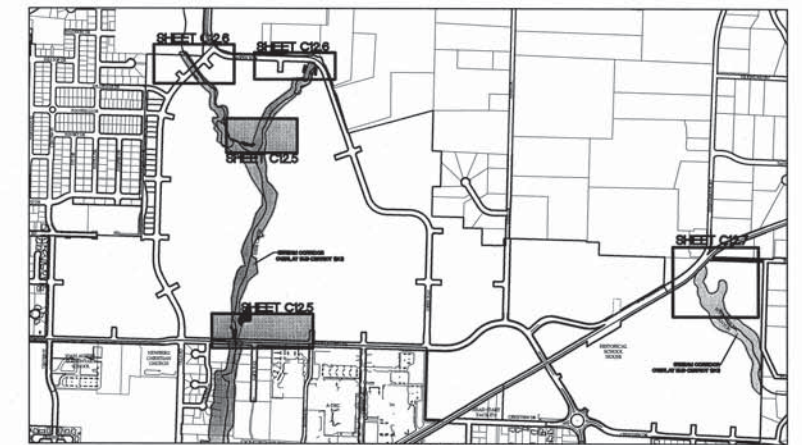
PROVIDED MITIGATION:
 TREES = 27
 SHRUBS = 82

REMOVED TREES = (7*6'-18"; 1*18'-30"; 1*30") = 9

REQUIRED MITIGATION:
 6"-18" DBH (3 NEW TREES PER 1 REMOVED) = 21
 18"-30" DBH (5 NEW TREES PER 1 REMOVED) = 5
 > 30" DBH (8 NEW TREES PER 1 REMOVED) = 16
 TOTAL = 42

PROVIDED MITIGATION:
 TREES = 42

- NOTES:
1. REMOVE INVASIVE PLANTS FROM UNDERSTORY
 2. LOCATE REQUIRED MITIGATION PLANTS AROUND EXISTING VEGETATION TO REMAIN.
 3. SEED UNDERSTORY WITH SELECTED SEED MIX TO CONTAIN NO MORE THAN 50% GRASS SPECIES.



KEY MAP

Springbrook Master Subdivision

Newberg, Oregon



Corridor Mitigation Planting Plan - C12.5

PLANT LEGEND

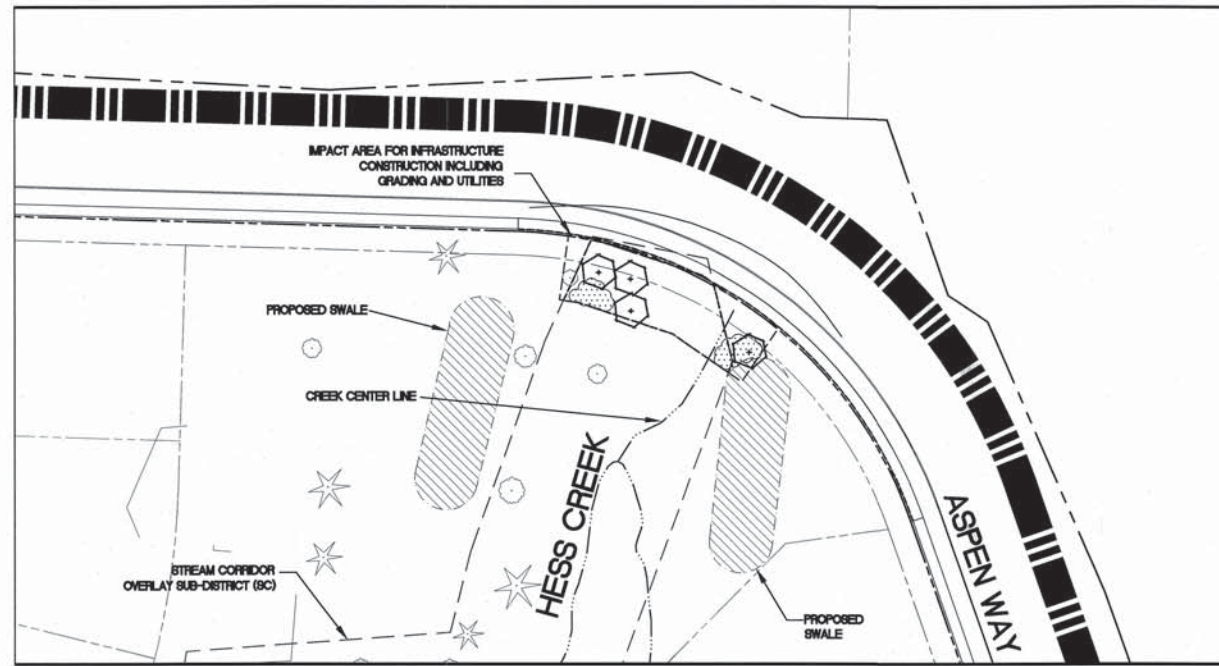
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
	BIGLEAF MAPLE	ACER MACROPHYLLUM	1" CAL	10'-0" O.C.
	RED ALDER	ALNUS RUBRA	1" CAL	10'-0" O.C.
	OREGON ASH	FRAXINUS LATIFOLIA	1" CAL	10'-0" O.C.
	DOUGLAS FIR	PSEUDOTSUGA MENZIESII	5 GAL.	10'-0" O.C.
	WESTERN RED CEDAR	THUJA PLICATA	5 GAL./5' HT.	10'-0" O.C.
	VINE MAPLE	ACER CIRCINATUM	1" CAL	5'-0" O.C.
	SCOULER'S WILLOW	SALIX SCOULERIANA	1" CAL	8'-0" O.C.
	SITKA WILLOW	SALIX SITCHENSIS	1" CAL	8'-0" O.C.
	EXISTING DECIDUOUS TREE TO REMAIN - TYPICAL SYMBOL			
	EXISTING EVERGREEN TREE TO REMAIN - TYPICAL SYMBOL			
SHRUBS				
	OCEAN SPRAY	HOLIDISCUS DISCOLOR	2 GAL.	4'-0" O.C.
	OREGON GRAPE	MAHONIA AQUIFOLIUM	1 GAL.	4'-0" O.C.
	PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS	1 GAL.	4'-0" O.C.
	RED ELDERBERRY	SAMBUCUS RACEMOSA	1 GAL.	4'-0" O.C.
	COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	1 GAL.	4'-0" O.C.
	RED-OSIER DOGWOOD	CORNUS STOLONIFERA	2 GAL.	4'-0" O.C.
GROUND COVER				
SEED ALL DISTURBED UNDERSTORY AREAS WITH A SEED MIX CONTAINING NO MORE THAN 50% GRASS.				

HESS CREEK • ASPEN WAY

DISTURBED AREA = 2,220 S.F.

REQUIRED MITIGATION:
 TREES (1 TREE PER 500 S.F. DISTURBED) = 4
 SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) = 13

PROVIDED MITIGATION*:
 TREES = 4
 SHRUBS = 13



HESS CREEK • VILLA ROAD

DISTURBED AREA = 10,250 S.F.

REQUIRED MITIGATION:
 TREES (1 TREE PER 500 S.F. DISTURBED) = 21
 SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) = 62

PROVIDED MITIGATION*:
 TREES = 21
 SHRUBS = 62

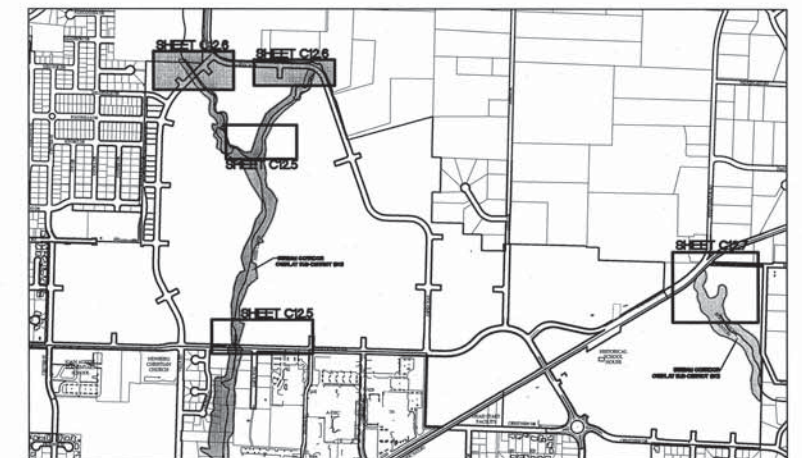
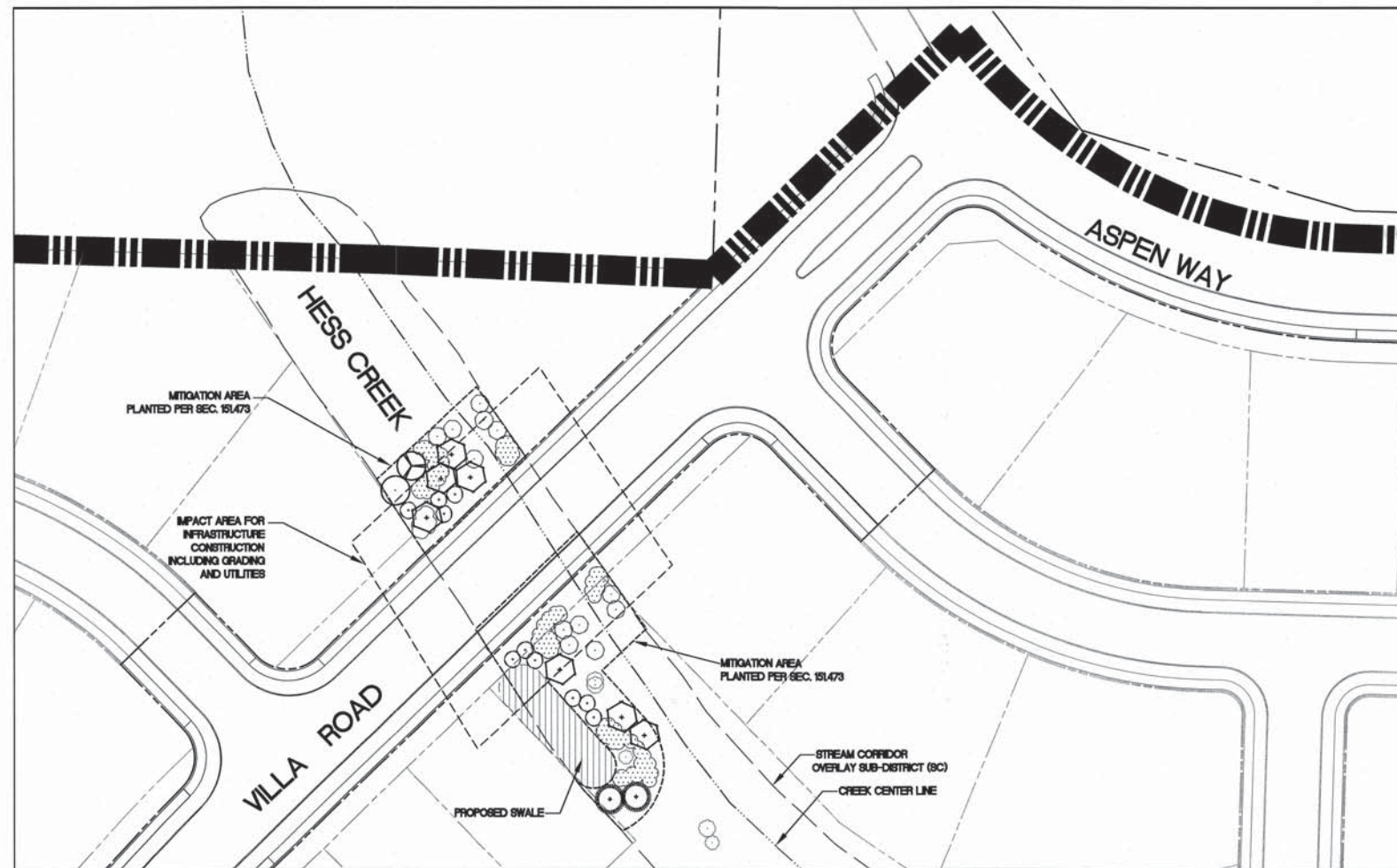
REMOVED TREES (4+6-18") = 4

REQUIRED MITIGATION:
 6"-18" CAL. (3 NEW TREES PER 1 REMOVED) = 12

PROVIDED MITIGATION:
 TREES = 12

***NOTES:**

1. REMOVE INVASIVE PLANTS FROM UNDERSTORY
2. LOCATE REQUIRED MITIGATION PLANTS AROUND EXISTING VEGETATION TO REMAIN.
3. SEED UNDERSTORY WITH SELECTED SEED MIX TO CONTAIN NO MORE THAN 50% GRASS SPECIES.



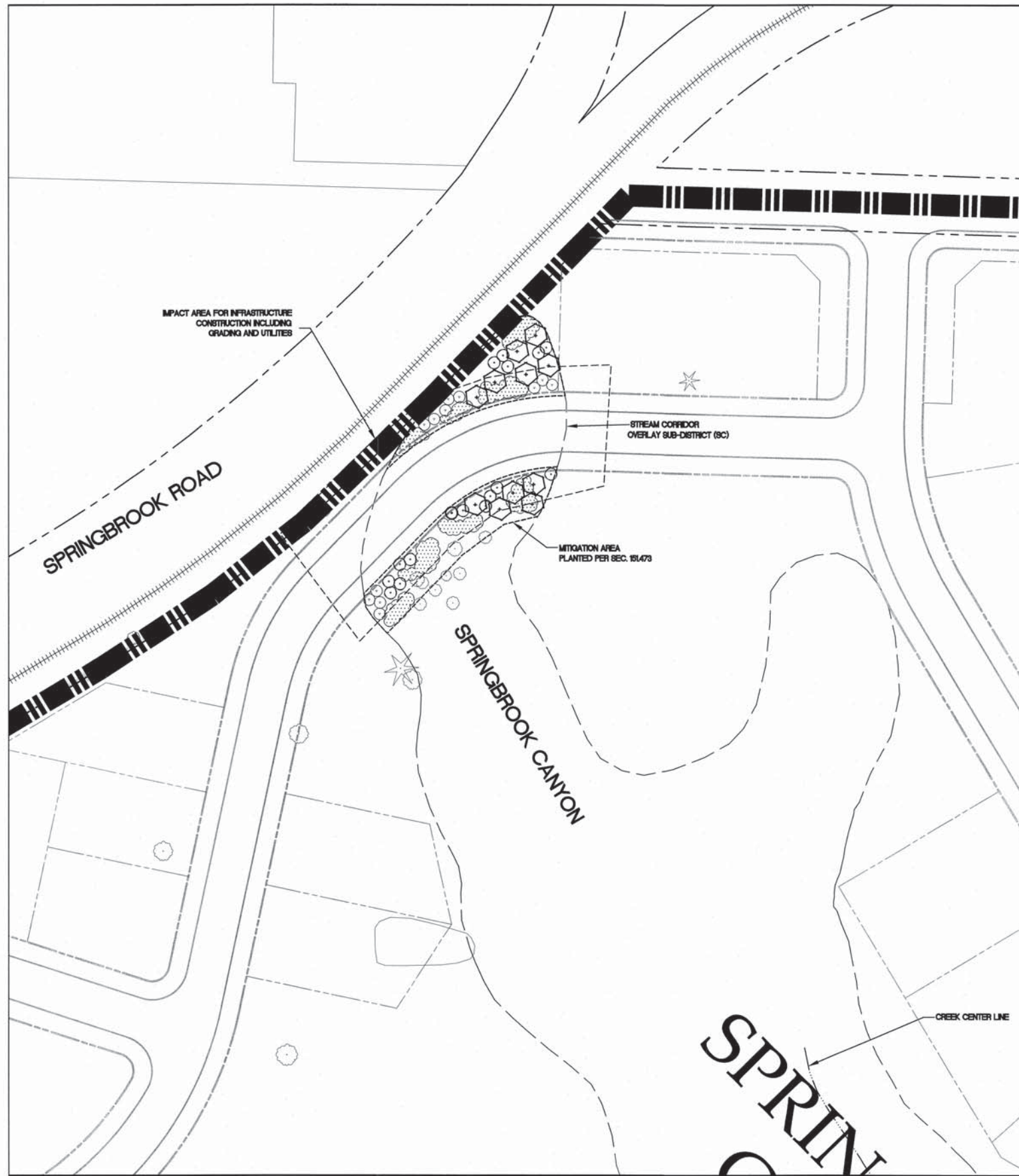
KEY MAP

Springbrook Master Subdivision

Newberg, Oregon



Corridor Mitigation Planting Plan - C12.6



SPRINGBROOK CANYON

DISTURBED AREA = 13,600 S.F.

REQUIRED MITIGATION:
 TREES (1 TREE / 500 S.F. DISTURBED) = 27
 SHRUBS (2 SHRUBS / 500 S.F. DISTURBED) = 82

PROVIDED MITIGATION:
 TREES = 27
 SHRUBS = 82

REMOVED TREES = (4*6-18") = 4

REQUIRED MITIGATION:
 6"-18" DBH (3 NEW TREES / 1 REMOVED) = 12

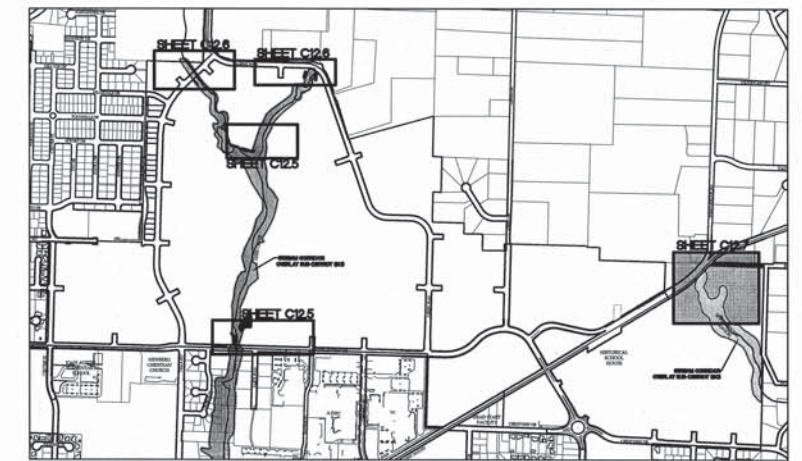
PROVIDED MITIGATION:
 TREES = 12

- NOTES:
 1. REMOVE INVASIVE PLANTS FROM UNDERSTORY
 2. LOCATE REQUIRED MITIGATION PLANTS AROUND EXISTING VEGETATION TO REMAIN.
 3. SEED UNDERSTORY WITH SELECTED SEED MIX TO CONTAIN NO MORE THAN 50% GRASS SPECIES.

PLANT LEGEND

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
TREES				
○	BIGLEAF MAPLE	ACER MACROPHYLLUM	1' CAL	10'-0" O.C.
○	RED ALDER	ALNUS RUBRA	1' CAL	10'-0" O.C.
○	OREGON ASH	FRAXINUS LATIFOLIA	1' CAL	10'-0" O.C.
○	DOUGLAS FIR	PSEUDOTSUGA MENZIESII	5 GAL	10'-0" O.C.
○	WESTERN RED CEDAR	THUJA PLICATA	5 GAL/5' HT.	10'-0" O.C.
○	VINE MAPLE	ACER CIRCINATUM	1' CAL	5'-0" O.C.
○	SCOULER'S WILLOW	SALIX SCOULERIANA	1' CAL	8'-0" O.C.
○	SITKA WILLOW	SALIX SITCHENSIS	1' CAL	8'-0" O.C.
○	EXISTING DECIDUOUS TREE TO REMAIN - TYPICAL SYMBOL			
★	EXISTING EVERGREEN TREE TO REMAIN - TYPICAL SYMBOL			
SHRUBS				
○	OCEAN SPRAY	HOLIDISCUS DISCOLOR	2 GAL	4'-0" O.C.
○	OREGON GRAPE	MAHONIA AQUIFOLIUM	1 GAL	4'-0" O.C.
○	PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS	1 GAL	4'-0" O.C.
○	RED ELDERBERRY	SAMBUCUS RACEMOSA	1 GAL	4'-0" O.C.
○	COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	1 GAL	4'-0" O.C.
○	RED-OSIER DOGWOOD	CORNUS STOLONIFERA	2 GAL	4'-0" O.C.

GROUND COVER
 SEED ALL DISTURBED UNDERSTORY AREAS WITH A SEED MIX CONTAINING NO MORE THAN 50% GRASS.



KEY MAP

Springbrook Master Subdivision

Newberg, Oregon

June 2007



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Kelzer, OR 97303
(503) 400-6028

TUALATIN, OR
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Tualatin, OR 97062
(503) 563-6151

VANCOUVER, WA
9600 NE 126th Avenue, Suite 2520
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(360) 882-0419

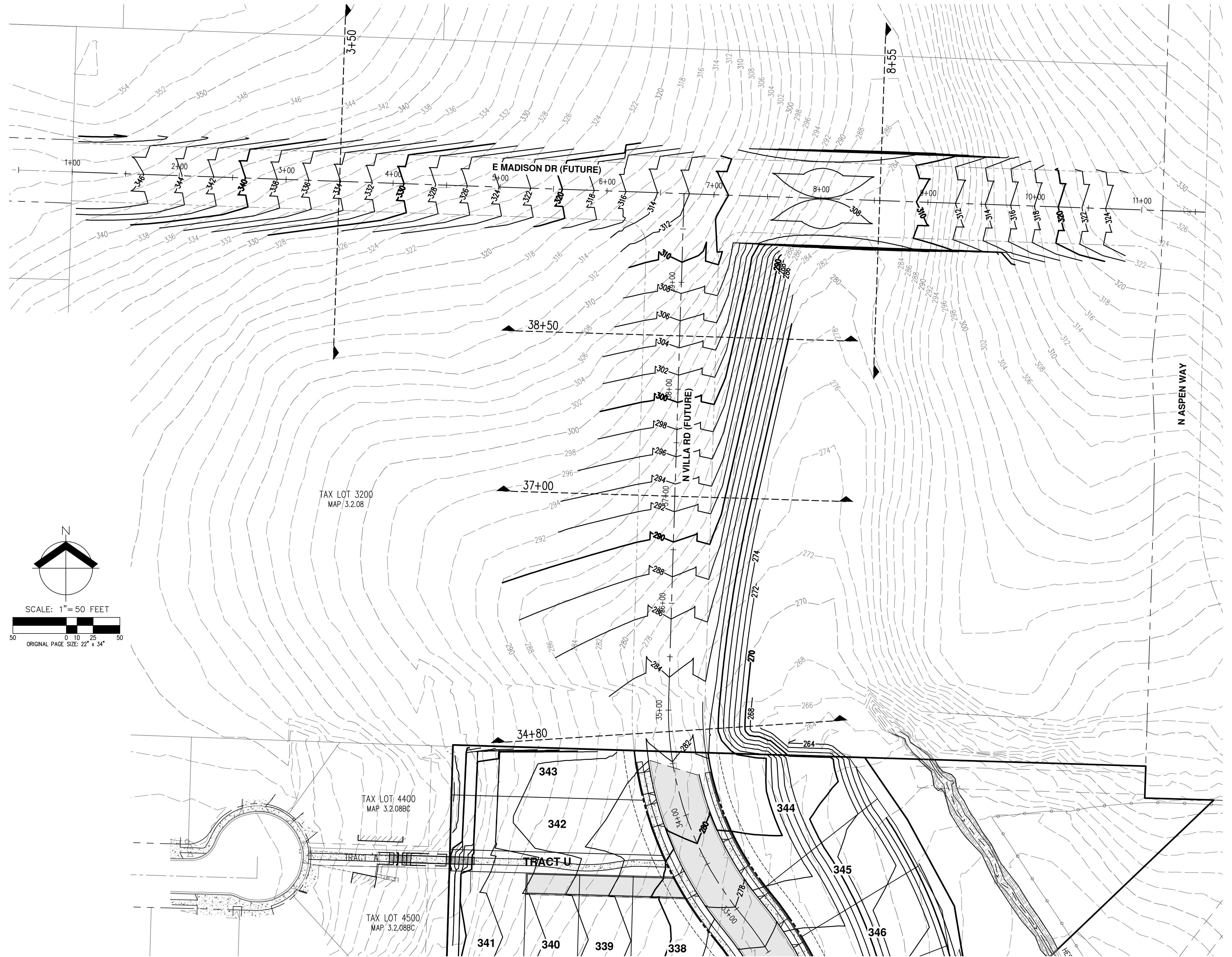
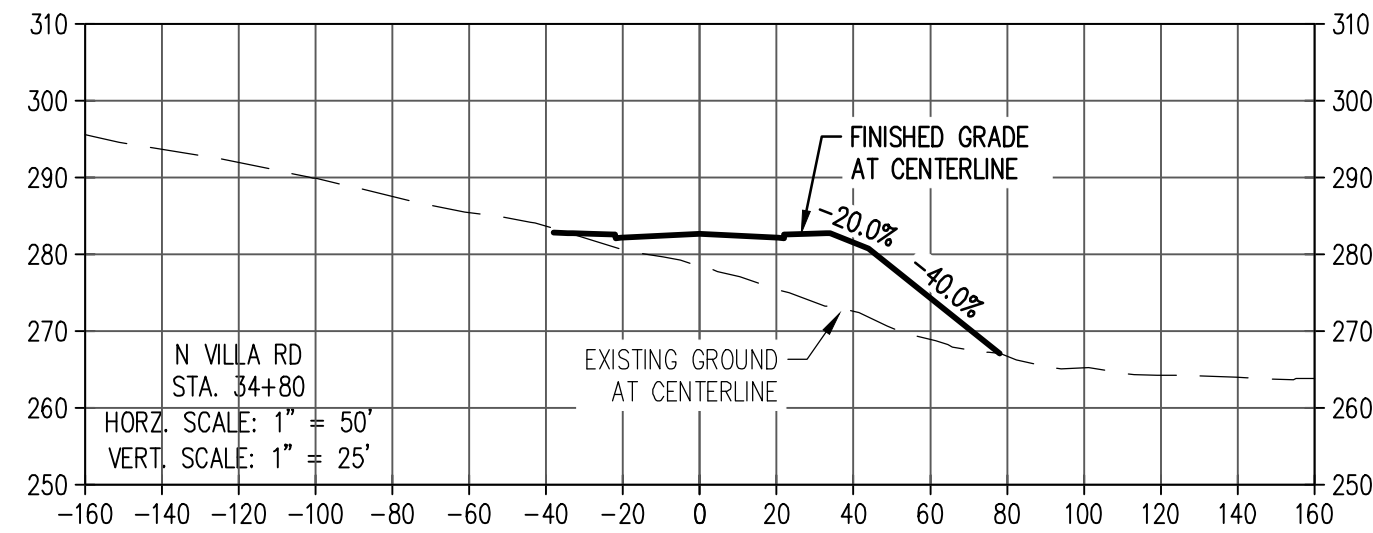
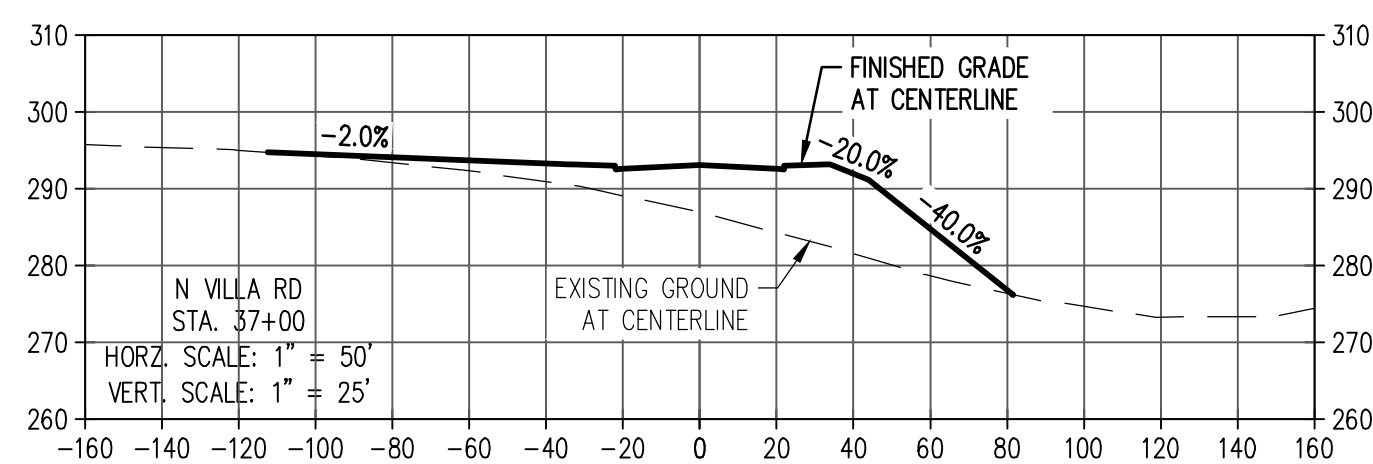
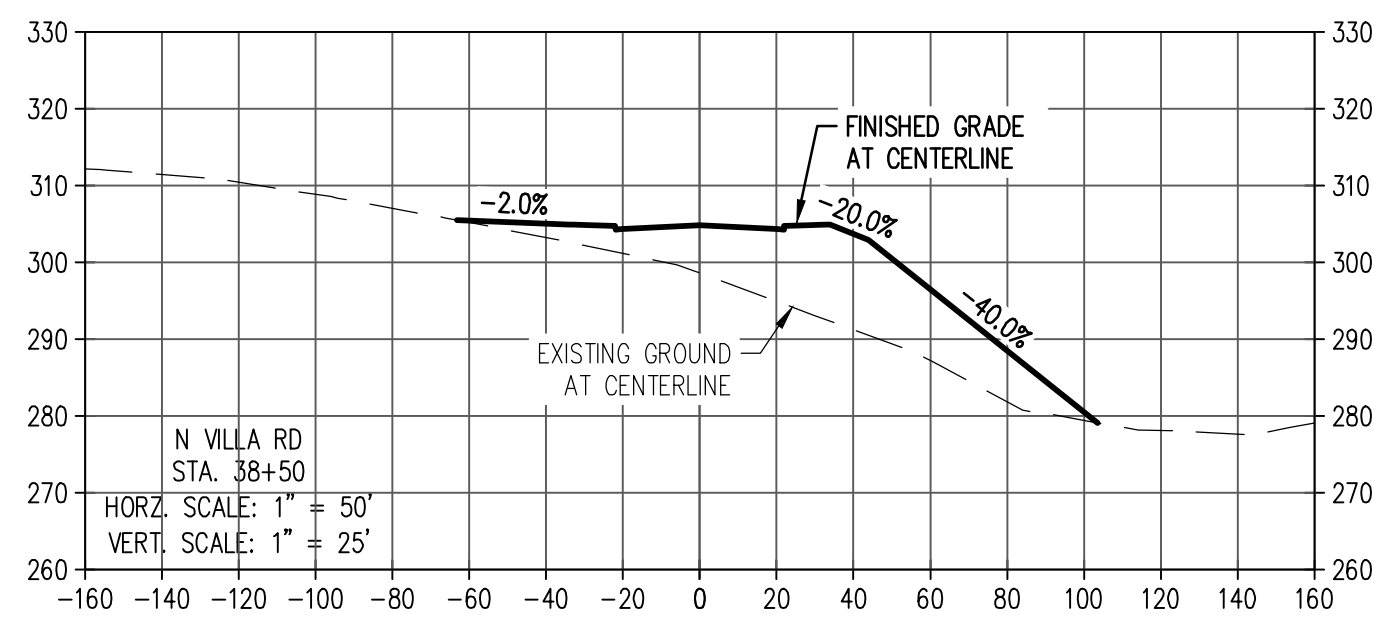
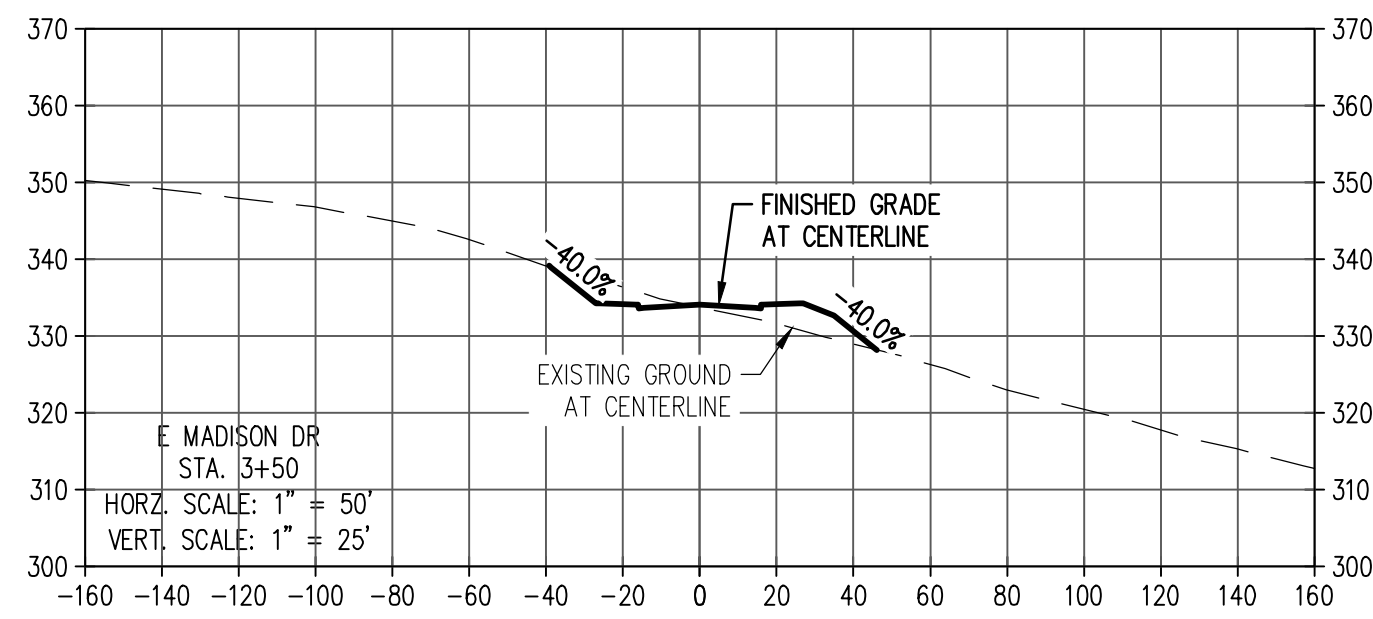
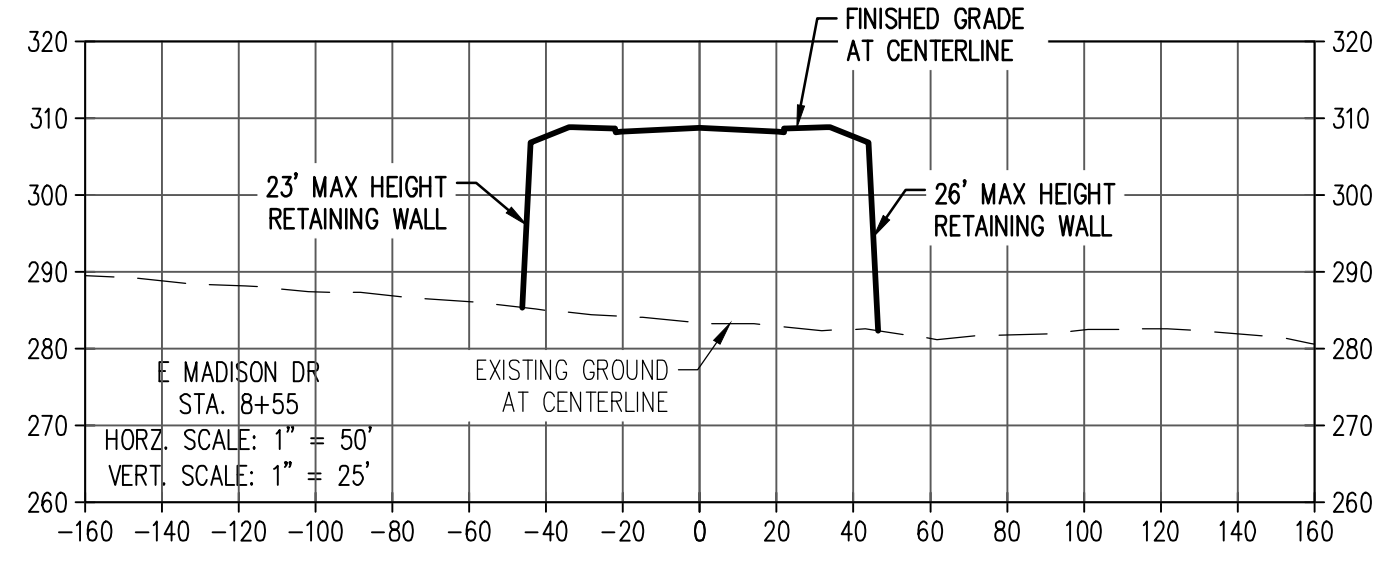
Date: 4/18/2023
To: City of Newberg – Doug Rux, AICP, Community Development Director
From: Trevor Synkelma, PE, LSI
Project Name: Collina at Springbrook Subdivision
AKS Job No.: 4487-01
Project Site: Collina at Springbrook
Subject: Villa Road Terminus – Supplemental Information

The Collina at Springbrook project includes an extension of N Villa Road to the northern extents of the project site. As part of the original Springbrook Master Plan, N Villa Road was planned to intersect N Aspen Way at the northwestern corner of the project site. Pursuing the original design of the intersection would be impractical and possibly unsafe due to the limited visibility and positioning on an existing curve. Therefore, the project team has designed N Villa Road to continue north to the adjacent property so that a safe intersection could be accomplished by a future extension of Madison Drive. The proposed layout retains the connectivity established throughout the Master Plan and does so in a more logical and safer manner.

Staff raised concerns about the proposed profile grading at the terminus of Villa Road at the north end of the project. The proposed profile reflects a difference of approximately 4 feet between the proposed centerline profile of the roadway and the existing ground. This concern from staff resulted in the draft Condition of Approval C.4.y.1, which requires changes to the profile to reduce the grade differential on the roadway profile. This grading was designed intentionally to match existing ground topography at the west right-of-way line of the roadway. The existing topography is very steep in this area with grades of approximately 12% that are perpendicular to right-of-way. This existing topography results in a grade change in excess of 8 feet through the proposed right-of-way. The intent of matching finished grade with existing ground at the western right-of-way boundary was to reduce the impact of the overall grades to the lots to the west. These lots are already very steep with approximately 20 feet of fall from front to back. By matching finished grade centerline with existing ground at the northern property line, an additional 4+ feet of grade would be added to these lots. The proposed grading does not negatively impact the proposed grading of the project to the north. An exhibit detailing a potential grading plan with cross sections has been provided to help explain our intent and how the future project could work with the proposed grading.

Attachment: TL 3200 Offsite Conceptual Future Grading
Property Owner Consent Letter (To Be Provided)

4487-01 VILLA EXTENSION X-SECTION
EXHIBIT.DWG



DATE: 04/04/2023 AKS JOB: 4487-01

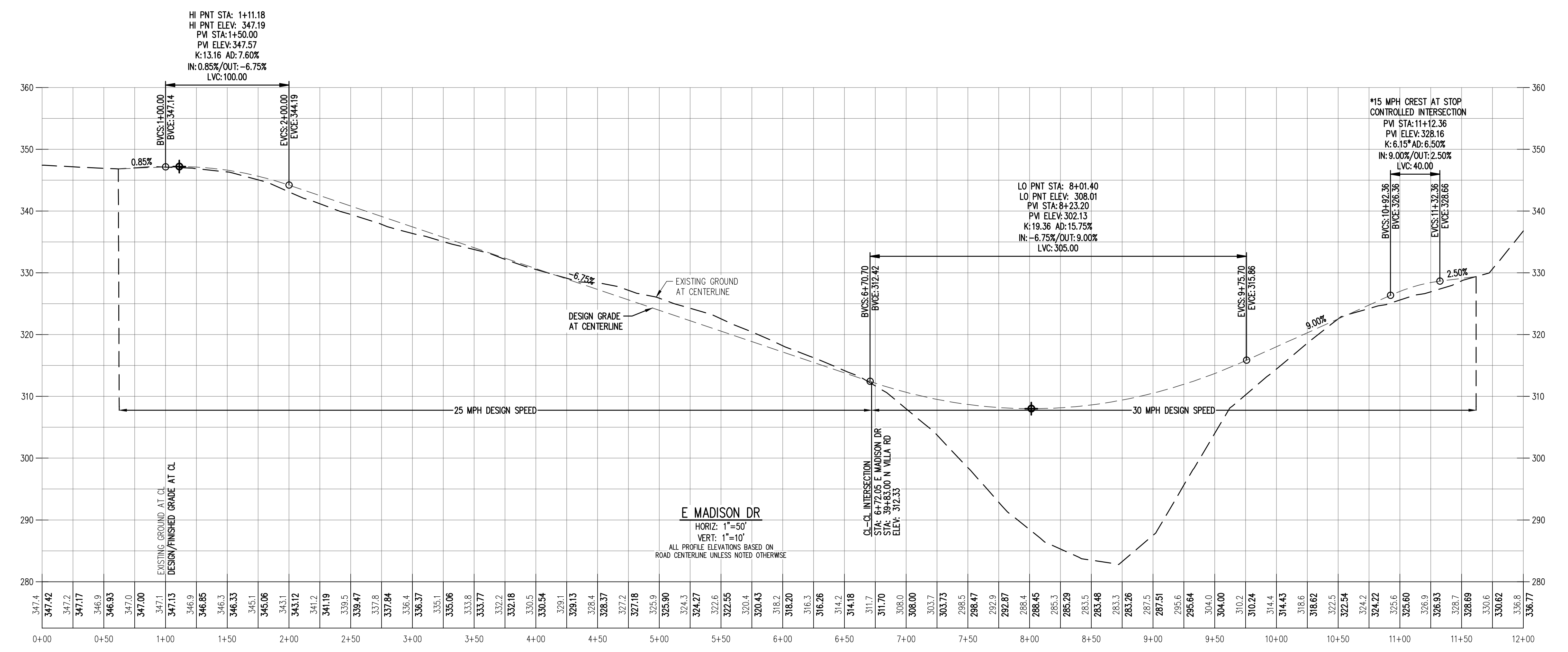
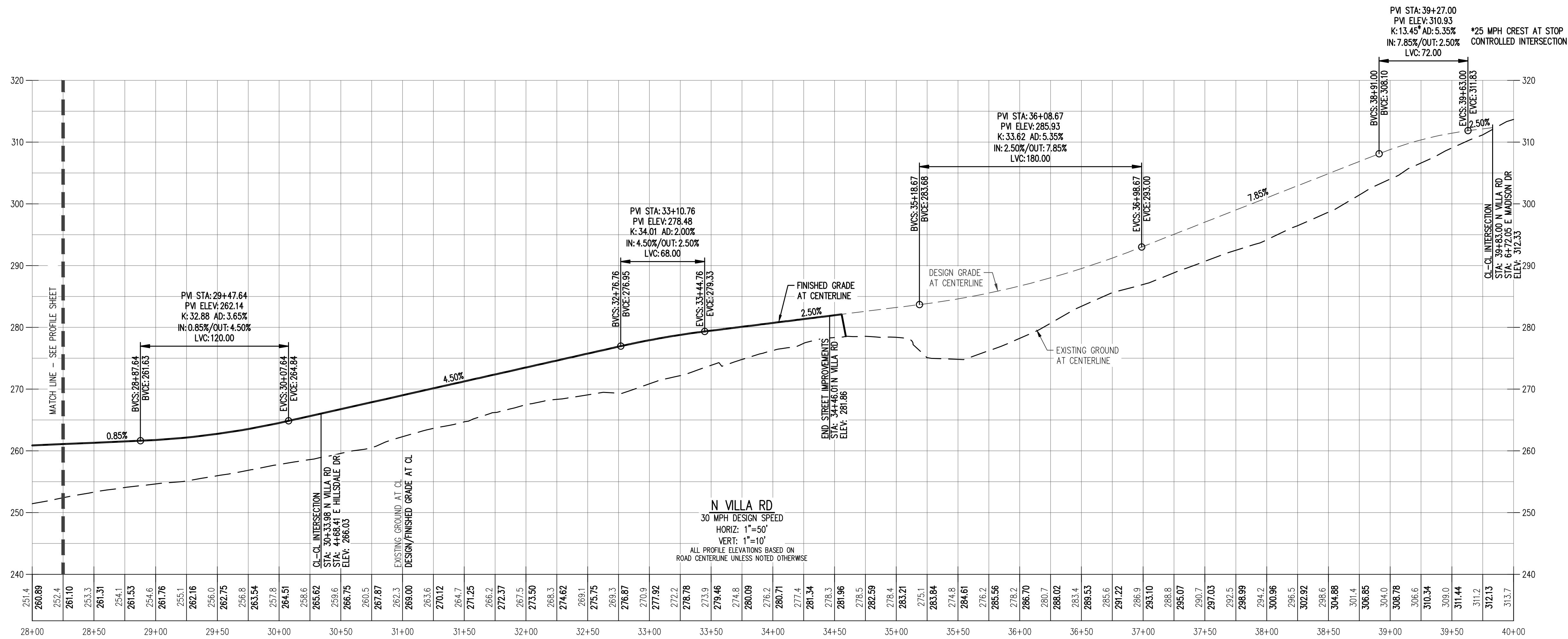
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WWW.AKS-ENG.COM



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TL 3200 OFFSITE CONCEPTUAL FUTURE GRADING COLLINA AT SPRINGBROOK NEWBERG, OREGON





NOTES:
1. ALL SAG CURVES ARE DESIGNED PER AASHTO FOR STREETS WITH LIGHTING.

PRELIMINARY STREET PROFILES
COLLINA AT SPRINGBROOK
PAHLISCH HOMES INC.
NEWBERG, OREGON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER: 4487-01
DATE: 02/08/2023
DESIGNED BY: GPS
DRAWN BY: STL
CHECKED BY: MTS

PS-03

AKS
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pahlisch
HOMES



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VANCOUVER, WA
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 Vancouver, WA 98682
 (360) 882-0419

Date: 4/18/2023
To: City of Newberg – Doug Rux, AICP, Community Development Director
From: Glen Southerland, AICP
Project Name: Collina at Springbrook Subdivision
AKS Job No.: 4487-01
Project Site: Collina at Springbrook
Subject: Project Phasing – Supplemental Information

The Collina at Springbrook project was first submitted to the City of Newberg on October 21, 2022. The submittal included an Anticipated Project Phasing schedule as Table 1. While this table was updated with resubmittal in February 2023 to reflect revised phasing, subdivision layout, and product mix within those phases, the schedule was not updated. The updated schedule is as follows:

Collina at Springbrook Anticipated Phasing		
Phase	Phase Details	Approximate Construction Start Date
1	53 homes – 43 detached single-family, 10 detached quadplex Stormwater facility Open Space tracts Mountainview bike/ped bridge, widening, and intersection improvements	2024
2	40 homes – 30 detached single-family, 10 detached quadplex Homeowner’s Association Amenity Hess Creek open space areas	2025
3	52 homes - 36 detached single-family, 16 detached quadplex Open Space tracts Stormwater facility	2026
4	45 homes - 29 detached single-family, 16 detached quadplex Open Space tracts E Henry Road traffic circle	2027
5	58 homes – 42 detached single-family, 16 detached quadplex	2028
6	52 detached single-family Hess Creek open space areas	2029
7	65 detached single-family Hess Creek open space areas	2030
8	38 detached single-family Hess Creek open space areas	2031
Total	±403 homes	2032

A Phased Subdivision is bound by the criteria included in NMC 15.235.030.E. In such developments, the first phase construction is limited to one year. Modifications to the phasing schedule or phasing elements is possible according to NMC 15.235.030.D. That section requires that extensions to the subdivision phasing be reviewed as a minor or major modification and gives thresholds for each. An extension would be “reviewed through the same procedure as the original approval procedure.” In this case, an extension affecting an application for a Type II Subdivision, and would require a Type II procedure to review the modification of the phasing schedule.

Upon reaching the five-year limitation specified within NMC 15.235.030.B, a Type II Subdivision Extension application will be submitted and the applicable criteria of City Code addressed. Should the project require an extension beyond the expiration date of the extension application, the applicant will submit for a new preliminary plat for any unfinished portions of the development.