

Attachment 1: Application and Supplemental Materials

Newberg Planning Commission – June 8, 2023
File No. MAMD323-0001



TYPE III APPLICATION (QUASI-JUDICIAL REVIEW)

File #: MAMD323-0001

TYPES – PLEASE CHECK ONE:

- Annexation
- Comprehensive Plan Amendment (site specific)
- Zoning Amendment (site specific)
- Historic Landmark Modification/alteration
- Conditional Use Permit
- Type III Major Modification
- Planned Unit Development
- Other: (Explain) Major Modification of a Type III Decision – Conditional Use

APPLICANT INFORMATION:

APPLICANT: J.T. Smith Companies, LLC.

ADDRESS: 5285 Meadows Road, Suite 171 **CITY:** Lake Oswego **STATE:** OR **ZIP:** 97035

EMAIL ADDRESS: jnemecc@jtsmithco.com **PHONE:** (503) 730-8620 **MOBILE:** _____

OWNER (if different from above): Newberg Crestview, LLC **PHONE:** (503) 730-8620

ADDRESS: 5285 Meadows Road, Suite 171 **CITY:** Lake Oswego **STATE:** OR **ZIP:** 97035

ENGINEER/SURVEYOR: 3J Consulting, Inc. **CONTACT:** Aaron Murphy, PE

EMAIL ADDRESS: aaron.murphy@3j-consulting.com **PHONE:** (503) 946-9365 **MOBILE:** _____

GENERAL INFORMATION:

PROJECT LOCATION: OR 99W & E Crestview Drive **PROJECT VALUATION:** \$ 29,380,831

PROJECT DESCRIPTION/USE: Modification of approved Conditional Use - CUP18-0004

MAP/TAX LOT NO. (i.e. 3200AB-400): 3216AC 13800 **SITE SIZE:** 6.84 SQ. FT. ACRE

COMP PLAN DESIGNATION: MDR and COM **CURRENT ZONING:** R-2 and C2

CURRENT USE: Vacant **TOPOGRAPHY:** Gentle

SURROUNDING USES:

NORTH: Vacant **SOUTH:** Vacant

EAST: Vacant **WEST:** Residential

ATTACHED PROJECT CRITERIA AND REQUIREMENTS (check all that apply)

General Checklist: Fees Public Notice Information Current Title Report Written Criteria Response Owner Signature
 2 Copies of full Application Packet

For detailed checklists, applicable criteria for the written criteria response, and number of copies per application type, turn to:

Annexation	p. 15
Comprehensive Plan / Zoning Map Amendment (site specific)	p. 19
Conditional Use Permit	p. 21
Historic Landmark Modification/Alteration	p. 24
Planned Unit Development	p. 27

The Application Packet can be submitted to Planning@newbergoregon.gov or at 414 E First St., Newberg OR. 97132
 If the Application is emailed 2 physical copies must be mailed or brought into the Community Development Department

The above statements and information herein contained are in all respects true, complete, and correct to the best of my knowledge and belief. Tentative plans must substantially conform to all standards, regulations, and procedures officially adopted by the City of Newberg. All owners must sign the application or submit letters of consent. Incomplete or missing information may delay the approval process.

[Signature] 2/9/23
 Applicant Signature Date
Jesse Nemecc
 Print Name

[Signature] 2/8/23
 Owner Signature Date
MATT VANCE
 Print Name

AFTER RECORDING RETURN TO:

City of Newberg
Community Development Department
PO Box 970 – (414 E. First Street)
Newberg, OR 97132

COVENANT OF WAIVER OF RIGHTS AND REMEDIES

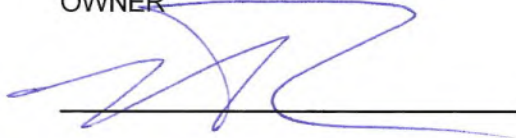
Recitals


- 1) The undersigned, Matt Vance and Scott Roberts (hereinafter referred to as "Owner" or "Owners") has/have petitioned the City of Newberg (hereinafter referred to as "City") to commence certain proceedings, relating to Spring Meadow @ Crestview for the real property described in **Exhibit A** which is attached hereto and incorporated herein.
- 2) Pursuant to the enactment of **Ballot Measure 49** (adopted November 6, 2007), if a public entity enacts one or more land use regulations that restrict the residential use of private real property or a farming or forest practice and that reduce the fair market value of the property, then the owner of the property shall be entitled to just compensation from the public entity that enacted the land use regulation or regulations as provided in Measure 49.
- 3) There is the potential that the Oregon electors or the Oregon Legislature may, in the future, enact further statutory or constitutional amendments relating to compensation for the impact of local regulations upon real property, under certain circumstances.
- 4) City does not wish to approve the Owner's/Owners' requested proceedings if the result would or could arguably give rise to a later claim by the Owner or Owners, or the Owner's/Owners' successors or assigns for compensation for the land use regulations in effect upon the effective date of the proceedings, or would or could arguably require the City to waive the City's land use regulations in effect upon the effective date of the proceedings, which are being newly imposed upon the property by reason and result of the proceedings.
- 5) Owner(s) seek(s) to induce the City to proceed with the proceedings and therefore Owner(s) agree(s) to eliminate the potential of claim for compensation or the right to seek waiver from the City's land use regulations existing as of the effective date of the proceedings.

NOW THEREFORE, the undersigned Owner(s) warrant(s) that the Owner(s) executing this covenant hold(s) the full and complete present ownership or any interest therein in the property, and hereby agree(s) and covenant(s) as follows:

- 1) As inducement to the City to proceed with the following proceeding(s) affecting the subject real property: R3216AC 13800, which may include designation of the property as subject to additional applicable overlay zones and districts, e.g., Limited Use Overlay District, (all inclusively referred to herein as "proceedings"), the undersigned Owner(s), on behalf of Owner(s), Owner's/Owners' heirs, devisees, executors, administrators, successors and assigns, agree(s) and covenant(s) to the City of Newberg, its officers, agents, employees and assigns that the undersigned hereby remises, waives, releases and forever discharges, and agrees that Owner(s) shall be estopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by any statutory or constitutional regulatory compensation or waiver provisions, including but not limited to Ballot Measure 49 (2007) or otherwise enacted after the date of this proceeding which would create a right of claim for compensation or waiver from City land use regulations that exist upon the effective date of the proceeding and which, by the approval of the proceeding, are then applicable to the property.
- 2) This waiver and release shall bind the undersigned's heirs, devisees, executors and administrators, successors in interests, and assigns. This covenant, waiver, release and discharge shall run with the land, and this instrument, or a memorandum hereof, may be recorded in the official records of the County in which the subject real property is located. This instrument may be terminated upon the filing of a Notice of Termination of Covenant filed by the City of Newberg.

- 3) If this instrument is given contemporaneous with a consent to future proceedings to be initiated by the City, Owner(s) acknowledge(s) that the proceedings may be initiated by the City of Newberg at any time in the discretion of the City of Newberg, and that this waiver and release is applicable to any ordinances adopted prior to the effective date of the proceeding.
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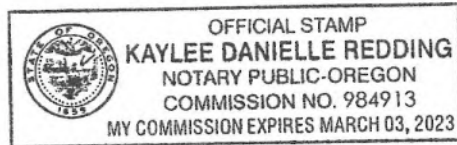
OWNER


OWNER


STATE OF OREGON)
) ss.
 County of Yamhill)

This instrument was acknowledged before me on this 8TH day of FEBRUARY, 2023, by
Matt Vance and Scott Roberts.


 Notary Public for Oregon
 My Commission expires: 2/3/2023



CITY OF NEWBERG

APPROVED AS TO FORM:

 Sue Ryan, City Recorder

 James Walker, City Attorney

Dated: _____

Dated: _____

Exhibit A

Legal Description

Remnant portion of Crestview Crossing PUD Phase 1, recorded as document # 202122972, Yamhill County, Oregon



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Applicant Signature _____ Date 2/8/23

Jesse Nemec
Print Name

Owner Signature _____ Date 2/8/23

MATT VANCE
Print Name

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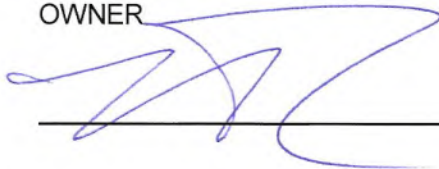
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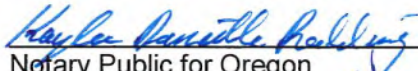
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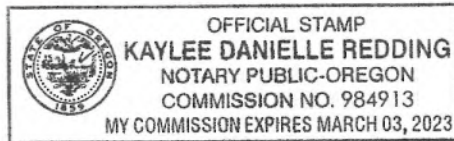
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) ss.
 County of Yamhill)

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 Notary Public for Oregon
 My Commission expires: 3/3/2023



CITY OF NEWBERG

APPROVED AS TO FORM:

 Sue Ryan, City Recorder

 James Walker, City Attorney

Dated: _____

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- Affidavits of Noticing

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- Tualatin Valley Fire & Rescue Permit Application (REF# 2022 0149)
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- Preliminary Stormwater Management Plan, 3J Consulting, February 14, 2023
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 - C100 Existing Conditions
 - C180 Preliminary Plat
 - C200 Overall PUD Site Plan
 - C201 Overall Site Plan
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 - C203 Site Plan II
 - C204 Site Plan III
 - C220 Grading and Erosion Control Plan I
 - C221 Grading and Erosion Control Plan II
 - C222 Grading and Erosion Control Plan III
 - C240 Utility Plan I
 - C241 Utility Plan II
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 - C250 Open Space Plan
 - C260 Lighting Plan
 - C280 Site Circulation Plan
 - FS-1 Fire Plan
- Landscape Plans
 - L101 Planting Plan
 - L102 Planting Plan
 - L103 Planting Schedule
 - L104 Planting Details and Notes

- Architectural Plans
 - CS Cover Sheet
 - A201 A2-Level 1 Floor Plan
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 - A505 A4 Building Elevations
 - A506 A4 Building Elevations
 - A507 Field House Elevations
 - A508 Field House Elevations

GENERAL INFORMATION

Property Owner:	Newberg Crestview, LLC 5285 Meadows Road, Suite 171 Lake Oswego, OR 97035 Contact: Jesse Nemec Phone: (503)-730-8620 Email: jnemec@jtsmithco.com
Applicant:	J.T. Smith Companies, LLC. 5285 Meadows Road, Suite 171 Lake Oswego, OR 97035 Contact: Jesse Nemec Phone: (503)-730-8620 Email: jnemec@jtsmithco.com
Planning Consultant:	3J Consulting, Inc. 9600 SW Nimbus Avenue, Suite 100 Beaverton, OR 97008 Contact: Mercedes Serra Phone: 503-946-9365 x211 Email: mercedes.serra@3j-consulting.com
Legal Representative:	Jordan Ramis, PC 2 Centerpointe Drive, Suite 600 Lake Oswego, Oregon 97035 Contact: James Howsley Phone: (503) 598-7070 Email: jamie.howsley@jordanramis.com

SITE INFORMATION

Parcel Number:	3216AC 13800
Address:	OR 99W & E Crestview Drive
Size:	6.84 acres
Zoning Designation:	R-2 and C-2
Existing Use:	Vacant
Street Functional Classification:	OR-99W is classified as a Major Arterial and is an ODOT facility. E Crestview Drive is classified as a Minor Arterial and is within the City's jurisdiction.
Surrounding Zoning:	The properties to the north and west are located within the City of Newberg and are zoned Low Density Residential (R-1). The properties to the east are located within the City of Newberg and are zoned Medium Density Residential (R-2) and Commercial (C-2). The properties to the south are zoned City Institutional (I) and County VLDR-2.5. The properties to the east are

INTRODUCTION

APPLICANT'S REQUEST

J.T. Smith Companies, LLC. ("the Applicant") seeks approval of an application for a Type III Major Modification to an approved Planned Unit Development ("PUD") (PUD18-0001) and a Conditional Use Permit ("CUP") (CUP18-0004). This narrative describes the proposed development and demonstrates compliance with the relevant approval standards of Newberg Municipal Code ("NMC") Title 15 Development Code, Divisions "15.225 Conditional Use Procedures", "15.240 Planned Unit Development Regulations", "15.305 Zoning Use Table", "15.356 Bypass Interchange (BI) Overlay", "15.405 Lot Requirements", "15.410 Yard Setback Requirements", "15.415 Building and Site Design Standards", "15.420 Landscaping and Outdoor Areas", "15.425 Exterior Lighting", "15.430 Underground Utility Installation", "15.440 Off-Street Parking, Bicycle Parking, and Private Walkways" and "15.505 Public Improvement Standards"

Major Modifications shall be reviewed under the same procedure as the original application per NMC 15.220.020.E.2. The original Planned Unit Development (PUD18-0001) and Conditional Use Permit (CUP18-0004) were reviewed under the Type III Quasi-Judicial process. The Planning Commission will render the Type III decisions after a public hearing on the application is held.

SITE DESCRIPTION/SURROUNDING LAND USE

The subject site is 6.84 acres in size and is located north of OR-99W and west of Crestview Drive. The property is located within the City and is zoned C-2 and R-2. The site was created as part of the Crestview Crossing PUD (PUD18-0001), a 251-lot planned unit development which included a mix of large and small lot single-family detached homes, multi-family apartments and commercial uses. The total density approved for the site 299 residential units. The subject site is identified as Phase 2 of the development and was approved for 110 small lot single-family homes connected through a network of private streets. A Conditional Use Permit (CUP18-0004) was approved for the site to allow residential development within the C-2 zone.

PROPOSAL

The applicant is proposing a major modification to Phase 2 of the Crestview Crossing PUD (PUD18-0001) and CUP (CUP18-0004) to provide 196 multi-family apartment units in place of the approved 110 small-lot single-family detached homes. The proposed development would increase the total number of units in the PUD from 299 units to 386 units. The proposed multi-family development includes a mix of unit types provided in eight garden-style apartment buildings and community recreation facility for use by the residents.

The Crestview Crossing Community was designed with a network of active and passive open space areas for use by the community. The planned development includes a network of open spaces and wetlands, a thoughtfully linked pedestrian circulation system, and several pedestrian amenities. In addition to the existing open space areas in the planned development, the proposed multi-family development will include a community recreation facility which will provide an indoor sports court,

picnic tables and lawn recreation space. Pedestrian facilities will provide connection between Phase 2 and the other phases of the PUD, as well as Spring Meadow Park to the west.

APPLICABLE CRITERIA

The following sections of Newberg’s Municipal Code (“NMC”) have been extracted as they have been deemed to be applicable to the proposal. Following each **bold** applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document, with absolute certainty, that the proposed development has satisfied the approval criteria for a Major Modification of a Planned Unit Development and Conditional Use Permit application.

TITLE 15 DEVELOPMENT CODE

Division 15.200 Land Use Applications

15.225 Conditional Use Procedures

15.225.060 General conditional use permit criteria – Type III.

A conditional use permit may be granted through a Type III procedure only if the proposal conforms to all the following criteria:

- A. The location, size, design and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.**

Finding: The proposed modification will provide 196 multi-family apartment units in place of the approved 110 small-lot single-family detached homes on the western parcel identified as Phase 2 of the Crestview Crossing PUD (PUD19-0001). The site was created as part of the Crestview Crossing PUD, a 299-unit planned development which included a mix of large and small lot single-family detached homes, multi-family apartments and commercial uses on 250 lots.

The Crestview Crossing Planned Development is located within the Newberg Urban Growth Boundary, where higher urban densities are encouraged. The properties directly to the north of the subject parcel are part of the Crestview Crossing Development and have been developed with larger single family lots ranging in size from 8,105 square feet to 10,492 square feet. These parcels were designed to act as a buffer to the Oxberg Lake Estates Subdivision, an unincorporated Yamhill County development with lot sizes of one acre and larger. In addition to the buffer of larger lots, a private street and a 71-foot-wide stormwater tract are located between the northern properties and the proposed multi-family development. The northernmost multi-family building will be located approximately 226 feet from the northern property line. To the west of the property is Spring Meadow Park and Spring Meadow Subdivision with lots averaging 8,000 square feet. The majority of the site will abut

Spring Meadow Park which will provide a natural buffer between the subdivision and the development. One lot within Spring Meadow Subdivision, located at 1812 Leo Lane, will directly abut the development in the northwest corner. The nearest multi-family building will be located 22 feet from the shared property line with 1812 Leo Lane. Enhanced plantings, including trees and shrubs will be planted along the northwest property line to provide an additional buffer.

The proposed buildings will be three stories and will not exceed the maximum height allowance of 48 feet approved under the original CUP (CUP18-0004). The proposed modification will not max out the density allowance for the site per NDC 15.240.020.F even though the proposed density is greater than the surrounding development. The proposal will include a request for a modification for the lot coverage standards of the R-2 zone per 15.405.040.B.2. The proposed multi-family site will have a building coverage of approximately 25.8 percent and a parking lot coverage of approximately 34.9 percent. The parking lot coverage exceeds the maximum of 30 percent allowed in the R-2 zone. The total lot coverage will be 60.7 percent, which does not exceed the combined 70 percent maximum lot and parking coverage in the R-2 zone.

The proposed multi-family near the commercial development will provide a convenient and functional living, working and shopping environment. The development will provide connection to Spring Meadow Park and further into the City of Newberg, satisfying the requirement that the conditional use permit provide a convenient and functional civic environment.

Adequate public facilities and utilities are available to serve the development. A revised Transportation Impact Analysis has been provided to address the proposed modification. Sanitary sewer, water and stormwater services are available to serve the development, as shown on the Composite Utility Plan (Sheet C240-242), provided in Appendix E.

This standard has been met.

B. The location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping or civic environment, and will be as attractive as the nature of the use and its location and setting warrants.

Finding: The proposed development site will be accessed via an extension of E Jory Street at the roundabout intersection at E Crestview Drive. Crestview Drive will connect into E Portland Road, which provides easy access to the Portland Metro area via Highway 99W, Downtown Newberg, commercial areas, recreational uses, medical facilities, office and industrial uses. The commercial site within the Crestview Crossing PUD will provide direct access for residents within the development. The increase in residential units will provide additional population who will potentially spend additional dollars within the community and have the opportunity to work and live within the City of Newberg.

Pedestrian pathways are provided throughout the development, connecting the planned development neighborhood to on-site natural areas, adjacent parks and commercial development.

As shown on the included design and materials boards, the proposed development includes a high level of residential design to reflect the location of the development at the eastern entry to the City of Newberg. Materials such as wood, stone, brick and northwest-style siding are all utilized to blend the site to both the natural and built surrounding areas.

This standard has been met.

C. The proposed development will be consistent with this code.

Finding: Findings are made regarding all applicable sections of the Newberg Development Code throughout this narrative. As identified the findings of each individual code section, the proposed Major Modification to a Planned Unit Development and Conditional Use Permit meet all applicable sections of the Newberg Development Code.

This standard has been met.

15.225.070 Conditional uses permitted in any zoning district.

15.225.080 Conditions.

The hearing body shall designate conditions in connection with the conditional use permit deemed necessary to secure the purpose of this chapter and the general conditional use permit criteria and require the guarantees and evidence that such conditions will be complied with.

Such conditions may include:

A. Regulation of uses.

B. Special yards, spaces.

C. Fences and walls.

D. Surfacing of parking areas to city specifications.

E. Street dedications and improvements (or bonds).

F. Regulation of points of vehicular ingress and egress.

G. Regulation of signs.

H. Landscaping and maintenance of landscaping.

I. Maintenance of the grounds.

J. Regulation of noise, vibration, odors or other similar nuisances.

K. Regulation of time for certain activities.

L. Time period within which the proposed use shall be developed.

M. Duration of use.

N. Such other conditions as will make possible the development of the city in an orderly and efficient manner in conformity with the Newberg comprehensive plan and the Newberg development code.

Finding: The Conditional Use Permit is required for residential development within the C-2 (Commercial) zoned portion of this site. A Conditional Use Permit was approved for the site (CUP18-0004). The proposed development will require a Major Modification of the original Conditional Use Permit to allow a higher density on site, with multi-family homes in place of single-family homes.

The proposed residential development includes appropriate outdoor space, parking areas, ingress and egress, landscaping, vehicular, pedestrian and bicycle connectivity and maintenance plans to ensure compliance with this Section of the Code. Additional conditions are not warranted to secure the purpose of the Conditional Use Permit chapter.

This standard is met.

15.225.090 Development in accord with plans.

Construction, site development, and landscaping shall be carried out in substantial accord with the plans, drawings, conditions, sketches, and other documents approved as part of a final decision on a conditional use permit.

Finding: It is feasible for the Applicant to carry out development of the site in substantial accord with the plans, drawings, sketches and other documents approved as part of this final decision on the Conditional Use Permit.

This standard is met.

15.225.100 Conditional use permit must be exercised to be effective.

A. A conditional use permit granted under this code shall be effective only when the exercise of the right granted thereunder shall be commenced within one year from the effective date of the decision. The director under a Type I procedure may grant an extension for up to six months if the applicant files a request in writing prior to the expiration of the approval and demonstrates compliance with the following:

- 1. The land use designation of the property has not been changed since the initial use permit approval; and**
- 2. The applicable standards in this code which applied to the project have not changed.**

B. In case such right is not exercised, or extension obtained, the conditional use permit decision shall be void. Any conditional use permit granted pursuant to this code is transferable to subsequent owners or contract purchasers of the property unless otherwise provided at the time of granting such permit.

Finding: The Applicant acknowledges that the Conditional Use Permit approval is valid for one year if an extension is not requested. The Applicant has begun construction of Crestview Crossing PUD. The Applicant intends to begin construction of the residential development on this site within one year of the approval date. If unforeseen delay is encountered, an extension request will be filed in writing prior to the expiration date.

This standard is met.

15.225.110 Preexisting uses now listed as a conditional use.

Where a use is legally established and continuing, but that use currently would require a conditional use permit, the use shall be considered as having a conditional use permit under the terms of the prior permit approval. Any nonconforming site development shall be subject to the provisions of Chapter 15.205 NMC.

Finding: This proposal does not include a preexisting use now listed as a conditional use and, as such, this standard is not applicable.

15.240 PD Planned Unit Development Regulations

15.240.010 Purpose.

The city’s planned unit development regulations are intended to:

- A. Encourage comprehensive planning in areas of sufficient size to provide developments at least equal in the quality of their environment to traditional lot-by-lot development and that are reasonably compatible with the surrounding area; and**
- B. Provide flexibility in architectural design, placement and clustering of buildings, use of open space and outdoor living areas, and provision of circulation facilities, parking, storage and related site and design considerations; and**
- C. Promote an attractive, safe, efficient and stable environment which incorporates a compatible variety and mix of uses and dwelling types; and**
- D. Provide for economy of shared services and facilities; and**
- E. Implement the density requirements of the comprehensive plan and zoning districts through the allocation of the number of permitted dwelling units based on the number of bedrooms provided.**

Finding: The Applicant proposes a Major Modification to the Crestview Crossing Planned Unit Development. The proposed modification, in conjunction with the original approval will meet the stated purposes of the PUD regulations. This site is of sufficient size as to warrant comprehensive planning rather than traditional lot-by-lot development. The Applicant proposes flexibility in placement and clustering of buildings, use of open space, circulation, parking, and density to promote a safe, attractive, efficient and stable residential environment adjacent to a highway facility and a future commercial development.

This standard is met.

15.240.020 General provisions.

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

Finding: The area included in the planned unit development modification is in single ownership.

This standard is met.

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

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

Finding: The Applicant acknowledges two-step process to PUD approval. The proposed major modification will follow the required PUD process.

This standard is met.

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

Finding: The original PUD was approved with a phasing plan. The proposed development area for the Major Modification is identified as part of Phase 2 of the original PUD. New phasing is not proposed.

This standard is met.

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

approval of any phase automatically renders all phases void that are not yet finally approved or upon which construction has not begun.

Finding: The Applicant acknowledges the process for lapse of PUD approval and intends to follow through with development of the site based on the original approval timeline.

This standard is met.

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

Finding: The Applicant acknowledges the process for resubmittal following expiration.

This standard is met.

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

1. Maximum Density.

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

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

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

Density Point Table

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

Duplex, triplex or quadplex dwellings shall be counted as a single dwelling unit, inclusive of all bedrooms in the combined dwelling units, for purposes of calculating density points. Four townhouse dwellings or cottage dwellings shall count as one standard dwelling, inclusive of all bedrooms in the combined dwelling units.

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

2. **Approved Density.** The number of dwelling units allowable shall be determined by the hearing authority in accordance with the standards set forth in these regulations. The hearing authority may change density subsequent to preliminary plan approval only if the reduction is necessary to comply with required findings for preliminary plan approval or if conditions of preliminary plan approval cannot otherwise be satisfied.
3. **Easement Calculations.** Density calculations may include areas in easements if the applicant clearly demonstrates that such areas will benefit residents of the proposed planned unit development.
4. **Dedications.** Density calculations may include areas dedicated to the public for recreation or open space.
5. **Cumulative Density.** When approved in phases, cumulative density shall not exceed the overall density per acre established at the time of preliminary plan approval.

Finding: A Density Matrix has been provided below in Table 1, identifying the total number of density points available to this site. The C-2 zoning district is proposed at the same maximum allowable density as the R-2 zoning district, or 310 points per acre. The total number of density points available to this site, as detailed on the Density Matrix, is 9,688.45.

Zone	Gross Size (Acre)	Density Points/ Gross Acre	Max. Density Points Allowed
R-1	4.31	175	754.25
R-2	6.58	310	2039.8
C-2	22.24	310	6894.4
Total	33.13		9,688.45

As shown on Table 2 below, Crestview Crossing PUD site, not including the area of the proposed modification, will have a total of 190 units at full build-out. This includes 19 large single-family lots, 120 small single-family lots, 51 multi-family units.

Table 2: Unit Types (Area not subject to modification)					
	1-Bed	2-Bed	3-Bed	4+ Bed	Total Units
Single-Family Detached		56	61	22	139
Multi-family	33	12	6		51
Total Bedrooms	33	68	67	22	190

Table 3 provides a calculation for the total number of points on the portion of the Crestview Crossing site that will not be modified by the proposed application.

Table 3: Density Point Calculation (Area not subject to modification)			
Dwelling Type	Number of Units	Density Points/Unit	Total Density Points Provided
One-bedroom	33	14	462
Two-bedroom	68	21	1,428
Three-bedroom	67	28	1,876
Four-bedroom	22	35	770
Total	190		4,536

Table 4 provides the unit types and density point calculation for the area of the proposed modification. The proposed modification would provide 196 multi-family units on the site identified as Phase 2 of the original Crestview Crossing PUD.

Table 4: Density Points Proposed Modification Area			
Dwelling Type	Number of Units	Density Points/Unit	Total Density Points Provided
One-bedroom	99	14	1,386
Two-bedroom	76	21	1,596
Three-bedroom	21	28	588
Four-bedroom	0	35	0
Total	196		3,570

Table 5 provides a calculation for the total density points on site, including the modified and unmodified areas.

Table 5: Complete PUD Density Matrix (as modified)			
Dwelling Type	Number of Units	Density Points/Unit	Total Density Points Provided
One-bedroom	132	14	1,848
Two-bedroom	144	21	3,024
Three-bedroom	88	28	2,464
Four-bedroom	22	35	770
Total	386		8,106

The total number of density points proposed on site is 8,106 points. This does not exceed the maximum number of density points available to the site of 9,688.45 as calculated in Table 1.

This standard is met.

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

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

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

Finding: The proposed modification includes multi-family residential uses within the R-2 portions of this site, which is permitted by subsection c. above.

This standard is met.

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

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

Finding: The original Planned Community will provide a mixture of commercial development, single-family homes, cottage style single-family homes, and multi-family homes. All uses proposed are permitted either outright or conditionally for the C-2 portion of this property, in compliance with subsections a. and b. above.

This standard is met.

- 3. M-1, M-2 and M-3 Zones. Uses and buildings as permitted outright or conditionally in the use district wherein the development will be located.**
- 4. M-4 Zone. Uses and buildings as permitted outright or conditionally in the use district wherein the development will be located. Proposed sites, structures and uses must work together to support a common theme, product or industry. Applicants for an industrial planned development in M-4 must demonstrate conformance with any**

adopted master plan for the subject area and provide a plan describing how the proposed structures and uses will work together to support a common theme, product or industry. Prior to subdivision, covenants must limit occupancy to the types of industrial and related uses identified in the development plan.

Finding: No part of this site is located within the M-1, M-2, M-3 or M-4 zoning district and, as such, this standard is not applicable.

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

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

Finding: This Planned Unit Development Modification application includes all of the required plans and documents. A professional engineer in the State of Oregon has ensured that all required plans are prepared, certified as necessary and submitted. The Applicant acknowledges the process for a design team change.

This standard is met.

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

Finding: The Crestview Crossing Planned Development included multiple modifications to the R-1, R-2 and C-2 zoning district standards. They included modifications for minimum lot sizes, minimum lot dimensions, minimum lot frontages, maximum lot and parking area coverage and minimum setback standards.

The proposed PUD modification will include three stories buildings which will not exceed the maximum height allowance of 48 feet approved under the original CUP (CUP18-0004).

The proposal will include a request for a modification for the lot coverage standards of the R-2 zone per 15.405.040.B.2. The proposed multi-family site will have a building coverage of approximately 25.8 percent and a parking lot coverage of approximately 34.9 percent. The parking lot coverage exceeds the maximum of 30 percent allowed in the R-2 zone. The total lot coverage will be 60.7 percent, which does not exceed the combined 70 percent maximum lot and parking coverage in the R-2 zone. The proposed modification is shown on the attached preliminary site plan.

In addition to the parking lot coverage modification, the applicant is requesting a modification for the total number of parking stalls provided on site through the PUD modification process. The proposed multi-family development requires 294 parking stalls, per the calculation provided in NMC 15.440. The proposed site has a total of 282 stalls, which is 12 stalls below the requirement. As proposed, the site will provide 1.44 parking spaces per unit. The required ratio per NMC 15.440 is 1.5 parking spaces per unit (294 spaces/196 units). The applicant is requesting a 4.1 percent reduction in the required on-site parking. As modified by this application, the Crestview Crossing PUD will provide on-street parking for 95 cars dispersed throughout the site on the public and private streets for use by visitors. The proposed reduction is minor, and the adjacent on-street parking will be available to provide supplemental parking for the development. JT Smith Companies has developed and manages multifamily sites throughout the metro area and has identified that 1.4 -1.45 parking stalls per unit as a

desirable parking ratio. Similar multi-family sites with parking ratios of 1.35 stalls per unit and lower tend to see higher turnover rates and higher number of complaints related to parking availability. Multi-family sites with ratios of 1.5 stalls and higher tend to have unused parking stalls, which increases the on-site impervious area.

The proposed modifications are in accordance with the purposes of this code as they support the efficient development of land within the City Limits, provide functional, attractive housing for the residents of the City and include safe, convenient, efficient transportation design.

This standard is met.

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

Finding: The proposal will include a request for a modification for the lot coverage standards of the R-2 zone per 15.405.040.B.2. The proposed multi-family site will have a building coverage of approximately 25.8 percent and a parking lot coverage of approximately 34.9 percent. The parking lot coverage exceeds the maximum of 30 percent allowed in the R-2 zone. The total lot coverage will be 60.7 percent, which does not exceed the combined 70 percent maximum lot and parking coverage in the R-2 zone. The proposed modification is shown on the attached preliminary site plan.

The proposed modifications are in accordance with the purposes of this code as they support the efficient development of land within the City Limits, provide functional, attractive housing for the residents of the City and include safe, convenient, efficient transportation design.

This standard is met.

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

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

Finding: This proposed development includes three story multi-family residential structures on a single lot. The proposed buildings will not adversely affect the occupants or potential occupants of adjacent properties.

This standard is met.

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

- 1. Streets and Walkways. Including, but not limited to, those necessary for proper development of adjacent properties. Construction standards that minimize maintenance and protect the public health and safety, and setbacks as specified in NMC 15.410.050, pertaining to special setback requirements to planned rights-of-way, shall be required.**
- 2. Notwithstanding subsection (L)(1) of this section, a private street may be approved if the following standards are satisfied.**
 - a. An application for approval of a PUD with at least 50 dwelling units may include a private street and the request for a private street shall be supported by the evidence required by this section. The planning commission may approve a private street if it finds the applicant has demonstrated that the purpose statements in NMC 15.240.010(A) through (D) are satisfied by the evidence in subsections (L)(2)(a)(i) through (v) of this section.**
 - i. A plan for managing on-street parking, maintenance and financing of maintenance of the private street, including a draft reserve study showing that the future homeowners association can financially maintain the private street;**
 - ii. A plan demonstrating that on- and off-street parking shall be sufficient for the expected parking needs and applicable codes;**
 - iii. Proposed conditions, covenants and restrictions that include a requirement that the homeowners association shall be established in perpetuity and shall continually employ a community management association whose duties shall include assisting the homeowners association with the private street parking management and maintenance, including the enforcement of parking restrictions;**
 - iv. Evidence that the private street is of sufficient width and construction to satisfy requirements of the fire marshal and city engineer; and**
 - v. The PUD shall be a Class I planned community as defined in ORS Chapter 94.**
 - b. If the PUD is established, the homeowners association shall provide an annual written report on the anniversary date of the final approval of the PUD approval to the community development director that includes the following:**
 - i. The most recent reserve study.**
 - ii. The name and contact information for the retained community management association.**
 - iii. A report on the condition of the private street and any plans for maintenance of the private street.**
- 3. Easements. As are necessary for the orderly extension of public utilities and bicycle and pedestrian access.**

Finding: The proposed PUD modification will include the extension of E Jory Street, a public road. As shown on the Site Plan, E Jory Street will terminate at the connection point of the internal private access drive and parking associated with the proposed multi-family site. The modification site will not include private streets. The proposed parking circulation areas will meet the requirements for off-street parking, as addressed within this narrative under NMC 15.440.

This standard is met.

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

Finding: All on-site utilities will be located underground.

This standard is met.

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

Finding: All dwelling units are served by outdoor living areas equal to at least 10 percent of the gross floor area of each unit. The proposed residential buildings have a total area (including circulation spaces not considered gross floor area) of approximately 220,605 square feet. Based on the requirement of 10 percent of the gross floor area of each unit, a total open space area of 22,061 square feet is required. The multi-family site has a total open space area of 89,019 square feet, far exceeding this requirement.

This standard is met.

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

Finding: The proposed modification area will not require alteration of natural features.

This standard is met.

P. Completion of Required Landscaping. If required landscaping cannot be completed prior to occupancy, or as otherwise required by a condition of approval, the director may require the

applicant to post a performance bond of a sufficient amount and time to assure timely completion.

Finding: The Applicant acknowledges the possibility of a performance bond being required to assure timely completion of any delayed landscaping.

This standard is met.

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

Finding: There are 23 possible site design points and 23 possible building design points, therefore, this project must obtain 9 each site design and building design points (40% of each).

Site Design:

Consolidated green space: 3 points

Parking lot to the back of project when viewed from 99W: 3 points

Good-quality coordinated site landscaping: 2 points

Landscaped Edges of Parking Lots: 2 points

Street trees: 1 point

Entry Accents to mark major entries to multi-family buildings: 1 point

Appropriate Outdoor Lighting: 1 point

Total Site Design Points: 13

Building Design:

Respect scale and patterns of nearby buildings by reflecting architectural styles, building details, materials and scale of existing buildings: 3 points

Break up large buildings into bays/vary planes at least every 50 feet: 3 points

Provide variation in repeated units using color, porches, balconies, windows, railings, building materials and form, alone or in combination: 3 points

Building materials: Wood or wood-like siding applied horizontally or vertically as board and batten at entry ways; shingles, as roofing; wood or wood-like sash windows; and wood or wood-like trim: 4 points

A porch at every main entry: 2 points

Total Building Design Points: 15

This standard is met as described above.

15.240.030 Preliminary plan consideration – Step one.

A. Preapplication Conference. Prior to filing an application for preliminary plan consideration, the applicant or coordinator may request through the director a preapplication conference to discuss the feasibility of the proposed planned unit development and determine the processing requirements.

Finding: The Applicant attended a pre-application conference with the City on November 11, 2022.

This standard is met.

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

Finding: This land use application includes all required fees, forms and documentation for review of a Major Modification of a Planned Unit Development and a Major Modification of a Conditional Use Permit.

This standard is met.

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

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

Finding: As described in this narrative, the proposed development is consistent with standards, plans, policies and ordinances adopted by the City.

This standard is met.

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

Finding: As discussed previously, the properties directly to the north of the subject parcel are part of the Crestview Crossing Development and have been developed with larger single family lots ranging in size from 8,105 square feet to 10,492 square feet. These parcels were designed to act as a buffer to the Oxberg Lake Estates Subdivision, an unincorporated Yamhill County development with lot sizes of one acre and larger. In addition to the buffer of larger lots, a private street and a 71-foot-wide stormwater

tract are located between the northern properties and the proposed multi-family development. The northernmost multi-family building will be located approximately 226 feet from the northern property line. To the west of the property is Spring Meadow Park and Spring Meadow Subdivision with lots averaging 8,000 square feet. The majority of the site will abut Spring Meadow Park which will provide a natural buffer between the subdivision and the development. One lot within Spring Meadow Subdivision, located at 1812 Leo Lane, will directly abut the development in the northwest corner. The nearest multi-family building will be located 22 feet from the shared property line with 1812 Leo Lane. Enhanced plantings, including trees and shrubs will be planted along the northwest property line to provide an additional buffer.

The multi-family buildings on the site will all be designed and constructed so as to provide a cohesive design and character to the entire development. The distribution of recreation space, parking, roads, access and other uses is reasonably compatible with the appropriate development of abutting properties and the surrounding neighborhood.

This standard is met.

- 3. Public services and facilities are available to serve the proposed development. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:**
- a. Public facility planning by the appropriate agencies; or**
 - b. A commitment by the applicant to provide private services and facilities adequate to accommodate the projected demands of the project; or**
 - c. Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development; and**

Finding: Public services and facilities are either available to serve the proposed development or can be reasonably conditioned to be installed and provided. The public improvement plans included with the land use submittal demonstrate full public facilities will be provided, including water, sanitary sewer, storm sewer, electricity and natural gas. Public services are currently available to serve this site, including police, fire, garbage/recycling and US Mail.

This standard is met.

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

Finding: As discussed in detail in this narrative, the provisions and conditions of this code have been met.

This standard is met.

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

Finding: The proposed modification area will not impact any identified natural features.

This standard is met.

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

Finding: The site is well provisioned for utility services, emergency vehicular access and, if the opportunity arises in the future, public transportation facilities. The public roadways are designed to public street standards and the parking areas are designed to provide vehicular access.

This standard is met.

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

Finding: The Crestview Crossing Community was designed with a network of active and passive open space areas for use by the community. The planned development includes a network of open spaces and wetlands, a thoughtfully linked pedestrian circulation system, and several pedestrian amenities. In addition to the existing open space areas in the planned development, the proposed multi-family development will include a community recreation facility which will provide an indoor sports court, picnic tables and lawn recreation space. Pedestrian facilities will provide connection between Phase 2 and the other phases of the PUD, as well as Spring Meadow Park to the west. The multi-family housing has common outdoor living areas, as well as balconies and patios for some individual units.

This standard is met.

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

Finding: This site has been designed reflect the surrounding area and to provide a reasonable level of privacy for residents of the development and surrounding properties. Large lot single-family detached dwellings are proposed along the northern property line, separating this development from another large lot residential development, easing the transition from lower density to higher. The site is buffered from the residential

developments to the west by the park that is adjacent to the site. The site as a whole is designed to provide safe and convenient access. The building scale, bulk, design, setbacks, heights, coverage, landscaping and screening are designed to provide harmony within the site while respecting and reflecting design patterns utilized in other nearby developments.

This standard is met.

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

Finding: The Applicant acknowledges the possibility of conditions imposed to fulfill the purpose and provisions of the PUD regulations.

This standard is met.

15.240.040 Final plan consideration – Step two.

A. Application. An application, with the required fee, for final plan approval shall be submitted in accordance with the provisions of this code, and must be in compliance with all conditions imposed and schedules previously prescribed.

B. Referral. Referral of final plans and supportive material shall be provided to appropriate agencies and departments.

C. Decision Type I Procedure. The final plan consideration shall be reviewed through the Type I procedure. Upon receipt of the application and fee, final plans and required supportive material, the director shall approve, conditionally approve or deny the application for final plan approval. The decision of the director to approve or deny the application shall be based on written findings of compliance or noncompliance with approved preliminary plans and city standards, plans, policies and ordinances. Minor variations from approved preliminary plans may be permitted if consistent with the general character of the approved preliminary plans.

D. Conditions. Applications may be approved subject to such conditions as are necessary to fulfill the purpose and provisions of this code.

E. Performance Agreement.

- 1. Preparation and Signatures. A duly notarized performance agreement binding the applicant, and the applicant's successors in interest, assuring construction and performance in accordance with the approved final plans shall be prepared by the city and executed by the applicant and city prior to issuance of a building permit.**
- 2. Return. Unless an executed copy of the agreement is returned to the director within 60 days of its delivery to the applicant, final plan approval shall expire, necessitating the reapplication for final plan reapproval.**
- 3. Filing. The director shall file a memorandum of the performance agreement with the Yamhill County recorder.**
- 4. Improvement Petitions and Dedications. Improvement petitions and all documents required with respect to dedications and easements shall be submitted prior to completion of the agreement.**

5. **Project Changes.** The director may permit project changes subsequent to execution of the agreement upon finding the changes substantially conform to final approved plans and comply with city standards, plans, policies and ordinances. Other modifications are subject to reapplication at the appropriate step.
6. **Compliance.** Compliance with this section is a prerequisite to the issuance of a building permit.

Finding: The Applicant acknowledges the process for Step Two of a PUD review.

This standard is met.

Division 15.300 Zoning Districts

15.305 Zoning Use Table

Use	R-2	C-2	Notes and Special Use Standards
Dwelling, multifamily	P	C(4)	Subject to lot or development site area requirements of NMC 15.405.010

(4) The permitted density shall be stated on the conditional use permit.

Finding: The proposed development requires a modification to the conditional use permit for the proposed multi-family residential in the C-2 zoning district. Multi-family residential development is permitted in the R-2 zones.

As this application includes a conditional use permit application, this standard is met.

15.356 Bypass Interchange (BI) Overlay

Finding: The frontage of this site is adjacent to the Bypass Interchange (BI) Overlay. While the provisions of the BI Overlay may apply to this site, the provisions only speak to permitted, conditional and prohibited uses. Residential development is a permitted use in the R-2 zoning districts and a conditional use in the C-2 zoning district. Residential development is not prohibited in the BI Overlay.

This standard is met.

Division 15.400 Development Standards

15.405 Lot Requirements

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

1. In the R-1, R-2, R-3, R-P and AR districts, the following minimum lot area standards apply:

Zone	Minimum lot area per dwelling unit for multifamily
R-2	3,000 SF

2. In the AI, C-1, C-2, and C-3 districts, each lot or development site shall have a minimum area of 5,000 square feet or as may be established by a subdistrict.

B. Maximum Lot or Development Site Area per Dwelling Unit.

2. In the R-2 and R-P districts, the average size of lots in a subdivision intended for single-family development shall not exceed 5,000 square feet.

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

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

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

Finding: This application is a modification to an approved Planned Unit Development (PUD) that proposes an increased density based on the point-based system described in 15.240.020.F. The standards for a PUD are discussed previously in this narrative.

This standard is met.

15.405.020 Lot area exceptions.

The following shall be exceptions to the required lot areas:

A. Lots of record with less than the area required by this code.

B. Lots or development sites which, as a process of their creation, were approved in accordance with this code.

C. Planned unit developments, provided they conform to requirements for planned unit development approval.

Finding: This proposal complies with subsection C. of this criterion as a Planned Unit Development is proposed with conformity to all PUD requirements.

This standard is met.

15.405.030 Lot dimensions and frontage.

A. Width. Widths of lots shall conform to the standards of this code.

B. Depth to Width Ratio. Each lot and parcel shall have an average depth between the front and rear lines of not more than two and one-half times the average width between the side lines.

Depths of lots shall conform to the standards of this code. Development of lots under 15,000 square feet are exempt from the lot depth to width ratio requirement.

C. Area. Lot sizes shall conform to standards set forth in this code. Lot area calculations shall not include area contained in public or private streets as defined by this code.

D. Frontage.

1. No lot or development site shall have less than the following lot frontage standards:
 - a. Each lot or development site shall have either frontage on a public street for a distance of at least 25 feet or have access to a public street through an easement that is at least 25 feet wide. No new private streets, as defined in NMC 15.05.030, shall be created to provide frontage or access except as allowed by NMC 15.240.020(L)(2).
 - b. Each lot in R-2 zone shall have a minimum width of 25 feet at the front building line and R-3 zone shall have a minimum width of 30 feet at the front building line, except that duplex, triplex, quadplex and cottage cluster project lots in the R-3 zone shall have a minimum width of 25 feet at the front building line.
 - c. Each lot in R-1 zone shall have a minimum width of 35 feet at the front building line and AI or RP shall have a minimum width of 50 feet at the front building line.
 - d. Each lot in an AR zone shall have a minimum width of 45 feet at the front building line.
2. The above standards apply with the following exceptions:
 - a. Lots for townhouse dwellings in any zone where they are permitted shall have a minimum frontage on a public street for a distance of at least 20 feet, shall have a minimum width of 20 feet at the front building line and shall have access meeting the provisions of NMC 15.415.050(B).
 - b. Legally created lots of record in existence prior to the effective date of the ordinance codified in this code.
 - c. Lots or development sites which, as a process of their creation, were approved with sub-standard widths in accordance with provisions of this code.
 - d. Existing private streets may not be used for new dwelling units, except private streets that were created prior to March 1, 1999, including paving to fire access roads standards and installation of necessary utilities, and private streets allowed in the airport residential and airport industrial districts. However, existing single-family detached dwellings on existing private streets may be converted to duplex, triplex, or quadplex dwellings.

Finding: The proposed modification to the Crestview Crossing PUD will provide multi-family dwellings on a single site in place of individual single-family detached lots. The proposed multi-family development will be located on a single lot. The modification does include a request for increased lot coverage under the PUD standards. The standards for a PUD are discussed previously in this narrative.

This standard is met.

15.405.040 Lot coverage and parking coverage requirements.

A. Purpose. The lot coverage and parking coverage requirements below are intended to:

1. Limit the amount of impervious surface and storm drain runoff on residential lots.
2. Provide open space and recreational space on the same lot for occupants of that lot.
3. Limit the bulk of residential development to that appropriate in the applicable zone.

B. Residential uses in residential zones shall meet the following maximum lot coverage and parking coverage standards; however, cottage cluster projects shall be exempt from the standards. See the definitions in NMC 15.05.030 and Appendix A, Figure 4.

1. **Maximum Lot Coverage.**
 - a. **R-1: 40 percent, except:**
 - i. Fifty percent if all structures on the lot are one story; and
 - ii. Sixty percent for townhouse dwellings.
 - b. **R-2 and RP: 60 percent.**
 - c. **AR and R-3: 60 percent.**
2. **Maximum Parking Coverage. R-1, R-2, R-3, and RP: 30 percent.**
3. **Combined Maximum Lot and Parking Coverage.**
 - a. **R-1: 60 percent.**
 - b. **R-2, R-3, RP and townhouse dwellings in R-1: 70 percent.**

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

Finding: The proposed modification to the Crestview Crossing PUD includes a request for a modification for the lot coverage standards of the R-2 zone per 15.405.040.B.2. The proposed multi-family site will have a building coverage of approximately 25.8 percent and a parking lot coverage of approximately 34.9 percent. The parking lot coverage exceeds the maximum of 30 percent allowed in the R-2 zone. The total lot coverage will be 60.7 percent, which does not exceed the combined 70 percent maximum lot and parking coverage in the R-2 zone. The proposed modification is shown on the attached preliminary site plan.

This standard is met.

15.410 Yard Setback Requirements

15.410.010 General yard regulations.

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

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

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

D. When the common property line separating two or more contiguous lots is covered by a building or a permitted group of buildings with respect to such common property line or lines

does not fully conform to the required yard spaces on each side of such common property line or lines, such lots shall constitute a single development site and the yards as required by this code shall then not apply to such common property lines.

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

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

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

15.410.020 Front yard setback.

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

- 1. AR, R-1 and R-2 districts shall have a front yard of not less than 15 feet. Said yard shall be landscaped and maintained.**
- 2. R-3 and RP districts shall have a front yard of not less than 12 feet. Said yard shall be landscaped and maintained.**
- 3. The entrance to a garage or carport, whether or not attached to a dwelling, shall be set back at least 20 feet from the nearest property line of the street to which access will be provided. However, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.**
- 4. Cottage cluster projects in any zone in which they are permitted shall have a front yard of not less than 10 feet. Any garage, carport, or parking areas that are part of a cottage cluster shall be set back at least 20 feet from the nearest property line of the street to which access will be provided; however, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.**

B. Commercial.

- 1. All lots or development sites in the C-1 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-1 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-1 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. Said yard shall be landscaped and maintained.**
- 2. All lots or development sites in the C-2 district shall have a front yard of not less than 10 feet. There shall be no minimum front yard setback for C-2 zoned property that has frontage on E. Portland Road or Highway 99 W. The maximum front yard setback for C-**

2 zoned property that has frontage on E. Portland Road or Highway 99 W. shall be no greater than 10 feet. A greater front yard setback is allowed for C-2 zoned property having frontage on E. Portland Road or Highway 99 W. when a plaza or other pedestrian amenity is provided; however, said front yard setback should be the minimum setback needed to accommodate a pedestrian amenity. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.

15.410.030 Interior yard setback.

A. Residential.

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

B. Commercial.

1. All lots or development sites in the C-1 and C-2 districts have no interior yards required where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.
2. All lots or development sites in the C-3 district shall have no interior yard requirements.
3. All lots or development sites in the C-4 district will comply with the interior yard requirements described in NMC 15.352.040(E).

Finding: The original Crestview Crossing Planned Unit Development (PUD) included-reduced yard setbacks on the single-family lots. The multi-family development proposed as a modification to the original approval will meet all of the site setback requirements described in this section. No further modifications are proposed to the setbacks per the PUD standards. The standards for a PUD are discussed previously in this narrative.

This standard is met.

15.410.060 Vision clearance setback.

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

- A. At the intersection of two streets, including private streets, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 50 feet in length.
- B. At the intersection of a private drive and a street, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of 25 feet in length.
- C. Vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line. Where curbs are absent, the edge of the asphalt or future

curb location shall be used as a guide, whichever provides the greatest amount of vision clearance.

D. There is no vision clearance requirement within the commercial zoning district(s) located within the riverfront (RF) overlay subdistrict.

Finding: The proposed development maintains all required vision clearance setbacks, as demonstrated on the submitted plans.

This standard is met.

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

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

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

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

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

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

D. Fences and Walls.

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

- a. Not to exceed eight feet in height. Located or maintained in any interior yard except where the requirements of vision clearance apply. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of an eight-foot fence on the property line.
- b. Not to exceed four feet in height. Located or maintained within all other front yards.
- 3. If chain link (wire-woven) fences are used, they are manufactured of corrosion-proof materials of at least 11-1/2 gauge.
- 4. The requirements of vision clearance shall apply to the placement of fences.

Finding: The Applicant acknowledges permitted intrusions into required yard setbacks. The fences surrounding the s R-2 zoning areas will not exceed 6-feet in height. The fencing in the C-2 zoning areas will not exceed 8-feet in height. No fence exceeding 4-feet in height will be placed in a front yard setback.

This standard is met.

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

- 1. In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.
- 2. In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:
 - a. Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single-family detached dwelling, duplex dwelling, triplex dwelling, quadplex dwelling, or townhouse dwelling on a single lot.
 - b. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required interior yards.
 - c. Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with NMC 15.440.070, Parking tables and diagrams (Diagrams 1 through 3).
 - d. Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district shall be permitted in interior yards; provided, that said parking areas, service drives or parking spaces shall comply with other requirements of this code.
- 3. In any commercial or industrial district, except C-1, C-4, M-1, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the riverfront overlay subdistrict are described in NMC 15.352.040(H).

4. In the I district, public or private parking areas or parking spaces may be no closer to a front property line than 20 feet, and no closer to an interior property line than five feet.
- F. Public Telephone Booths and Public Transit Shelters.** Public telephone booths and public transit shelters shall be permitted; provided, that vision clearance is maintained for vehicle requirements for vision clearance.
- G. Hangars within the AR airport residential district may be constructed with no yard setbacks to property lines adjacent to other properties within the airport residential or airport industrial districts.**

Finding: Parking in the proposed multi-family development will be located in the designated parking lot. There are a total of 282 parking spaces proposed to serve the 196-unit development. The location of the proposed parking areas meets the requirements of this standard.

This standard is met.

15.415 Building and Site Design Standards

15.415.010 Main buildings and uses as accessory buildings.

- A. Hereinafter, any building which is the only building on a lot is a main building.**
- B. In any residential district except RP, there shall be only one main use per lot or development site; provided, that home occupations shall be allowed where permitted.**
- C. In any residential district, there shall be no more than two accessory buildings on any lot or development site.**

Finding: The proposed multi-family development includes eight main residential-use buildings. A community recreation building is proposed as an on-site amenity to residents.

This standard is met.

15.415.020 Building height limitation.

A. Residential.

1. In the R-1 district, no main building shall exceed 30 feet in height, except that townhouse dwellings shall not exceed 35 feet in height.
2. In the R-2, AR, and RP districts, no main building shall exceed 35 feet in height.
3. In the R-3 district, no main building shall exceed 45 feet in height, except, where an R-3 district abuts upon an R-1 district, the maximum permitted building height shall be limited to 30 feet for a distance of 50 feet from the abutting boundary of the aforementioned district.
4. Accessory buildings in the R-1, R-2, R-3, AR, and RP districts are limited to 16 feet in height, except as follows:
 - a. Up to 800 square feet of an accessory building may have a height of up to 24 feet.
 - b. Aircraft hangars in the AR district may be the same height as the main building.

5. No cottage cluster dwelling shall exceed 25 feet in height in any zone where the use is permitted.
6. Single-family dwellings permitted in commercial or industrial districts shall not exceed 35 feet in height, or the maximum height permitted in the zone, whichever is less.

B. Commercial, Industrial and Mixed Employment.

C. The maximum height of buildings and uses permitted conditionally shall be stated in the conditional use permits.

Finding: The proposed multi-family buildings will exceed the 30-foot height limit. The proposed buildings will be approximately 37 feet 4 inches in height. The Crestview Crossing PUD had a modification to allow multi-family buildings with a maximum height of 48 feet. The proposed buildings will not exceed the modification approved under the original PUD. The proposed community recreation accessory building will have a maximum height of 25 feet 4 inches. The applicant has proposed a height allowance which exceeds the limitations of this section as part of an overall plan to create a planned unit development.

This standard is met.

15.415.040 Public access required.

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

Finding: The subject site has frontage on a public street.

This standard is met.

15.420 Landscaping and Outdoor Areas

15.420.010 Required minimum standards.

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

1. **Private Areas.** Each ground-level living unit in a residential development subject to a design review plan approval shall have an accessible outdoor private space of not less than 48 square feet in area. The area shall be enclosed, screened or otherwise designed to provide increased privacy for unit residents, their guests and neighbors.
2. **Individual and Shared Areas.** Usable outdoor recreation space shall be provided for the individual and/or shared use of residents and their guests in any multifamily residential development, as follows:

- a. **One- or two-bedroom units: 200 square feet per unit.**
- b. **Three- or more bedroom units: 300 square feet per unit.**
- c. **Storage areas are required in residential developments. Convenient areas shall be provided in residential developments for the storage of articles such as bicycles, barbecues, luggage, outdoor furniture, and the like. These shall be entirely enclosed.**

Finding: Each multi-family dwelling in the modification area will have a minimum of 48 square feet of private outdoor open space. Based on the table below, a total usable recreation area of 41,300 square feet is required. Each unit will have a private balcony of at least 48 square feet, for a total private patio area of at least 9,408 square feet. Additionally, the multi-family site will have an open space area of 89,019 square feet. The total combined private and public recreation area on site is 98,427 square feet, which exceeds the minimum requirement.

Dwelling Type	Number of Units	Required usable recreation space (sq.ft./unit)	Total Required usable recreation space (sq.ft.)
One-bedroom	99	200	19,800
Two-bedroom	76	200	15,200
Three-bedroom	21	300	6,300
Total	196		41,300

Enclosed storage areas are provided attached to the outdoor private areas in the multi-family residential.

This standard is met.

B. Required Landscaped Area. The following landscape requirements are established for all developments except single-family detached dwellings, duplex dwellings, triplex dwellings, quadplex dwellings, townhouse dwellings and cottage cluster projects:

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

Finding: A minimum of fifteen percent (15%) of the area surrounding the multi-family development will be landscaped.

This standard is met.

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

Finding: All areas included with the final design review plan and not otherwise improved will be landscaped.

This standard is met.

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

- d. A parking or loading area providing 10 or more spaces shall be improved with defined landscaped areas totaling no less than 25 square feet per parking space.**
- e. A parking, loading area, or drive aisle which runs adjacent to a property line shall be separate from any lot line adjacent to a street by a landscaped strip at least 10 feet in interior width or the width of the required yard, whichever is greater, and any other lot line by a landscaped strip of at least five feet in interior width. See subsections (B)(3)(c) and (d) of this section for material to plant within landscape strips.**
- f. A landscaped strip separating a parking area, loading area, or drive aisle from a street shall contain street trees spaced as appropriate to the species, not to exceed 50 feet apart on average, and a combination of shrubs and ground cover, or lawn. This landscaping shall provide partial screening of these areas from the street.**
- g. A landscaped strip separating a parking area, loading area, or drive aisle from an interior lot line shall contain any combination of trees, shrubs, ground cover or lawn. Plant material shall be selected from at least two different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs).**
- h. Landscaping in a parking or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.**
- i. Landscaping areas in a parking lot, service drive or loading area shall have an interior width of not less than five feet.**
- j. All multifamily, institutional, commercial, or industrial parking areas, service drives, or loading zones which abut a residential district shall be enclosed with a 75 percent opaque, site-obscuring fence, wall or evergreen hedge along and immediately adjacent to any interior property line which abuts the residential district. Landscape plantings must be large enough to provide the required minimum screening requirement within 12 months after initial installation. Adequate provisions shall be maintained to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.**

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

Finding: As identified on the included site plan, the parking area meets the minimum landscaping requirements. All landscaped areas in parking areas provide a minimum of two different plant material groups, including trees, shrubs, ground cover or lawn. Fencing will be provided in compliance with this section.

This standard is met.

- 4. **Trees, Shrubs and Ground Covers. The species of street trees required under this section shall conform to those authorized by the city council through resolution. The director shall have the responsibility for preparing and updating the street tree species list which shall be adopted in resolution form by the city council.**
 - a. **Arterial and minor arterial street trees shall have spacing of approximately 50 feet on center. These trees shall have a minimum two-inch caliper tree trunk or stalk at a measurement of two feet up from the base and shall be balled and burlapped or boxed.**
 - b. **Collector and local street trees shall be spaced approximately 35 to 40 feet on center. These trees shall have a minimum of a one and one-half or one and three-fourths inch tree trunk or stalk and shall be balled and burlapped or boxed.**
 - c. **Accent Trees. Accent trees are trees such as flowering cherry, flowering plum, crab-apple, Hawthorne and the like. These trees shall have a minimum one and one-half inch caliper tree trunk or stalk and shall be at least eight to 10 feet in height. These trees may be planted bare root or balled and burlapped. The spacing of these trees should be approximately 25 to 30 feet on center.**
 - d. **All broad-leafed evergreen shrubs and deciduous shrubs shall have a minimum height of 12 to 15 inches and shall be balled and burlapped or come from a two-gallon can. Gallon-can size shrubs will not be allowed except in ground covers. Larger sizes of shrubs may be required in special areas and locations as specified by the design review board. Spacing of these shrubs shall be typical for the variety, three to eight feet, and shall be identified on the landscape planting plan.**

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

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

Finding: As identified on the submitted landscaping plan, all street trees and ground cover provided in this development will meet city standards.

This standard is met.

5. **Automatic, underground irrigation systems shall be provided for all areas required to be planted by this section. The director shall retain the flexibility to allow a combination of irrigated and nonirrigated areas. Landscaping material used within nonirrigated areas must consist of drought- resistant varieties. Provision must be made for alternative irrigation during the first year after initial installation to provide sufficient moisture for plant establishment.**
6. **Required landscaping shall be continuously maintained.**
7. **Maximum height of tree species shall be considered when planting under overhead utility lines.**
8. **Landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) will apply to development proposals unless the institution has addressed the requirements and standards by an approved site development master plan. With an approved site development master plan, the landscape requirements will be reviewed through an administrative Type I review process.**
9. **In the M-4 zone, landscaping requirements and standards for parking and loading areas (subsection (B)(3) of this section) do not apply unless within 50 feet of a residential district.**

Finding: Automatic, underground irrigation systems will be provided for all landscaped areas. Landscaping will be continuously maintained by the project’s property management company. As identified in the included landscaping plan, the trees and shrubs have been chosen for their appropriateness for the location in which they are to be planted.

This standard is met.

C. Installation of Landscaping. All landscaping required by these provisions shall be installed prior to the issuance of occupancy permits, unless security equal to 110 percent of the cost of the landscaping as determined by the director is filed with the city, insuring such installation within six months of occupancy. A security – cash, certified check, time certificates of deposit, assignment of a savings account, bond or such other assurance of completion as shall meet

with the approval of the city attorney – shall satisfy the security requirements. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the director, the security may be used by the city to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the city shall be returned to the applicant.

Finding: Landscaping will be installed or assured according to City requirements prior to the issuance of occupancy permits.

This standard is met.

15.420.020 Landscaping and amenities in public rights-of-way.

The following standards are intended to create attractive streetscapes and inviting pedestrian spaces. A review body may require any of the following landscaping and amenities to be placed in abutting public rights-of-way as part of multifamily, commercial, industrial, or institutional design reviews, or for subdivisions and planned unit developments. In addition, any entity improving existing rights-of-way should consider including these elements in the project. A decision to include any amenity shall be based on comprehensive plan guidelines, pedestrian volumes in the area, and the nature of surrounding development.

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

1. Street trees planted in pedestrian spaces shall be planted according to NMC 15.420.010(B)(4).
2. Pedestrian spaces shall have low (two and one-half feet) shrubs and ground covers for safety purposes, enhancing visibility and discouraging criminal activity.
 - a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms, and at maturity maintain growth within the planting area (refer to plant material matrix below).
 - b. Plant placement shall also adhere to clear sight line requirements as well as any other relevant city safety measures.
3. Pedestrian-scale lighting shall be installed along sidewalks and in medians used for pedestrian refuge.
 - a. Pole lights as well as bollard lighting may be specified; however, the amount and type of pedestrian activity during evening hours, e.g., transit stops, nighttime service districts, shall ultimately determine the type of fixture chosen.

- b. Luminaire styles shall match the area/district theme of existing luminaires and shall not conflict with existing building or roadway lights causing glare.
 - c. Lighting heights and styles shall be chosen to prevent glare and to designate a clear and safe path and limit opportunities for vandalism (see Appendix A, Figure 17, Typical Pedestrian Space Layouts).
 - d. Lighting shall be placed near the curb to provide maximum illumination for spaces furthest from building illumination. Spacing shall correspond to that of the street trees to prevent tree foliage from blocking light.
4. Street furniture such as benches and waste receptacles shall be provided for spaces near sidewalks only.
 - a. Furniture should be sited in areas with the heaviest pedestrian activity, such as downtown, shopping districts, and shopping centers.
 - b. Benches should be arranged to facilitate conversation between individuals with L-shaped arrangements and should face the area focal point, such as shops, fountains, plazas, and should divert attention away from nearby traffic.
 5. Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility.

Finding: The proposed modification will not impact the landscaping and amenities in the public right-of-way as approved by the original approval of the Crestview Crossing PUD.

This standard is met.

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

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

3. **Shrubs and ground covers shall be provided in planting strips without adjacent parking with low (two and one-half feet) planting masses to enhance visibility, discourage criminal activity, and provide a physical as well as psychological buffer from passing traffic.**
 - a. **Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms and at maturity maintain growth within the planting area.**
 - b. **Ground cover able to endure infrequent foot traffic shall be used in combination with street trees for planting strips with adjacent occasional parking (refer to plant material matrix below).**
 - c. **All plant placement shall adhere to clear sight line requirements as well as any other relevant city safety measures.**

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.

Finding: The proposed modification will not impact the landscaping and amenities in the public right-of-way as approved by the original approval of the Crestview Crossing PUD. As identified in the included landscaping plan, all planting strips will be landscaped with a combination of ground covers, shrubs and trees. All landscaping will be maintained for the duration of the planting and all street trees and shrubs will be pruned to maintain the health and structure of the plants.

This standard is met.

D. Exception. In the AI airport industrial district and AR airport residential district, no landscape or amenities except for grass are required for any area within 50 feet of aircraft operation areas including aircraft parking areas, taxiways, clear areas, safety areas, object-free areas, and the runway.

Finding: This standard is not in the AI or AR zone and, as such, this standard is not applicable.

15.425 Exterior Lighting

15.425.010 Purpose.

The purpose of this chapter is to regulate the placement, orientation, distribution patterns, and fixture types of on-site outdoor lighting. The intent of this section is to provide minimum lighting standards that promote safety, utility, and security, prevent glare on public roadways, and protect the privacy of residents.

15.425.020 Applicability and exemptions.

A. Applicability. Outdoor lighting shall be required for safety and personal security in areas of assembly, parking, and traverse, as part of multifamily residential, commercial, industrial, public, recreational and institutional uses. The applicant for any Type I or Type II development

permit shall submit, as part of the site plan, evidence that the proposed outdoor lighting plan will comply with this section. This information shall contain but not be limited to the following:

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

B. Exemptions. The following uses shall be exempt from the provisions of this section:

1. Public street and airport lighting.
2. Circus, fair, carnival, or outdoor governmentally sponsored event or festival lighting.
3. Construction or emergency lighting, provided such lighting is discontinued immediately upon completion of the construction work or abatement of the emergency necessitating said lighting.
4. Temporary Lighting. In addition to the lighting otherwise permitted in this code, a lot may contain temporary lighting during events as listed below:
 - a. Grand Opening Event. A grand opening is an event of up to 30 days in duration within 30 days of issuance of a certificate of occupancy for a new or remodeled structure, or within 30 days of change of business or ownership. No lot may have more than one grand opening event per calendar year. The applicant shall notify the city in writing of the beginning and ending dates prior to the grand opening event.
 - b. Other Events. A lot may have two other events per calendar year. The events may not be more than eight consecutive days in duration, nor less than 30 days apart.
5. Lighting activated by motion sensor devices.
 1. Nonconforming lighting in place as of September 5, 2000. Replacement of nonconforming lighting is subject to the requirements of NMC 15.205.010 through 15.205.100.
 2. Light Trespass onto Industrial Properties. The lighting trespass standards of NMC 15.425.040 do not apply where the light trespass would be onto an industrially zoned property.

Finding: The land use submittal includes a lighting plan identifying the location, height, make, model, lamp type, wattage, and proposed cutoff angle of each outdoor lighting fixture. Lighting is provided in the parking areas and the multi-family residential buildings.

This standard is met.

15.425.030 Alternative materials and methods of construction, installation, or operation.

The provisions of this section are not intended to prevent the use of any design, material, or methods of installation or operation not specifically prescribed by this section, provided any such alternate has been approved by the director. Alternatives must be an approximate

equivalent to the applicable specific requirement of this section and must comply with all other applicable standards in this section.

Finding: This land use submittal does not include a request for alternative materials and methods of construction, installation or operation.

This standard is met.

15.425.040 Requirements.

A. General Requirements – All Zoning Districts.

1. **Low-level light fixtures include exterior lights which are installed between ground level and six feet tall. Low-level light fixtures are considered nonintrusive and are unrestricted by this code.**
2. **Medium-level light fixtures include exterior lights which are installed between six feet and 15 feet above ground level. Medium-level light fixtures must either comply with the shielding requirements of subsection (B) of this section, or the applicant shall show that light trespass from a property has been designed not to exceed one-half foot-candle at the property line.**
3. **High-level light fixtures include exterior lights which are installed 15 feet or more above ground level. High-level light fixtures must comply with the shielding requirements of subsection (B) of this section, and light trespass from a property may not exceed one-half foot-candle at the property line.**

B. Table of Shielding Requirements.

Fixture Lamp Type	Shielded
Low/high pressure sodium, mercury vapor, metal halide and fluorescent over 50 watts	Fully
Incandescent over 160 watts	Fully
Incandescent 160 watts or less	None
Fossil fuel	None
Any light source of 50 watts or less	None
Other sources	As approved by NMC <u>15.425.030</u>

Finding: The land use submittal includes a lighting plan identifying the location, height, make, model, lamp type, wattage, and proposed cutoff angle of each outdoor lighting fixture. Lighting is provided in the parking areas and the multi-family residential buildings. All medium- and high-level lighting is designed to meet this section.

This standard is met.

15.430 Underground Utility Installation

A. All new utility lines, including but not limited to electric, communication, natural gas, and cable television transmission lines, shall be placed underground. This does not include surface-

mounted transformers, connections boxes, meter cabinets, service cabinets, temporary facilities during construction, and high-capacity electric lines operating at 50,000 volts or above.

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

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

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

Finding: All new utility lines will be located underground.

This standard is met.

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

15.440.010 Required off-street parking.

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

- 1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.**

B. Off-street parking is required pursuant to NMC 15.440.030 in the C-2 district.

- 1. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.**

C. Off-street parking is not required in the C-3 district, except for:

- 1. Dwelling units meeting the requirements noted in NMC 15.305.020.**
- 2. New development which is either immediately adjacent to a residential district or separated by nothing but an alley.**
- 3. In cases where the applicant is proposing off-street parking, refer to subsection (F) of this section for the maximum number of parking spaces.**

D. Within the C-4 district, the minimum number of required off-street parking spaces shall be 50 percent of the number required by NMC 15.440.030, except that no reduction is permitted for residential uses. For maximum number of off-street parking spaces refer to subsection (F) of this section.

E. All commercial, office, or industrial developments that have more than 20 off-street parking spaces and that have designated employee parking must provide at least one preferential

carpool/vanpool parking space. The preferential carpool/vanpool parking space(s) must be located close to a building entrance.

F. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to NMC 15.440.030, multiplied by a factor of:

1. One and one-fifth spaces for uses fronting a street with adjacent on-street parking spaces; or
2. One and one-half spaces for uses fronting no street with adjacent on-street parking; or
3. A factor determined according to a parking analysis.

Finding: The proposed parking for the multi-family buildings will be on the same development site as the buildings, in a parking lot adjacent to the buildings. There are no commercial, office or industrial developments proposed at this time and, as such, no carpool/vanpool parking spaces are required.

This standard is met.

15.440.020 Parking area and service drive design.

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

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

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

D. In the AI airport industrial district and AR airport residential district, taxiways may be used as part of the service drive design where an overall site plan is submitted that shows how the circulation of aircraft and vehicles are safely accommodated, where security fences are located, if required, and is approved by the fire marshal, planning director, and public works director. The following submittal must be made:

1. A drawing of the area to be developed, including the probable location, height, and description of structures to be constructed; the location and description of a security fence or gate to secure the aircraft operations areas of off-airport property from the other nonsecured pedestrian/auto/truck areas of on-airport property; the proposed location of the proposed taxiway access in accordance with FAA specifications (refer to Federal Aviation Administration Advisory Circular No. 150/5300-13 regarding airport design, and AC/5370-10B regarding construction standards for specifications that

should be used as a guideline); and the identification of the vehicular traffic pattern area clearly separated from aircraft traffic. Once specific buildings have been designed, FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be submitted to the City of Newberg, the private airport owner, and the FAA for airspace review.

15.440.030 Parking spaces required.

Use	Minimum Parking Spaces Required
Residential Types	
<p>Dwelling, multifamily and multiple single-family dwellings on a single lot</p> <p>Studio or one-bedroom unit</p> <p>Two-bedroom unit</p> <p>Three- and four-bedroom unit</p> <p>Five- or more bedroom unit</p> <ul style="list-style-type: none"> • Unassigned spaces <ul style="list-style-type: none"> • Visitor spaces 	<p>1 per <u>dwelling unit</u></p> <p>1.5 per <u>dwelling unit</u></p> <p>2 per <u>dwelling unit</u></p> <p>0.75 spaces per bedroom</p> <p>If a development is required to have more than 10 spaces on a <u>lot</u>, then it must provide some unassigned spaces. At least 15 percent of the total required <u>parking spaces</u> must be unassigned and be located for convenient <u>use</u> by all occupants of the development. The location shall be approved by the <u>director</u>.</p> <p>If a development is required to have more than 10 spaces on a <u>lot</u>, then it must provide at least 0.2 visitor spaces per <u>dwelling unit</u>.</p>
<ul style="list-style-type: none"> • On-street parking credit <ul style="list-style-type: none"> • Available transit service 	<p>On-street parking spaces may be counted toward the minimum number of required spaces for developments required to have more than 10 spaces on a lot. The on-street spaces must be directly adjoining and on the same side of the street as the subject property, must be legal spaces that meet all city standards, and cannot be counted if they could be removed by planned future street widening or a bike lane on the street.</p> <p>At the review body's discretion, affordable housing projects may reduce the required off-street parking by 10 percent if there is an adequate continuous pedestrian route no more than 1,500 feet in length from the development to transit service with an average of less than one hour regular service intervals during commuting periods or where the development provides its own transit. A developer may qualify for this parking reduction if improvements on a</p>

	proposed pedestrian route are made by the developer, thereby rendering it an adequate continuous route.
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Finding: The proposed multi-family development will provide 99 one-bedroom apartment units, 76 two-bedroom apartment units and 21 three-bedroom apartments. A total of 196 units will be provided on site. The parking calculation for each unit type has been provided in the table below.

Unit Type	Number of Units	Parking Ratio	Parking Required
1-bedroom	99	1	99
2-bedroom	76	1.5	114
3-Bedroom	21	2	42
Total Units	196		
Visitor	196	0.2	39.2
Required Parking			294.2

A modification is requested through the PUD modification process provided in NMC 15.240.020(I) for the required parking.

Based on the unit calculation, a total of 294 parking stalls are required for the multi-family development. The site has a total of 282 stalls, which is 12 stalls below the requirement. As proposed, the site will provide 1.44 parking spaces per unit. The required ratio is 1.5 parking spaces per unit (294 spaces/196 units). The applicant is requesting a 4.1 percent reduction in the required on-site parking. As modified by this application, the Crestview Crossing PUD will provide on-street parking for 95 cars dispersed throughout the site on the public and private streets for use by visitors. The proposed reduction is minor, and the adjacent on-street parking will be available to provide supplemental parking for the development. JT Smith Companies has developed and manages multifamily sites throughout the metro area and has identified that 1.4 -1.45 parking stalls per unit as a desirable parking ratio. Similar multi-family sites with parking ratios of 1.35 stalls per unit and lower tend to see higher turnover rates and higher number of complaints related to parking availability. Multi-family sites with ratios of 1.5 stalls and higher tend to have unused parking stalls, which increases the on-site impervious area.

This standard is met.

15.440.060 Parking area and service drive improvements.

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

- A. All parking areas and service drives shall have surfacing of asphaltic concrete or Portland cement concrete or other hard surfacing such as brick or concrete pavers. Other durable and dust-free surfacing materials may be approved by the director for infrequently used parking**

areas. All parking areas and service drives shall be graded so as not to drain stormwater over the public sidewalk or onto any abutting public or private property.

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

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

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

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

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

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

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

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

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

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

Finding: As identified on the submitted site plan and utility plans, all parking areas and service drives will be constructed to City standards. Parking areas do not encroach on public streets. Substantial parking bumpers are provided for the multi-family parking area. All parking area lighting will be designed to reduce light spill and glare away from any proposed or existing neighboring developments.

This standard is met.

Article II. Bicycle Parking

15.440.090 Purpose.

Cycling is a healthy activity for travel and recreation. In addition, by maximizing bicycle travel, the community can reduce negative effects of automobile travel, such as congestion and pollution. To maximize bicycle travel, developments must provide effective support facilities. At a minimum, developments need to provide a secure place for employees, customers, and residents to park their bicycles.

15.440.100 Facility requirements.

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

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

Finding: The proposed 196 multi-family dwelling units requires 49 bicycle parking spaces. A total of 50 bicycle parking spaces have been distributed across the site at each building entrance.

This standard is met.

15.440.110 Design.

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

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

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

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

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

Finding: As shown on the included site development plans, the bicycle parking facility is designed to meet these requirements.

This standard is met.

Article III. Private Walkways

15.440.120 Purpose.

Sidewalks and private walkways are part of the city's transportation system. Requiring their construction is part of the city's plan to encourage multimodal travel and to reduce reliance on the automobile. Considerable funds have and will be expended to install sidewalks along the streets in the city. Yet there is little point to this expense if it is not possible for people to walk from the sidewalk to the developments along each side. The following requirements are intended to provide safe and convenient paths for employees, customers, and residents to walk from public sidewalks to development entrances, and to walk between buildings on larger sites.

15.440.130 Where required.

Private walkways shall be constructed as part of any development requiring Type II design review, including mobile home parks. In addition, they may be required as part of conditional use permits or planned unit developments. In the airport industrial (AI) district and residential (AR) district, on-site walks are not required in aircraft operations areas, such as parking aprons, taxiways, and runways.

Finding: As this application includes a Planned Unit Development and Conditional Use Permit, walkways and sidewalks are required.

This standard is met.

15.440.140 Private walkway design.

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

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

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

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

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

F. The review body may require on-site walks to connect to development on adjoining sites.

G. The review body may modify these requirements where, in its opinion, the development provides adequate on-site pedestrian circulation, or where lot dimensions, existing building layout, or topography preclude compliance with these standards.

Finding: The proposal includes private walkways connecting the multi-family units to Highway 99W, E Jory Street, E Crestview Drive and Spring Meadow Park. These walkways will be a minimum of four feet in width and will be constructed of Portland cement concrete. Crosswalks will be provided on the site to delineate the shift from public streets to private streets. Crosswalks will be painted/clearly striped in conformance with these requirements.

This standard is met.

Division 15.500 Public Improvement Standards

15.505 Public Improvements Standards

15.505.010 Purpose.

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

15.505.020 Applicability.

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

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

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

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

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

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

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

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

Finding: A majority of the major public improvements for the Crestview Crossing PUD have already been completed. The proposed development site will be accessed via an extension of E Jory Street at the roundabout intersection at E Crestview Drive. As identified on the included site and utility plans, the design and construction of all improvements within existing and proposed public rights-of-way and easements and all improvements to be maintained by the city are designed to comply with the requirements of the most recently adopted Newberg public works design and construction standards. All improvements for which city approval is required are proposed to the most recently adopted Newberg public works design and construction standard. The site development plan includes connection to public streets, utility easements where necessary, connection to public water and sanitary sewer services and management of stormwater runoff.

This standard is met.

15.505.030 Street standards.

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

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

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

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

Finding: As demonstrated in the land use plans, this development includes public and private access drives designed to provide safe and convenient vehicular and pedestrian access. Proposed improvements include paved streets, curbs, sidewalks, crosswalks, planter

strips with street trees and appropriate groundcover, and utility easements where necessary.

This standard is met.

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

Finding: While no bikeways are proposed, the streets, alleys and walkways are designed to comply with the Newberg Transportation System Plan.

This standard is met.

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

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

Finding: A majority of the major public improvements for the Crestview Crossing PUD have already been completed. The proposed development site will be accessed via an extension of E Jory Street at the roundabout intersection at E Crestview Drive. All improvements to be maintained by the city are designed to comply with the requirements of the most recently adopted Newberg public works design and construction standards. All improvements for which city approval is required are proposed to the most recently adopted Newberg public works design and construction standard.

This standard is met.

E. Improvements to Existing Streets.

1. All projects subject to partition, subdivision, or Type II design review approval shall dedicate right-of-way sufficient to improve the street to the width specified in subsection (G) of this section.
2. All projects subject to partition, subdivision, or Type II design review approval must construct a minimum of a three-quarter street improvement to all existing streets adjacent to, within, or necessary to serve the development. The director may waive or modify this requirement where the applicant demonstrates that the condition of existing streets to serve the development meets city standards and is in satisfactory condition to handle the projected traffic loads from the development. Where a development has frontage on both sides of an existing street, full street improvements are required.
3. In lieu of the street improvement requirements outlined in NMC 15.505.040(B), the review authority may elect to accept from the applicant monies to be placed in a fund dedicated to the future reconstruction of the subject street(s). The amount of money deposited with the city shall be 100 percent of the estimated cost of the required street improvements (including any associated utility improvements), and 10 percent of the estimated cost for inflation. Cost estimates used for this purpose shall be based on preliminary design of the constructed street provided by the applicant's engineer and shall be approved by the director.

Finding: The major public improvements for the Crestview Crossing PUD have already been completed. All necessary right-of-way dedications were provided under the original Crestview Crossing PUD.

This standard is met.

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

Finding: The street network and utilities provided in conjunction with the Crestview Crossing PUD development and the proposed modifications are roughly proportional to the transportation and development impacts from the development. Transportation facilities will be in place or guaranteed prior to development of the site.

This standard is met.

G. Street Width and Design Standards.

1. **Design Standards.** All streets shall conform with the standards contained in Table 15.505.030(G). Where a range of values is listed, the director shall determine the width

based on a consideration of the total street section width needed, existing street widths, and existing development patterns. Preference shall be given to the higher value. Where values may be modified by the director, the overall width shall be determined using the standards under subsections (G)(2) through (10) of this section.

Table 15.505.030(G) Street Design Standards

Type of Street	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes	Median Type	Striped Bike Lane (Both Sides)	On-Street Parking
Arterial Streets						
Expressway**	ODOT	ODOT	ODOT	ODOT	ODOT	ODOT
Minor arterial	69 – 80 feet	48 feet	2 lanes	TWLTL or median*	Yes	No*
Collectors						
Minor	61 – 65 feet	40 feet	2 lanes	None*	Yes*	Yes*
Local Streets						
Local residential	54-60 feet	32 feet	2 lanes	None	No	Yes

2. **Motor Vehicle Travel Lanes.** Collector and arterial streets shall have a minimum width of 12 feet.
3. **Bike Lanes.** Striped bike lanes shall be a minimum of six feet wide. Bike lanes shall be provided where shown in the Newberg transportation system plan.
4. **Parking Lanes.** Where on-street parking is allowed on collector and arterial streets, the parking lane shall be a minimum of eight feet wide.
5. **Center Turn Lanes.** Where a center turn lane is provided, it shall be a minimum of 12 feet wide.
6. **Limited Residential Streets.** Limited residential streets shall be allowed only at the discretion of the review authority, and only in consideration of the following factors:
 - a. The requirements of the fire chief shall be followed.
 - b. The estimated traffic volume on the street is low, and in no case more than 600 average daily trips.
 - c. Use for through streets or looped streets is preferred over cul-de-sac streets.
 - d. Use for short blocks (under 400 feet) is preferred over longer blocks.
 - e. The total number of residences or other uses accessing the street in that block is small, and in no case more than 30 residences.
 - f. On-street parking usage is limited, such as by providing ample off-street parking, or by staggering driveways so there are few areas where parking is allowable on both sides.
7. **Sidewalks.** Sidewalks shall be provided on both sides of all public streets. Minimum width is five feet.
8. **Planter Strips.** Except where infeasible, a planter strip shall be provided between the sidewalk and the curb line, with a minimum width of five feet. This strip shall be

landscaped in accordance with the standards in NMC 15.420.020. Curb-side sidewalks may be allowed on limited residential streets. Where curb-side sidewalks are allowed, the following shall be provided:

- a. Additional reinforcement is done to the sidewalk section at corners.
 - b. Sidewalk width is six feet.
9. **Slope Easements.** Slope easements shall be provided adjacent to the street where required to maintain the stability of the street.
10. **Intersections and Street Design.** The street design standards in the Newberg public works design and construction standards shall apply to all public streets, alleys, bike facilities, and sidewalks in the city.
11. **The planning commission may approve modifications to street standards for the purpose of ingress or egress to a minimum of three and a maximum of six lots through a conditional use permit.**

Finding: The major public improvements for the Crestview Crossing PUD have already been completed. All necessary right-of-way dedications were provided under the original Crestview Crossing PUD.

This standard is met.

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

1. **The modification is necessary to provide design flexibility in instances where:**
 - a. Unusual topographic conditions require a reduced width or grade separation of improved surfaces; or
 - b. Lot shape or configuration precludes accessing a proposed development with a street which meets the full standards of this section; or
 - c. A modification is necessary to preserve trees or other natural features determined by the city to be significant to the aesthetic character of the area; or
 - d. A planned unit development is proposed and the modification of street standards is necessary to provide greater privacy or aesthetic quality to the development.
2. **Modification of the standards of this section shall only be approved if the director finds that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes.**

Finding: The major public improvements for the Crestview Crossing PUD have already been completed. All necessary right-of-way dedications were provided under the original Crestview Crossing PUD.

This standard is met.

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

Finding: The proposed multi-family site will not require temporary turnarounds.

This standard is met.

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

Finding: The major public improvements for the Crestview Crossing PUD have already been completed. All necessary right-of-way dedications were provided under the original Crestview Crossing PUD.

This standard is met.

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

Finding: The proposed multi-family site abuts Spring Meadow Park and Spring Meadow Subdivision to the west. The future extension of streets to the west is not feasible as the area is already developed.

This standard is met.

L. Cul-de-Sacs.

Finding: No cul-de-sacs are proposed as part of this development and, as such, this standard is not applicable.

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

Finding: The street network for Crestview Crossing PUD has been established and developed. New streets requiring street names and street signs are not proposed. The requirements of this section are not applicable.

N. Platting Standards for Alleys.

Finding: Alleys are not proposed as part of the modified development area. The requirements of this section are not applicable.

O. Platting Standards for Blocks.

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

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

3. **Exceptions.**
 - a. If a public walkway is installed mid-block, the maximum block length and perimeter may be increased by 25 percent.
 - b. Where a proposed street divides a block, one of the resulting blocks may exceed the maximum block length and perimeter standards provided the average block length and perimeter of the two resulting blocks do not exceed these standards.
 - c. Blocks in excess of the above standards are allowed where access controlled streets, street access spacing standards, railroads, steep slopes, wetlands, water bodies, preexisting development, ownership patterns or similar circumstances restrict street and walkway location and design. In these cases, block length and perimeter shall be as small as practical. Where a street cannot be provided because of these circumstances but a public walkway is still feasible, a public walkway shall be provided.
 - d. Institutional campuses located in an R-1 zone may apply the standards for the institutional zone.
 - e. Where a block is in more than one zone, the standards of the majority of land in the proposed block shall apply.

- f. **Where a local street plan, concept master site development plan, or specific plan has been approved for an area, the block standards shall follow those approved in the plan. In approving such a plan, the review body shall follow the block standards listed above to the extent appropriate for the plan area.**
- 4. Public Pedestrian Walkways and Bicycle Access.** The approval authority in approving a land use application with conditions may require a developer to provide an access way where the creation of a street consistent with street spacing standards is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. A public walkway provides a connection through a block that is longer than established standards or connects the end of the street to another right-of-way or a public access easement. A public walkway shall be contained within a public right-of-way or public access easement, as required by the city. A public walkway shall be a minimum of 10 feet wide and shall provide a minimum six-foot-wide paved surface or other all-weather surface approved by the city (see subsection (S) of this section for public walkway standards). Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Finding: The proposed modified development will create an internal access drive and parking area, rather than a traditional subdivision with blocks meeting the standards above. The development to the west and the limited access on Crestview Drive make a traditional subdivision with blocks meeting the standards listed above impractical. Emergency access points will be located at both the northeast and southwest corners of the development. Pedestrian connections will be provided along E Crestview Drive, E Jory Street, OR 99W, and to Spring Meadow Park to the west.

This standard is met.

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

Finding: The proposed modification area will not have private streets. The requirements of this section are not applicable.

Q. Traffic Calming.

- 1. **The following roadway design features may be required in new street construction where traffic calming needs are anticipated:**
 - a. **Serpentine alignment.**
 - b. **Curb extensions.**
 - c. **Traffic diverters/circles.**
 - d. **Raised medians and landscaping.**
 - e. **Other methods shown effective through engineering studies.**
- 2. **Traffic-calming measures such as speed humps should be applied to mitigate traffic operations and/or safety problems on existing streets. They should not be applied with new street constructions.**

Finding: Traffic calming measures are not proposed as the submitted Transportation Impact Analysis demonstrates that the proposed street network is safe and effective.

This standard is met.

R. Vehicular Access Standards.

1. **Purpose.** The purpose of these standards is to manage vehicle access to maintain traffic flow, safety, roadway capacity, and efficiency. They help to maintain an adequate level of service consistent with the functional classification of the street. Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city. Access is limited and managed on these roads to promote efficient through movement. Local streets and alleys provide access to individual properties. Access is managed on these roads to maintain safe maneuvering of vehicles in and out of properties and to allow safe through movements. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.
2. **Access Spacing Standards.** Public street intersection and driveway spacing shall follow the standards in Table 15.505.R below. The Oregon Department of Transportation (ODOT) has jurisdiction of some roadways within the Newberg city limits, and ODOT access standards will apply on those roadways.

Table 15.505.R. Access Spacing Standards

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

3. **Properties with Multiple Frontages.** Where a property has frontage on more than one street, access shall be limited to the street with the lesser classification.
 - a. For a duplex, triplex or quadplex dwelling or a cottage cluster project with frontage on two local streets, access may be permitted on both streets.
4. **Driveways.** More than one driveway is permitted on a lot accessed from either a minor collector or local street as long as there is at least 40 feet of lot frontage separating each driveway approach. More than one driveway is permitted on a lot accessed from a major collector as long as there is at least 100 feet of lot frontage separating each driveway approach.

- a. For a duplex, triplex or quadplex dwelling or a cottage cluster project, more than one driveway is permitted on a lot accessed from either a minor collector or local street as long as there is at least 22 feet of lot frontage separating each driveway approach.
5. **Alley Access.** Where a property has frontage on an alley and the only other frontages are on collector or arterial streets, access shall be taken from the alley only. The review body may allow creation of an alley for access to lots that do not otherwise have frontage on a public street provided all of the following are met:
 - a. The review body finds that creating a public street frontage is not feasible.
 - b. The alley access is for no more than six dwellings and no more than six lots.
 - c. The alley has through access to streets on both ends.
 - d. One additional parking space over those otherwise required is provided for each dwelling. Where feasible, this shall be provided as a public use parking space adjacent to the alley.
6. **Closure of Existing Accesses.** Existing accesses that are not used as part of development or redevelopment of a property shall be closed and replaced with curbing, sidewalks, and landscaping, as appropriate.
7. **Shared Driveways.**
 - a. The number of driveways onto arterial streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes. Where there is an abutting developable property, a shared driveway shall be provided as appropriate. When shared driveways are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway temporarily ends at the property line, but may be accessed or extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
 - b. Access easements (i.e., for the benefit of affected properties) and maintenance agreements shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.
 - c. No more than four lots may access one shared driveway, with the exception of cottage dwellings on individual lots that are part of a cottage cluster.
 - d. Shared driveways shall be posted as no parking fire lanes where required by the fire marshal.
 - e. Where three or more lots share one driveway, one additional parking space over those otherwise required shall be provided for each dwelling. Where feasible, this shall be provided as a common use parking space adjacent to the driveway. However, duplex, triplex, quadplex, townhouse and cottage dwellings with shared driveways shall be exempt from this standard.

8. **Frontage Streets and Alleys.** The review body for a partition, subdivision, or design review may require construction of a frontage street to provide access to properties fronting an arterial or collector street.
9. **ODOT or Yamhill County Right-of-Way.** Where a property abuts an ODOT or Yamhill County right-of-way, the applicant for any development project shall obtain an access permit from ODOT or Yamhill County.
10. **Exceptions.** The director may allow exceptions to the access standards above in any of the following circumstances:
 - a. Where existing and planned future development patterns or physical constraints, such as topography, parcel configuration, and similar conditions, prevent access in accordance with the above standards.
 - b. Where the proposal is to relocate an existing access for existing development, where the relocated access is closer to conformance with the standards above and does not increase the type or volume of access.
 - c. Where the proposed access results in safer access, less congestion, a better level of service, and more functional circulation, both on street and on site, than access otherwise allowed under these standards.
11. Where an exception is approved, the access shall be as safe and functional as practical in the particular circumstance. The director may require that the applicant submit a traffic study by a registered engineer to show the proposed access meets these criteria.

Finding: The street network for Crestview Crossing PUD has been established and developed. New streets and access points are not proposed. The requirements of this section are not applicable.

S. Public Walkways.

1. Projects subject to Type II design review, partition, or subdivision approval may be required to provide public walkways where necessary for public safety and convenience, or where necessary to meet the standards of this code. Public walkways are meant to connect cul-de-sacs to adjacent areas, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other community destinations or public areas. Where practical, public walkway easements and locations may also be used to accommodate public utilities.
2. Public walkways shall be located within a public access easement that is a minimum of 15 feet in width.
3. A walk strip, not less than 10 feet in width, shall be paved in the center of all public walkway easements. Such paving shall conform to specifications in the Newberg public works design and construction standards.
4. Public walkways shall be designed to meet the Americans with Disabilities Act requirements.
5. Public walkways connecting one right-of-way to another shall be designed to provide as short and straight of a route as practical.

6. The developer of the public walkway may be required to provide a homeowners' association or similar entity to maintain the public walkway and associated improvements.
7. Lighting may be required for public walkways in excess of 250 feet in length.
8. The review body may modify these requirements where it finds that topographic, preexisting development, or similar constraints exist.

Finding: Public walkways are proposed to connect the multi-family development to Highway 99W, E Crestview Drive, and connecting from the development to Spring Meadow Park to the west.

This standard is met.

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

Finding: Street trees have been installed throughout the Crestview Crossing PUD. Additional street trees are not required as part of this modification application.

This standard is met.

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

Finding: Street lights have been installed throughout the Crestview Crossing PUD. Additional street lights are not required as part of this modification application.

This standard is met.

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

1. Reasonably direct pedestrian connections between the transit facility and building entrances of the site. For the purpose of this section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
2. A transit passenger landing pad accessible to disabled persons.

3. An easement of dedication for a passenger shelter or bench if such facility is in an adopted plan.
4. Lighting at the transit facility.

Finding: There are no transit facilities within or adjacent to this site and, as such, this standard is not applicable.

15.505.040 Public utility standards.

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

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

C. General Standards.

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

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

1. All developments shall be required to be linked to existing water facilities adequately sized to serve their intended area by the construction of water distribution lines, reservoirs and pumping stations which connect to such water service facilities. All necessary easements required for the construction of these facilities shall be obtained by the developer and granted to the city pursuant to the requirements of the city.
2. Specific location, size and capacity of such facilities will be subject to the approval of the director with reference to the applicable water master plan. All water facilities shall conform with city pressure zones and shall be looped where necessary to provide adequate pressure and fire flows during peak demand at every point within the system in the development to which the water facilities will be connected. Installation costs shall remain entirely the developer's responsibility.
3. The design of the water facilities shall take into account provisions for the future extension beyond the development to serve adjacent properties, which, in the judgment of the city, cannot be feasibly served otherwise.
4. Design, construction and material standards shall be as specified by the director for the construction of such public water facilities in the city.

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

1. All septic tank systems and on-site sewage systems are prohibited. Existing septic systems must be abandoned or removed in accordance with Yamhill County standards.
2. All properties shall be provided with gravity service to the city wastewater system, except for lots that have unique topographic or other natural features that make gravity wastewater extension impractical as determined by the director. Where gravity service is impractical, the developer shall provide all necessary pumps/lift stations and other improvements, as determined by the director.
3. All developments shall be required to be linked to existing wastewater collection facilities adequately sized to serve their intended area by the construction of wastewater lines which connect to existing adequately sized wastewater facilities. All necessary easements required for the construction of these facilities shall be obtained by the developer and granted to the city pursuant to the requirements of the city.
4. Specific location, size and capacity of wastewater facilities will be subject to the approval of the director with reference to the applicable wastewater master plan. All wastewater facilities shall be sized to provide adequate capacity during peak flows from the entire area potentially served by such facilities. Installation costs shall remain entirely the developer's responsibility.
5. Temporary wastewater service facilities, including pumping stations, will be permitted only if the director approves the temporary facilities, and the developer provides for all facilities that are necessary for transition to permanent facilities.
6. The design of the wastewater facilities shall take into account provisions for the future extension beyond the development to serve upstream properties, which, in the judgment of the city, cannot be feasibly served otherwise.
7. Design, construction and material standards shall be as specified by the director for the construction of such wastewater facilities in the city.

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

Finding: The development will connect to public utilities, including water and sanitary sewer. As demonstrated on the submitted public improvement plans, all public utilities are designed to be constructed to City standards.

This standard is met.

15.505.050 Stormwater system standards.

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

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

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

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

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

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

Finding: The submitted public improvement plans include details of the proposed stormwater detention and treatment plan. The stormwater detention and treatment plan is designed to meet City standards and to preclude stormwater drainage on surrounding properties.

This standard is met.

SUMMARY AND CONCLUSION

Based upon the materials submitted herein, the Applicant respectfully requests approval from the Newberg's Planning Commission for this Type III PUD and CUP Major Modification application.



First American Title™

First American Title Insurance Company

775 NE Evans Street
McMinnville, OR 97128
Phn - (503)376-7363
Fax - (866)800-7294

YAMHILL COUNTY TITLE UNIT

FAX (866)800-7294

Title Officer: Clayton Carter
(503)376-7363
ctcarter@firstam.com

LOT BOOK SERVICE

J.T. Smith Companies
5285 Meadows RD STE 171
Lake Oswego, OR 97035

Order No.: 7000-4035251
February 09, 2023

Attn:
Phone No.: (503)657-3402 - Fax No.:
Email:

Re:

Fee: \$500.00

We have searched our Tract Indices as to the following described property:

The land referred to in this report is described in Exhibit A attached hereto.

and as of 02/06/2023 at 8:00 a.m.

[We find that the last deed of record runs to](#)

Newberg Crestview LLC, an Oregon limited liability company

We find the following apparent encumbrances within ten (10) years prior to the effective date hereof:

NONE

1. City liens, if any, of the City of Newberg.

Note: There are no liens as of February 08, 2023. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

2. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.

3. Effect, if any, of Public Improvement Agreement and the terms and conditions thereof:
Between: JT Smith Companies, an Oregon corporation
And: City of Newberg, Oregon, a municipal corporation
Recording Information: May 14, 2008, Instrument No. [200808299](#), Deed and Mortgage Records

4. Right of Way Agreement and Revocable Encroachment Permit Agreement and the terms and conditions thereof:
Between: Newberg Crestview, LLC
And: City of Newberg
Recording Information: November 19, 2021 as Instrument No. [202122812](#), Deed and Mortgage Records

We have also searched our General Index for Judgments and State and Federal Liens against the Grantee(s) named above and find:

NONE

We find the following unpaid taxes and city liens:

NOTE: Taxes for the year 2022-2023 PAID IN FULL

Tax Amount:	\$1,113.86
Map No.:	R3216AC 13800
Property ID:	30479
Tax Code No.:	29.0

THIS IS NOT a title report since no examination has been made of the title to the above described property. Our search for apparent encumbrances was limited to our Tract Indices, and therefore above listings do not include additional matters which might have been disclosed by an examination of the record title. We assume no liability in connection with this Lot Book Service and will not be responsible for errors or omissions therein. The charge for this service will not include supplemental reports, rechecks or other services.

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

A tract of land in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Being a part of the Sebastian Brutscher Donation Land Claim No. 51, Notification No. 1470 in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, and beginning at an iron pipe set on the North line of said Claim, and 162.00 feet South 89°57' East from a stone at the Southwest corner of the Benjamin Heater Donation Land Claim; thence South 89°57' East along the North line of said Brutscher Claim, 515.8 feet to an iron pipe; thence South 1168.5 feet to the center of the West side of Pacific Highway; thence South 65°30' West along the center of said Highway 568.2 feet to the Southwest corner of Lot 1 of County Survey #2795; thence North 00°03' East 1404.6 feet to the place of beginning.

SAVE AND EXCEPTING THEREFROM that portion conveyed to the State of Oregon by and through its State Highway Commission, recorded April 8, 1935 in [Book 110, Page 220](#), Yamhill County Deed Records.

SAVE AND EXCEPTING THEREFROM that portion conveyed to the State of Oregon by and through its Department of Transportation, recorded January 17, 2020 as Instrument No. [202000916](#), Deed and Mortgage Records.

ALSO SAVE AND EXCEPT all that portion now platted as CRESTVIEW CROSSING PUD PHASE 1.



First American Title[™]

First American Title Insurance Company
775 NE Evans Street
McMinnville, OR 97128

Illegal Restrictive Covenants

Please be advised that any provision contained in this document, or in a document that is attached, linked, or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.



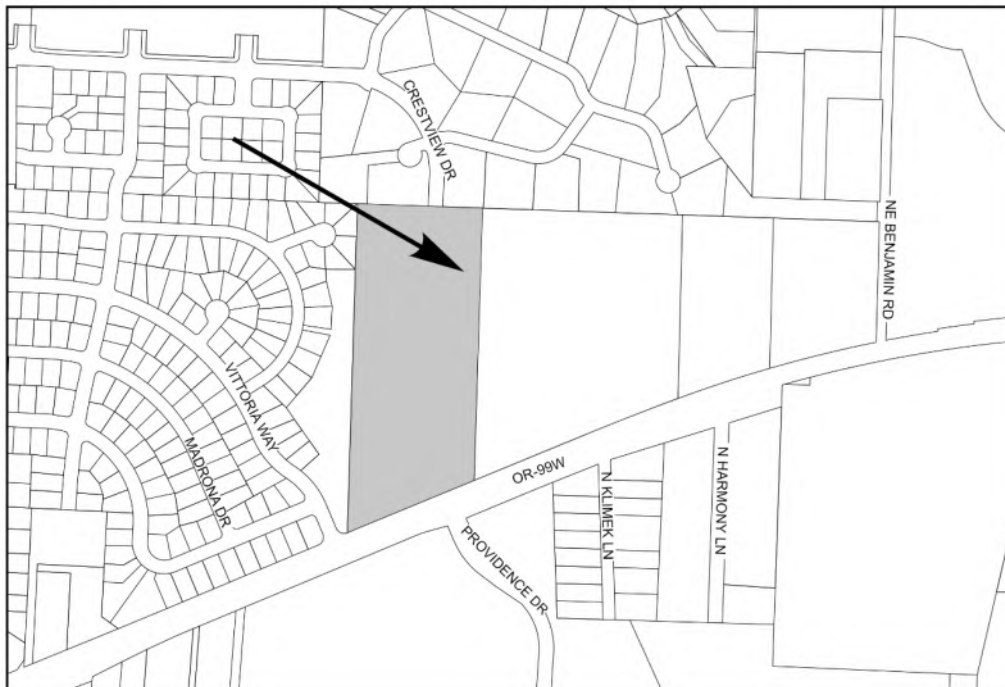
Community Development Department
P.O. Box 970 • 414 E First Street • Newberg, Oregon 97132
503-537-1240. Fax 503-537-1272 www.newbergoregon.gov

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

A property owner in your neighborhood submitted an application to the City of Newberg for a Major Modification of a Type III Decision for a Conditional Use Permit and an application for a Major Modification of a Type III Decision for a Planned Unit Development at OR 99W & E Crestview Drive. You are invited to take part in the City's review of this project by sending in your written comments or testifying before the Planning Commission. For more details about giving comments, please see the back of this sheet.

The application would make modifications to the previously approved case files PUD18-0001/CUP18-0004. The applicant is proposing to provide 196 multi-family homes in place of the approved 110 small-lot single-family detached homes. The proposed development would increase the total number of units in the PUD from 299 units to 386 units. The proposed multi-family development includes a mix of unit types provided in eight garden-style apartment buildings and community recreation facility for use by the residents.

APPLICANT: ***J.T. Smith Companies, LLC.***
TELEPHONE: ***(503) 730-8620***
PROPERTY OWNER: ***Newberg Crestview, LLC***
LOCATION: ***OR 99W & E Crestview Drive***
TAX LOT NUMBER: ***R3216AC 13800***



We are mailing you information about this project because you own land within 500 feet of the proposed planned unit development. We invite you to participate in the land use hearing scheduled before the Planning Commission. If you wish to participate in the hearing, you may do so in person or be represented by someone else. You also may submit written comments. Oral testimony is typically limited to five minutes per speaker.

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

Written Comments: File No. XXXXX/XXXXX
City of Newberg
Community Development Department
PO Box 970
Newberg, OR 97132

All written comments must be received by **XX:XX p.m. on Month XX, 2023**. Written information received after this time will be read out loud at the hearing subject to time limits for speakers, and will be included in the record if there are further proceedings.

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. A staff report relating to the proposal will be available for inspection at no cost seven days prior to the public hearing. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be raised during the public hearing process. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for a historic review are found in Newberg Development Code Section XXXXX.

Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments or testimony regarding the application through a continuance or extension of the record. Failure of an issue to be raised in the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals based on that issue.

The Planning Commission will make a decision at the end of the public hearing process. If you participate in the public hearing process, either by testifying at the public hearing, or by sending in written comments, we will send you information about any decision made by the City relating to this project.

Date Mailed: **MONTH XX, 2023**

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the City Recorder at 503-537-1283. For TRS services please dial 711.

Working Together For A Better Community-Serious About Service"

Land Use Notice

FILE # XXXXXXXXXXXXXXXX

PROPOSAL: Modification of Type III Decision
of Approved PUD and CUP

FOR FURTHER INFORMATION, CONTACT:

City of Newberg
Community Development Department
414 E First Street
Phone: 503-537-1240

CRESTVIEW CROSSING PHASE 2 Newberg, OR



PRELIMINARY
NOT FOR
CONSTRUCTION



BUILDING A2 PERSPECTIVE



BUILDING A3 PERSPECTIVE



FIELD HOUSE PERSPECTIVE



BUILDING A4 PERSPECTIVE

PROJECT DIRECTORY

OWNER

Newberg Crestview, LLC
5285 Meadows Rd, Suite 171
Lake Oswego, OR 97035

CONTACT:
Jesse Nemec
jnemec@jtsmithco.com
T: 503.730.8620

DEVELOPER

JT Smith Companies
5285 Meadows Rd, Suite 171
Lake Oswego, OR 97035

CONTACT:
Jesse Nemec
jnemec@jtsmithco.com
T: 503.730.8620

CIVIL

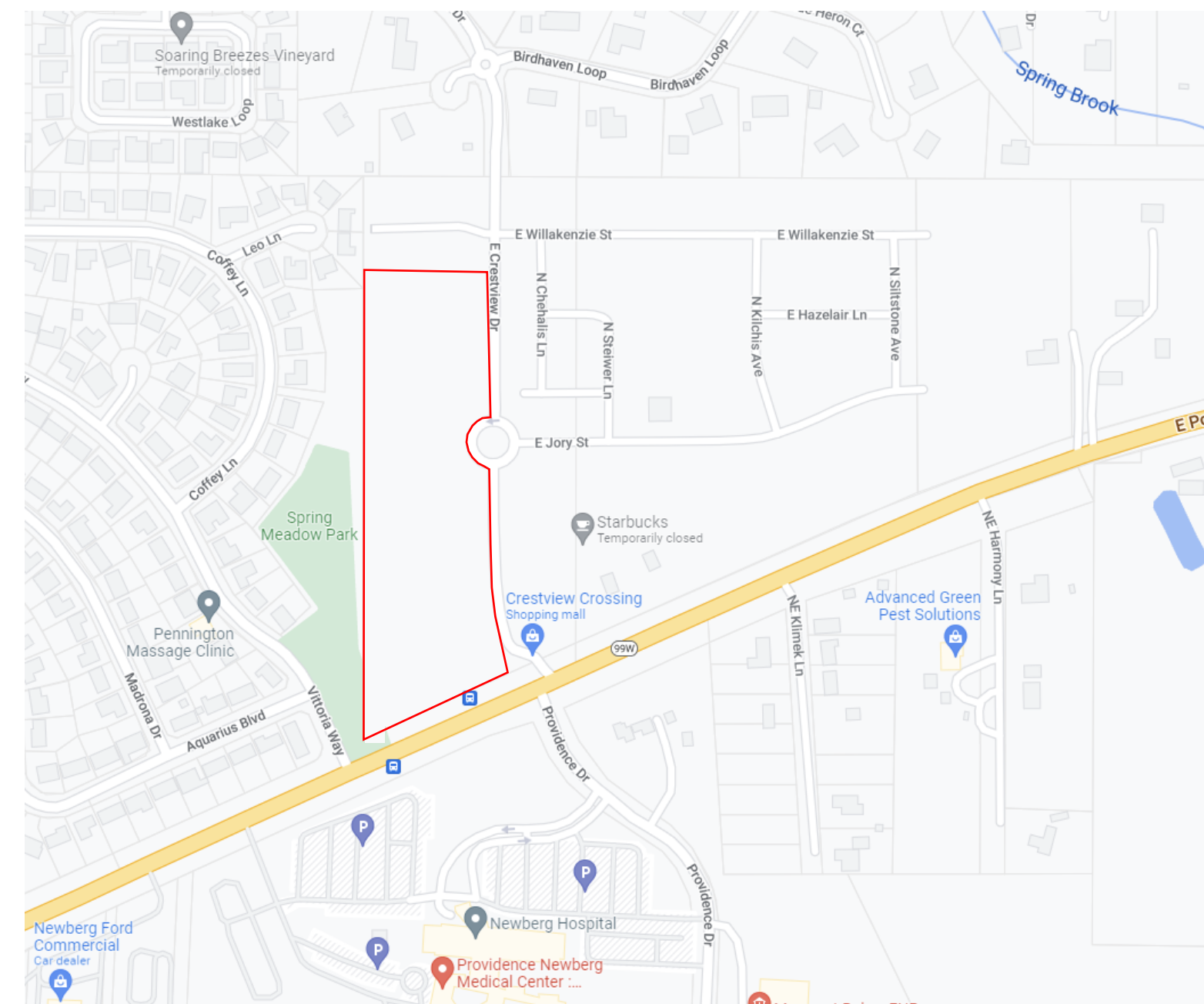
3J Consulting, Inc.
9600 SW Nimbus Ave, Suite 100
Beaverton, OR 97008

CONTACT:
Aaron Murphy
aaron.murphy@3j-consulting.com
T: 720.220.3915

CONTRACTOR DESIGN-BUILD

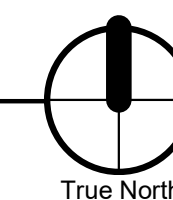
DEFERRED SUBMITTAL ITEMS UNDER SEPERATE PERMIT:

- FIRE SPRINKLER
- ELECTRICAL
- MECHANICAL
- PLUMBING
- FIRE ALARM



VICINITY MAP

NOT TO SCALE



True North

ARCHITECTURAL SHEET INDEX

CS	COVER SHEET
A201	A2 - LEVEL 1 FLOOR PLAN
A202	A2 - LEVEL 2 FLOOR PLAN
A203	A2 - LEVEL 3 FLOOR PLAN
A204	A3 - LEVEL 1 FLOOR PLAN
A205	A3 - LEVEL 2 FLOOR PLAN
A206	A3 - LEVEL 3 FLOOR PLAN
A207	A4 - LEVEL 1 FLOOR PLAN
A208	A4 - LEVEL 2 FLOOR PLAN
A209	A4 - LEVEL 3 FLOOR PLAN
A210	FIELD HOUSE - FLOOR PLAN
A220	COMMUNITY SPACE ENLARGED
A221	UNIT 1 PLAN ENLARGED
A222	UNIT 2 PLAN ENLARGED
A223	UNIT 3 PLAN ENLARGED
A224	UNIT 4 PLAN ENLARGED
A225	UNIT 5 PLAN ENLARGED
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A228	UNIT 8 PLAN ENLARGED
A229	UNIT 9 PLAN ENLARGED
A230	UNIT 10 PLAN ENLARGED
A231	UNIT 11 PLAN ENLARGED
A232	UNIT 12 PLAN ENLARGED
A301	A2 BUILDING ROOF PLAN
A302	A3 BUILDING ROOF PLAN
A303	A4 BUILDING ROOF PLAN
A501	A2 BUILDING ELEVATIONS
A502	A2 BUILDING ELEVATIONS
A503	A3 BUILDING ELEVATIONS
A504	A3 BUILDING ELEVATIONS
A505	A4 BUILDING ELEVATIONS
A506	A4 BUILDING ELEVATIONS
A507	FIELD HOUSE ELEVATIONS
A508	FIELD HOUSE ELEVATIONS

SHEET TITLE:

COVER SHEET

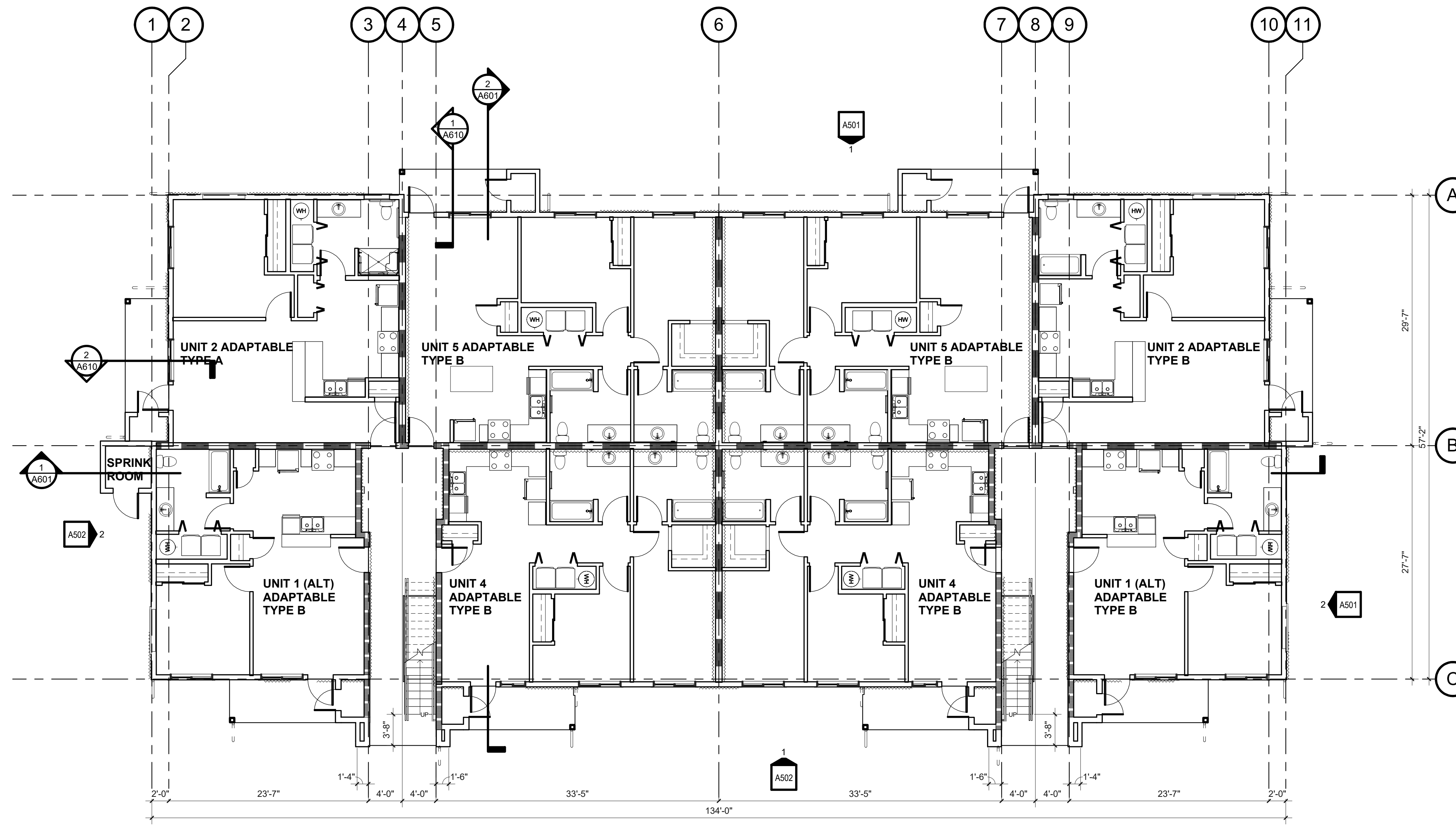
DRAWN BY:

Author

SHEET:

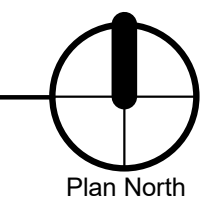
CS

100% SD



LEVEL 1 FLOOR PLAN

A201 SCALE: 1/8" = 1'-0"



GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS "CLR MIN" ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5' TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE AXXX FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

SEE A100 CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:**
- TYPICAL INTERIOR WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



PRELIMINARY
NOT FOR
CONSTRUCTION

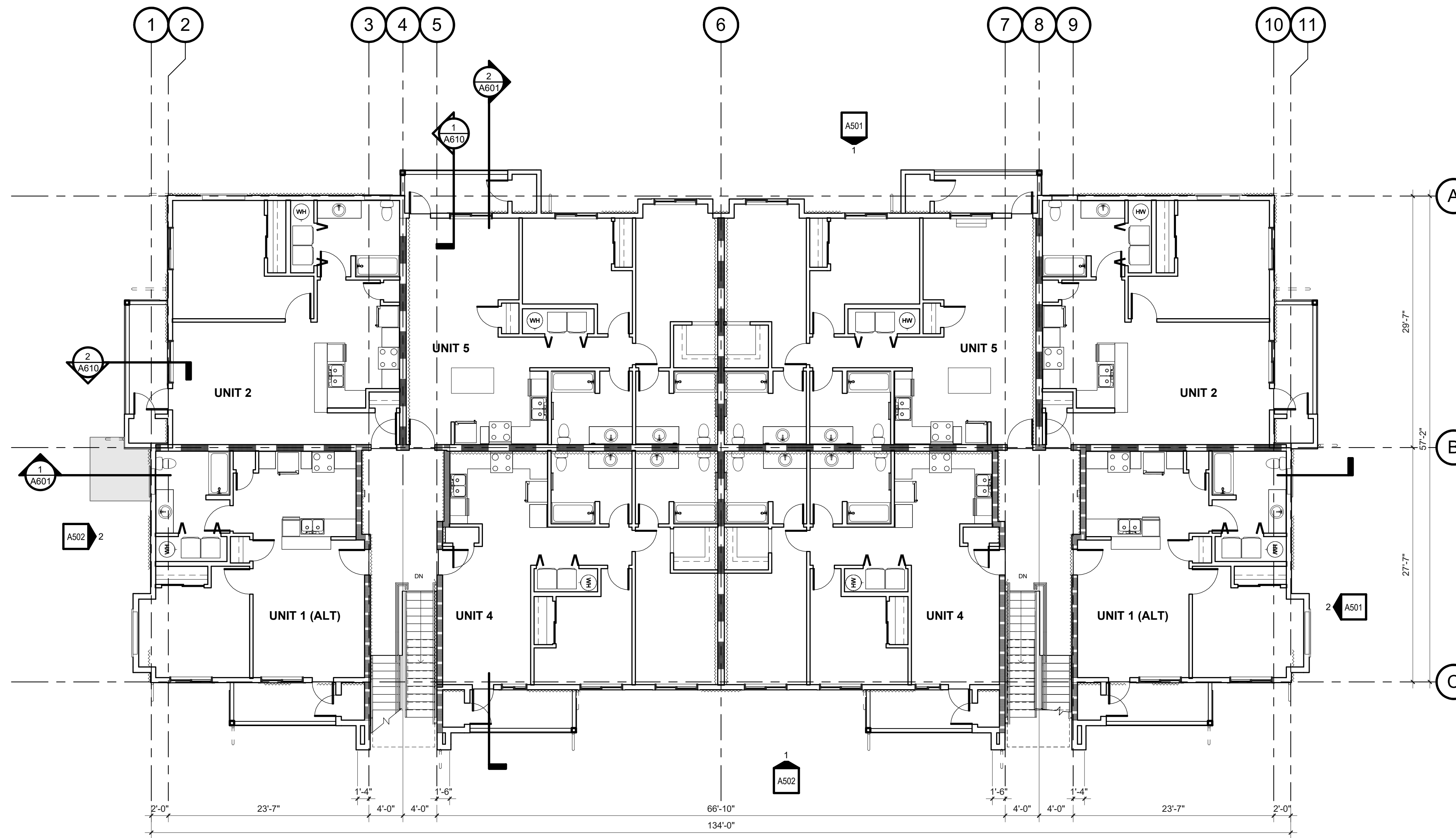
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A2 LEVEL 1 -
OVERALL
FLOOR PLAN**

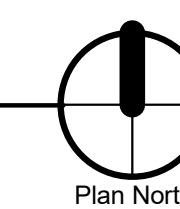
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SHEET:
A201
100% SD



1. LEVEL 2 FLOOR PLAN

A202 SCALE: 1/8" = 1'-0"



GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS "CLR MIN" ARE TO FACE OF FINISH.
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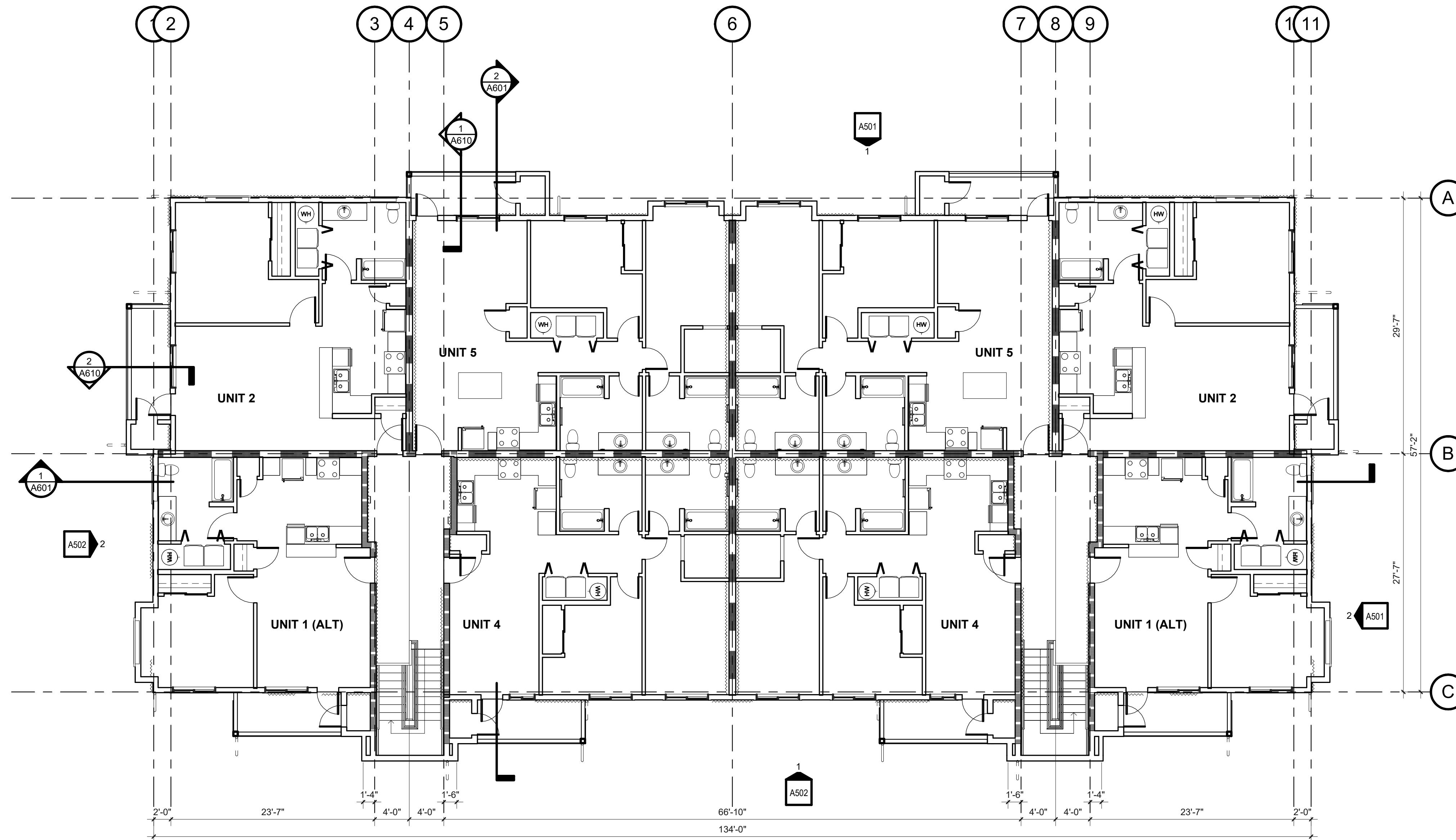
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A2 LEVEL 2 -
OVERALL
FLOOR PLAN**

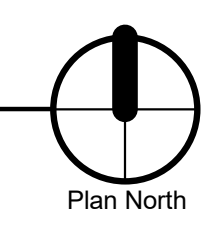
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SHEET:
A202
100% SD



LEVEL 3 FLOOR PLAN

A203 SCALE: 1/8" = 1'-0"



GENERAL NOTES

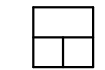
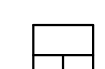
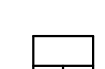

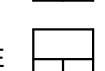
- A. SEE A100I FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
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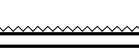
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PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A2 LEVEL 3 -
OVERALL
FLOOR PLAN**

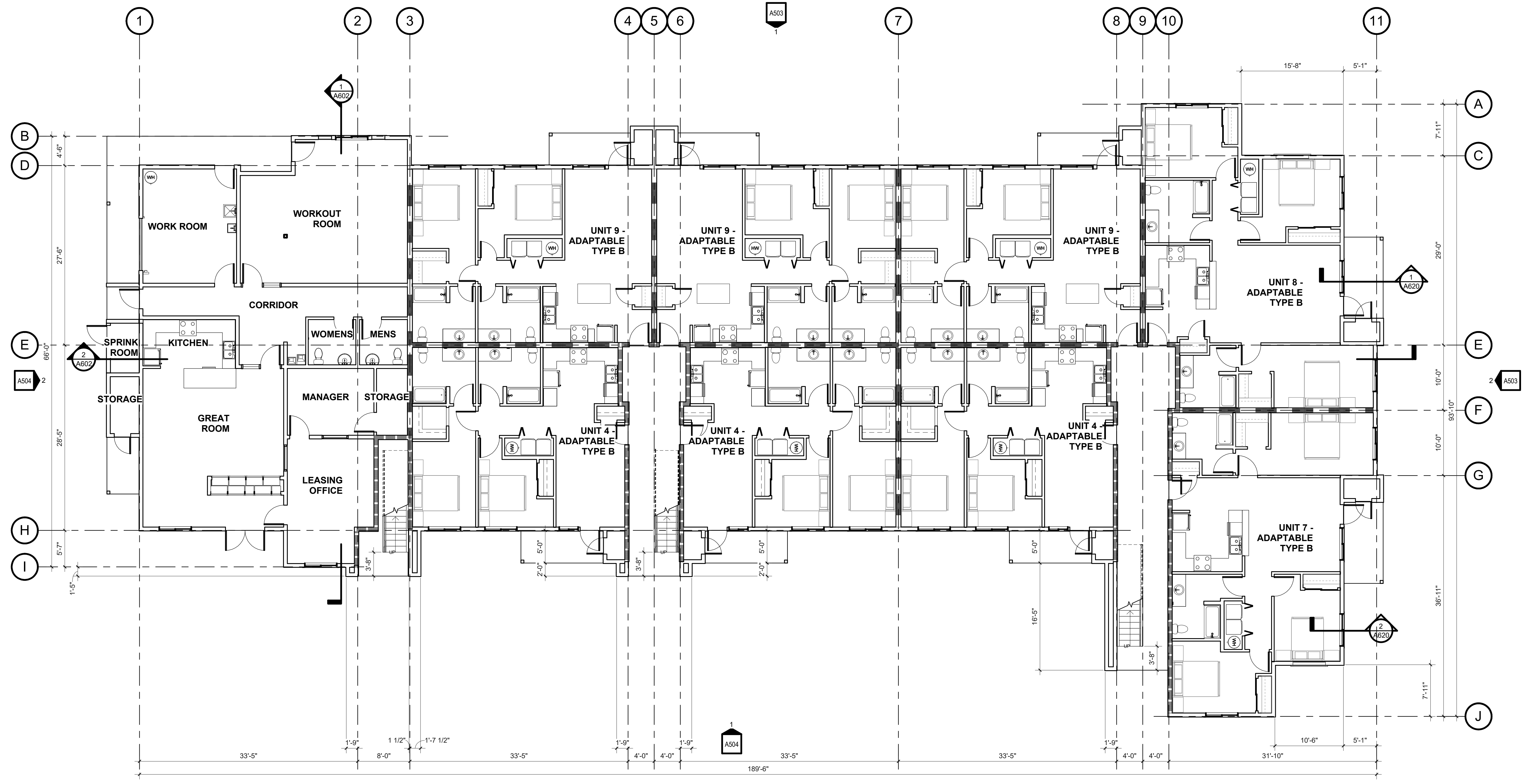
DRAWN BY: Author

SHEET:
A203
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



1. A3 - LEVEL 1 FLOOR PLAN

A204 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS "CLR MIN" ARE TO FACE OF FINISH.
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KEYNOTES

WALL TYPES

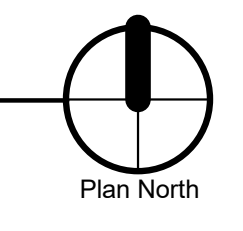
SEE A100 CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:
- TYPICAL INTERIOR WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



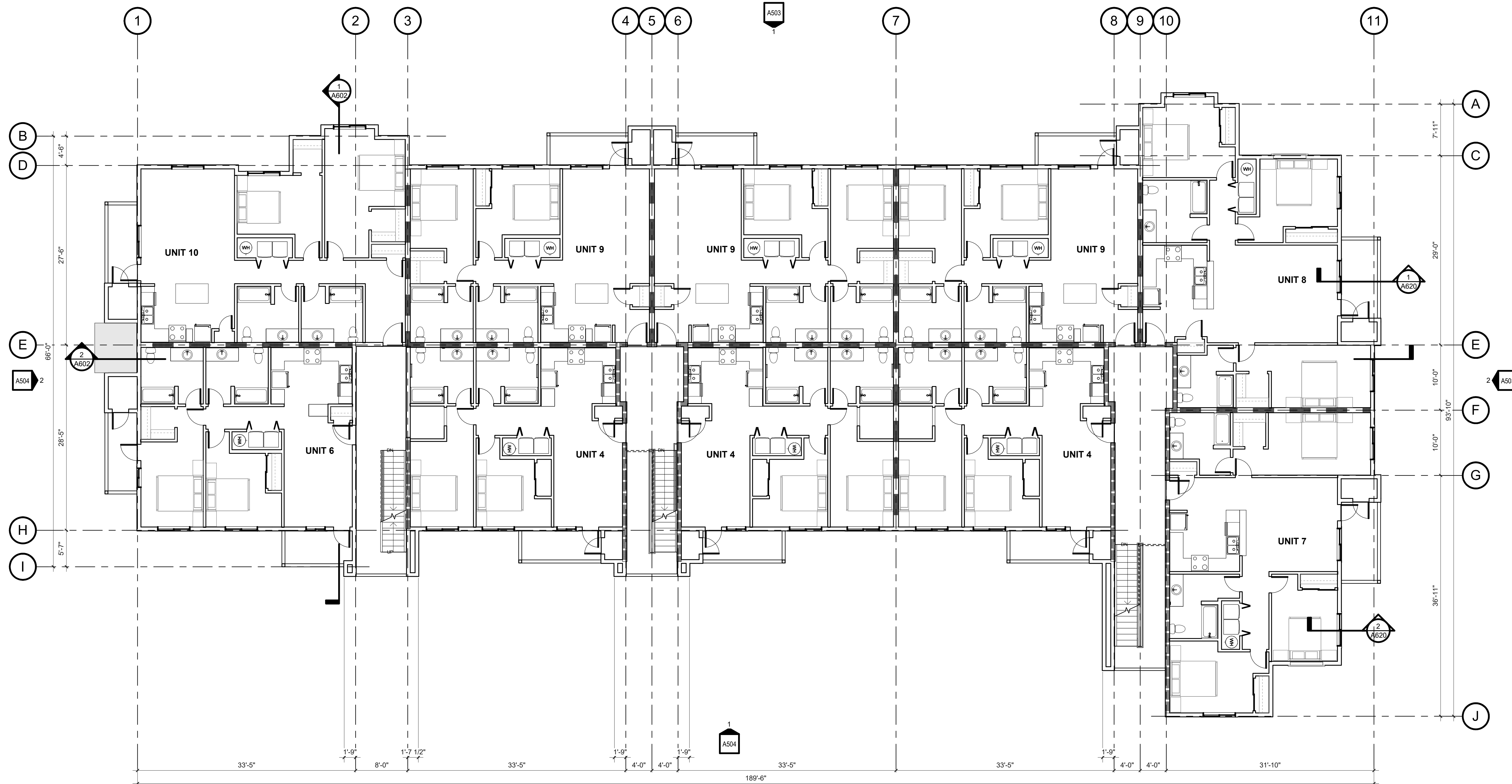
SHEET TITLE:
**A3 LEVEL 1 -
OVERALL
FLOOR PLAN**

DRAWN BY: Author

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



1. A3 - LEVEL 2 FLOOR PLAN

A205 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE **A1001** FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS "CLR MIN" ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5" TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE **AXXX** FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

SEE **A100** CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT PANEL SIDING



- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT LAP SIDING



INTERIOR WALLS:

- TYPICAL INTERIOR WALL IS TYPE



- TYPICAL BATHROOM WALL IS TYPE

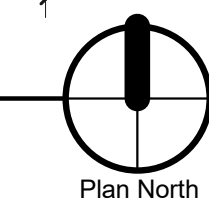
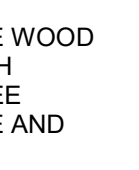


- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE



WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



SHEET TITLE:

**A3 LEVEL 2 -
OVERALL
FLOOR PLAN**

DRAWN BY: Author

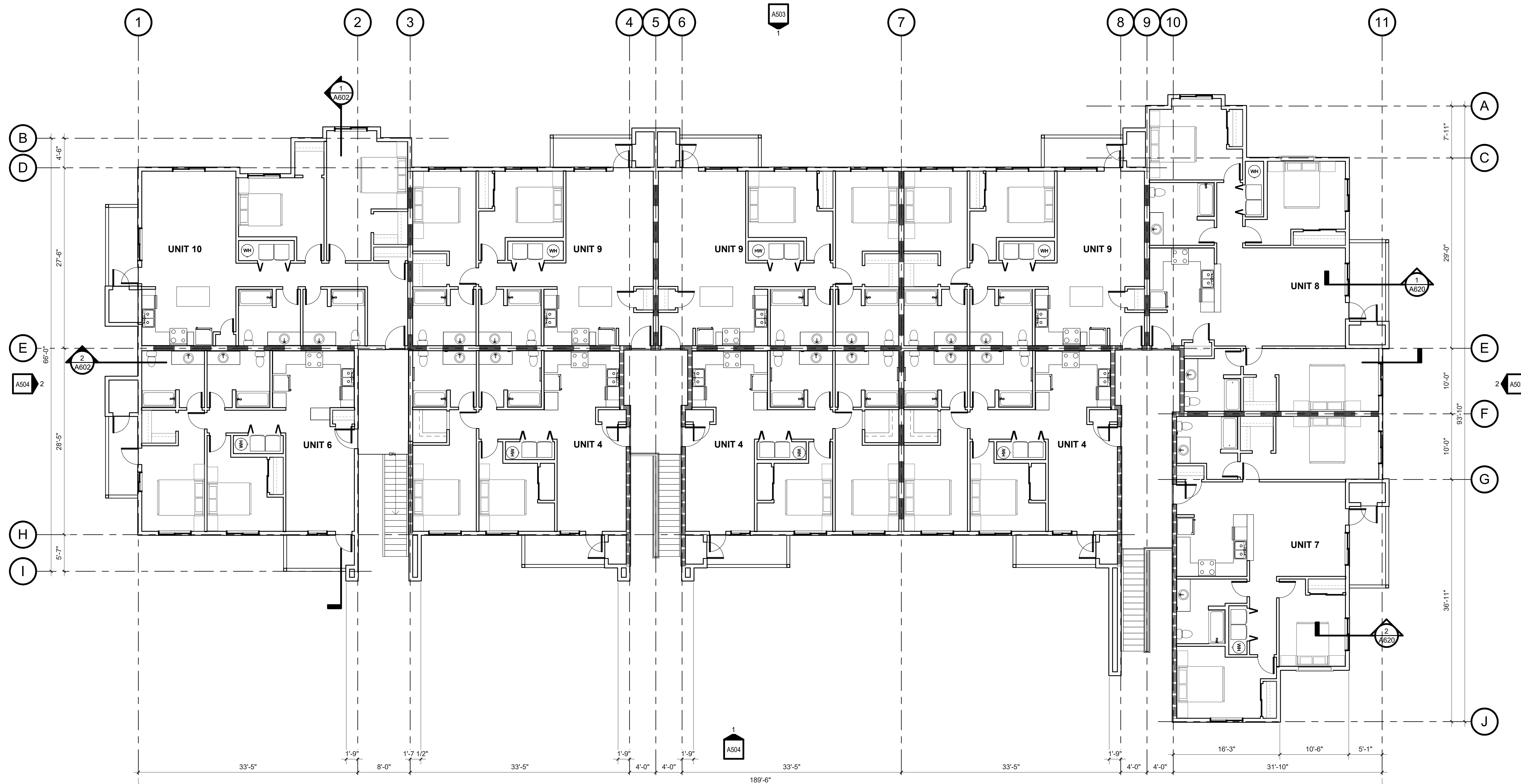
SHEET:
A205
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057

CRESTVIEW PH2
Newberg, OR



1. A3 - LEVEL 3 FLOOR PLAN

A206 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE **A100i** FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS "CLR MIN" ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5' TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE **AXXX** FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

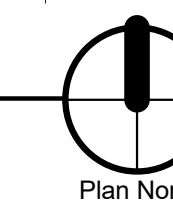
SEE **A100** CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL W/SIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:
- TYPICAL INTERIOR WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE

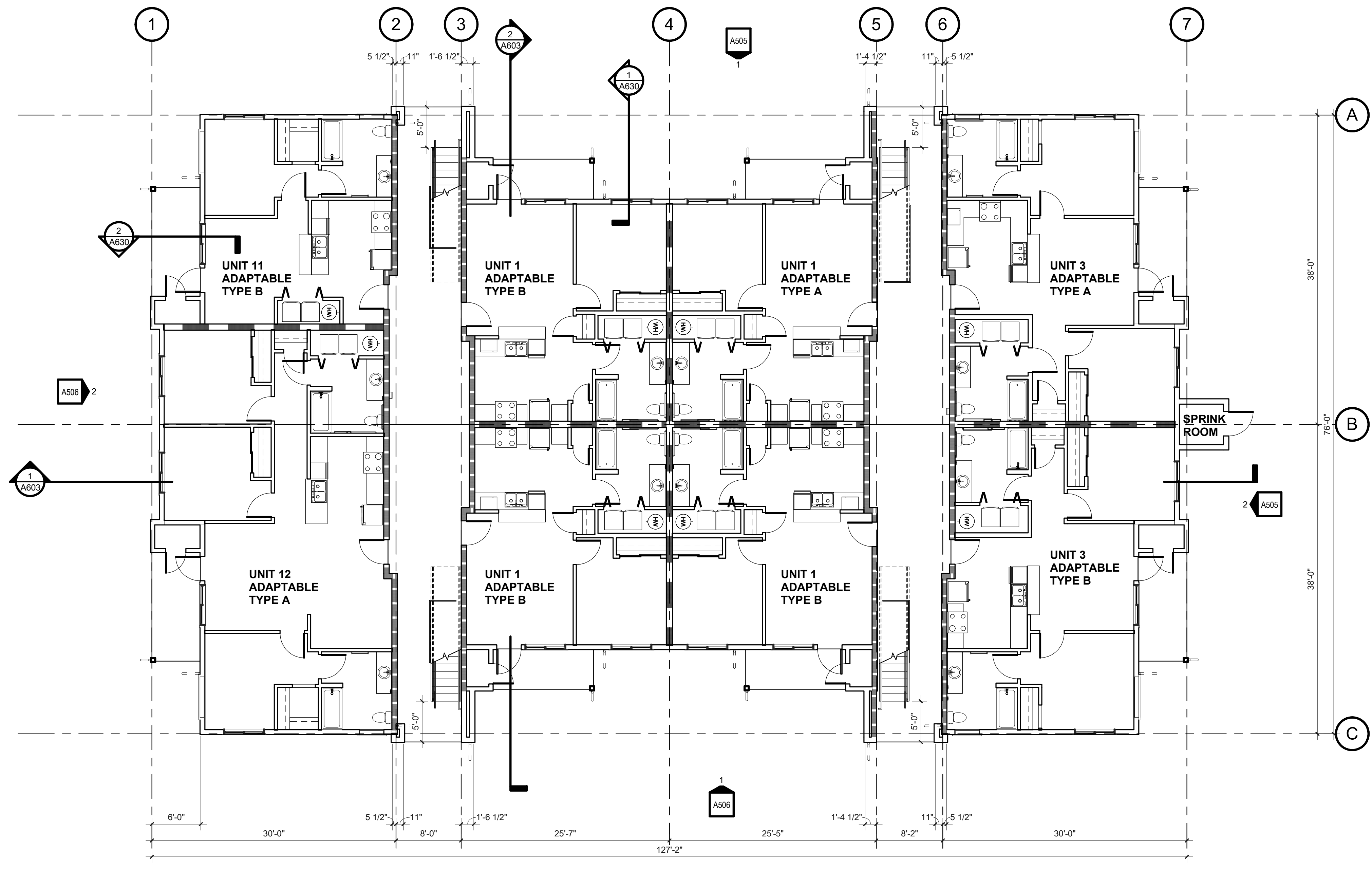


SHEET TITLE:

**A3 LEVEL 3 -
OVERALL
FLOOR PLAN**

DRAWN BY: Author

SHEET:
A206
100% SD



A4 - LEVEL 1 FLOOR PLAN

A207 SCALE: 1/8" = 1'-0"



GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS 'CLR MIN' ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5" TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE AXXX FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

SEE A100 CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL SIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL SIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:
• TYPICAL INTERIOR WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



PRELIMINARY
NOT FOR
CONSTRUCTION

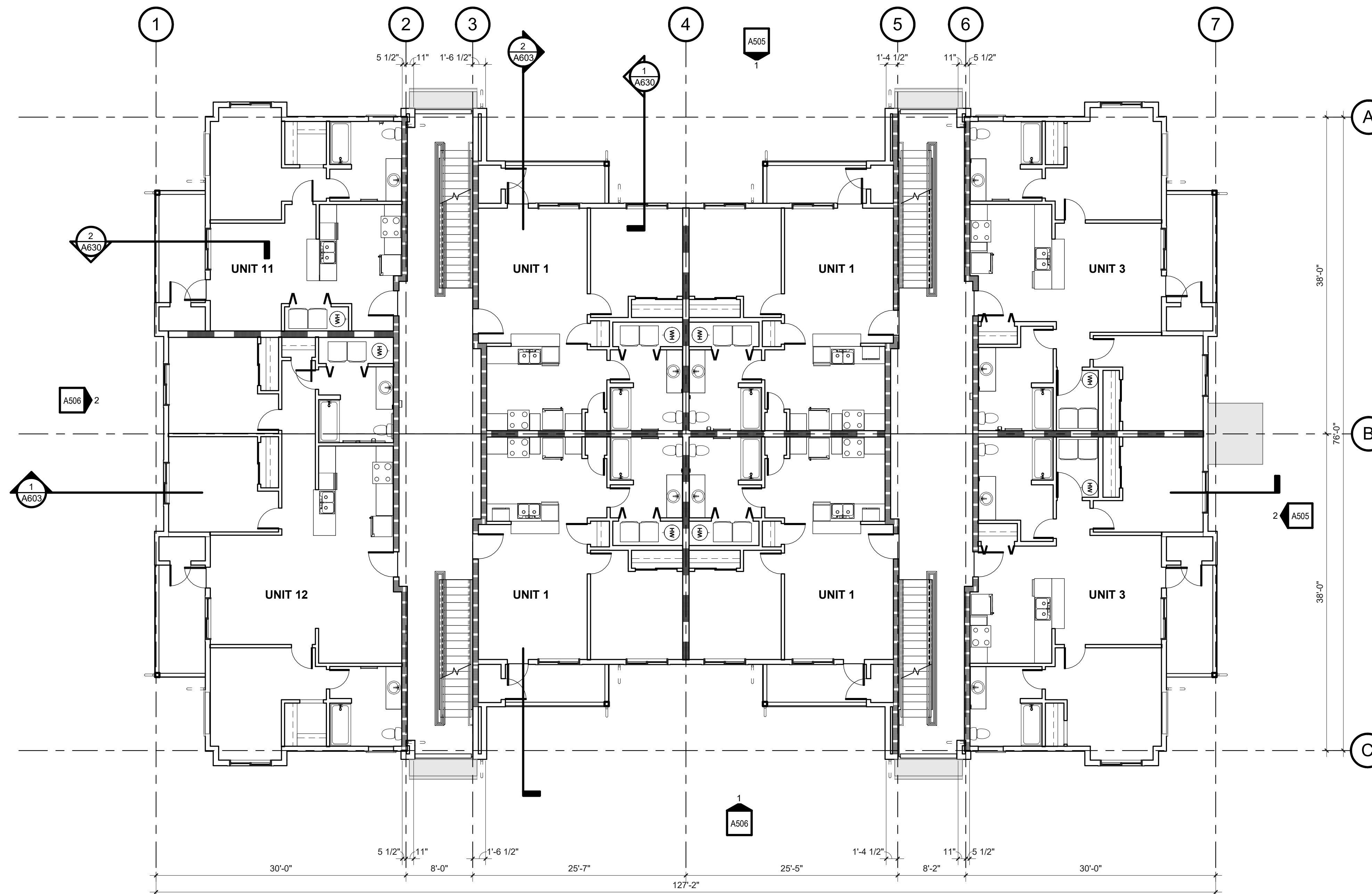
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A4 LEVEL 1 -
OVERALL
FLOOR PLAN**

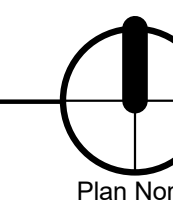
DRAWN BY: Author

SHEET:
A207
100% SD



1. A4 - LEVEL 2 FLOOR PLAN

A208 SCALE: 1/8" = 1'-0"



GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS 'CLR MIN' ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5' TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE AXXX FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

SEE A100 CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL WSIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL WSIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:
• TYPICAL INTERIOR WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



PRELIMINARY
NOT FOR
CONSTRUCTION

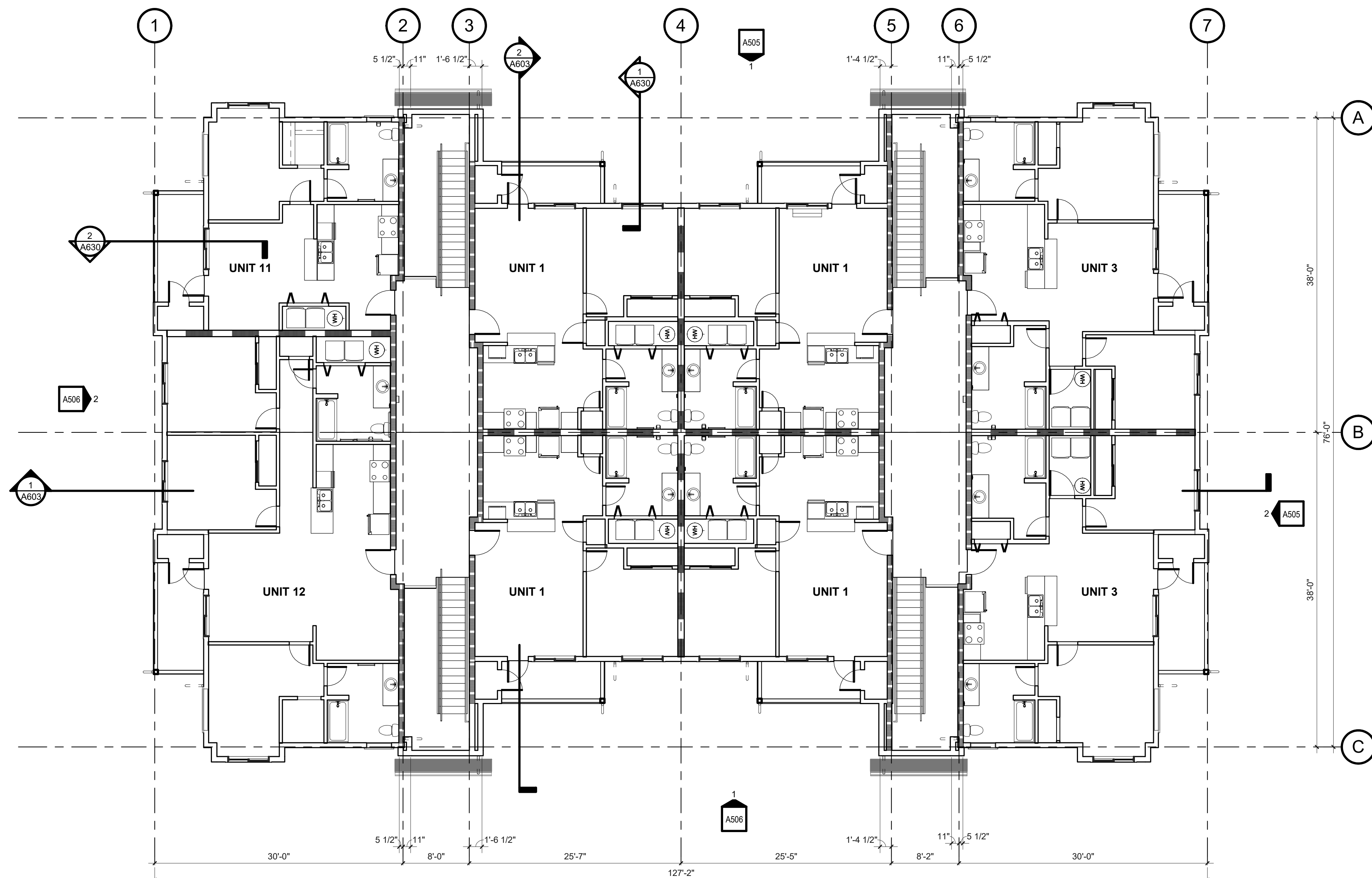
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A4 LEVEL 2 -
OVERALL
FLOOR PLAN**

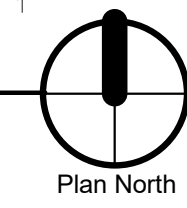
DRAWN BY: Author

SHEET:
A208
100% SD



A4 - LEVEL 3 FLOOR PLAN

A209 SCALE: 1/8" = 1'-0"



GENERAL NOTES

- A. SEE A1001 FOR STANDARD ACCESSIBILITY & FIXTURE MOUNTING REQUIREMENTS.
- B. ALL DIMENSIONS ARE TO FACE OF STUD UNO OR CENTER OF WINDOW OPENING, COLUMN, OR GRID. EXTERIOR DIMENSIONS ARE TO FACE OF FOUNDATION/FACE OF FRAMING. DIMENSIONS INDICATED AS 'CLR MIN' ARE TO FACE OF FINISH.
- C. ALL DOOR OPENINGS PERPENDICULAR TO A WALL ARE 5' TO THE WALL UNO. ALL WINDOWS ARE CENTERED WITHIN ADJACENT ROOM UNO.
- D. SEE AXXX FOR PENETRATION REQUIREMENTS.
- E. FURNITURE OR EQUIPMENT NIC SHOWN DASHED FOR REFERENCE ONLY.
- F. DASHED BOXES AND CIRCLES ON PLAN DESIGNATE REQUIRED ACCESSIBLE CLEAR FLOOR SPACE.

KEYNOTES

WALL TYPES

SEE A100 CODE SERIES CODE ANALYSIS PLANS AND WALL TYPE SHEETS FOR ADDITIONAL INFORMATION.

EXTERIOR WALLS:
EXTERIOR WALL TYPES VARY. SEE EXTERIOR ELEVATIONS AND WALL SECTIONS FOR LOCATIONS, UNO.

- TYPICAL WALL WSIDING SYSTEM IS TYPE AT PANEL SIDING
- TYPICAL WALL WSIDING SYSTEM IS TYPE AT LAP SIDING
- INTERIOR WALLS:
 - TYPICAL INTERIOR WALL IS TYPE
 - TYPICAL BATHROOM WALL IS TYPE
 - TYPICAL SHARED UNIT (PARTY) WALL IS TYPE

WALLS WITH WOOD SHEATHING:

- FOR STRUCTURAL SHEAR, LOCATE WOOD SHEATHING ON SIDE OF WALL WITH SAWTOOTH LINE AS INDICATED. SEE STRUCTURAL DRAWINGS FOR SIZE AND NAILING SCHEDULE



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CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A4 LEVEL 3 -
OVERALL
FLOOR PLAN**

DRAWN BY: Author

SHEET:
A209
100% SD

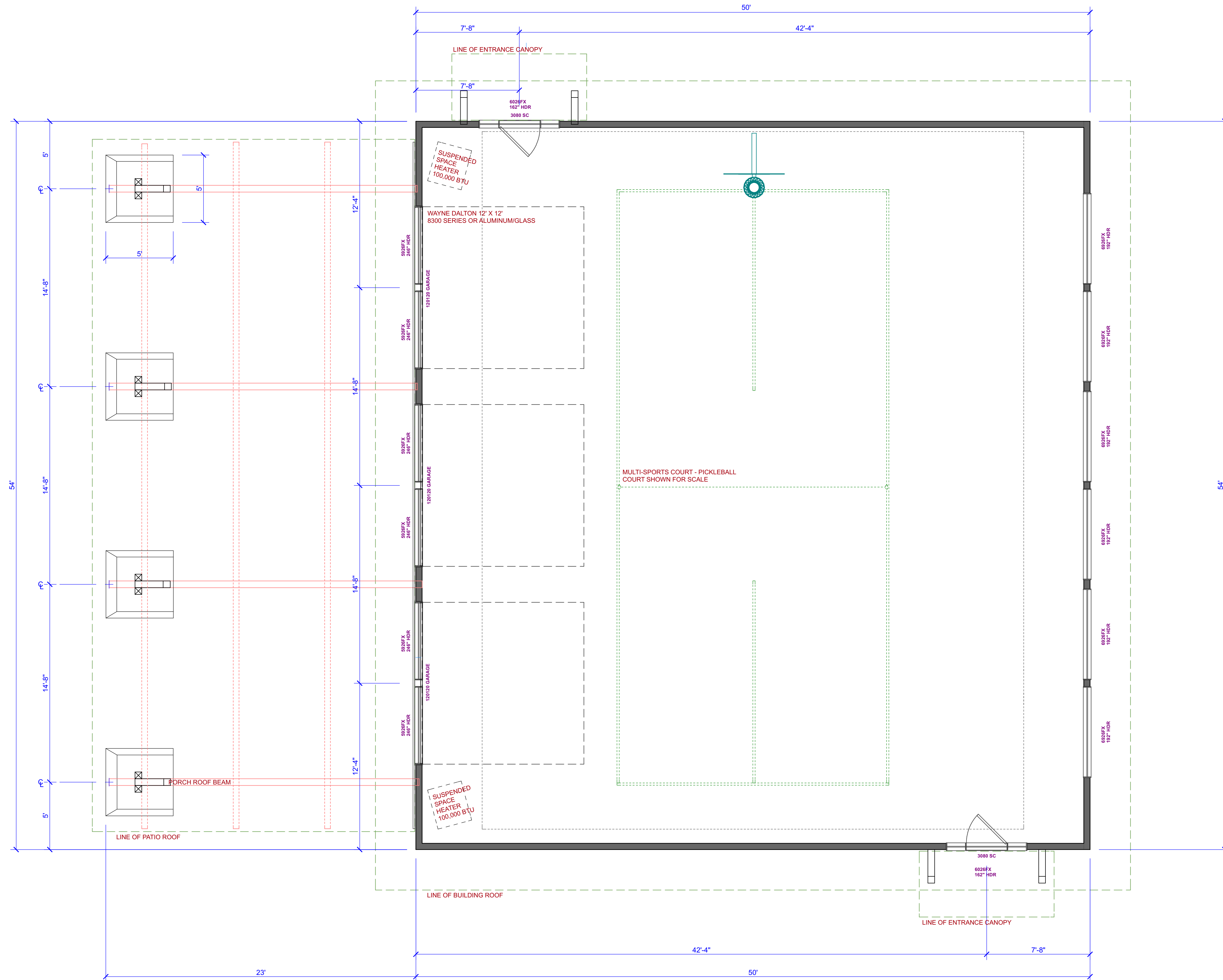
PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
FIELD HOUSE
FLOOR PLAN

DRAWN BY: Author



MAIN FLOOR PLAN

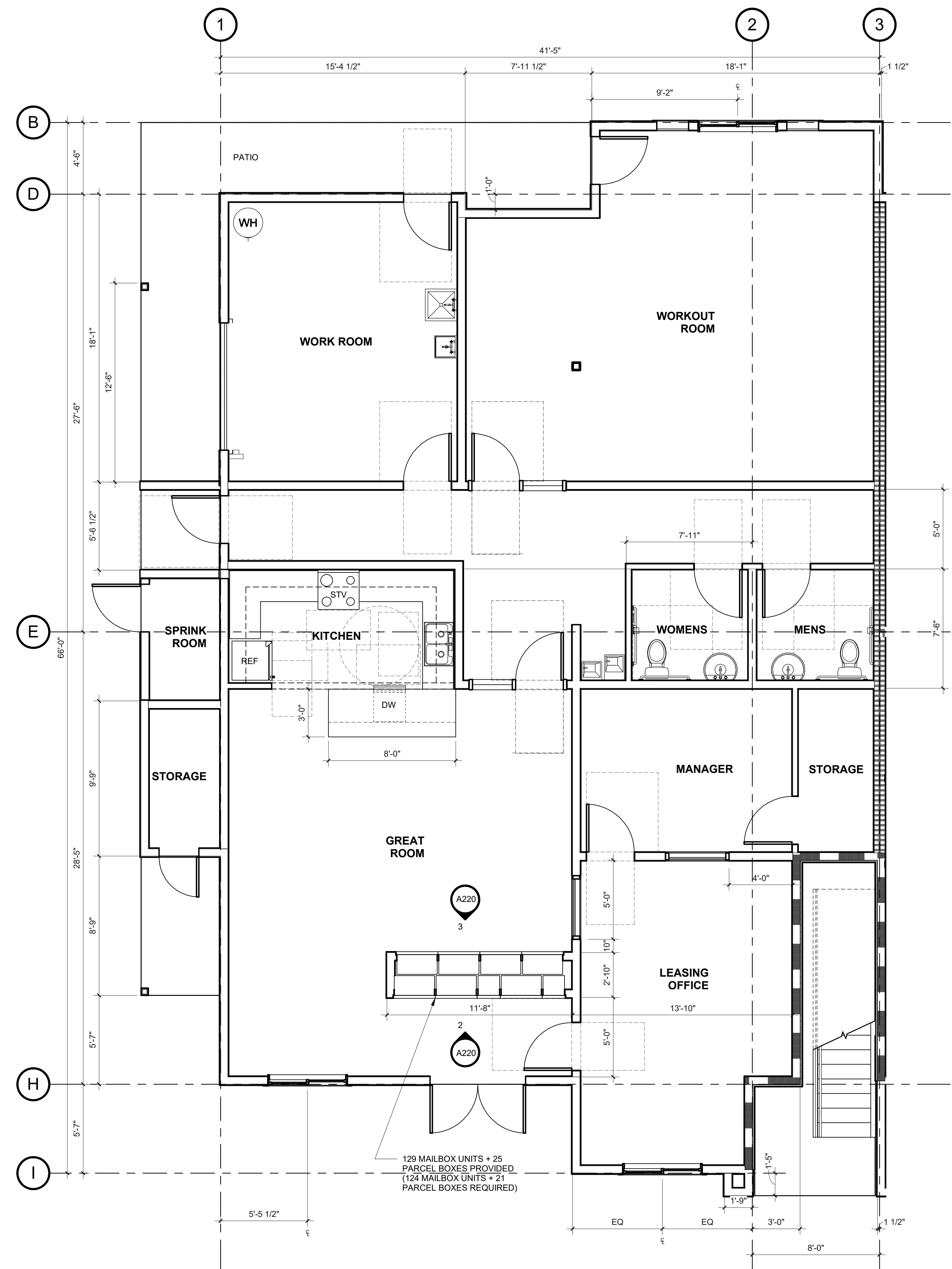
SCALE: 1/4" = 1'-0"

- VERIFY ALL DIMENSIONS, PLATE HEIGHTS, AND WINDOW/DOOR OPENINGS.
- VERIFY PLUMBING FIXTURE DROPS OCCUR CLEAR OF FLOOR SYSTEM.
- VERIFY MATERIAL, CABINETRY, AND FIXTURE LOCATIONS / SPECIFICATIONS.

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CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



KEYNOTES

WALL TYPES

- SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.
- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE [Symbol]
 - TYPICAL BATHROOM WALL IS TYPE [Symbol]
 - TYPICAL UTILITY ROOM WALL IS TYPE [Symbol]
 - TYPICAL WALL WITH PLUMBING LINES IS TYPE [Symbol]

1. COMMUNITY SPACE

A220 SCALE: 1/4" = 1'-0"

SHEET TITLE:
**ENLARGED
PLAN -
COMMUNITY
SPACE**

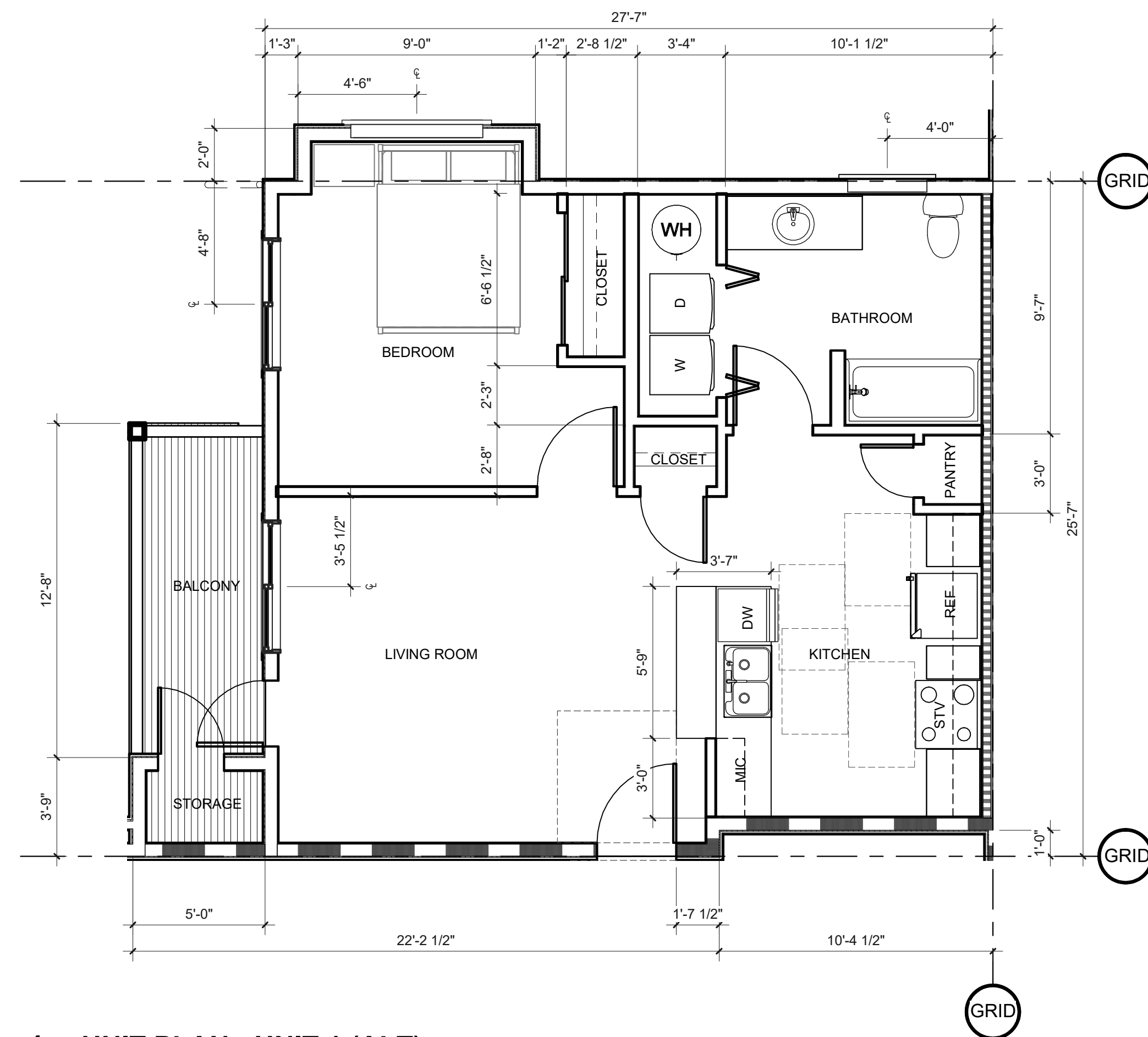
DRAWN BY: Author

SHEET:
A220
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

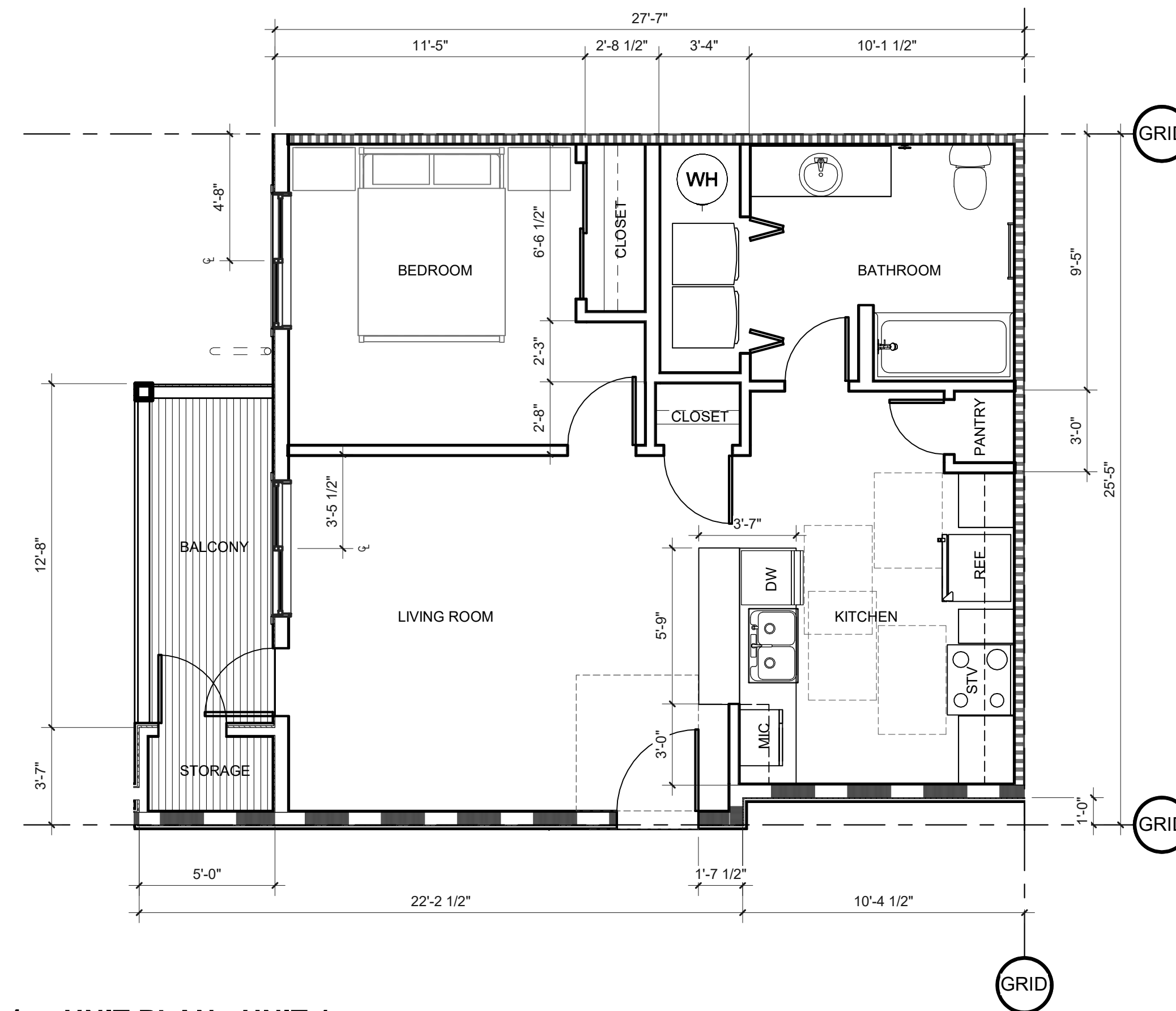
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



4. UNIT PLAN - UNIT 1 (ALT)

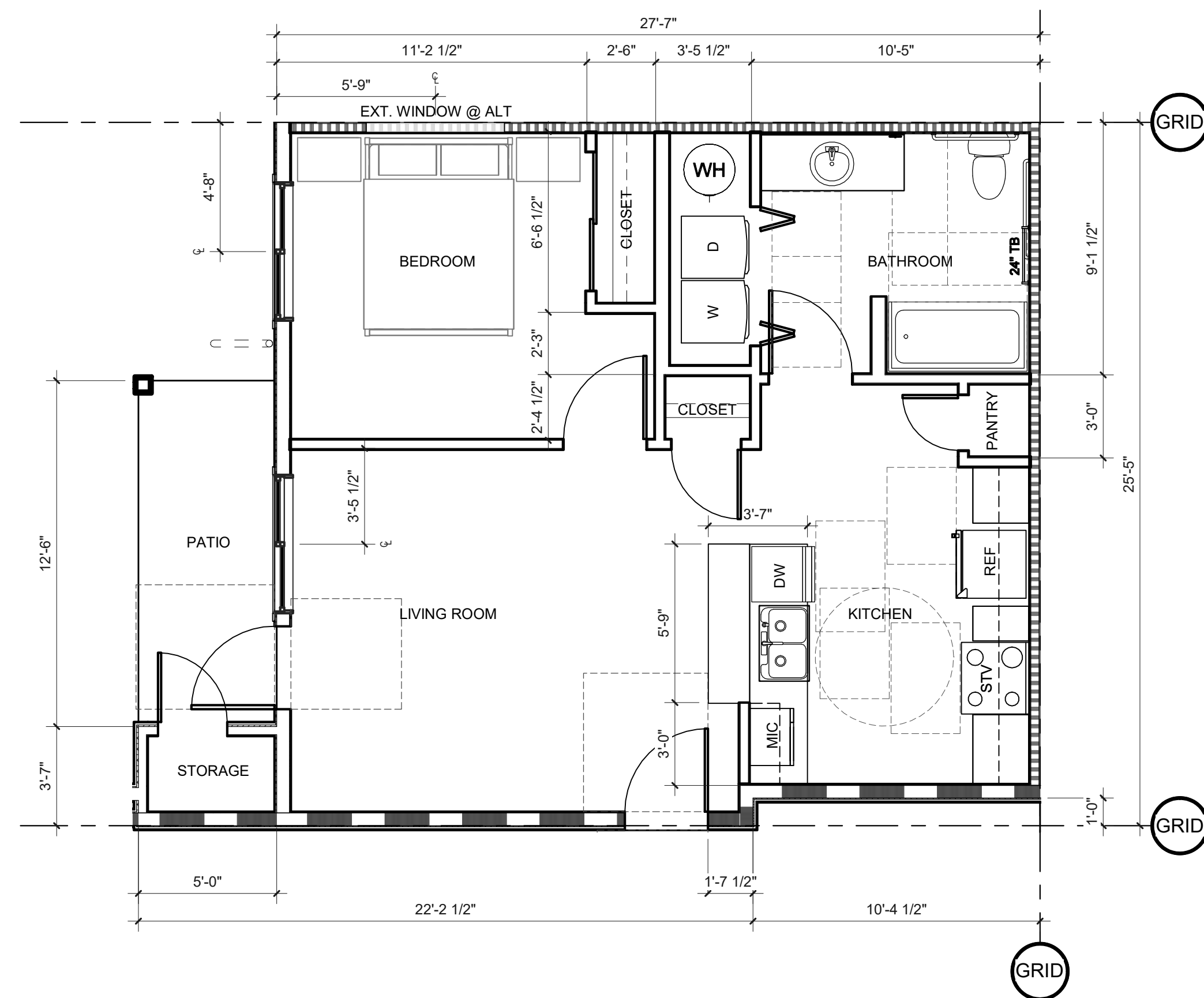
A221 SCALE: 1/4" = 1'-0"



1. UNIT PLAN - UNIT 1

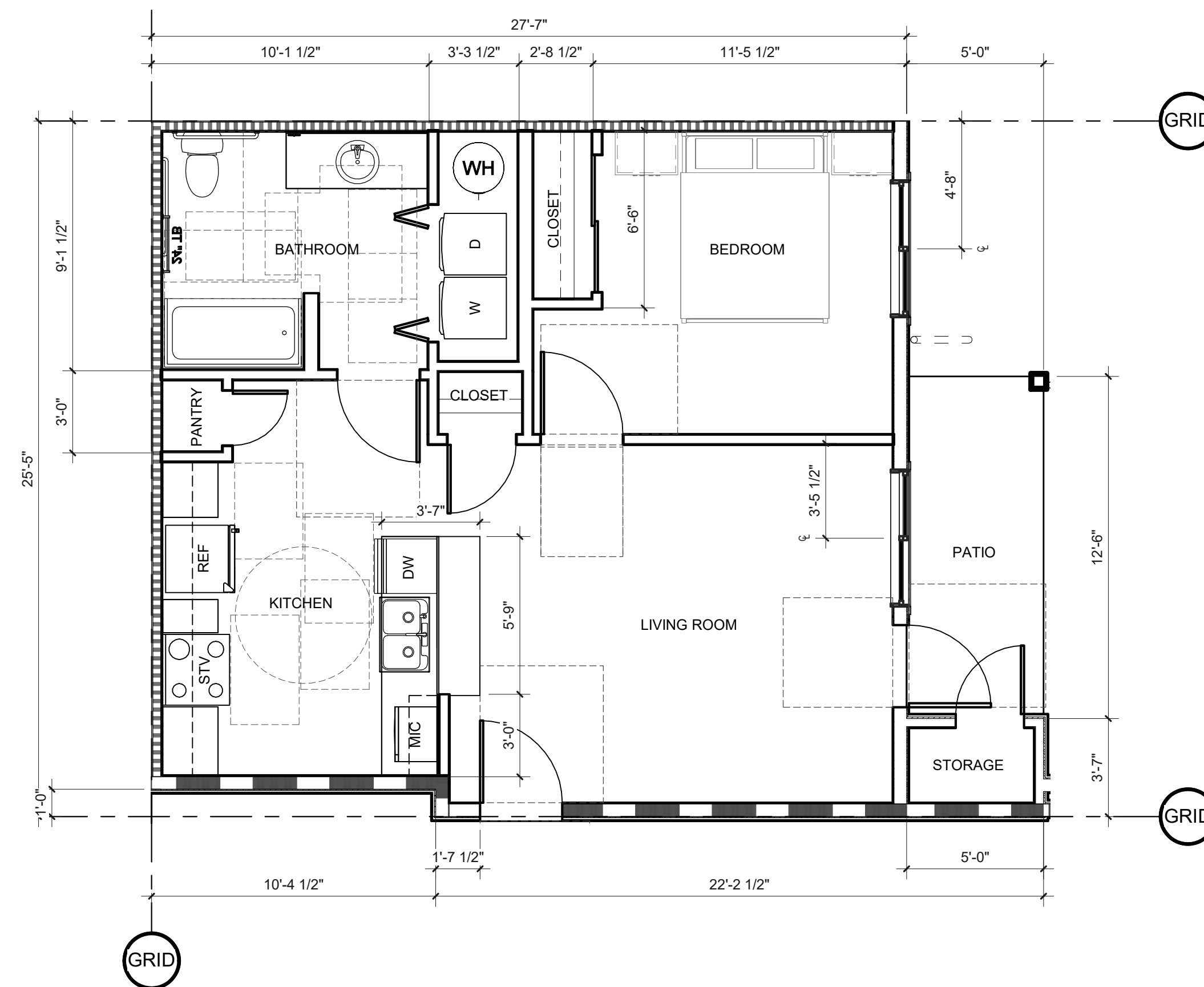
A221 SCALE: 1/4" = 1'-0"

KEYNOTES



3. UNIT PLAN - UNIT 1, ADAPTABLE TYPE B

A221 SCALE: 1/4" = 1'-0"



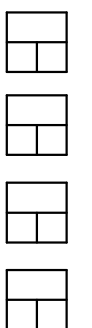
2. UNIT PLAN - UNIT 1, ADAPTABLE TYPE A

A221 SCALE: 1/4" = 1'-0"

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

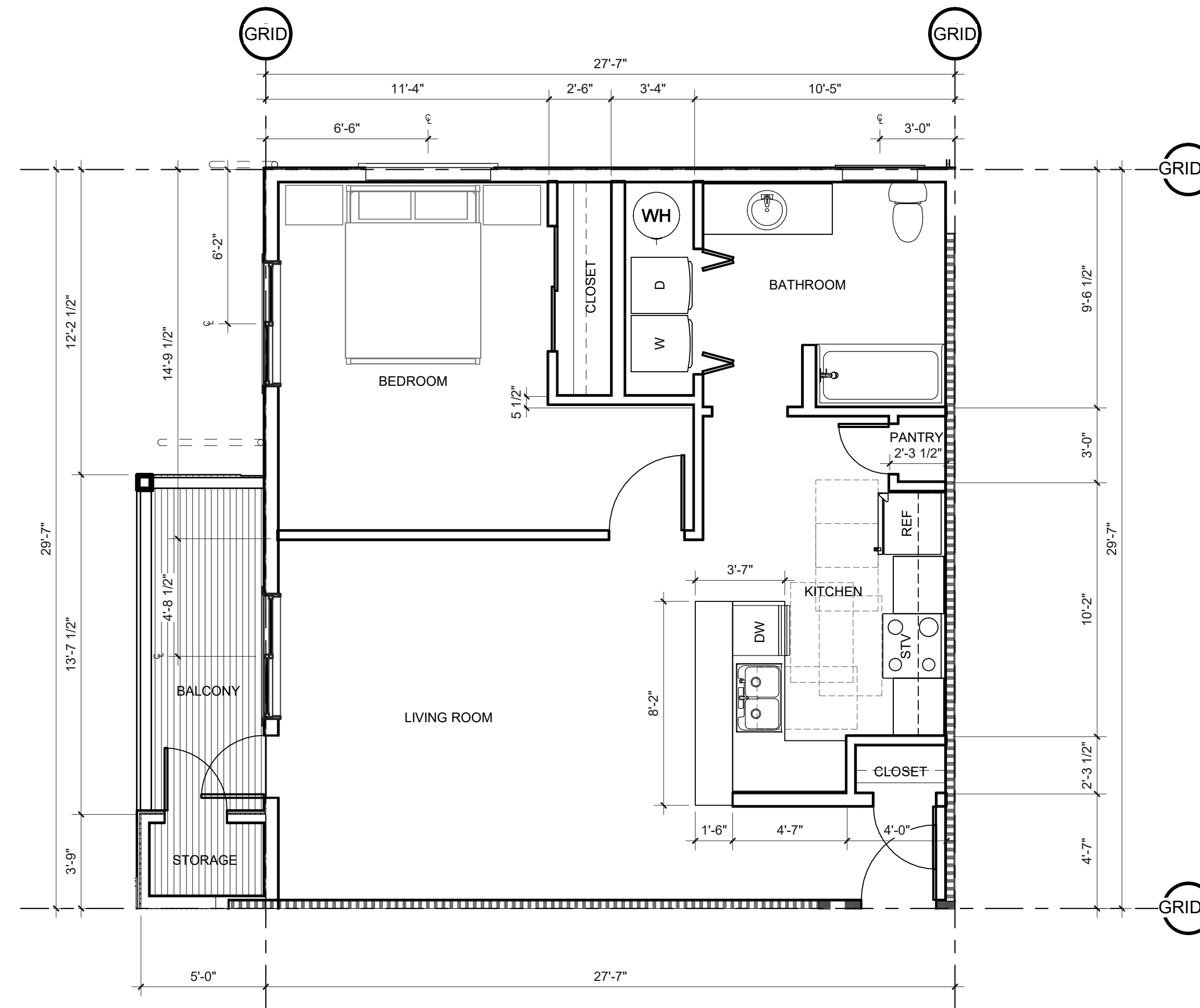
- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



SHEET TITLE:

**ENLARGED
UNIT PLANS -
UNIT 1**

DRAWN BY: Author



1. UNIT PLAN - UNIT 2

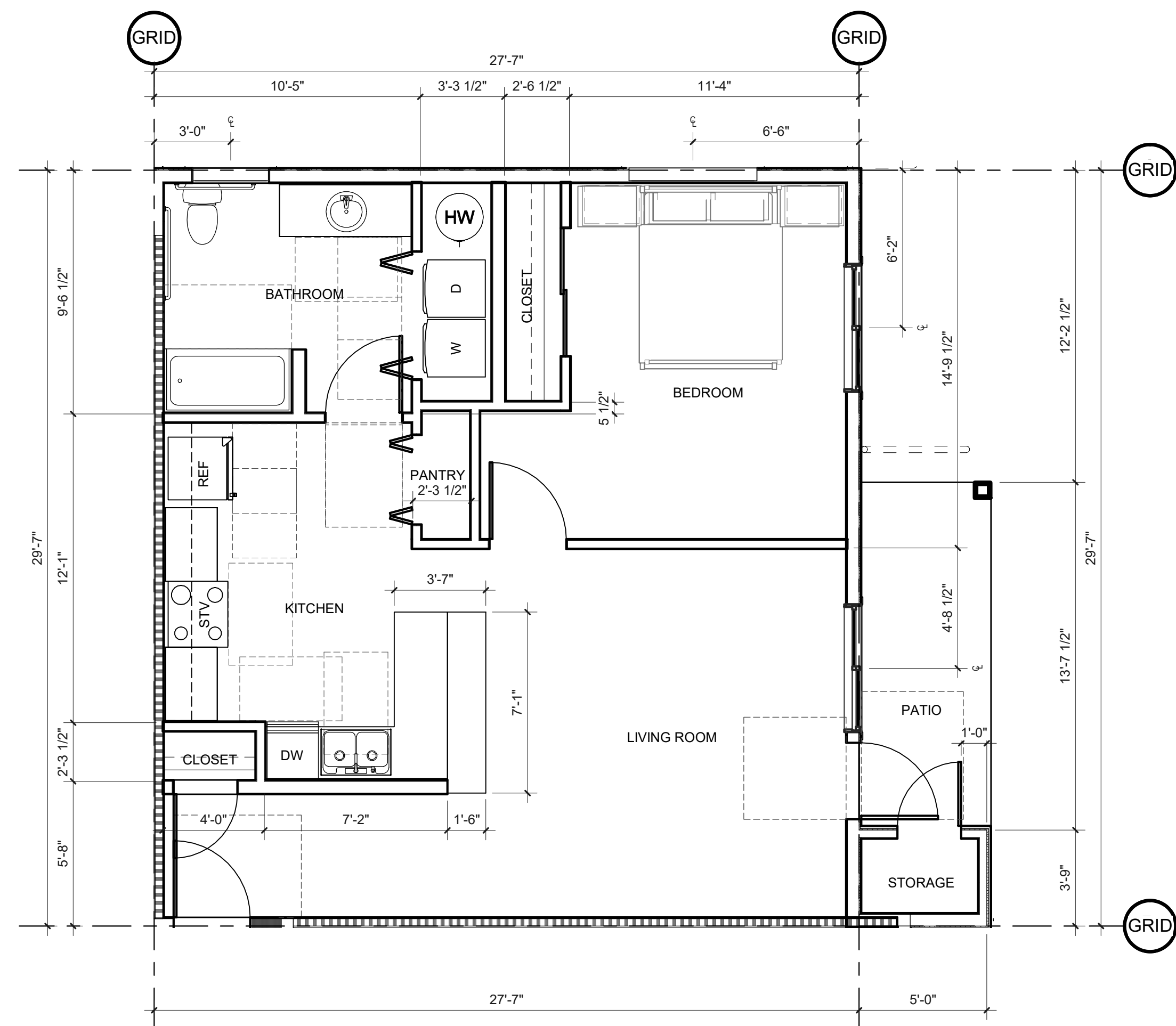
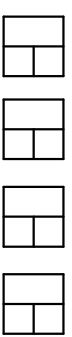
A222 SCALE: 1/4" = 1'-0"

KEYNOTES

WALL TYPES

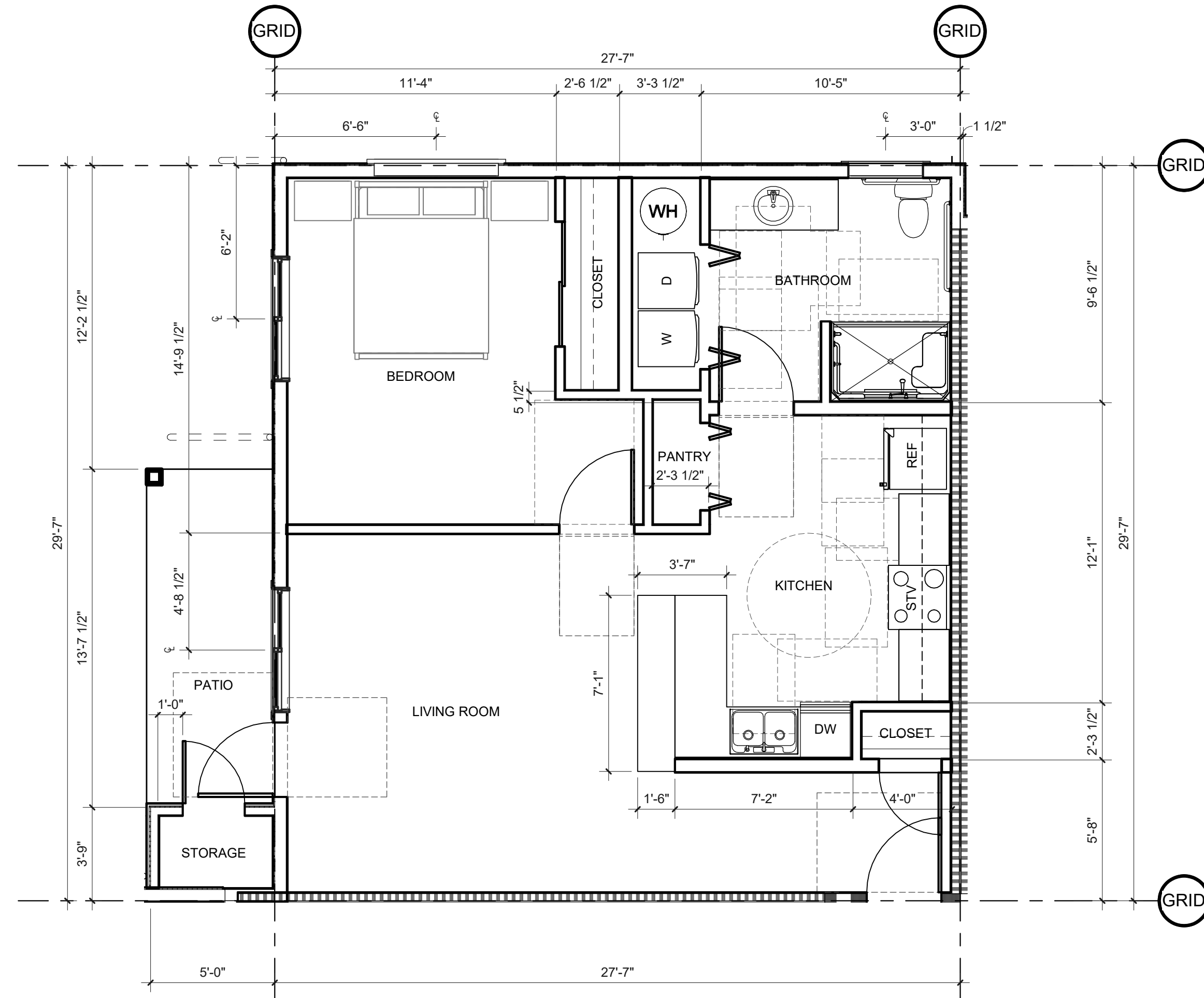
SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



3. UNIT PLAN - UNIT 2, ADAPTABLE TYPE B

A222 SCALE: 1/4" = 1'-0"



2. UNIT PLAN - UNIT 2, ADAPTABLE TYPE A

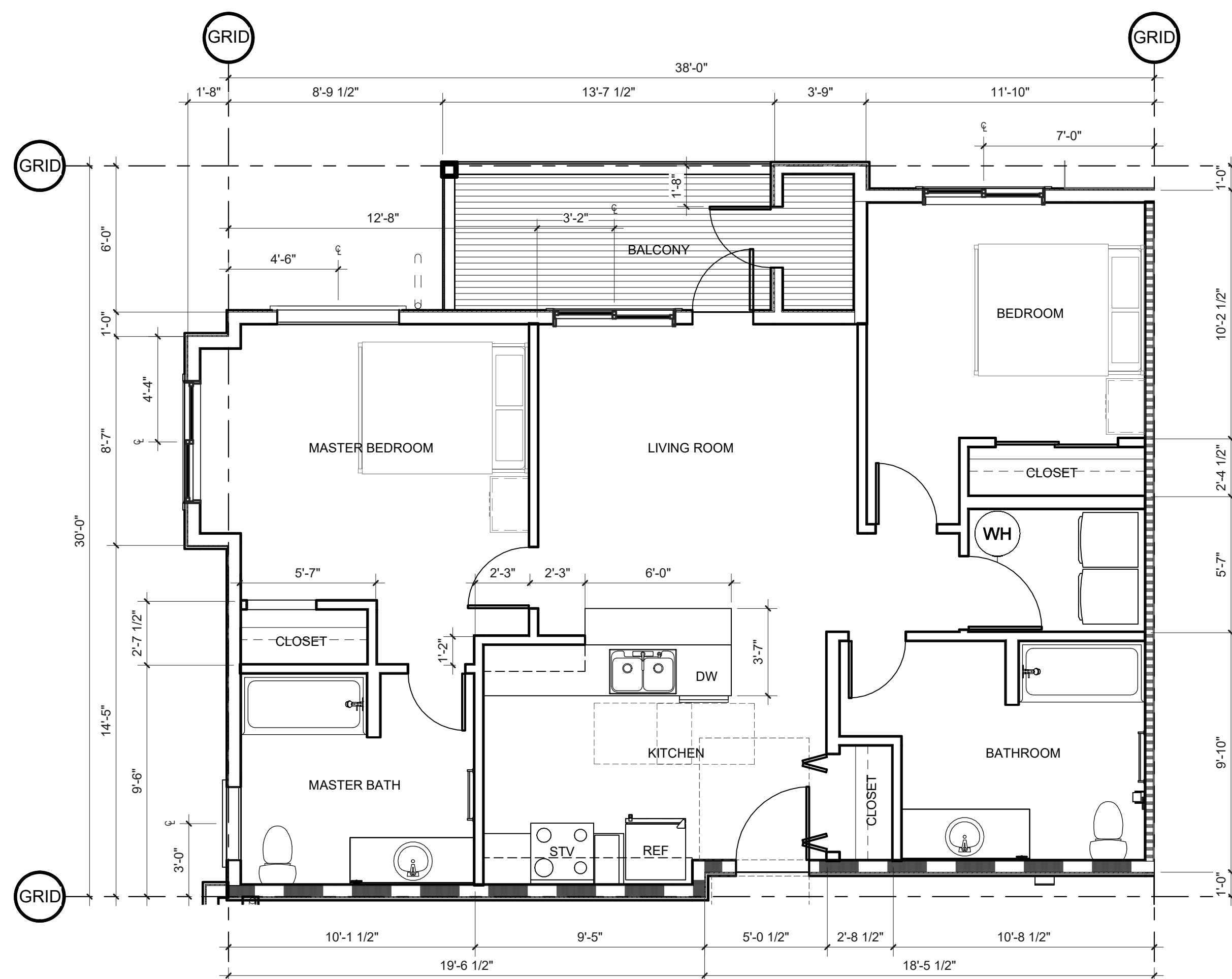
A222 SCALE: 1/4" = 1'-0"

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CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057

CRESTVIEW PH2
Newberg, OR

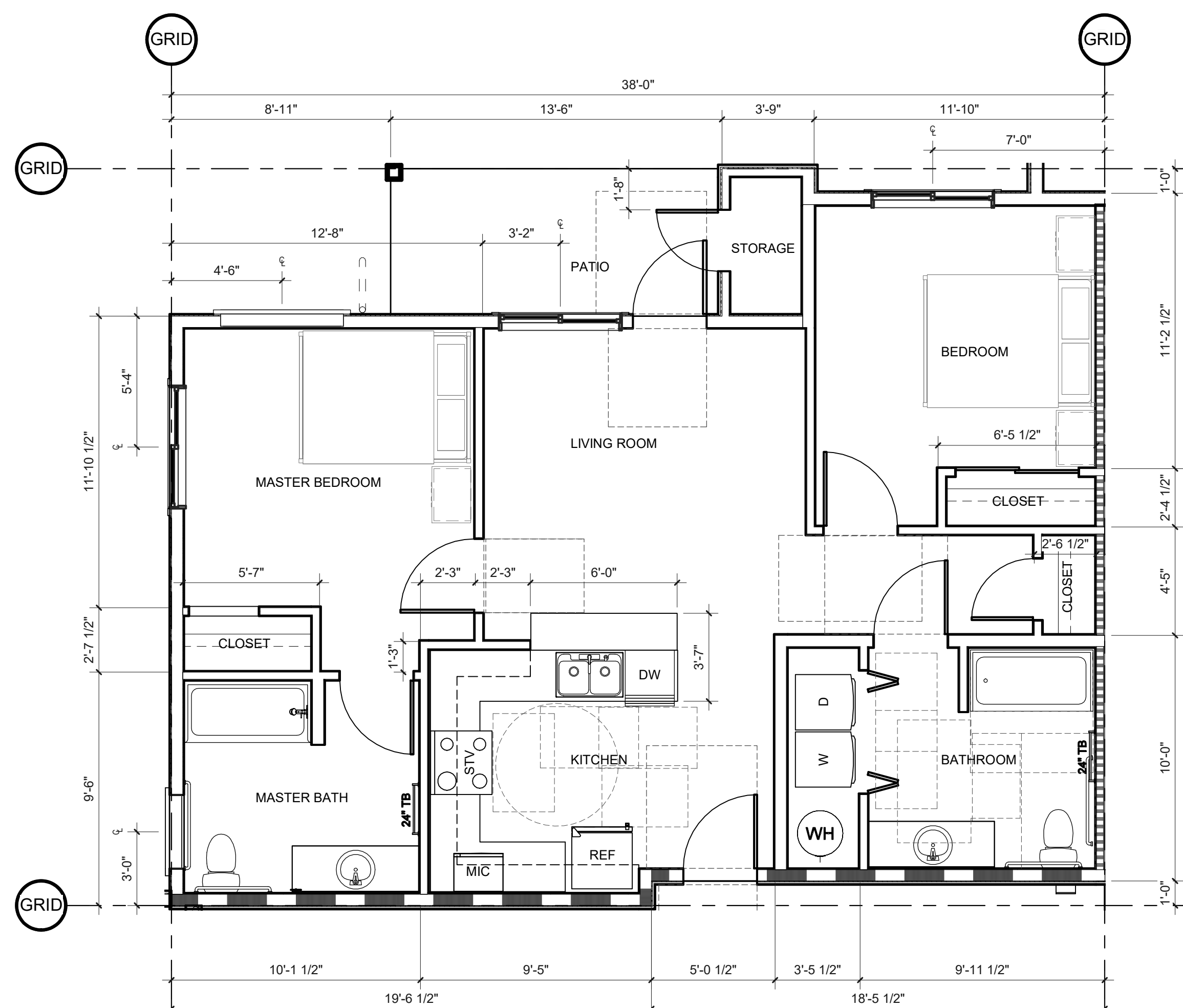
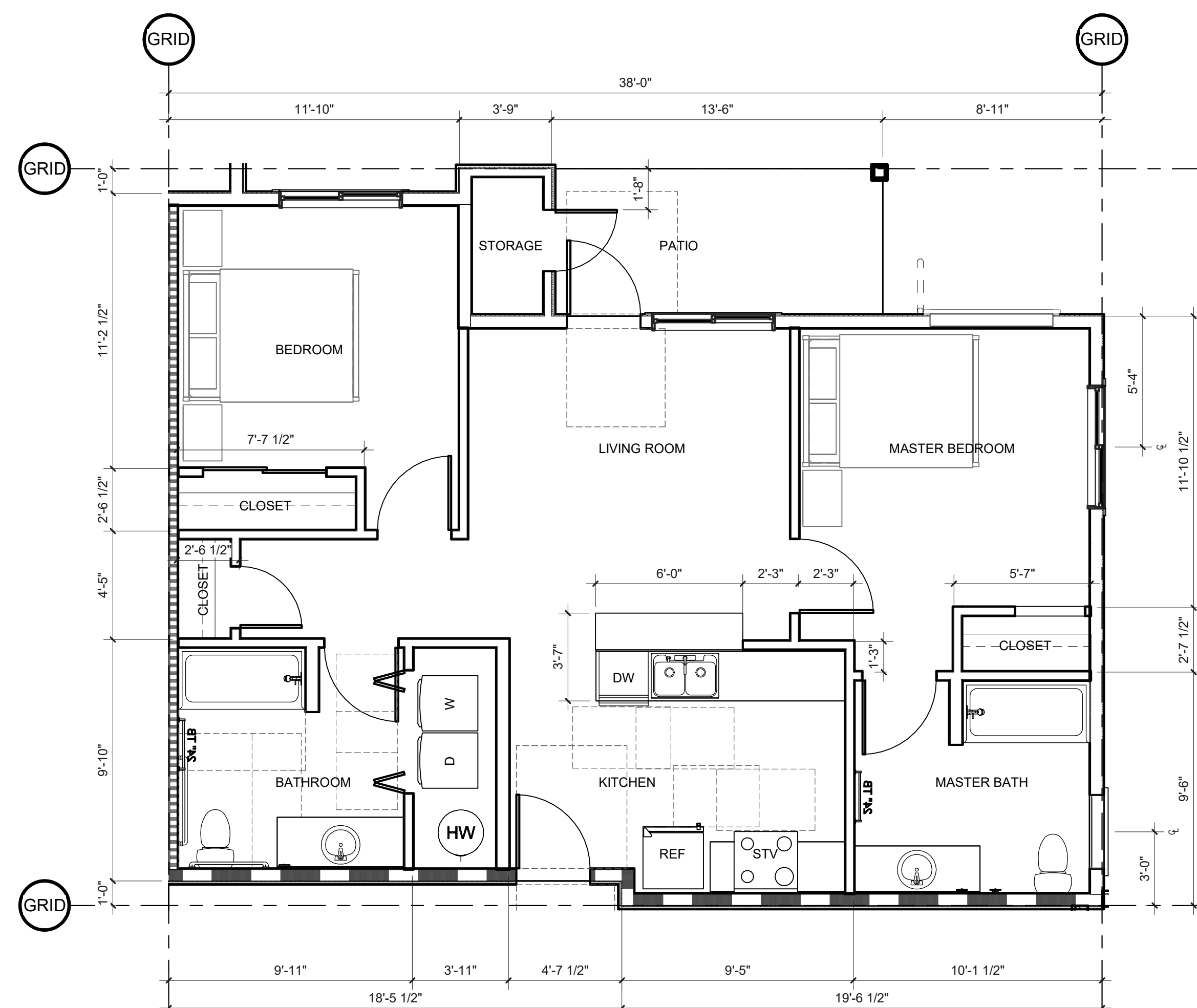
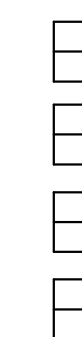


KEYNOTES

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



SHEET TITLE:

**ENLARGED
UNIT PLANS -
UNIT 3**

DRAWN BY: Author

SHEET:

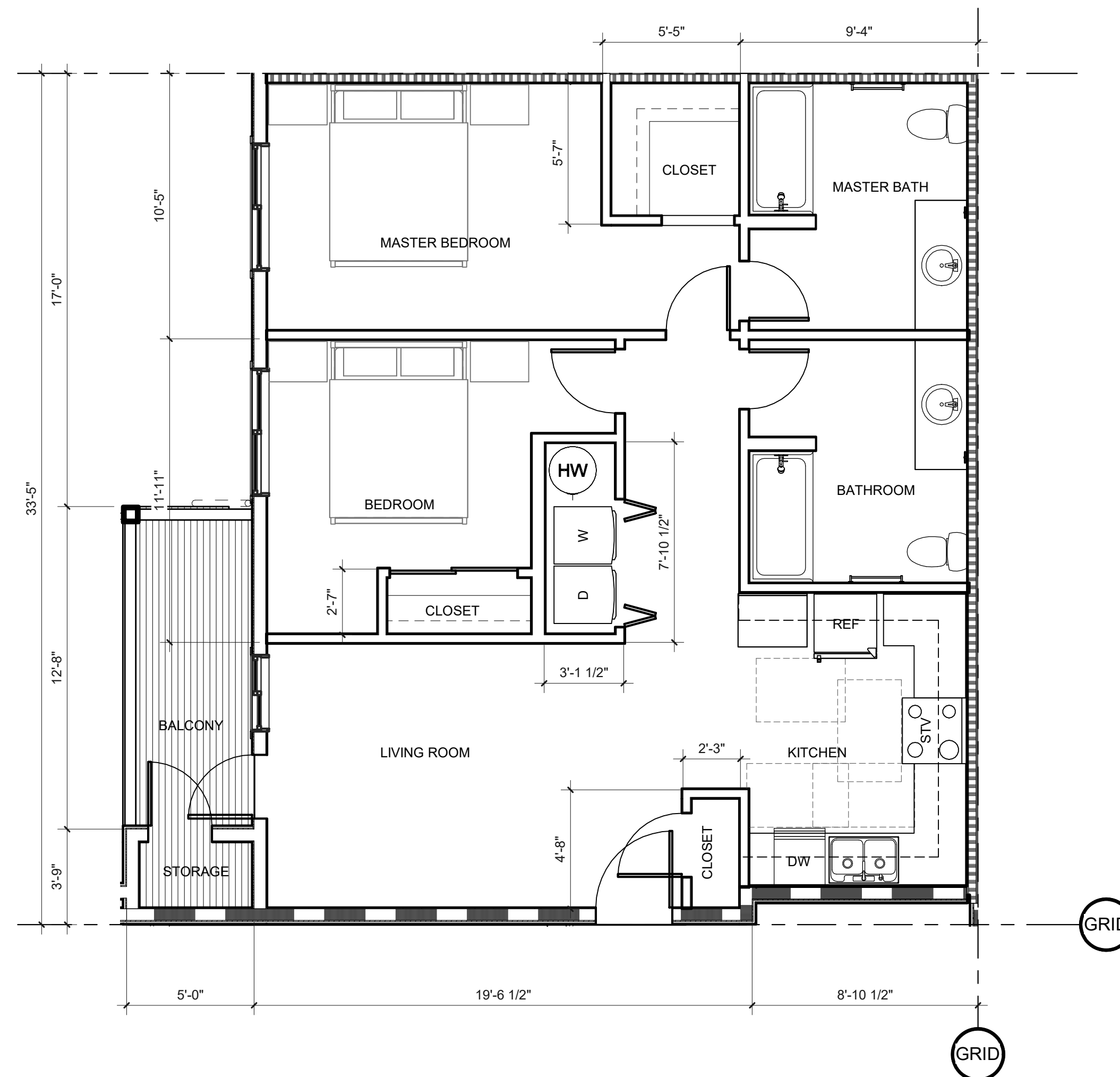
A223

100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

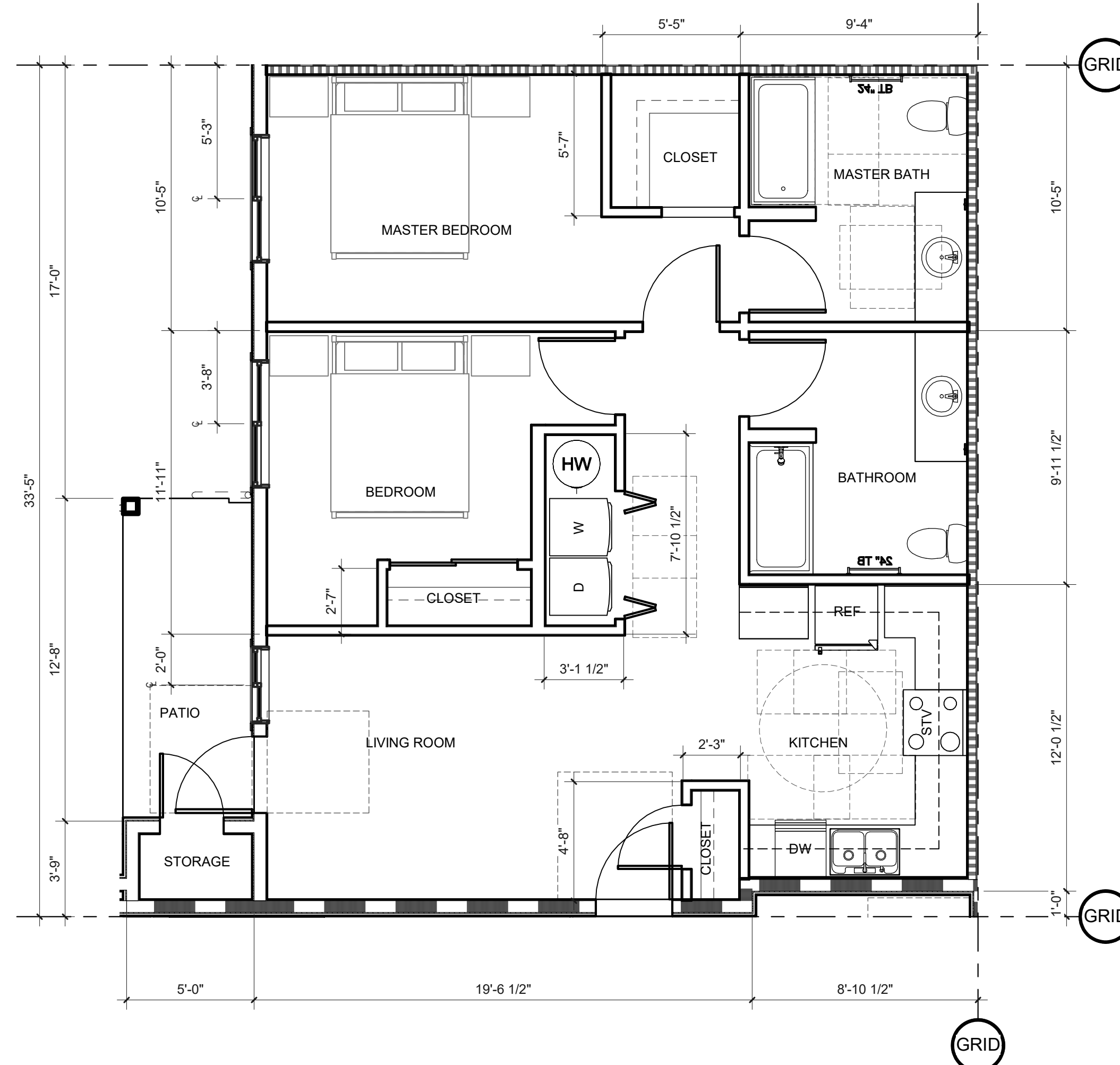
PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



KEYNOTES

1. UNIT PLAN - UNIT 4

A224 SCALE: 1/4" = 1'-0"



WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE

2. UNIT PLAN - UNIT 4, ADAPTABLE TYPE B

A224 SCALE: 1/4" = 1'-0"

SHEET TITLE:
**ENLARGED
UNIT PLANS -
UNIT 4**

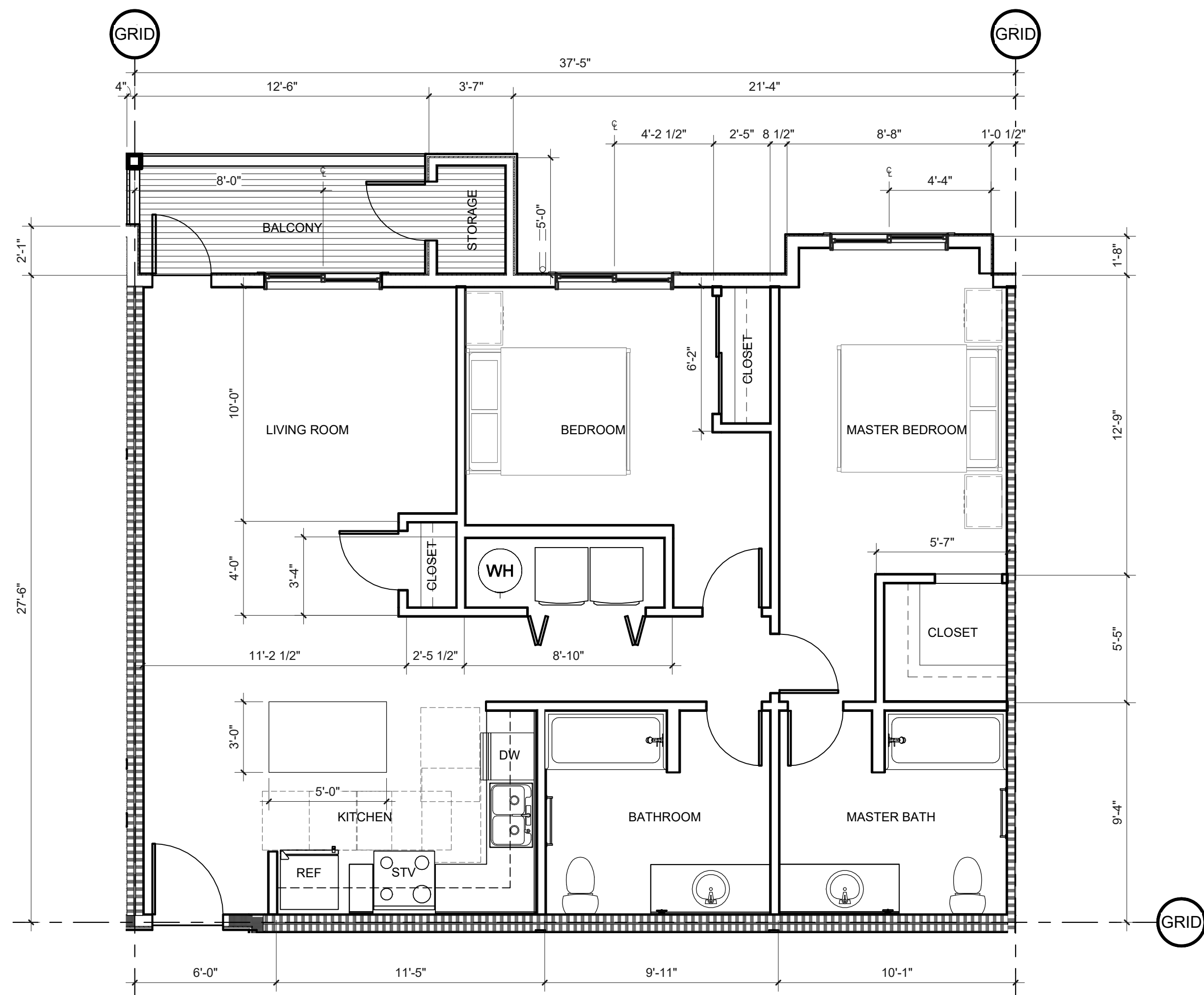
DRAWN BY: Author

SHEET:
A224
100% SD

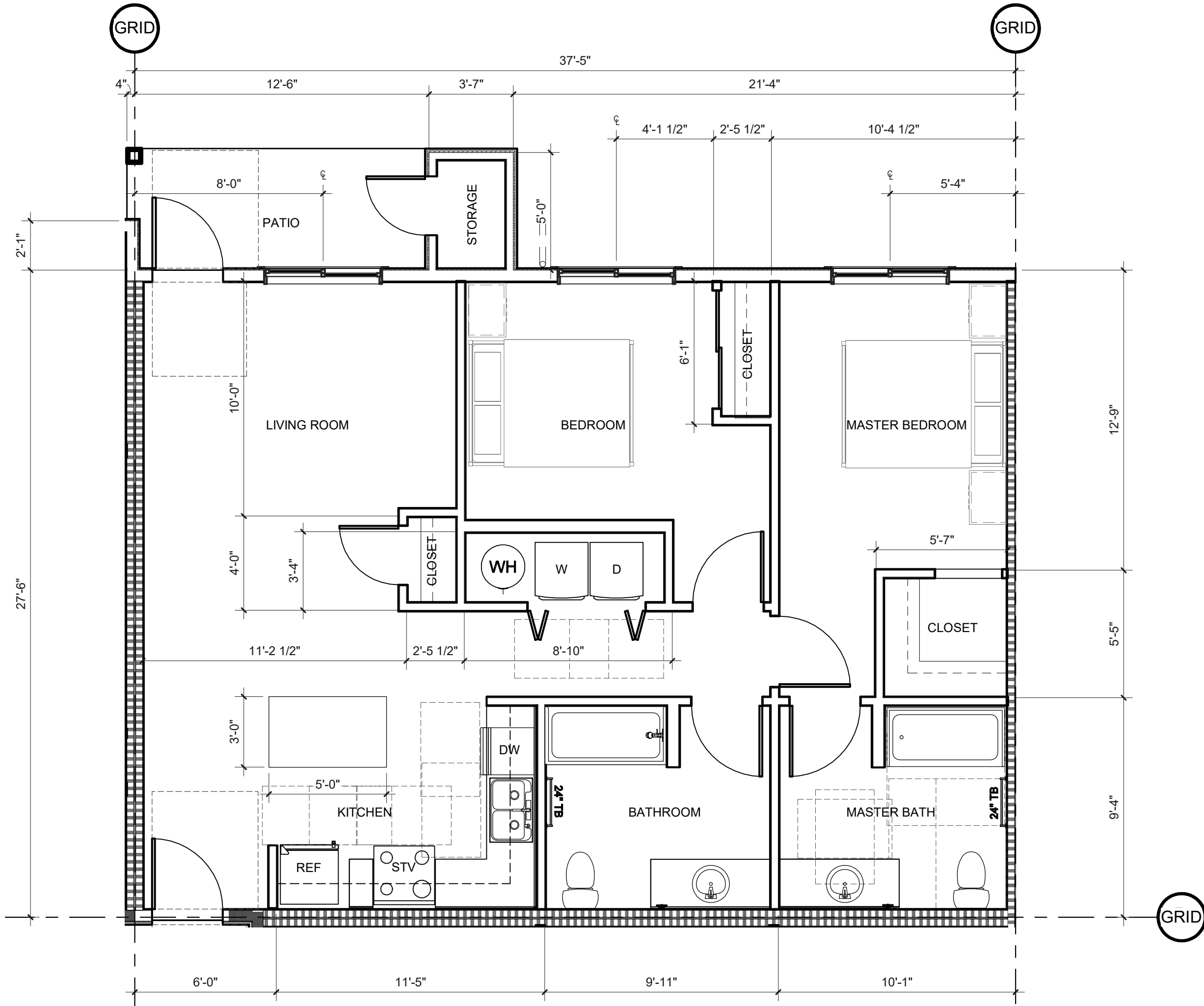
PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

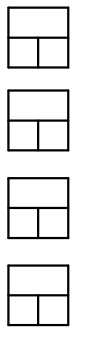


KEYNOTES



WALL TYPES

- SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.
- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
 - TYPICAL BATHROOM WALL IS TYPE
 - TYPICAL UTILITY ROOM WALL IS TYPE
 - TYPICAL WALL WITH PLUMBING LINES IS TYPE



SHEET TITLE:
**ENLARGED
UNIT PLANS -
UNIT 5**

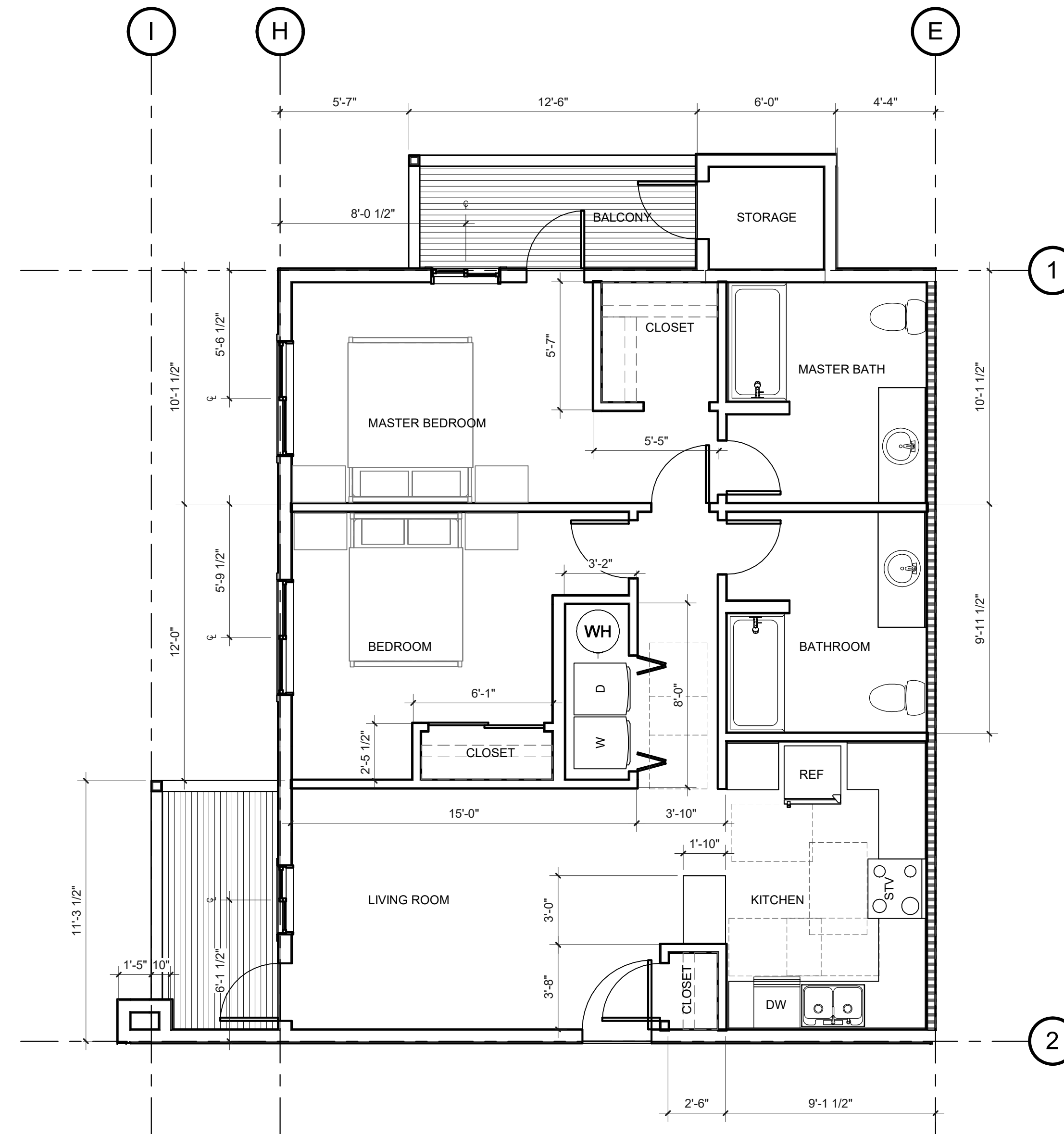
DRAWN BY: Author

SHEET:
A225
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR







1. UNIT PLAN - UNIT 6

A226 SCALE: 1/4" = 1'-0"

KEYNOTES

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE 
- TYPICAL BATHROOM WALL IS TYPE 
- TYPICAL UTILITY ROOM WALL IS TYPE 
- TYPICAL WALL WITH PLUMBING LINES IS TYPE 

SHEET TITLE:

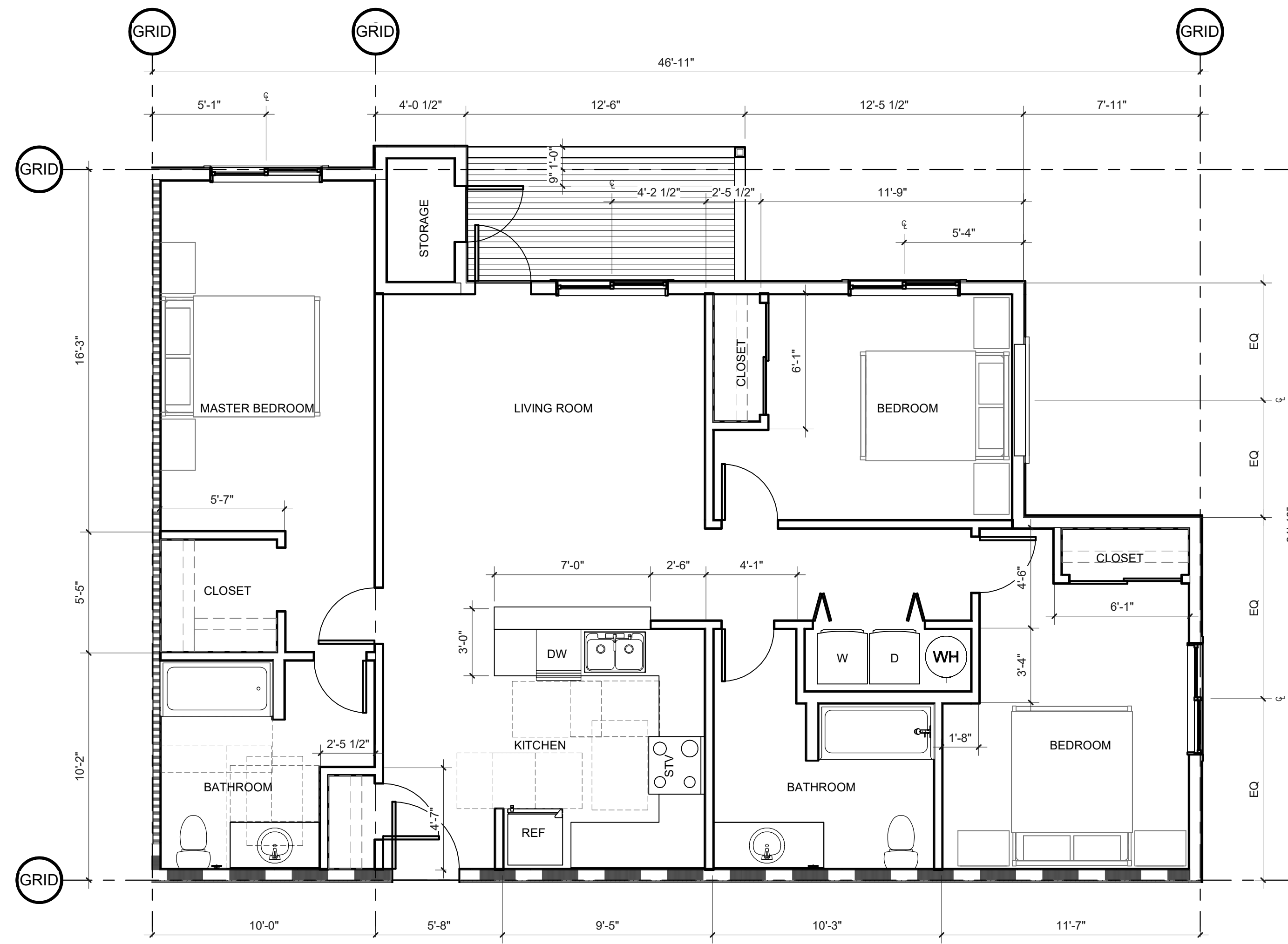
**ENLARGED
UNIT PLANS -
UNIT 6**

DRAWN BY: *Author*

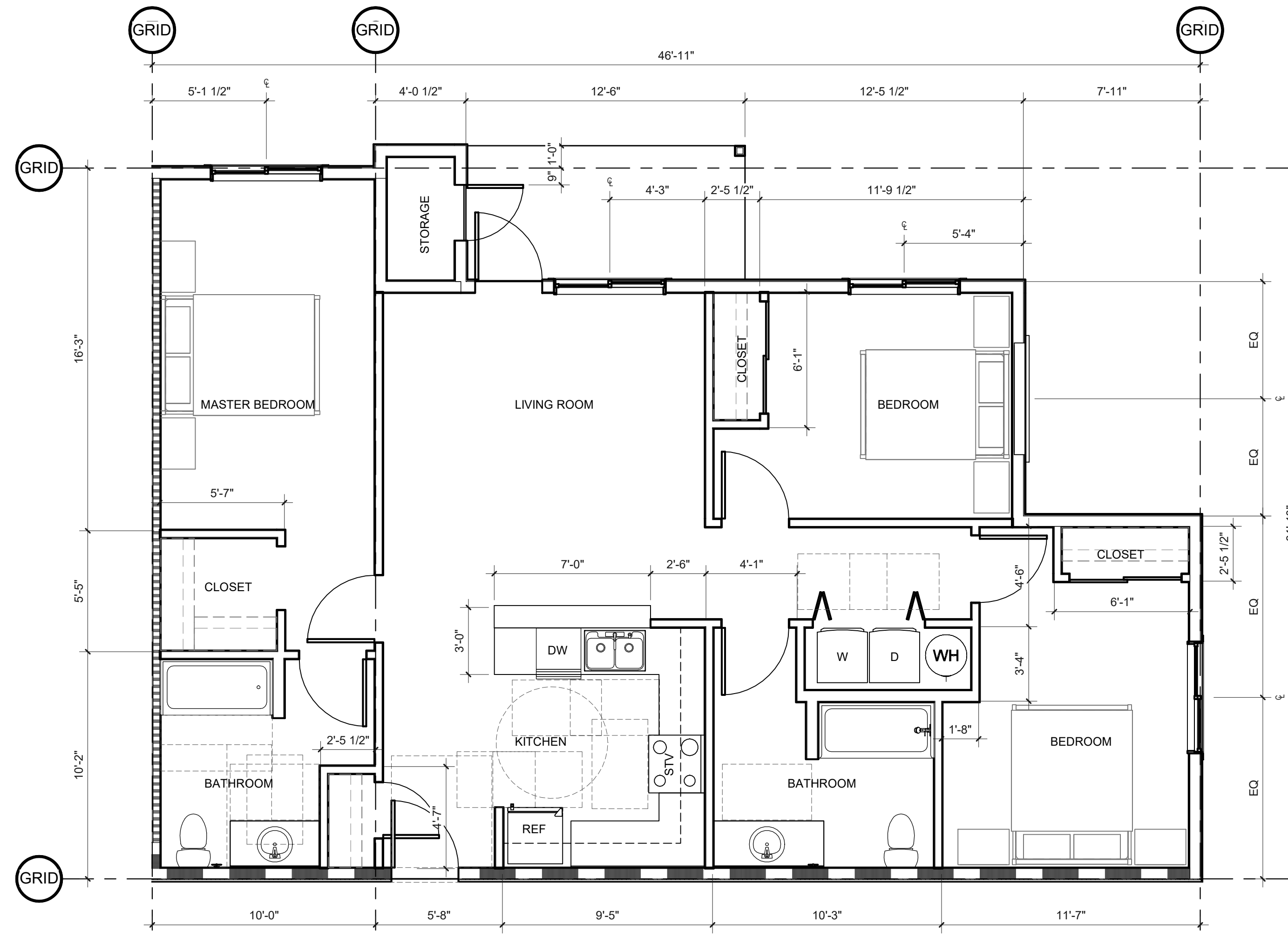
PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



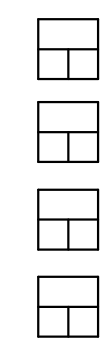
KEYNOTES



WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



SHEET TITLE:
**ENLARGED
UNIT PLANS -
UNIT 7**

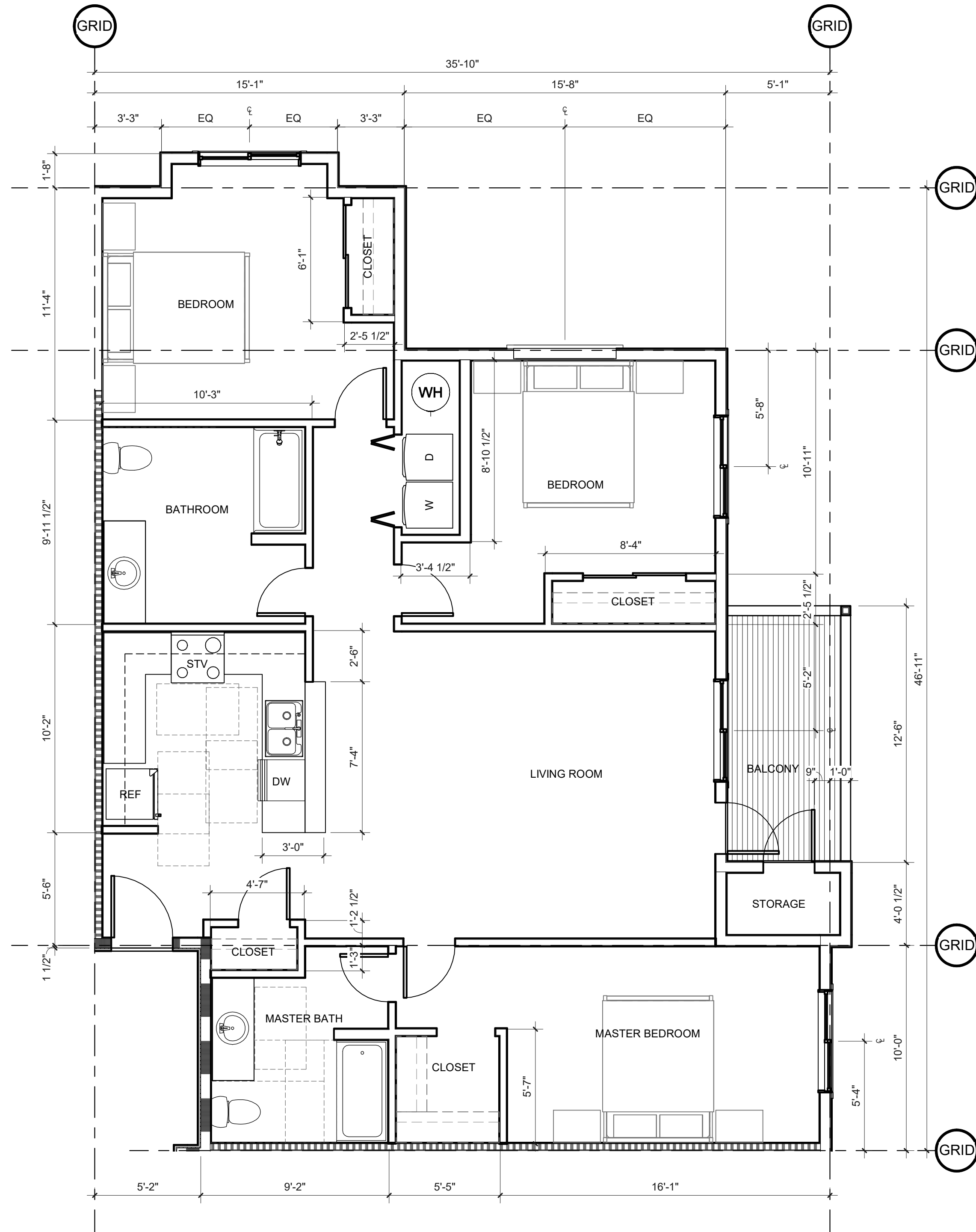
DRAWN BY: Author

SHEET:
A227
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

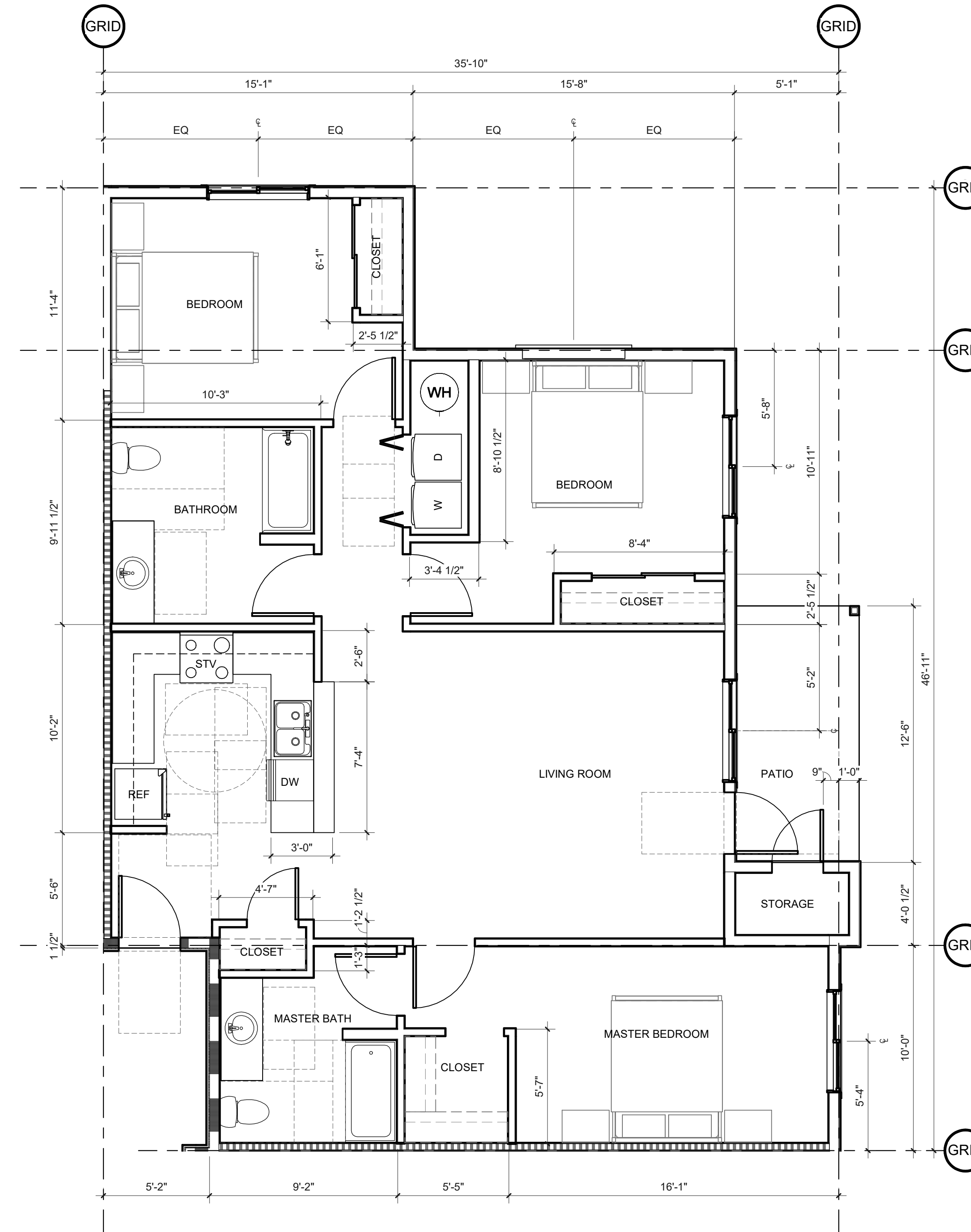
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



1. UNIT PLAN - UNIT 8

A228 SCALE: 1/4" = 1'-0"



2. UNIT PLAN - UNIT 8, ADAPTABLE TYPE B

A228 SCALE: 1/4" = 1'-0"

KEYNOTES

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE [Symbol]
- TYPICAL BATHROOM WALL IS TYPE [Symbol]
- TYPICAL UTILITY ROOM WALL IS TYPE [Symbol]
- TYPICAL WALL WITH PLUMBING LINES IS TYPE [Symbol]

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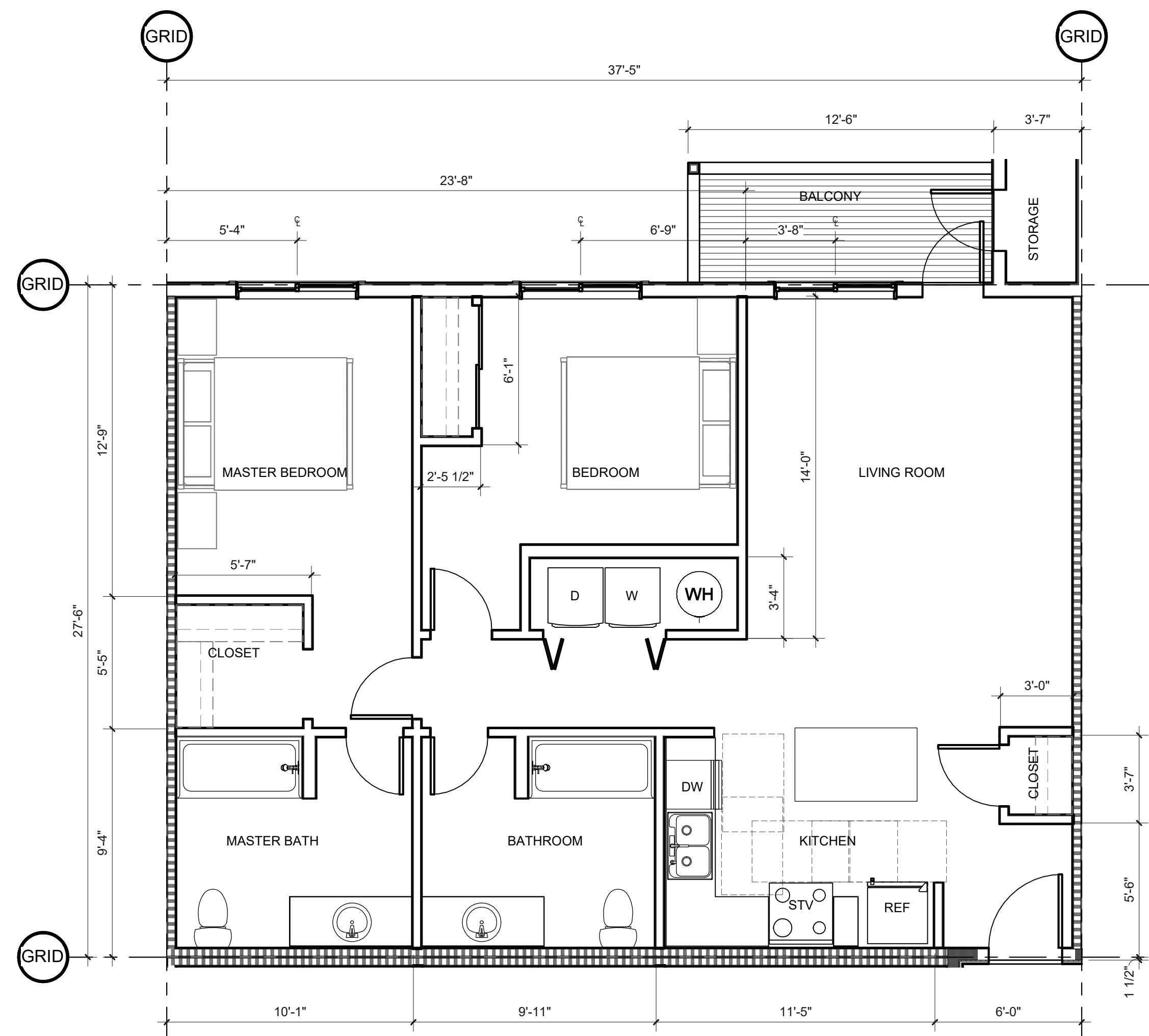
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UNIT PLANS -
UNIT 8**

DRAWN BY: Author

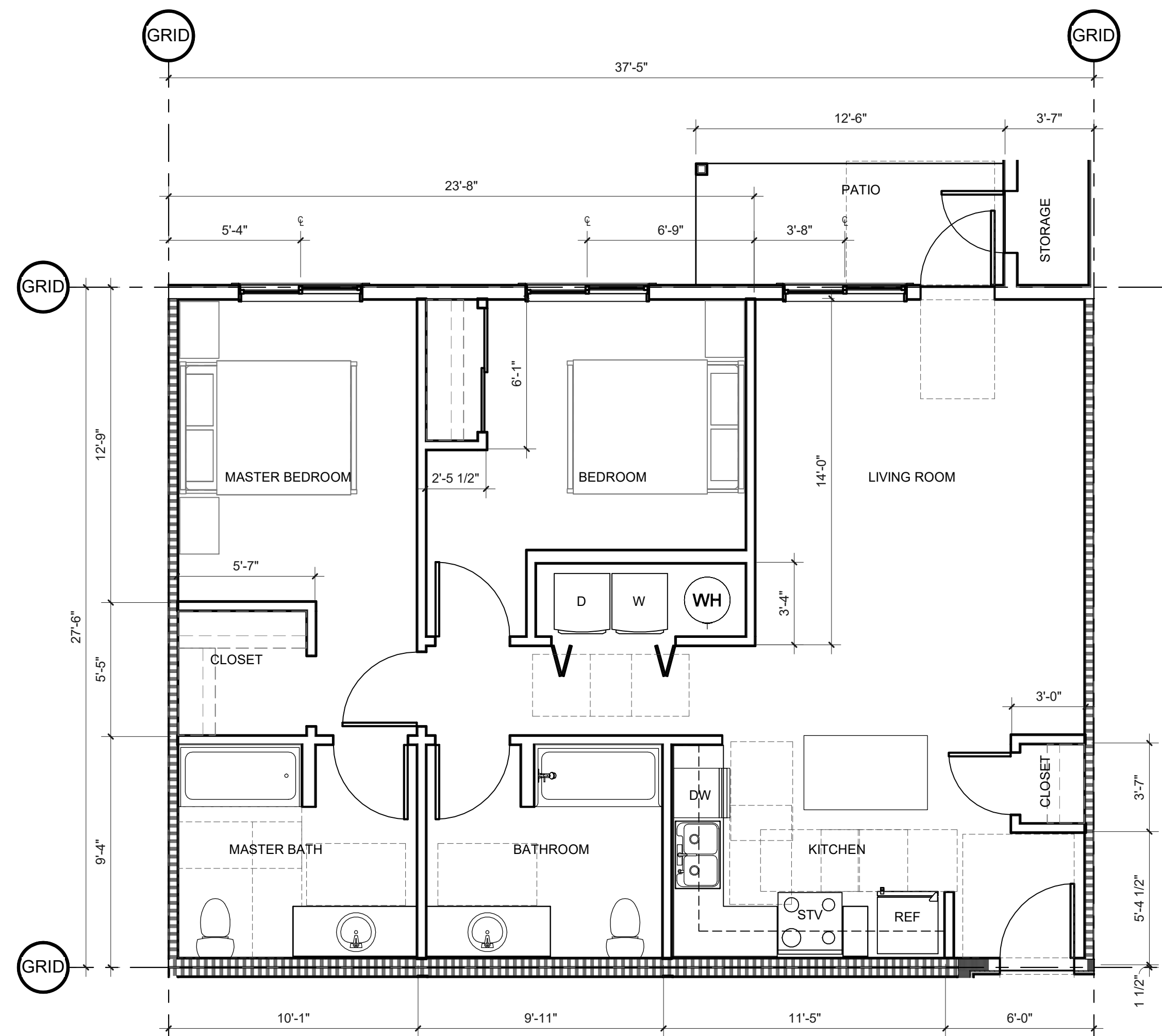
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NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



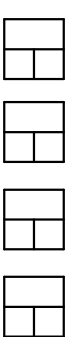
KEYNOTES



WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



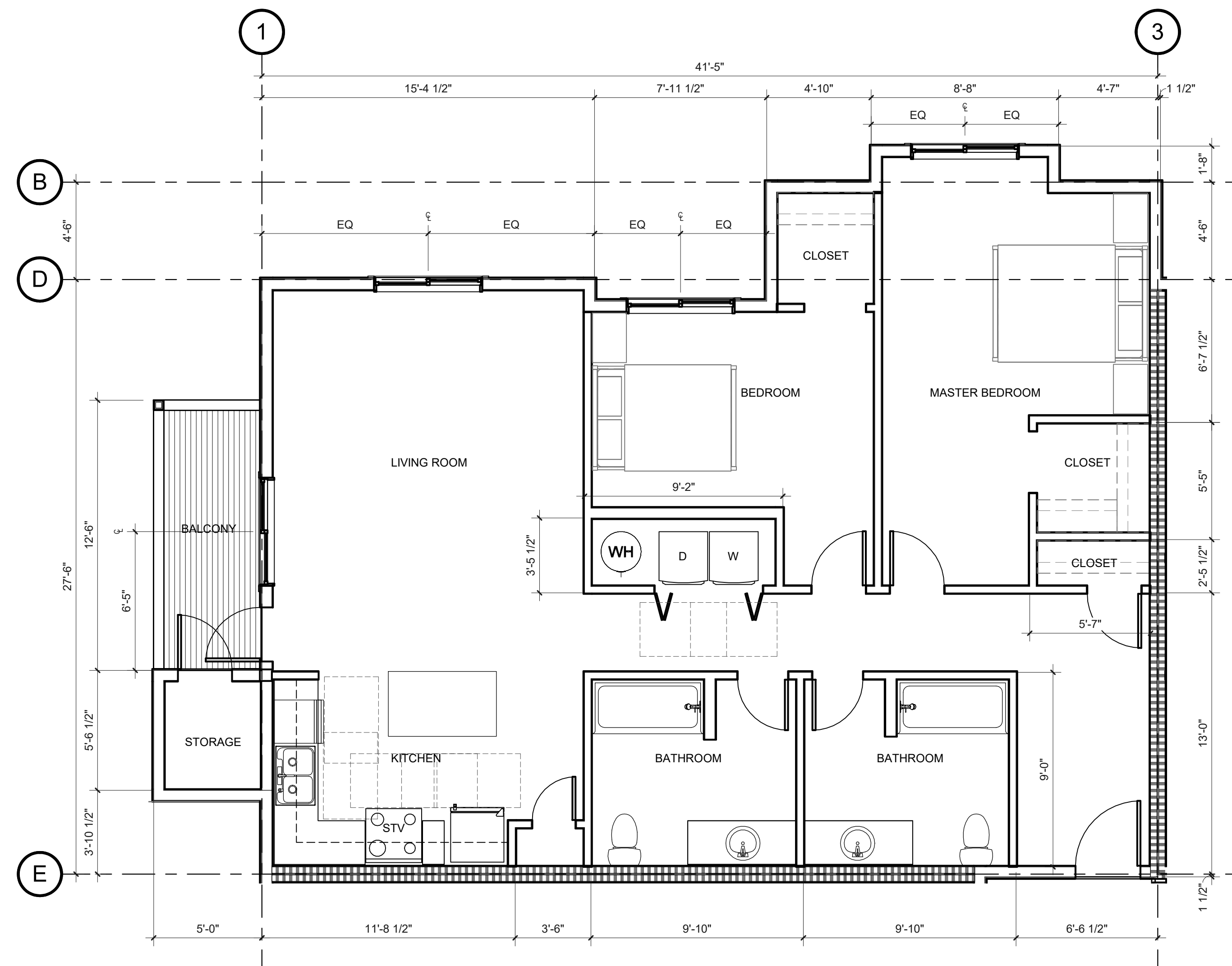
SHEET TITLE:
**ENLARGED
UNIT PLANS -
UNIT 9**

DRAWN BY: Author

SHEET:
A229
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:



1. UNIT PLAN - UNIT 10

A230 SCALE: 1/4" = 1'-0"

KEYNOTES

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE

PROJECT NUMBER: 220057

CRESTVIEW PH2
Newberg, OR

SHEET TITLE:

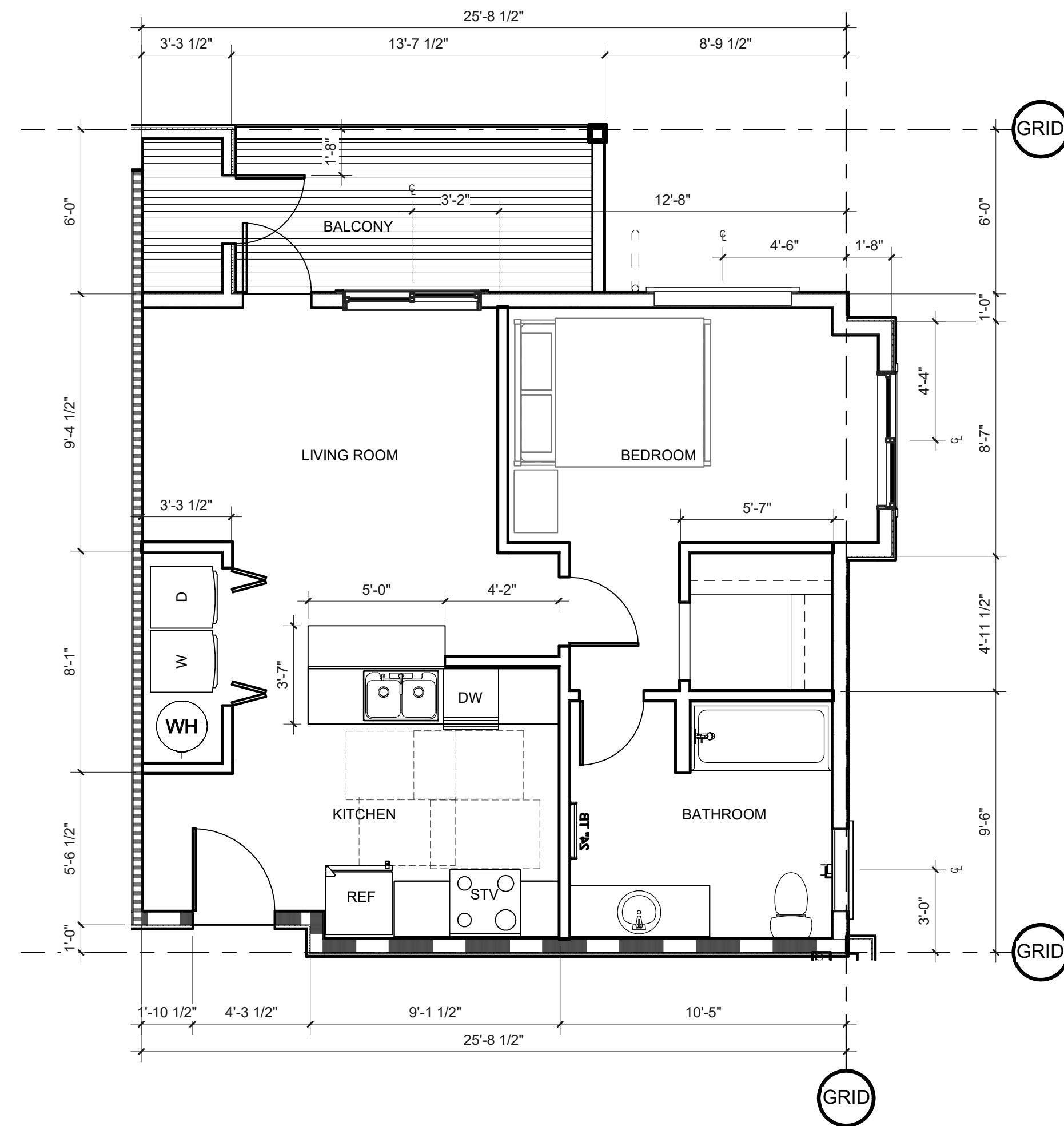
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UNIT PLANS -
UNIT 10**

DRAWN BY: *Author*

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

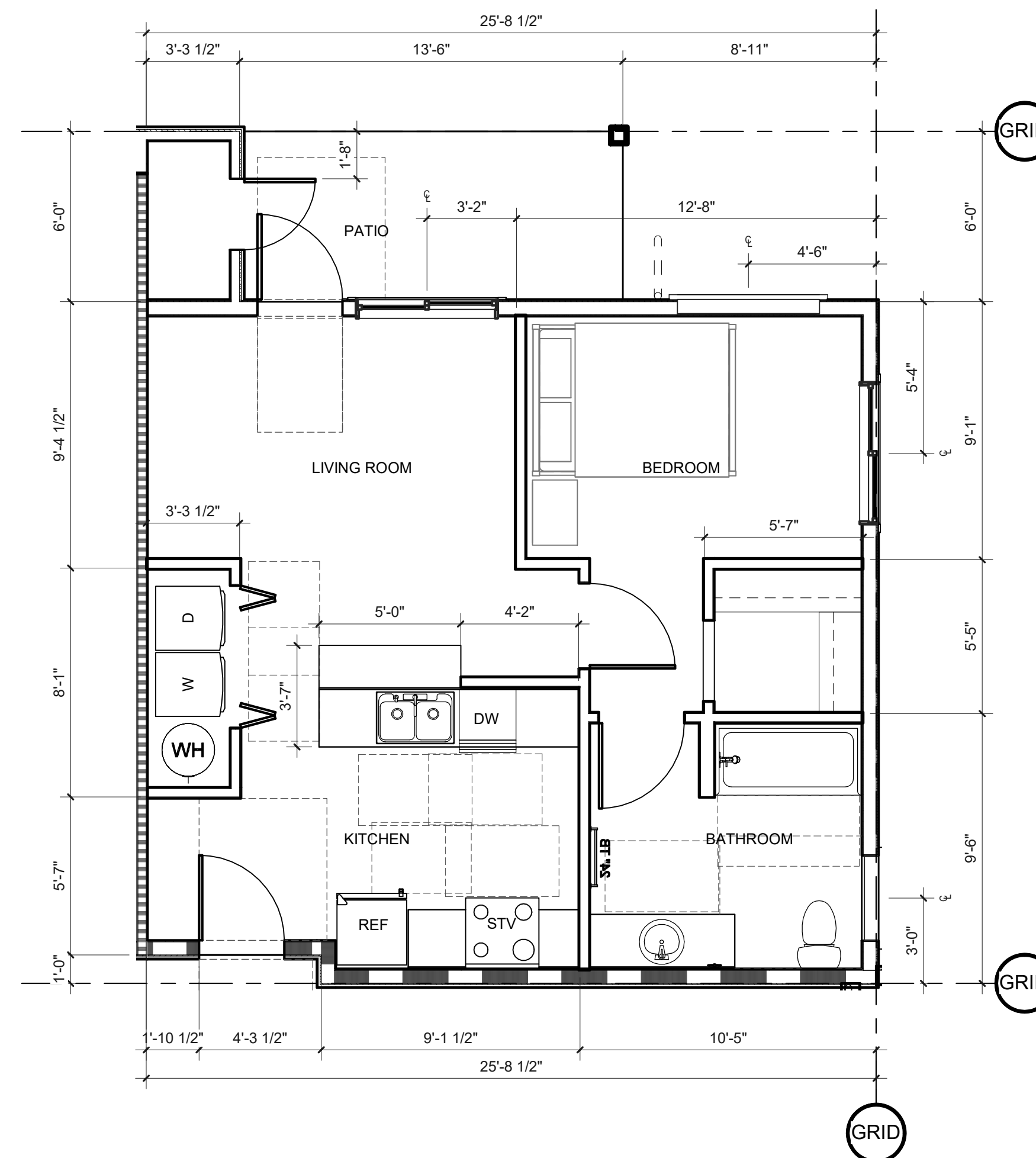
PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



1. UNIT PLAN - UNIT 11

A231 SCALE: 1/4" = 1'-0"

KEYNOTES



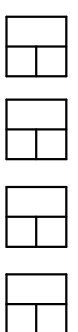
2. UNIT PLAN - UNIT 11, ADAPTABLE TYPE B

A231 SCALE: 1/4" = 1'-0"

WALL TYPES

SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



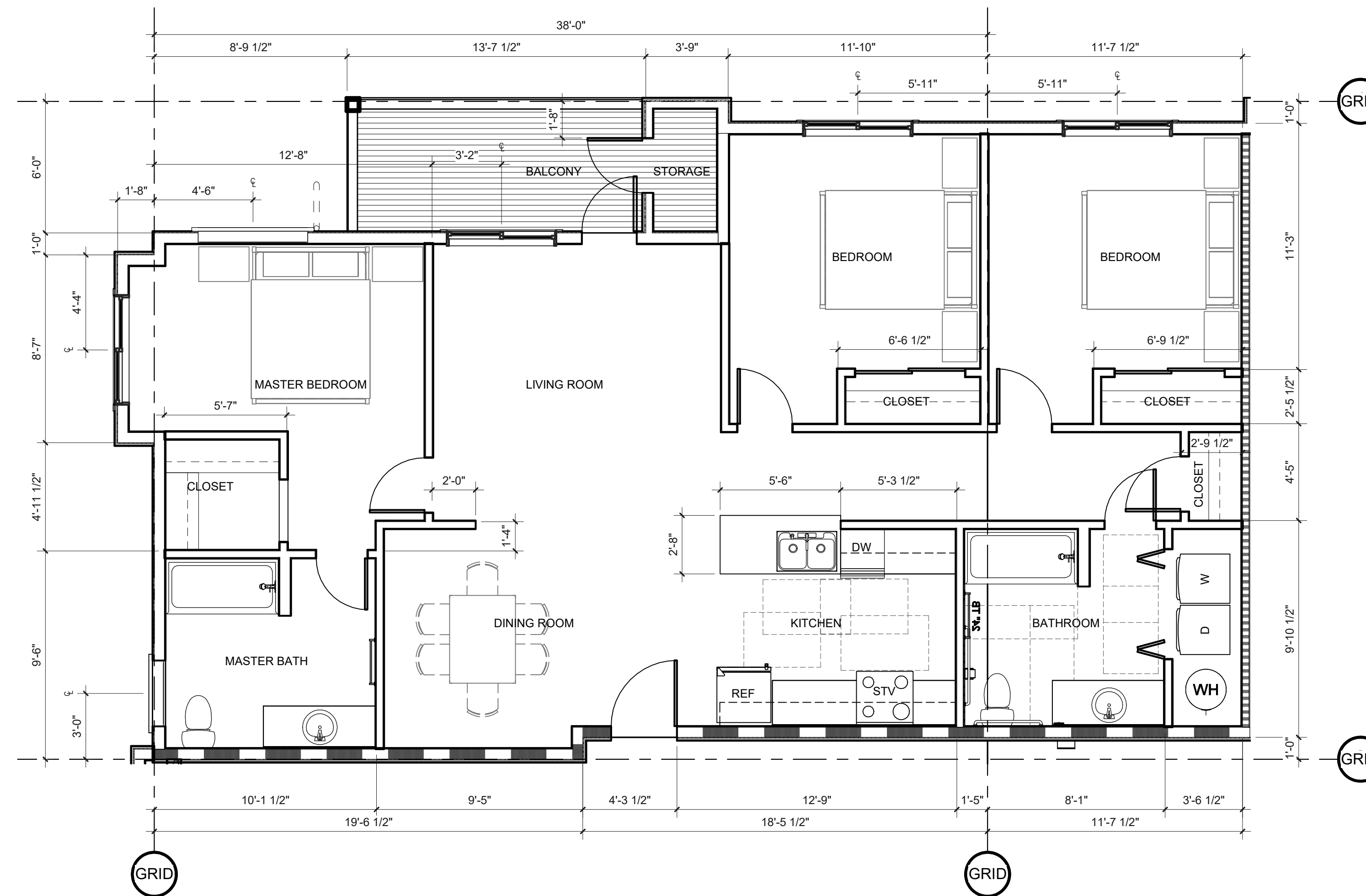
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**ENLARGED
UNIT PLANS -
UNIT 11**

DRAWN BY: Author

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

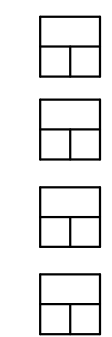


KEYNOTES

WALL TYPES

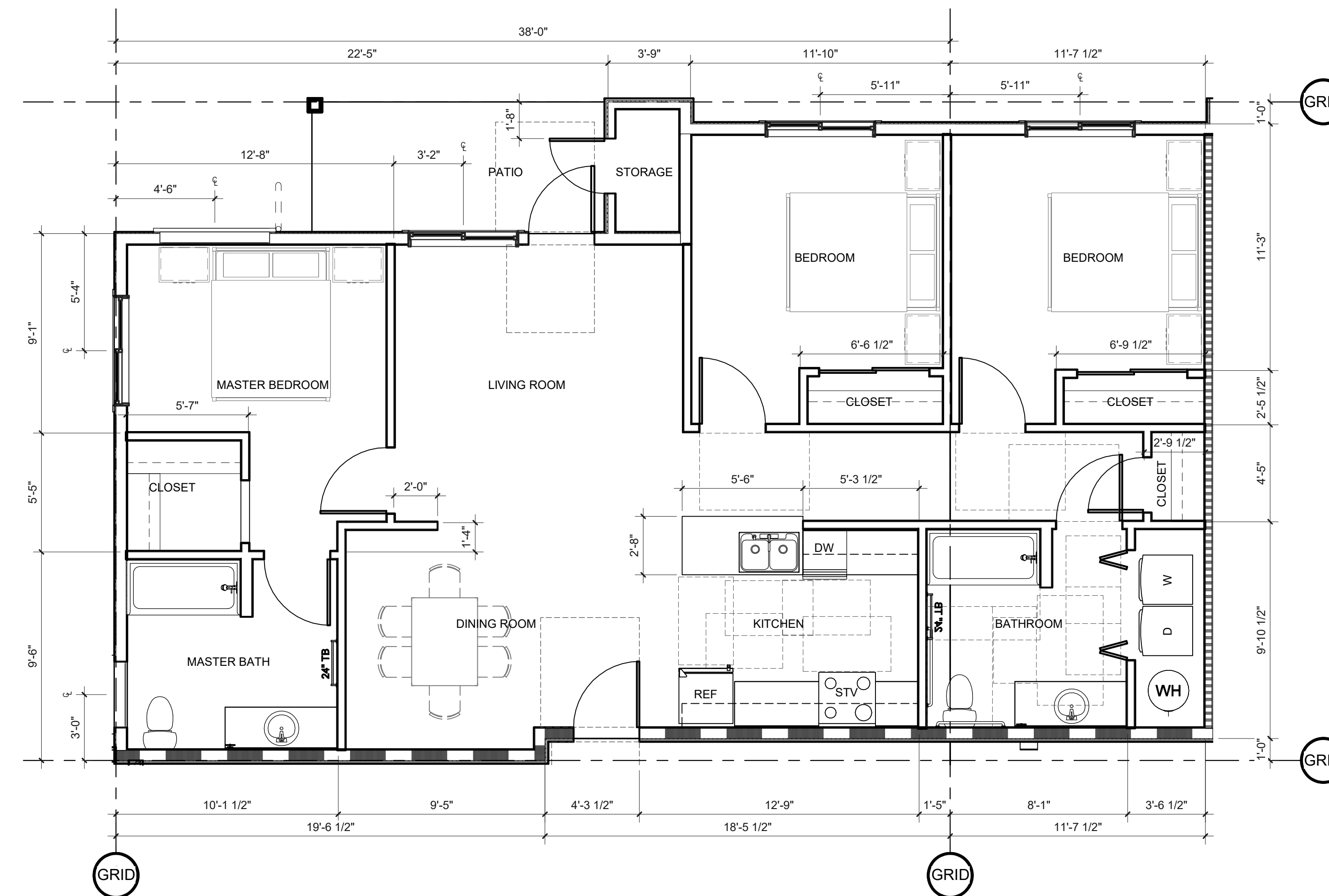
SEE 1/8" SCALE PLANS FOR TYPICAL EXTERIOR, CORRIDOR & SHARED LIVING UNIT WALL TYPES.

- TYPICAL INTERIOR LIVING UNIT WALL IS TYPE
- TYPICAL BATHROOM WALL IS TYPE
- TYPICAL UTILITY ROOM WALL IS TYPE
- TYPICAL WALL WITH PLUMBING LINES IS TYPE



1. UNIT PLAN - UNIT 12

A232 SCALE: 1/4" = 1'-0"



SHEET TITLE:

**ENLARGED
UNIT PLANS -
UNIT 12**

DRAWN BY: Author

ATTIC VENTILATION CALCULATIONS

COMPARTMENT 1: AREA: XXXX S.F.

VENTILATION REQUIRED @ 1:300 XXXX/XXX = XXX S.F.
 XX% HIGH XX(XXX) = XXX SQ.IN.
 XX% LOW XX(XXX) = XXX SQ.IN.

VENTILATION PROVIDED:
 HIGH: XXX LN. FT. @ XX SQ.IN./LN.FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK
 LOW: XXX LN. FT. @ XX SQ.IN./LN.FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK

NFVA = NET FREE VENTILATION AREA
 BASIS OF DESIGN: XXXXX

GENERAL NOTES

- A. COORDINATE INTERNAL ROOF DRAINS WITH DESIGN BUILD STRUCTURAL ELEMENTS AND PLUMBING PLANS.
- B. SEE THE A930 SERIES FOR TYPICAL ROOF DETAILS.
- C. COORDINATE MECHANICAL UNIT LOCATIONS, SIZES AND CLEARANCES AND OTHER REQUIREMENTS.
- D. TYPICAL ROOF SLOPE IS XX/X UNO.
- E. ROOF OVERHANGS ARE XX UNO.
- F. ALL SPOT ELEVATIONS ARE TO TOP OF ROOF SYSTEM OR TOP OF PARAPET UNO.
- G. PROVIDE NO SLOPE LESS THAN 1/4" PER FOOT INCLUDING CRICKETS AND VALLEYS.



PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

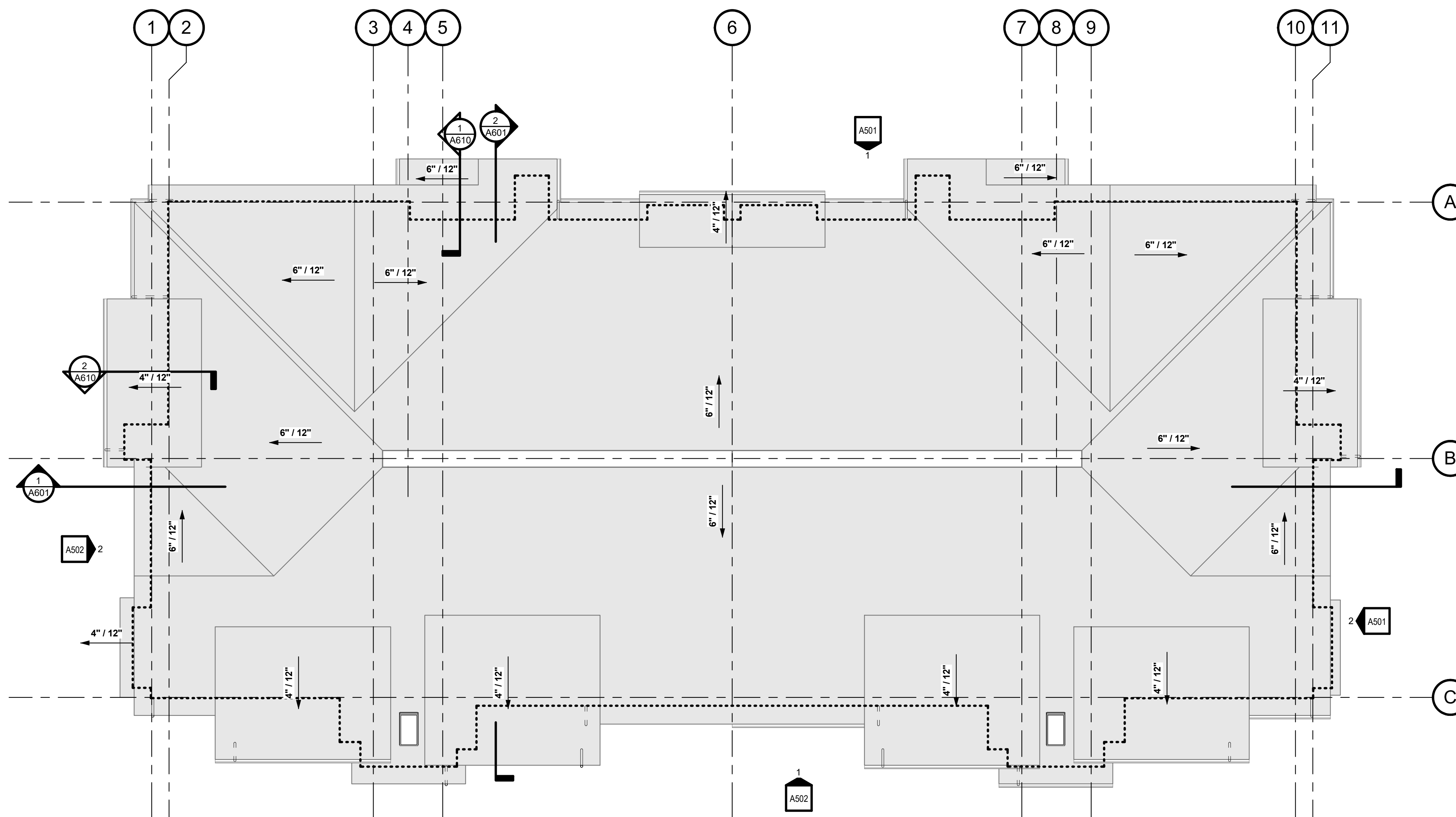
KEYNOTES

ROOF PLAN LEGEND

- EXTERIOR EDGE OF WALL BELOW
- SKYLIGHT
- DB DOWNSPOUT
- ← STRUCTURED ROOF SLOPE

PROJECT NUMBER: 220057

CRESTVIEW PH2
Newberg, OR



1. OVERALL ROOF PLAN

A301 SCALE: 1/8" = 1'-0"

SHEET TITLE:

A2 ROOF PLAN

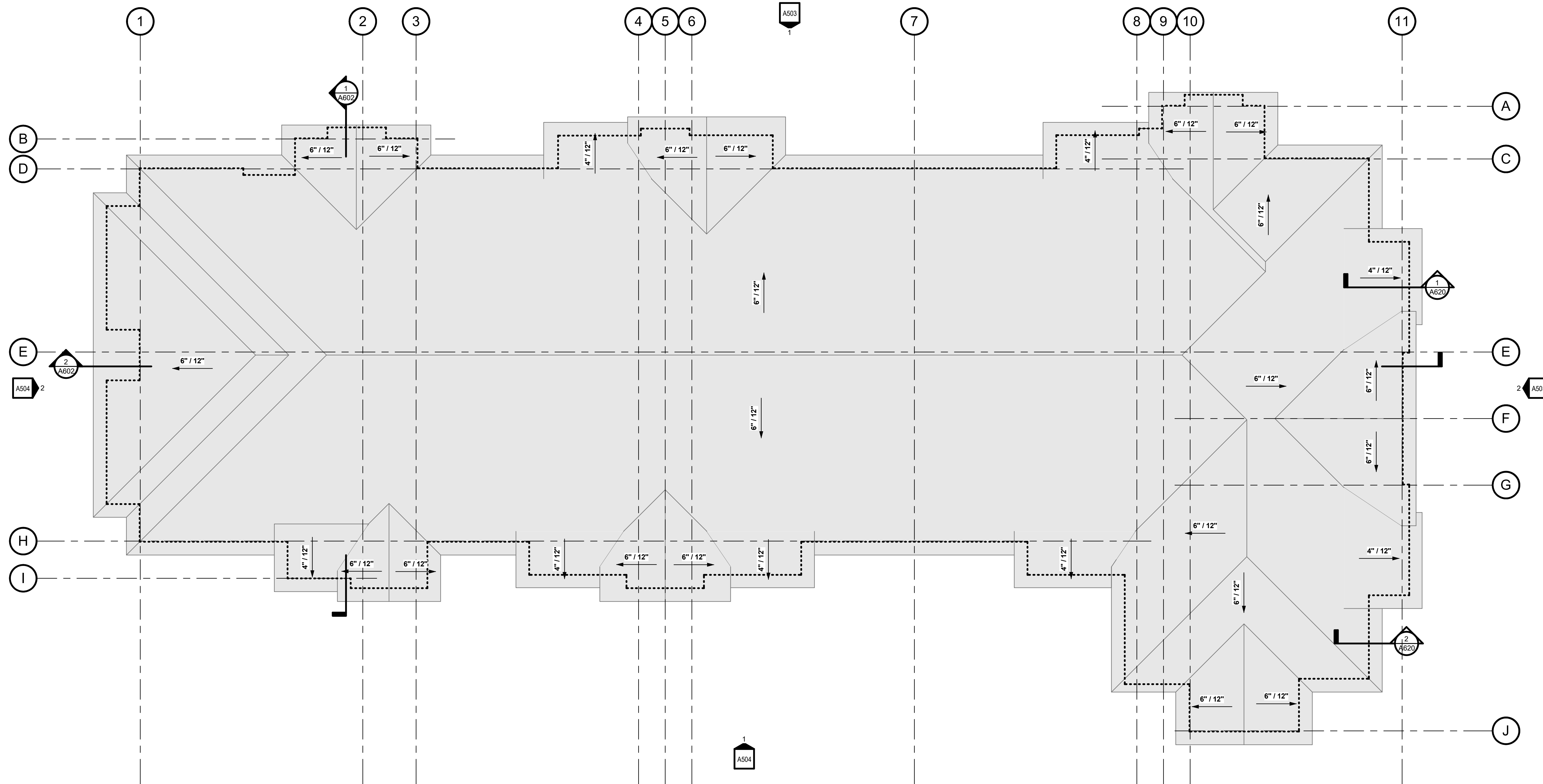
DRAWN BY: Author

SHEET:
A301
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



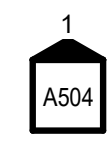
1. OVERALL ROOF PLAN

A302 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. COORDINATE INTERNAL ROOF DRAINS WITH DESIGN BUILD STRUCTURAL ELEMENTS AND PLUMBING PLANS.
- B. SEE THE A830 SERIES FOR TYPICAL ROOF DETAILS.
- C. COORDINATE MECHANICAL UNIT LOCATIONS, SIZES AND CLEARANCES AND OTHER REQUIREMENTS.
- D. TYPICAL ROOF SLOPE IS **XX** UNO.
- E. ROOF OVERHANGS ARE **XX** UNO.
- F. ALL SPOT ELEVATIONS ARE TO TOP OF ROOF SYSTEM OR TOP OF PARAPET UNO.
- G. PROVIDE NO SLOPE LESS THAN 1/4" PER FOOT INCLUDING CRICKETS AND VALLEYS.

KEYNOTES



A504

ROOF PLAN LEGEND

- EXTERIOR EDGE OF WALL BELOW
- SKYLIGHT
- DOWNSPOUT
- STRUCTURED ROOF SLOPE

ATTIC VENTILATION CALCULATIONS

COMPARTMENT 1: _____ AREA: XXXX S.F.

VENTILATION REQUIRED @ 1:300
 XX% HIGH XXXXXX = XXX S.F.
 XX% LOW XX(XXX) = XXX SQ.IN.
 XX(XXX) = XXX SQ.IN.

VENTILATION PROVIDED:
 HIGH: XXX LN. FT. @ XX SQ.IN./LN.FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK
 LOW: XXX LN. FT. @ XX SQ.IN./LN.FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK

NFVA = NET FREE VENTILATION AREA
 BASIS OF DESIGN: XXXXX

SHEET TITLE:
A3 ROOF PLAN

DRAWN BY: *Author*

ATTIC VENTILATION CALCULATIONS

COMPARTMENT 1: AREA: XXXX S.F.

VENTILATION REQUIRED @ 1:300 XXXX/XXX = XXX S.F.
 XX% HIGH XX(XXX) = XXX SQ.IN.
 XX% LOW XX(XXX) = XXX SQ.IN.

VENTILATION PROVIDED:
 HIGH: XXX LN. FT. @ XX SQ. IN./LN. FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK
 LOW: XXX LN. FT. @ XX SQ. IN./LN. FT. @ EVERY XXRD BAY = XXXX SQ.IN. NFVA - OK

NFVA = NET FREE VENTILATION AREA
 BASIS OF DESIGN: XXXXX

GENERAL NOTES

- A. COORDINATE INTERNAL ROOF DRAINS WITH DESIGN BUILD STRUCTURAL ELEMENTS AND PLUMBING PLANS.
- B. SEE THE A930 SERIES FOR TYPICAL ROOF DETAILS.
- C. COORDINATE MECHANICAL UNIT LOCATIONS, SIZES AND CLEARANCES AND OTHER REQUIREMENTS.
- D. TYPICAL ROOF SLOPE IS XX UNO.
- E. ROOF OVERHANGS ARE XX UNO.
- F. ALL SPOT ELEVATIONS ARE TO TOP OF ROOF SYSTEM OR TOP OF PARAPET UNO.
- G. PROVIDE NO SLOPE LESS THAN 1/4" PER FOOT INCLUDING CRICKETS AND VALLEYS.



PRELIMINARY
NOT FOR
CONSTRUCTION

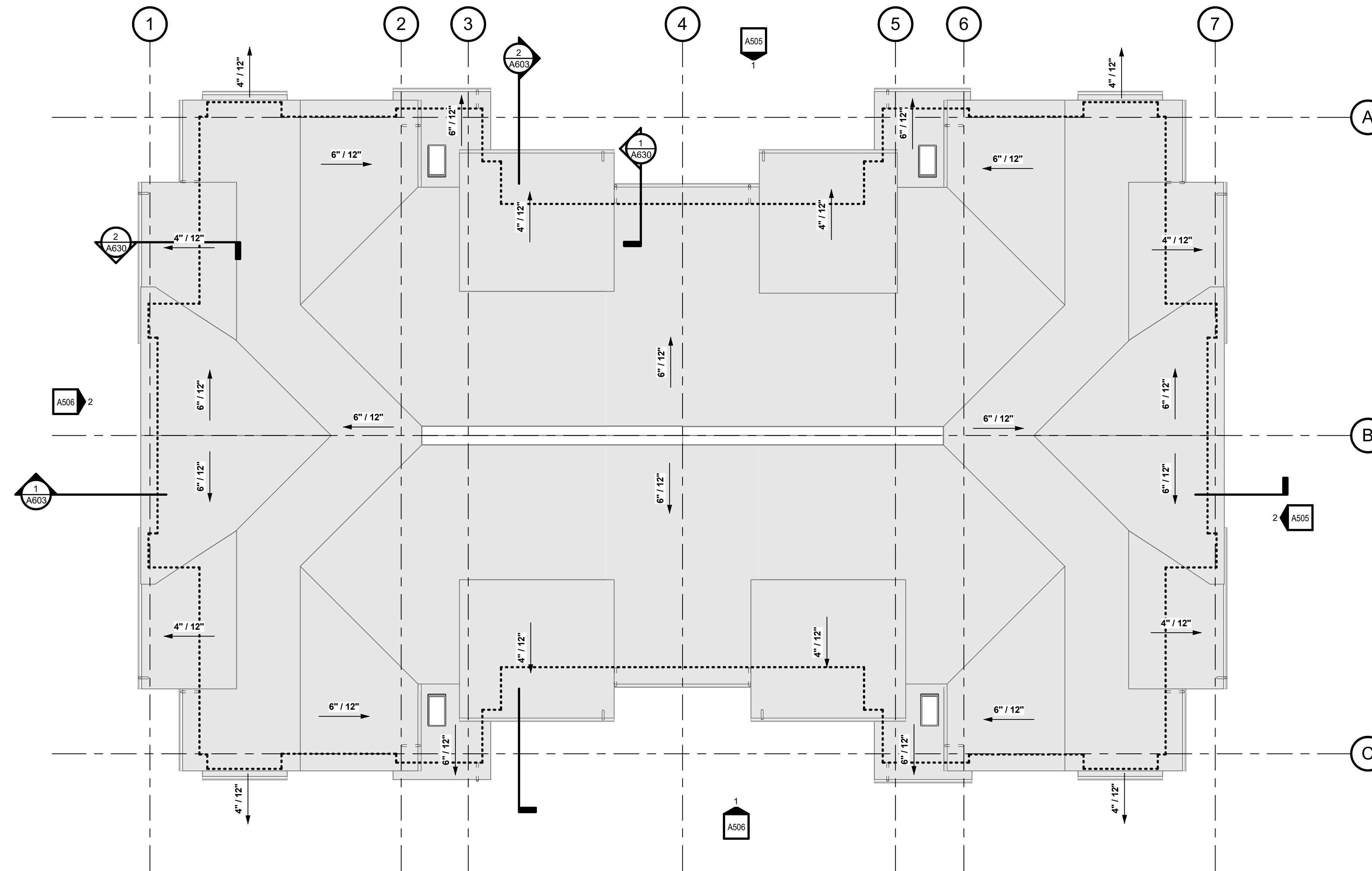
KEYNOTES

CONSULTANT:

ROOF PLAN LEGEND

- EXTERIOR EDGE OF WALL BELOW
- SKYLIGHT
- DOWNSPOUT
- ← STRUCTURED ROOF SLOPE

PROJECT NUMBER: 220057
CRESTVIEW PH2
 Newberg, OR



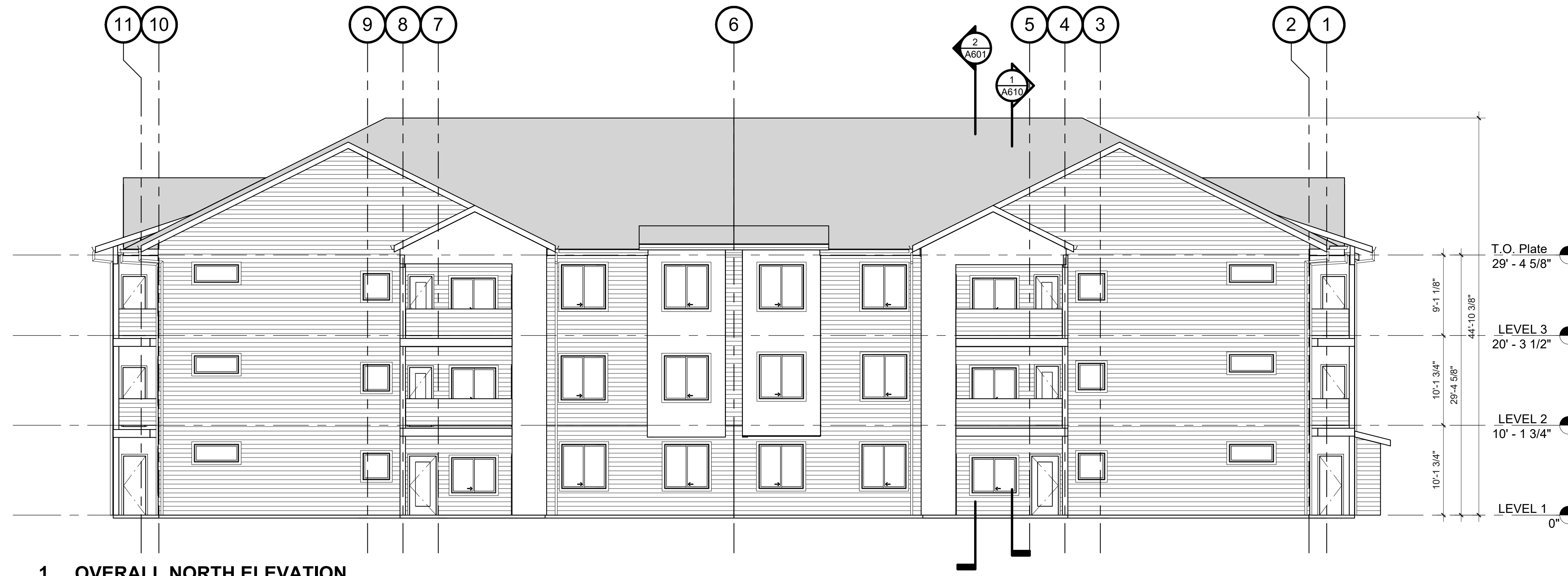
1. OVERALL ROOF PLAN

A303 SCALE: 1/8" = 1'-0"

SHEET TITLE:
A4 ROOF PLAN

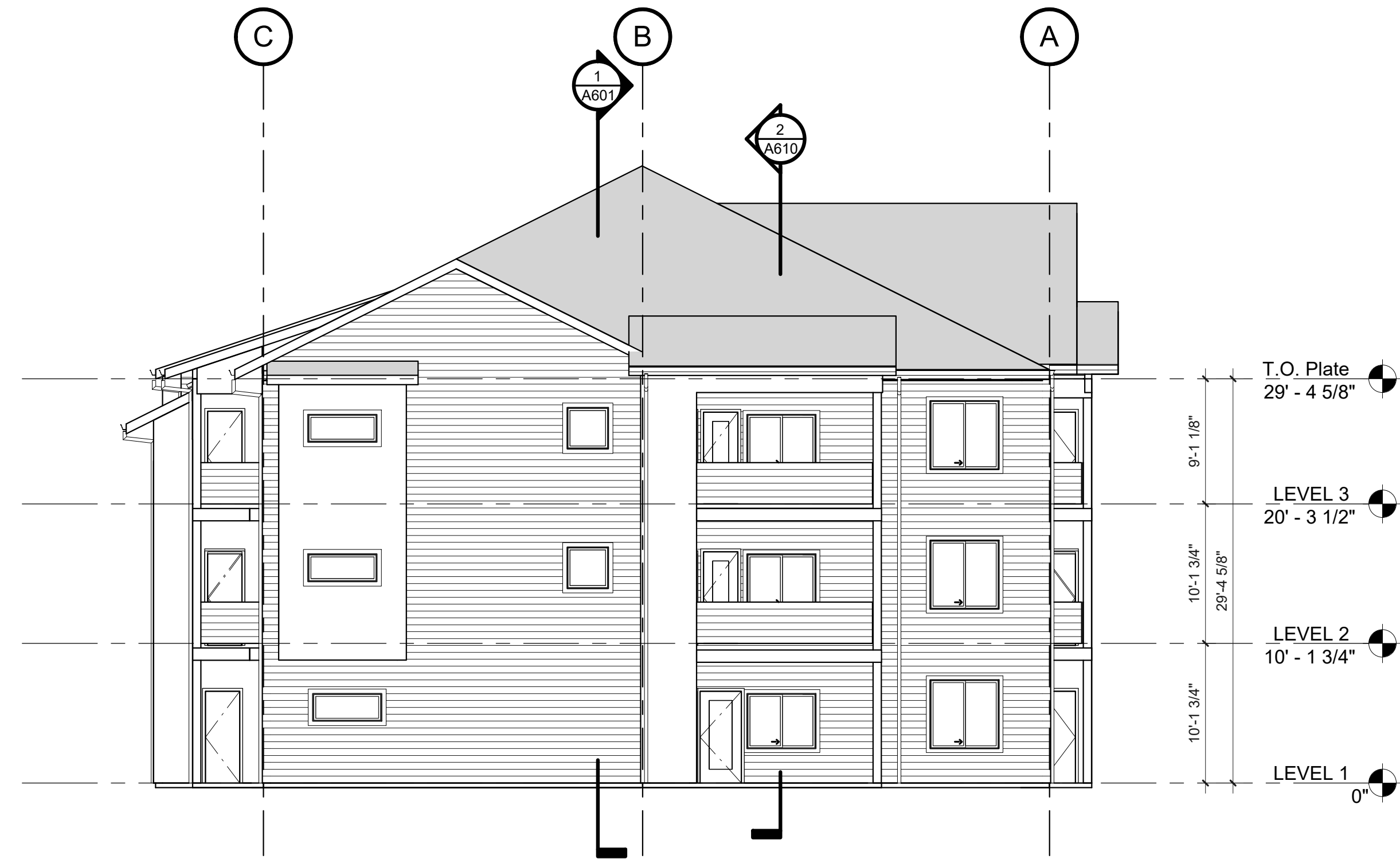
DRAWN BY: Author

SHEET:
A303
 100% SD



1. OVERALL NORTH ELEVATION

A501 SCALE: 1/8" = 1'-0"



2. OVERALL EAST ELEVATION

A501 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.

KEYNOTES

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING



PRELIMINARY
NOT FOR
CONSTRUCTION

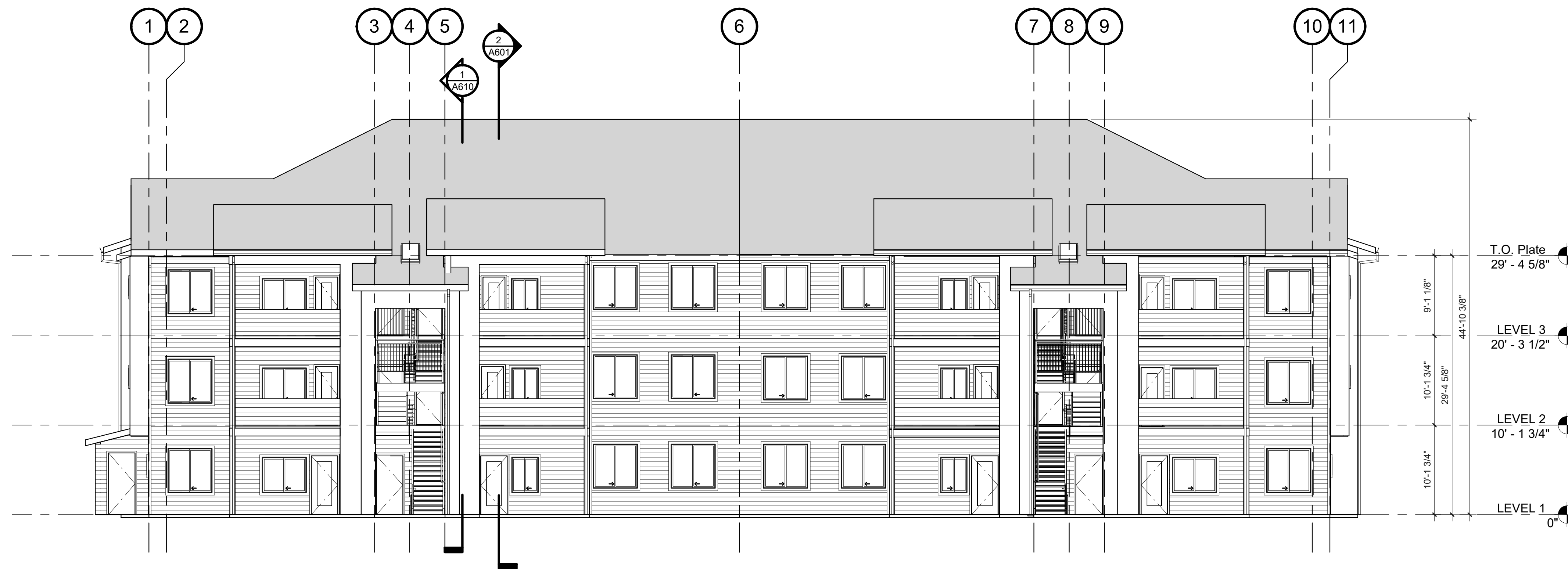
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A2 EXTERIOR
ELEVATIONS**

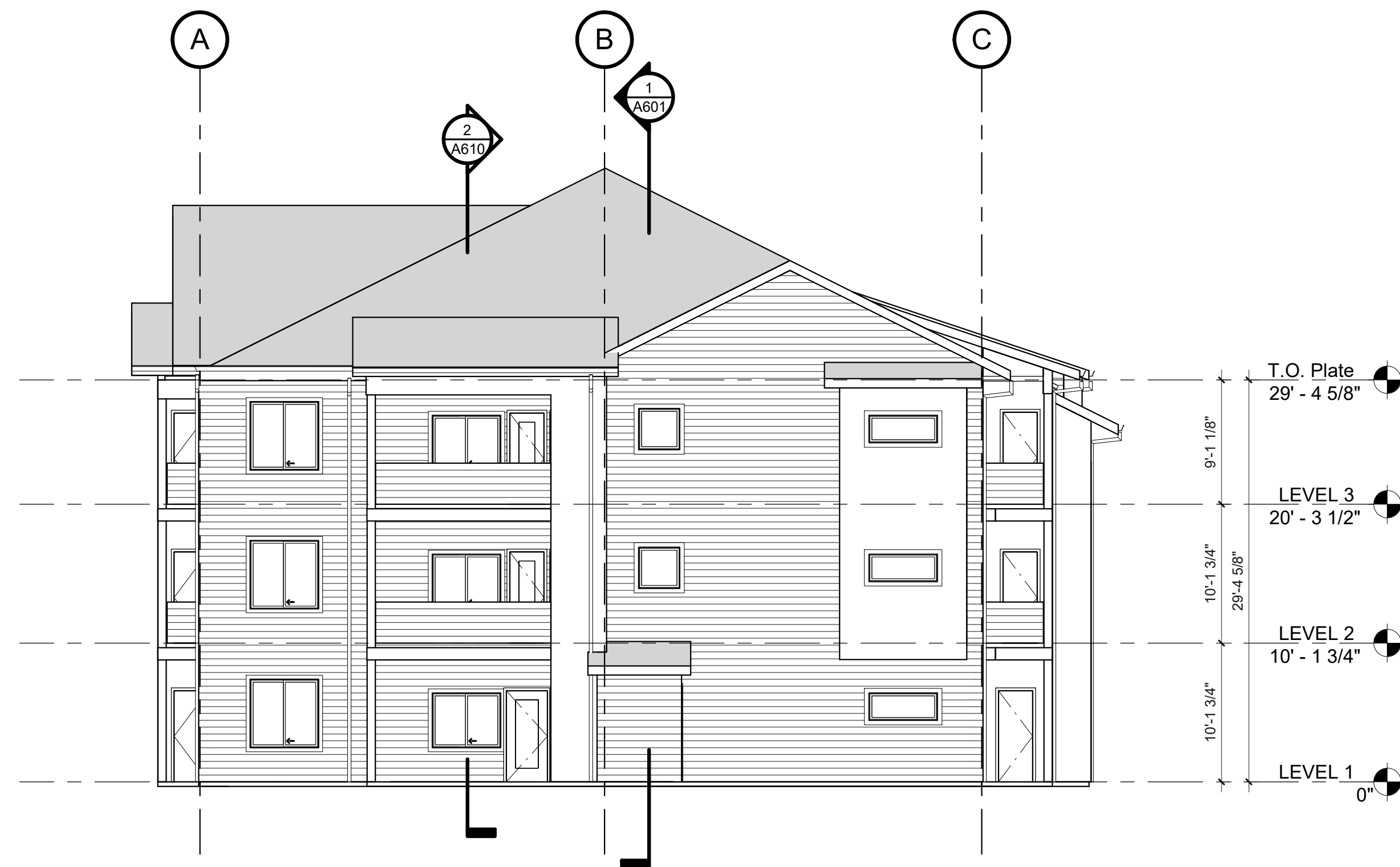
DRAWN BY: *Author*

SHEET:
A501
100% SD



1. OVERALL SOUTH ELEVATION

A502 SCALE: 1/8" = 1'-0"



2. OVERALL WEST ELEVATION

A502 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.



PRELIMINARY
NOT FOR
CONSTRUCTION

KEYNOTES

CONSULTANT:

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A2 EXTERIOR
ELEVATIONS**

DRAWN BY: Author

SHEET:
A502
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

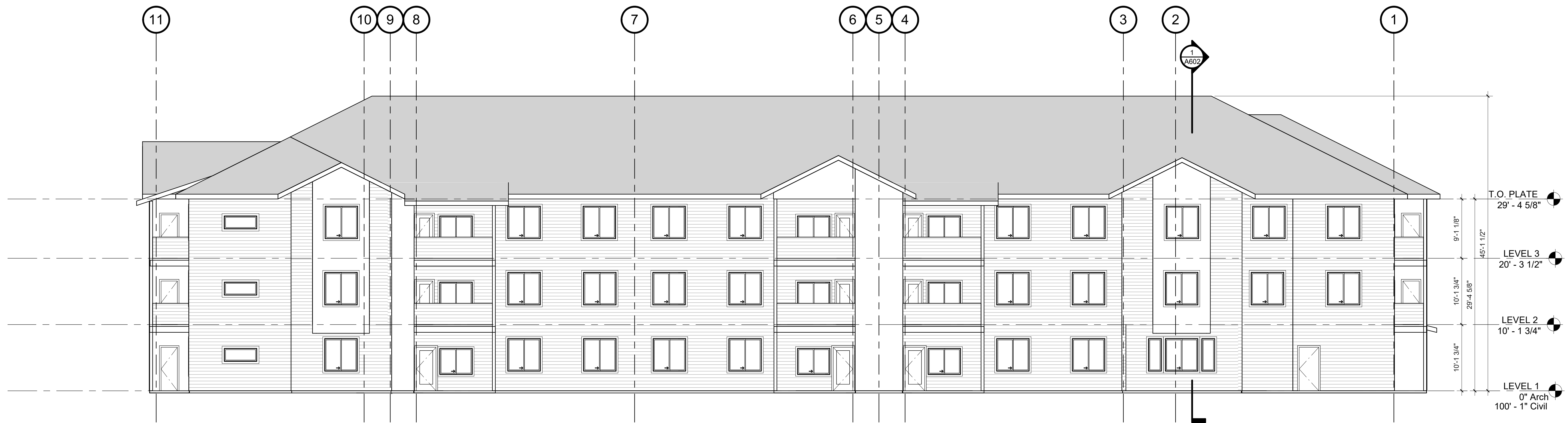
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A3 EXTERIOR
ELEVATIONS**

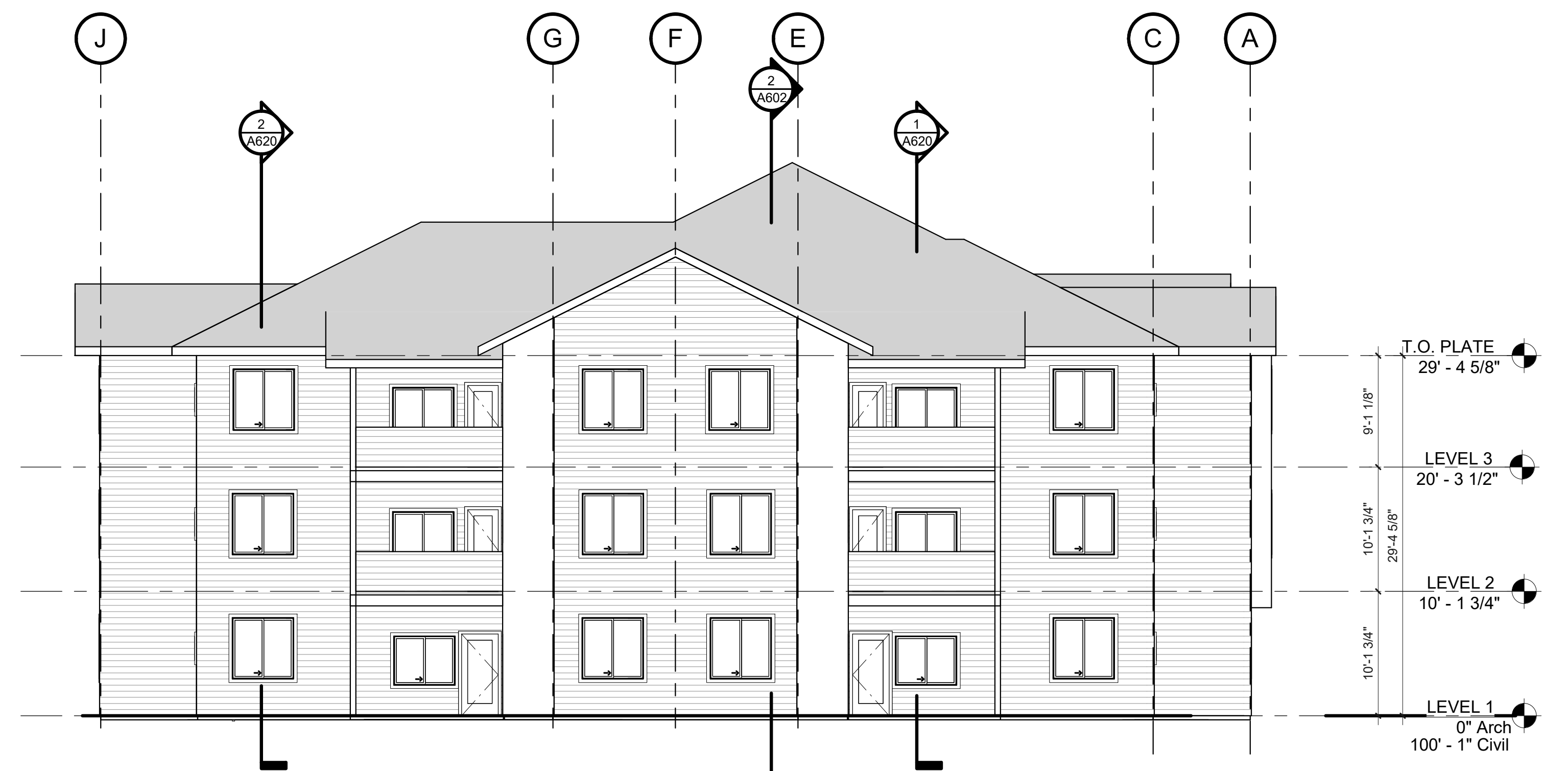
DRAWN BY: Author

SHEET:
A503
100% SD



1. OVERALL NORTH ELEVATION

A503 SCALE: 1/8" = 1'-0"



2. OVERALL EAST ELEVATION

A503 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO
- E. REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.

KEYNOTES

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING

PRELIMINARY
NOT FOR
CONSTRUCTION

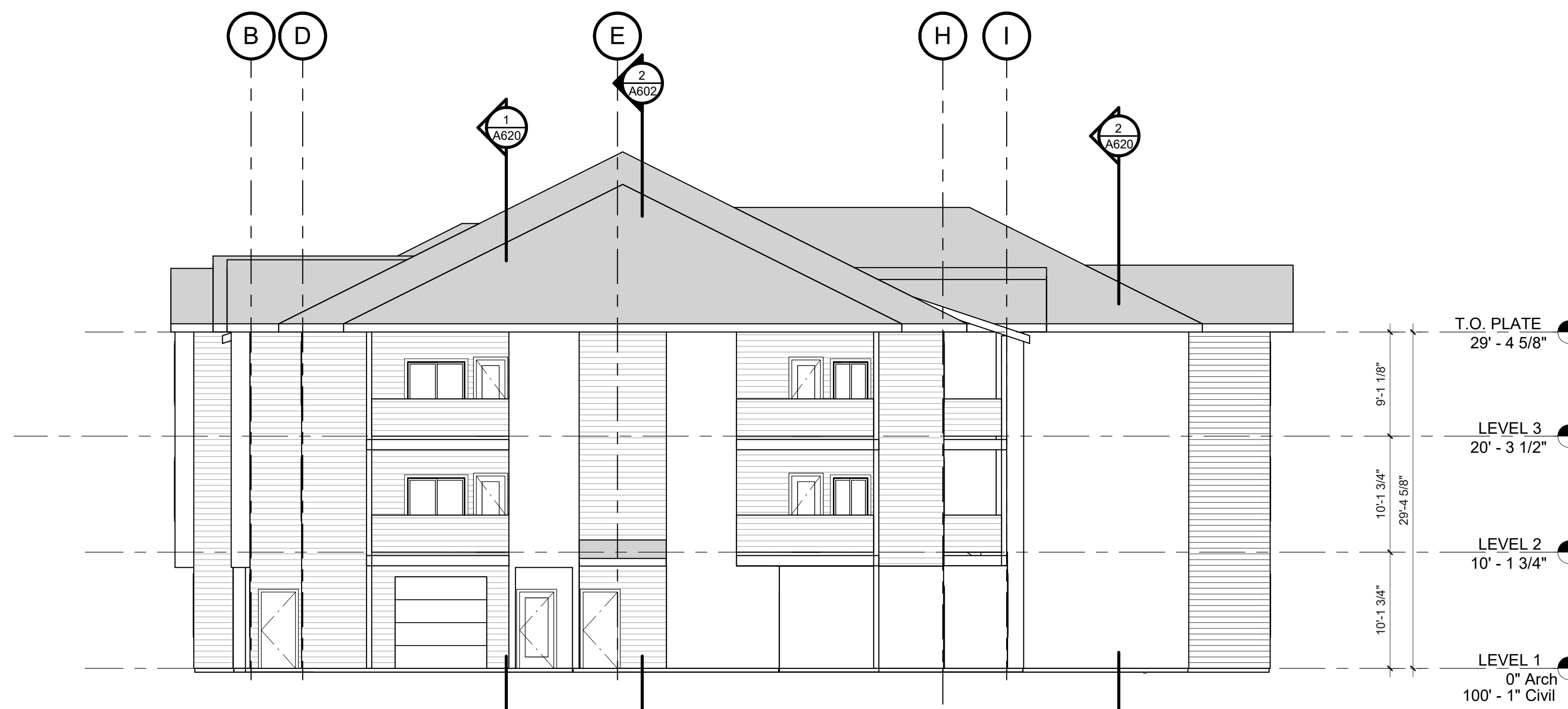
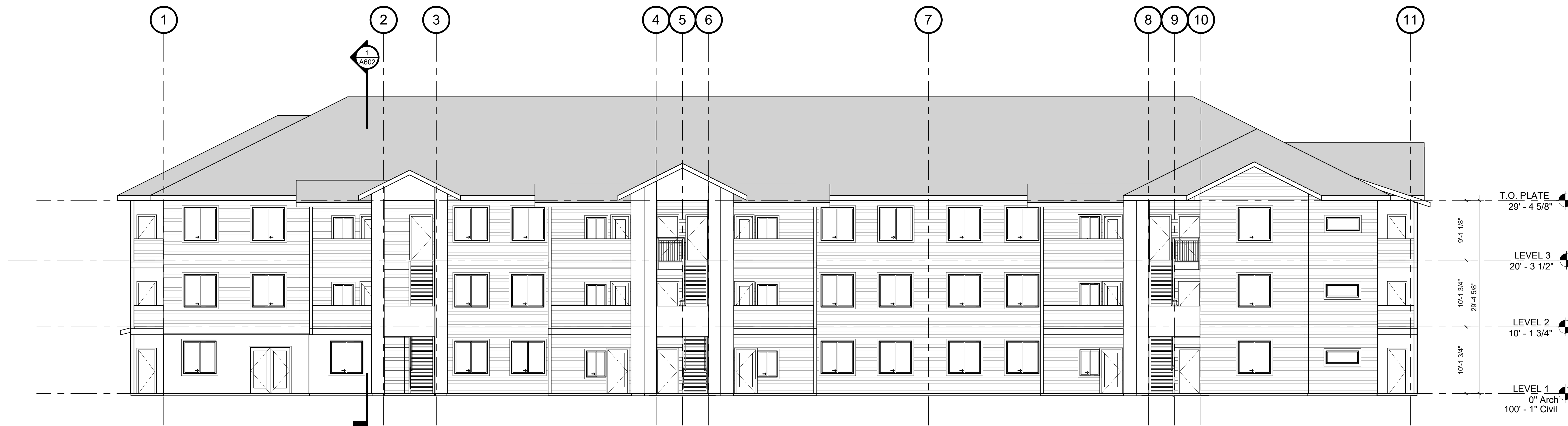
CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A3 EXTERIOR
ELEVATIONS**

DRAWN BY: Author

SHEET:
A504
100% SD



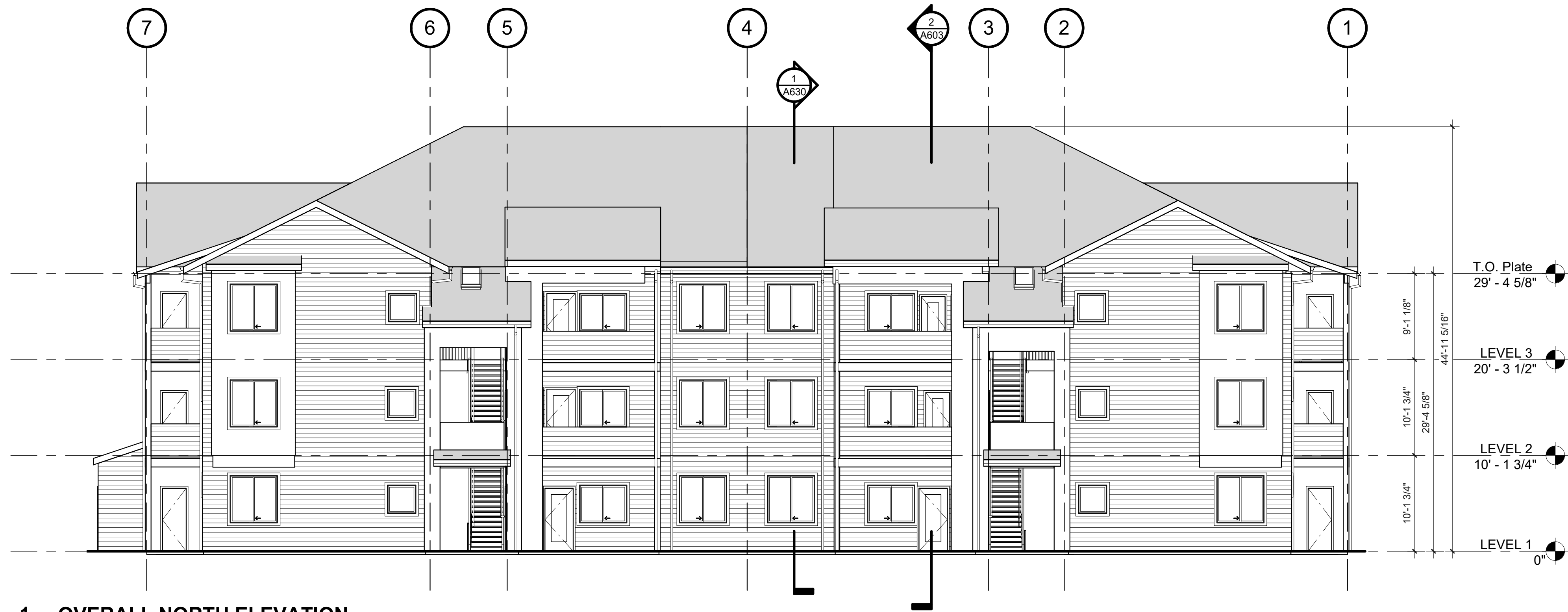
GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO
- E. REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.

KEYNOTES

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING



1. OVERALL NORTH ELEVATION

A505 SCALE: 1/8" = 1'-0"



2. OVERALL EAST ELEVATION

A505 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.



PRELIMINARY
NOT FOR
CONSTRUCTION

KEYNOTES

CONSULTANT:

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING

PROJECT NUMBER:

CRESTVIEW PH2
Newberg, OR

SHEET TITLE:

**A4 EXTERIOR
ELEVATIONS**

DRAWN BY: *Author*

SHEET:
A505
100% SD



1. OVERALL SOUTH ELEVATION

A506 SCALE: 1/8" = 1'-0"



2. OVERALL WEST ELEVATION

A506 SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE 1/8" FLOOR PLANS FOR EXTERIOR DOOR AND WINDOW TYPES.
- C. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- D. PAINT ALL NON-NOTED MISCELLANEOUS ITEMS TO MATCH ADJACENT MATERIAL OR FINISH COLOR UNO REFER TO RCP'S FOR FINISH MATERIALS OF SOFFIT AREAS.



PRELIMINARY
NOT FOR
CONSTRUCTION

KEYNOTES

CONSULTANT:

LEGEND

- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING
- COMPOSITION ROOFING

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR

SHEET TITLE:
**A4 EXTERIOR
ELEVATIONS**

DRAWN BY: Author

SHEET:
A506
100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057
CRESTVIEW PH2
Newberg, OR



E1 | FRONT ELEVATION

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

CONTRACTOR TO VERIFY SIDING DETAILING AND MATERIAL SPECIFICATIONS
INSTALL WEATHERPROOFING SYSTEM PER MANUFACTURER AND CODE SPECIFICATIONS FOR THE
CLIMATE ZONE CORRESPONDING TO THE BUILD LOCATION



E2 | LEFT SIDE ELEVATION

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

CONTRACTOR TO VERIFY SIDING DETAILING AND MATERIAL SPECIFICATIONS
INSTALL WEATHERPROOFING SYSTEM PER MANUFACTURER AND CODE SPECIFICATIONS FOR THE CLIMATE
ZONE CORRESPONDING TO THE BUILD LOCATION

SHEET TITLE:

**FIELD HOUSE
ELEVATIONS**

DRAWN BY: Author

SHEET:
A507

100% SD

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 220057

CRESTVIEW PH2
Newberg, OR

SHEET TITLE:

FIELD HOUSE
ELEVATIONS

DRAWN BY: Author

SHEET:

A508

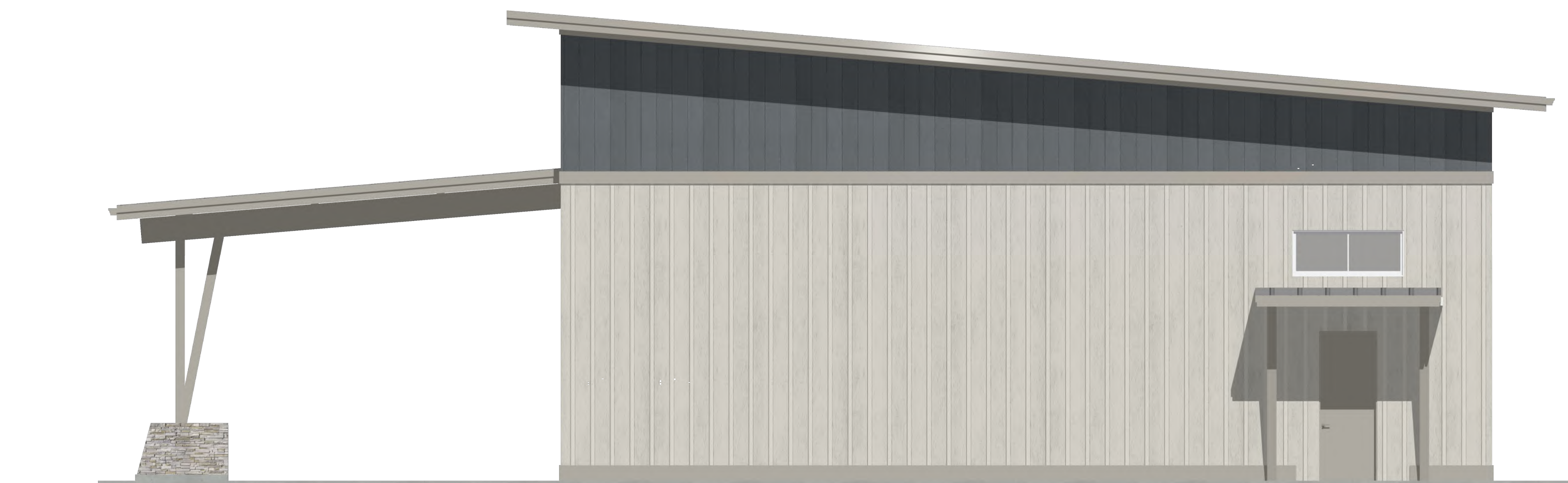
100% SD



E3 | RIGHT SIDE ELEVATION

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

CONTRACTOR TO VERIFY SIDING DETAILING AND MATERIAL SPECIFICATIONS
INSTALL WEATHERPROOFING SYSTEM PER MANUFACTURER AND CODE SPECIFICATIONS FOR THE
CLIMATE ZONE CORRESPONDING TO THE BUILD LOCATION



E4 | REAR ELEVATION

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

CONTRACTOR TO VERIFY SIDING DETAILING AND MATERIAL SPECIFICATIONS
INSTALL WEATHERPROOFING SYSTEM PER MANUFACTURER AND CODE SPECIFICATIONS FOR THE CLIMATE
ZONE CORRESPONDING TO THE BUILD LOCATION

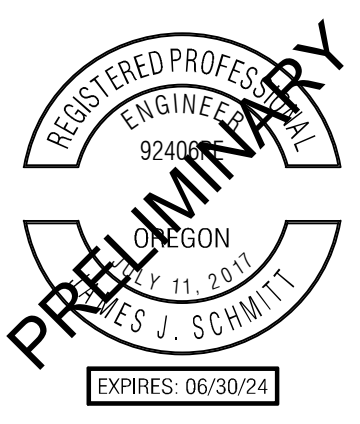
LAND USE SET

FOR

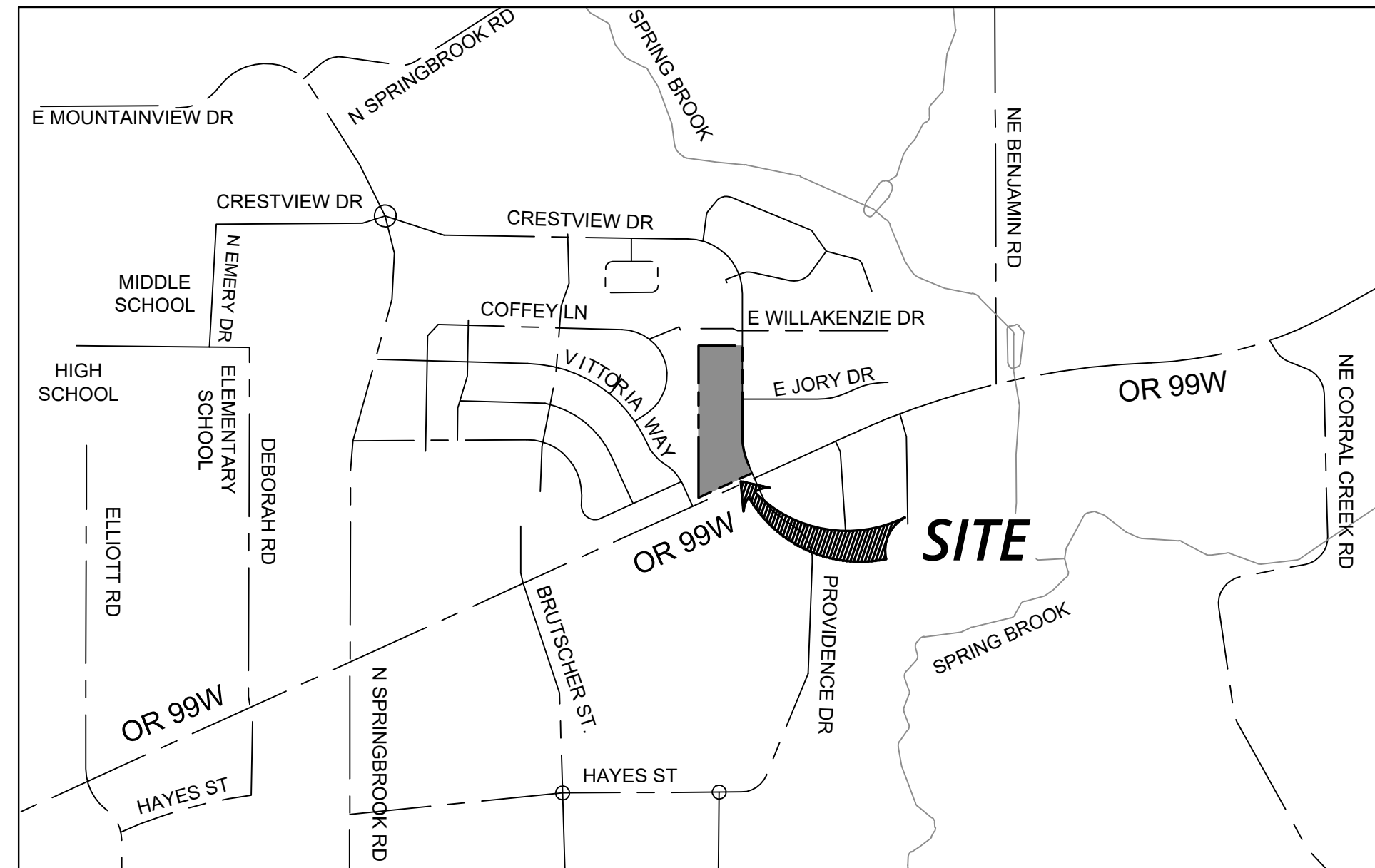
CRESTVIEW CROSSING APARTMENTS

PREPARED FOR
JTSC, LLC

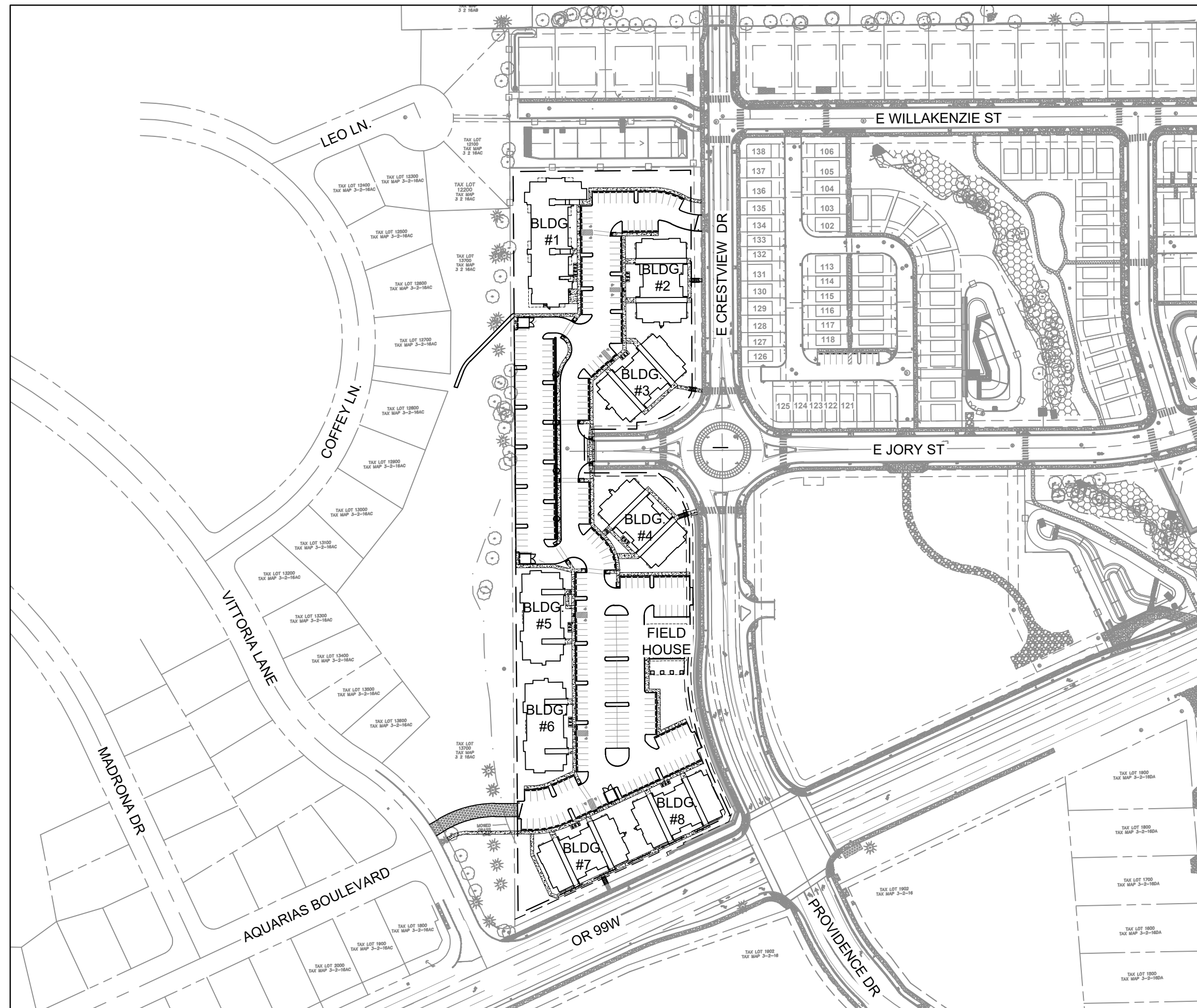
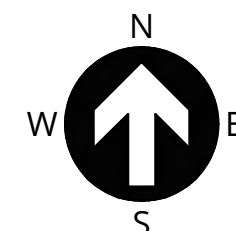
CIVIL SHEET LIST	
SHEET NUMBER	SHEET TITLE
C000	COVER SHEET
C100	EXISTING CONDITIONS
C180	PRELIMINARY PLAT
C200	OVERALL PUD SITE PLAN
C201	OVERALL SITE PLAN
C202	SITE PLAN I
C203	SITE PLAN II
C204	SITE PLAN III
C220	GRADING AND EROSION CONTROL PLAN I
C221	GRADING AND EROSION CONTROL PLAN II
C222	GRADING AND EROSION CONTROL PLAN III
C240	UTILITY PLAN I
C241	UTILITY PLAN II
C242	UTILITY PLAN III
C250	OPEN SPACE PLAN
C260	LIGHTING PLAN
C280	SITE CIRCULATION PLAN
FS-1	FIRE PLAN



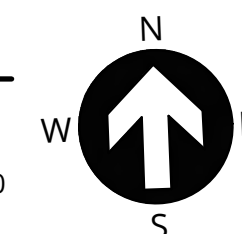
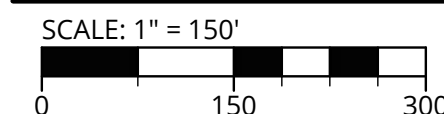
PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS



VICINITY MAP
NOT TO SCALE



SITE MAP



PROJECT TEAM

OWNER / APPLICANT

JTSC, LLC
5285 MEADOWS ROAD, SUITE 171
LAKE OSWEGO, OR 97035
CONTACT: JESSE NEMEC
PHONE: (503) 730-8620
EMAIL: jnemec@jtsmithco.com

CIVIL ENGINEER

3J CONSULTING, INC.
9600 SW NIMBUS AVENUE SUITE 100
BEAVERTON, OR 97008
CONTACT: JIM SCHMITT, PE
PHONE: (503) 946-9365
EMAIL: jim.schmitt@3j-consulting.com

PLANNING CONSULTANT

3J CONSULTING, INC.
9600 SW NIMBUS AVE SUITE 100
BEAVERTON, OR 97008
CONTACT: MERCEDES SERRA
PHONE: (503) 946-9365
EMAIL: mercedes.serra@3j-consulting.com

LAND SURVEYOR

AKS ENGINEERING & FORESTRY, LLC.
12965 SW HERMAN RD, SUITE 100
TUALATIN, OR 97062
CONTACT: NICK WHITE
PHONE: (503)563-6151 x227
EMAIL: nick@aks-eng.com

SITE INFORMATION

SITE ADDRESS

LOT NEAR
E CRESTVIEW DRIVE AND OR 99W
NEWBERG, OR 97132

TAX LOT(S)

R3216AC LOT 13800

JURISDICTION

CITY OF NEWBERG

FLOOD HAZARD

MAP NUMBER: 41071C0241D
ZONE 'X' (UNSHADED)

ZONING

COMMUNITY COMMERCIAL
RESIDENTIAL MULTIFAMILY LOW

LOCATION

SW 1/4 NE 1/4 SECTION 16, T.3S., R.2W.,
W.M., YAMHILL COUNTY, OREGON

GROSS ACREAGE

6.94 ACRES (EXISTING)
6.94 ACRES (PROPOSED)

UTILITIES & SERVICES

STORM, SEWER, WATER, ROAD

CITY OF NEWBERG, PUBLIC WORKS
CONTACT: KAAREN HOFMANN
PHONE: 503-537-1273
EMAIL: kaaren.hofmann@newbergoregon.gov

PARKS

CHEHALEM PARKS AND REC. DISTRICT
PHONE: 503-554-0283

SCHOOLS

NEWBERG OREGON SCHOOL DISTRICT
PHONE: 503-554-5000

POLICE

NEWBERG-DUNDEE POLICE
DEPARTMENT
PHONE: 503-538-8321 NON-EMERGENCY
CALL 9-1-1 IN CASE OF EMERGENCY

FIRE

TUALATIN VALLEY FIRE & RESCUE
STATION NUMBER 21
PHONE: 503-649-8577 NON-EMERGENCY
CALL 9-1-1 IN CASE OF EMERGENCY

POWER

PORTLAND GENERAL ELECTRIC

GAS

NORTHWEST NATURAL GAS

CABLE

COMCAST

PHONE

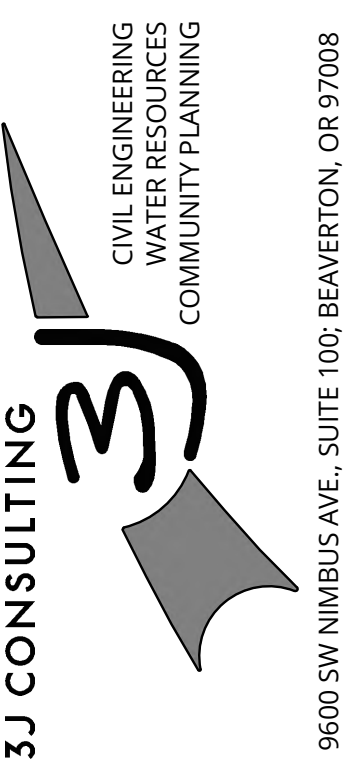
FRONTIER COMMUNICATIONS

BENCHMARK

HORIZONTAL DATUM BASED ON OREGON NORTH STATE PLANE COORDINATE SYSTEM
NAD 83 (2011) EPOCH 2010.00, UNITS IN INTERNATIONAL FEET.
VERTICAL DATUM BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BASED ON A STATIC GPS SOLUTION DETERMINED BY THE NATIONAL GEODETIC
SURVEY (NGS) OPUS REPORT ON CONTROL POINT 1. A MEASURED WASHINGTON
COUNTY BENCHMARK BENCHMARK (BM) DESIGNATION 470, WITH STAMPING V 669
1976 WAS ALSO MEASURED. THE PUBLISHED NGVD 29 ELEVATION IS 174.994 FEET
AND THE MEASURED NGVD 88 ELEVATION IS 178.56 FEET. THIS PROVIDES THE
CONVERSION OF 3.566 FEET BETWEEN DATUMS. THE LOCATION IS THE SW CORNER
OF HWY 47 AND TV HWY (PACIFIC AVE) BEING IN THE NW CORNER OF A CONCRETE
ISLAND.



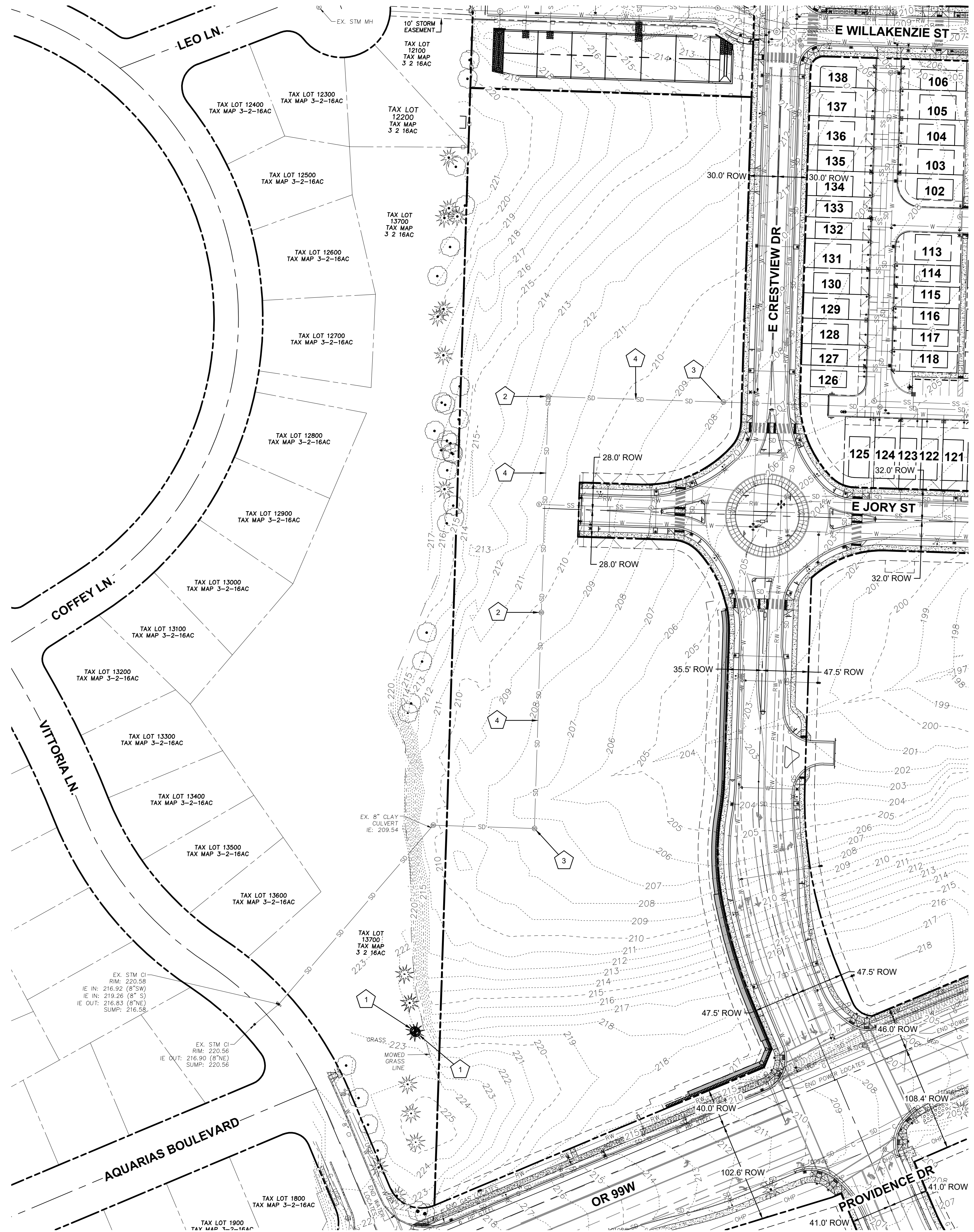
COVER SHEET
**SPRING MEADOW AT
CRESTVIEW**
JTSC, LLC
NEWBERG, OR



PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C000

P:\22829-JTS-CRESTVIEW CROSSING\96-APARTMENTS\CAD\SHEETS\22829-EXISTING CONDITIONS.DWG



LEGEND

- PROJECT BOUNDARY
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EASEMENT LINE
- EXISTING LOT LINE
- EXISTING ADJACENT PROPERTY LINE
- [Pattern] EXISTING CONCRETE
- [Pattern] EXISTING GRAVEL
- [Pattern] EXISTING RETAINING WALL WITH GEOGRID
- EXISTING CURB
- EXISTING FENCE LINE
- EXISTING STRIPING: WHITE
- SD --- EXISTING STORM DRAIN
- OHP --- EXISTING OVERHEAD POWER
- W --- EXISTING WATER LINE
- SS --- EXISTING SEWER LINE
- G --- EXISTING GAS LINE
- 100- --- EXISTING MAJOR CONTOUR
- 92- --- EXISTING MINOR CONTOUR
- [Symbol] EXISTING CONIFEROUS TREE
- [Symbol] EXISTING DECIDUOUS TREE
- [Symbol] EXISTING SIGN
- [Symbol] EXISTING UTILITY POLE
- [Symbol] EXISTING STORM INLET
- [Symbol] EXISTING FIRE HYDRANT
- [Symbol] EXISTING WATER VALVE
- [Symbol] EXISTING SANITARY MANHOLE
- [Symbol] EXISTING STORM MANHOLE
- [Symbol] EXISTING TELEPHONE PEDESTAL
- [Symbol] EXISTING POWER PEDESTAL
- [Symbol] EXISTING WATER METER
- [Symbol] EXISTING GAS METER
- [Symbol] EXISTING LIGHT
- [Symbol] EXISTING TREE TO BE REMOVED

DEMOLITION KEY NOTES

- [Symbol 1] REMOVE EXISTING TREE.
- [Symbol 2] REMOVE EXISTING MANHOLE.
- [Symbol 3] REMOVE AND RELOCATE EXISTING MANHOLE.
- [Symbol 4] REMOVE EXISTING STORM LINE. TO BE RELOCATED AND RE-ROUTED.

VERTICAL DATUM

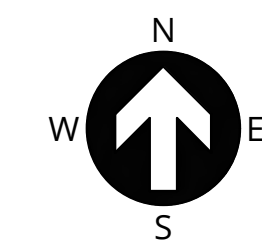
CITY OF NEWBERG BENCHMARK NO. 111
ELEVATION = 230.11 (NGVD '29)

EXISTING CONDITIONS PLAN

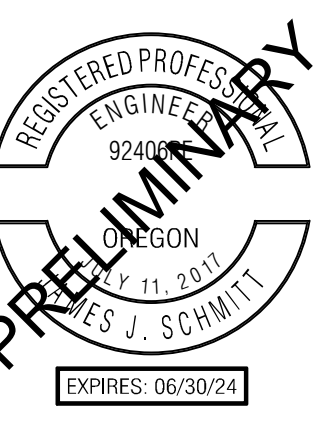
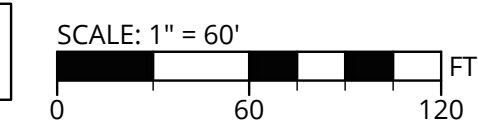
THIS PLAN HAS BEEN PREPARED FOR INFORMATIVE PURPOSES ONLY. SITE BACKGROUND INFORMATION AND FEATURES HAVE BEEN GENERATED FROM A COMBINATION OF TOPOGRAPHIC SURVEY DATA PROVIDED BY AKS ENGINEERING & FORESTRY, AERIAL IMAGERY, PUBLIC GIS DATA AND SITE ASSESSMENT/OBSERVATION. NO WARRANTY OR GUARANTEE OF ACCURACY IS EXPRESSED OR IMPLIED.

FLOOD HAZARD INFORMATION

ZONE X (UN-SHADED) THE SITE IS LOCATED WITHIN ZONE X (UN-SHADED) PER FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 41071C0241D FEMA'S DEFINITION OF ZONE X (UN-SHADED) IS AN AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD. IN COMMUNITIES THAT PARTICIPATE IN THE NFIP, FLOOD INSURANCE IS AVAILABLE TO ALL PROPERTY OWNERS AND RENTERS IN THESE ZONES.

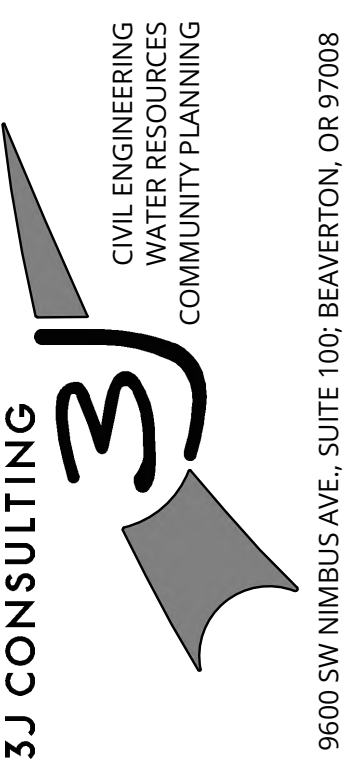


SW 1/4 NE 1/4 OF SECTION 16, T.3S., R.2W. W.M.,
YAMHILL COUNTY, OREGON



PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

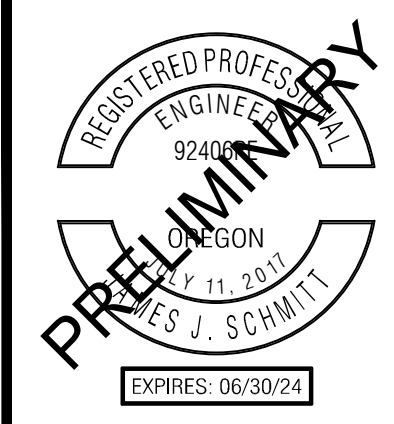
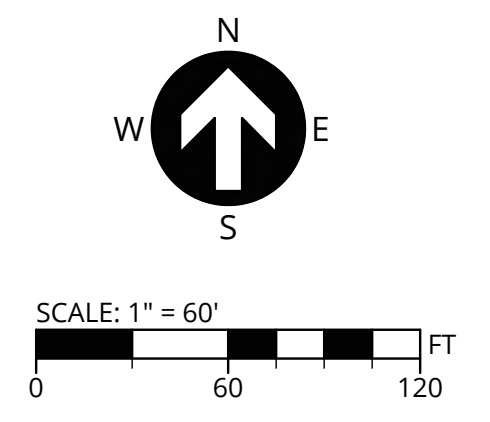
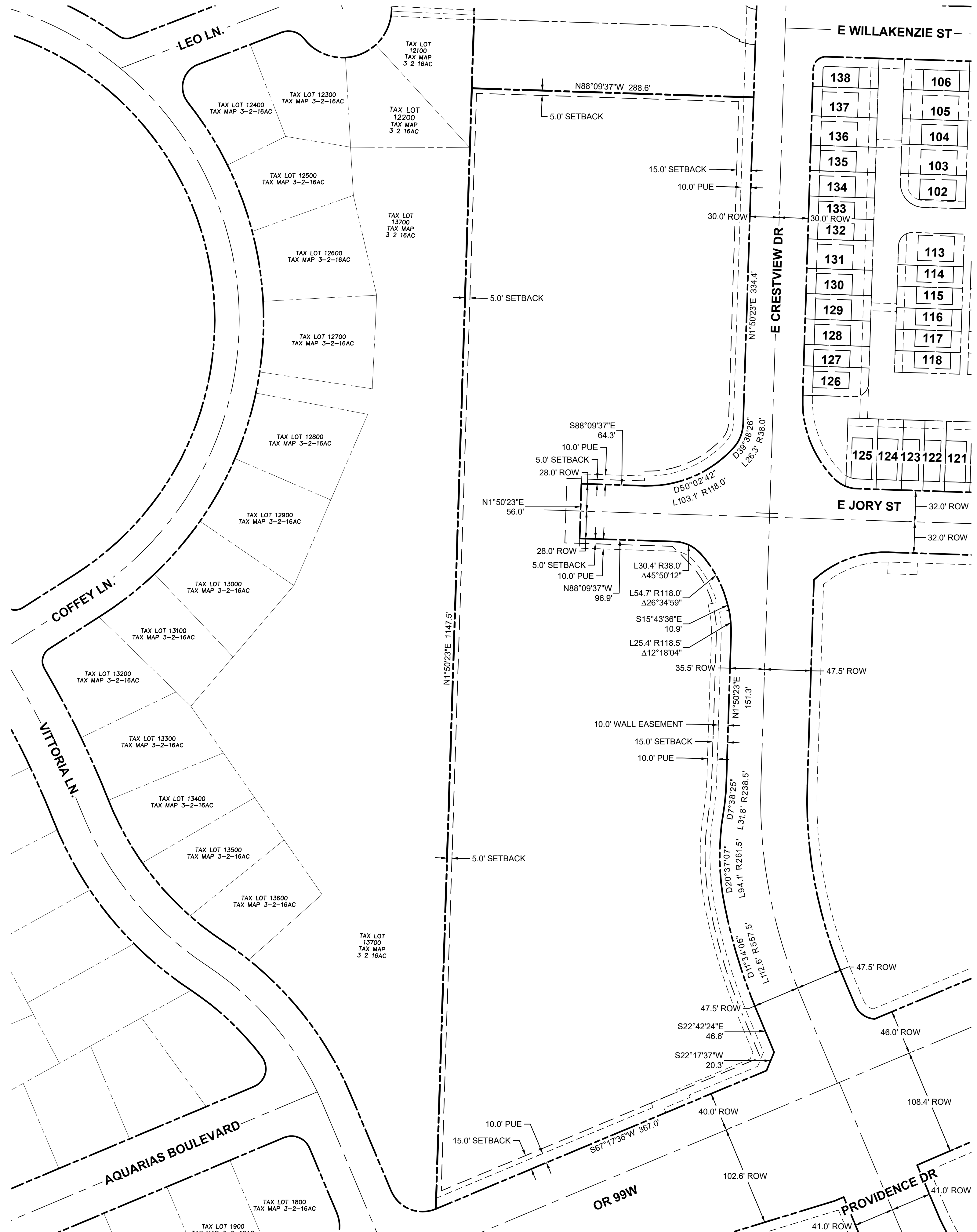
EXISTING CONDITIONS
SPRING MEADOW AT
CRESTVIEW
JTSC, LLC
NEWBERG, OR



PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C100

P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-PRELIM PLAT.DWG



PUBLISH DATE
FEBRUARY 14, 2023
 ISSUED FOR
LAND USE SET
 REVISIONS

PRELIMINARY PLAT
SPRING MEADOW AT
CRESTVIEW
 JTSC, LLC
 NEWBERG, OR

3J CONSULTING

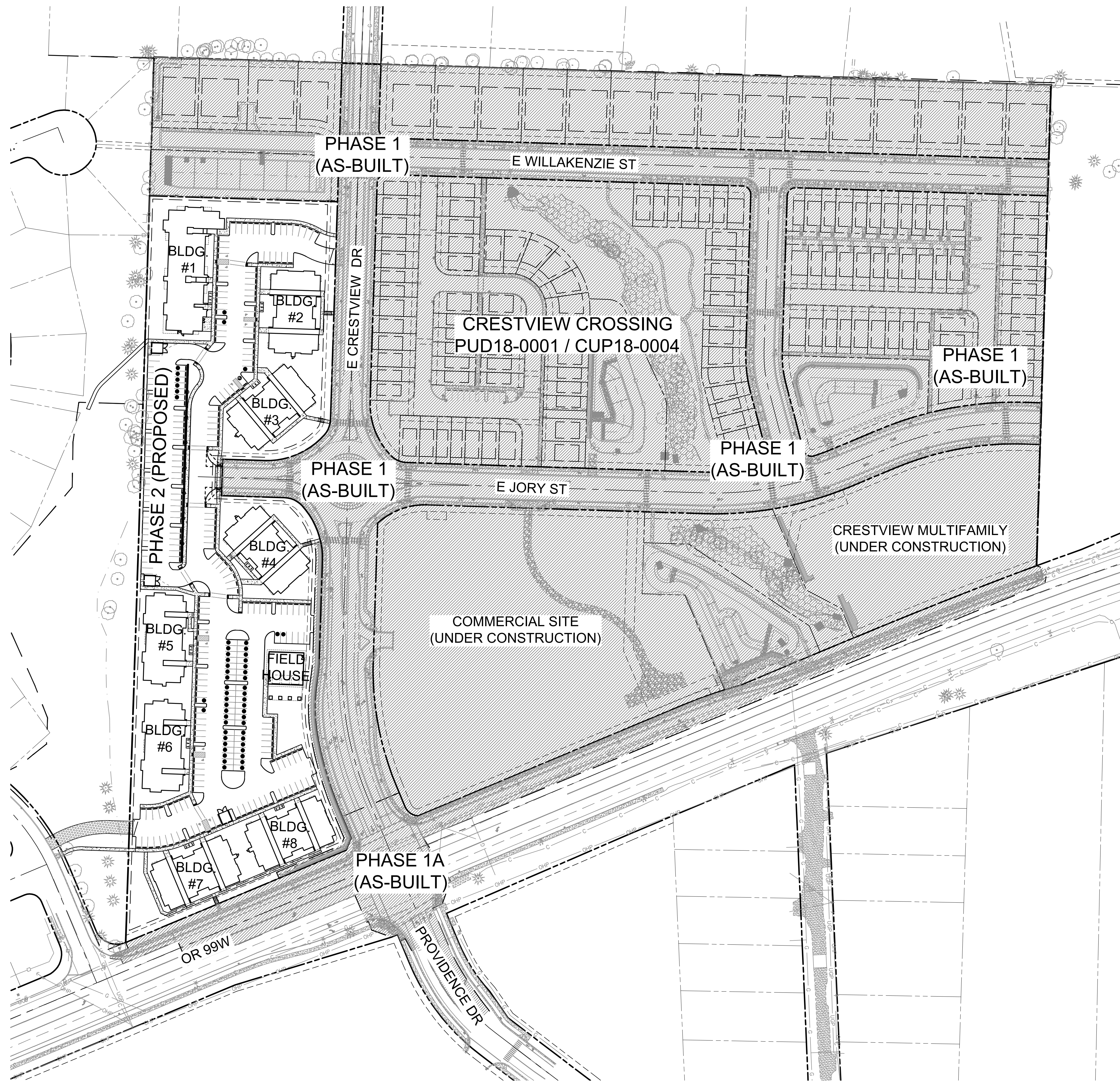
CIVIL ENGINEERING
 WATER RESOURCES
 COMMUNITY PLANNING

9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

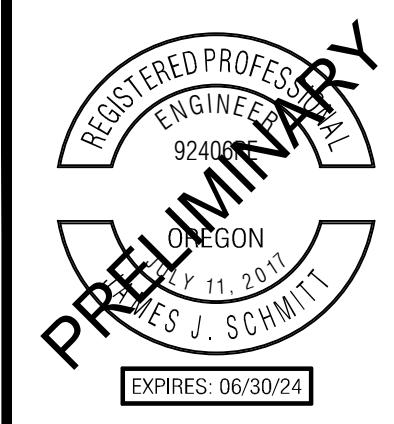
SHEET NUMBER
C180

P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-OVERALL SITE PLANDWG



LEGEND

	EXISTING PROPERTY LINE
	EXISTING RIGHT OF WAY LINE
	EXISTING ADJACENT PROPERTY LINE
	EXISTING ROW CENTERLINE
	EXISTING EDGE OF ASPHALT
	PROPOSED LOT LINE
	PROPOSED EASEMENT LINE
	PROPOSED SETBACK LINE
	PROPOSED CURB
	PROPOSED CONCRETE
	PROPOSED CONCRETE SCORING
	PROPOSED RETAINING WALL
	PROPOSED BUILDING LINE
	PROPOSED STRIPING
	PROPOSED FENCE



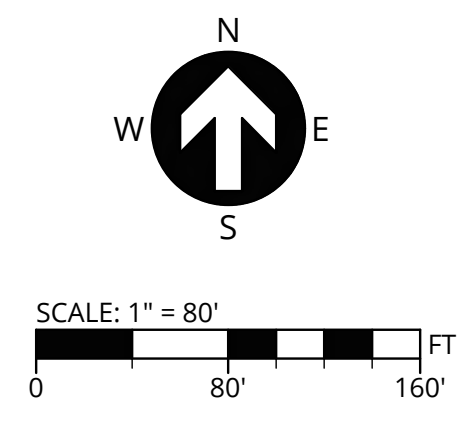
PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

SITE PLAN I
SPRING MEADOW AT
CRESTVIEW
JTSC, LLC
NEWBERG, OR

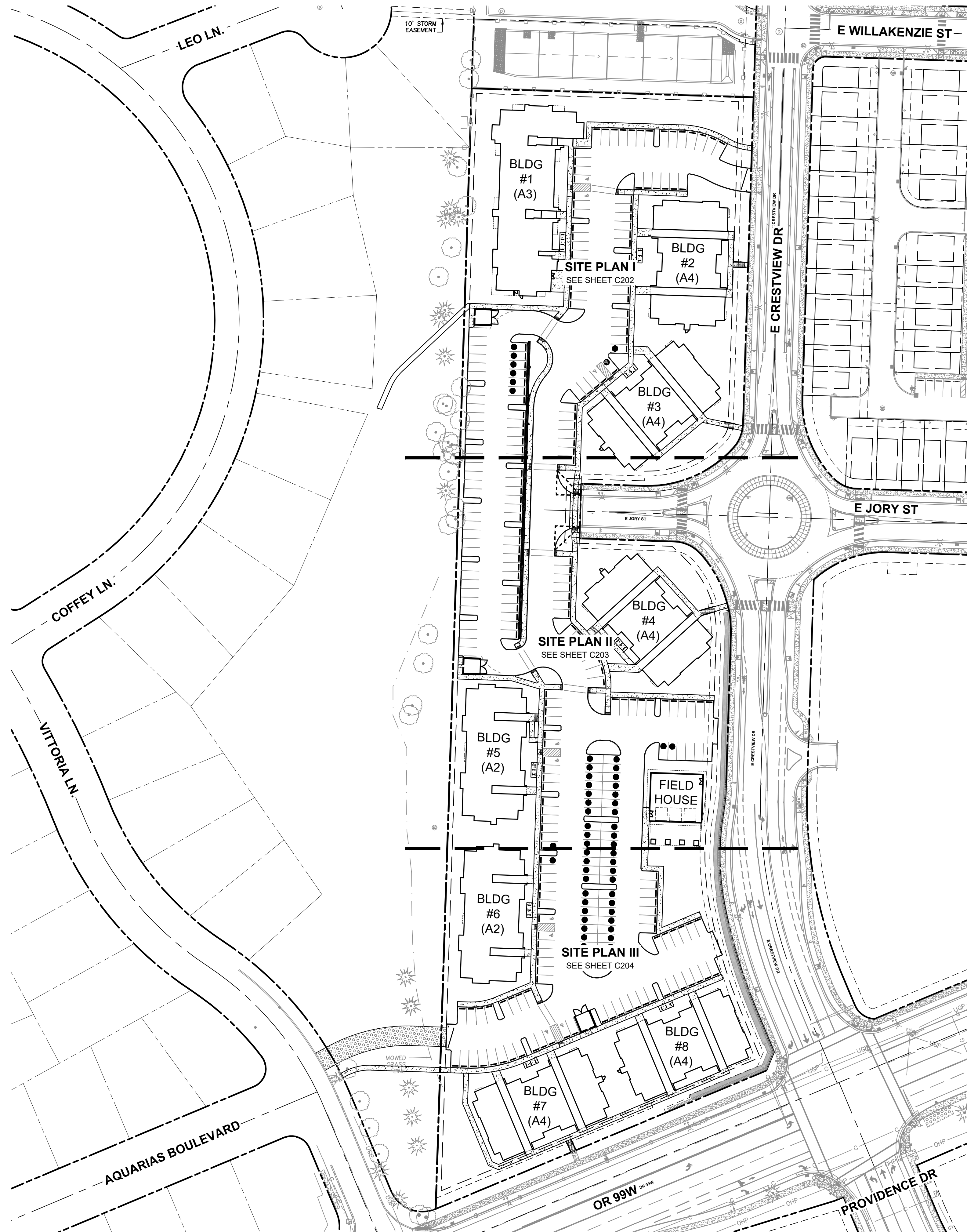
3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C202



P:\22829-3J-CRESTVIEW CROSSING\196-APARTMENTS\CAD\SHEETS\22829-3-SITE PLAN.DWG



LEGEND

- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING ROW CENTERLINE
- EXISTING EDGE OF ASPHALT
- PROPOSED LOT LINE
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED CURB
- PROPOSED CONCRETE
- PROPOSED CONCRETE SCORING
- PROPOSED RETAINING WALL
- PROPOSED BUILDING LINE
- PROPOSED STRIPING
- PROPOSED FENCE
- PROPOSED TRASH ENCLOSURE
- PROPOSED ADA LANDING
- PROPOSED STAIRS
- PROPOSED WHEEL STOP
- PROPOSED TRUNCATED DOME STRIP
- PROPOSED BICYCLE RACKS
- PROPOSED LIGHTING
- PROPOSED ADA PARKING SYMBOL
- PROPOSED EV COMPATIBLE PARKING SPACE
- PROPOSED FIRE GATE

PARKING STATISTICS

PARKING TYPE	STALL COUNT	LENGTH (FT)	WIDTH (FT)	STALL ANGLE
STANDARD	270	18'	9.0'	90°
EV COMPATIBLE	56	18'	9.0'	90°
ADA ACCESSIBLE	8	18'	9.0'	90°
ADA VAN ACCESSIBLE	4	18'	9.0'	90°

PARKING STATISTICS CONT.

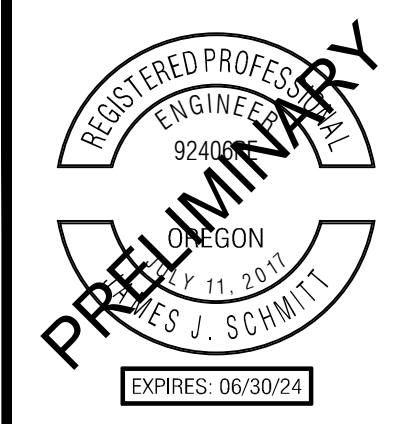
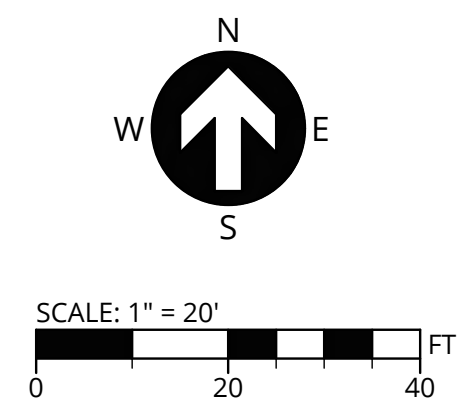
PRIVATE PARKING STALLS	282
PUBLIC PARKING STALLS	0
TOTAL PARKING STALLS	282
UNIT COUNT	196
PARKING RATIO	1.44

SETBACKS AND PUE

FRONT BUILDING SETBACK	15'
INTERIOR BUILDING SETBACK	5'
PROPOSED PUE	10'

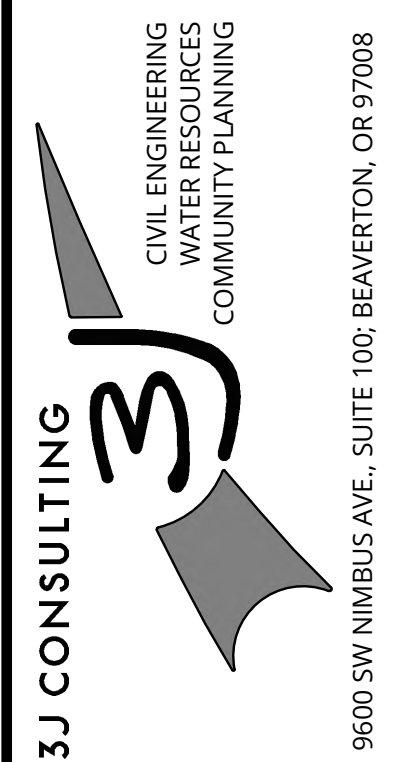
BICYCLE PARKING

TOTAL STALLS	25
STALL DIMENSIONS	6' X 2'



PUBLISH DATE
MARCH 03, 2023
ISSUED FOR
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REVISIONS

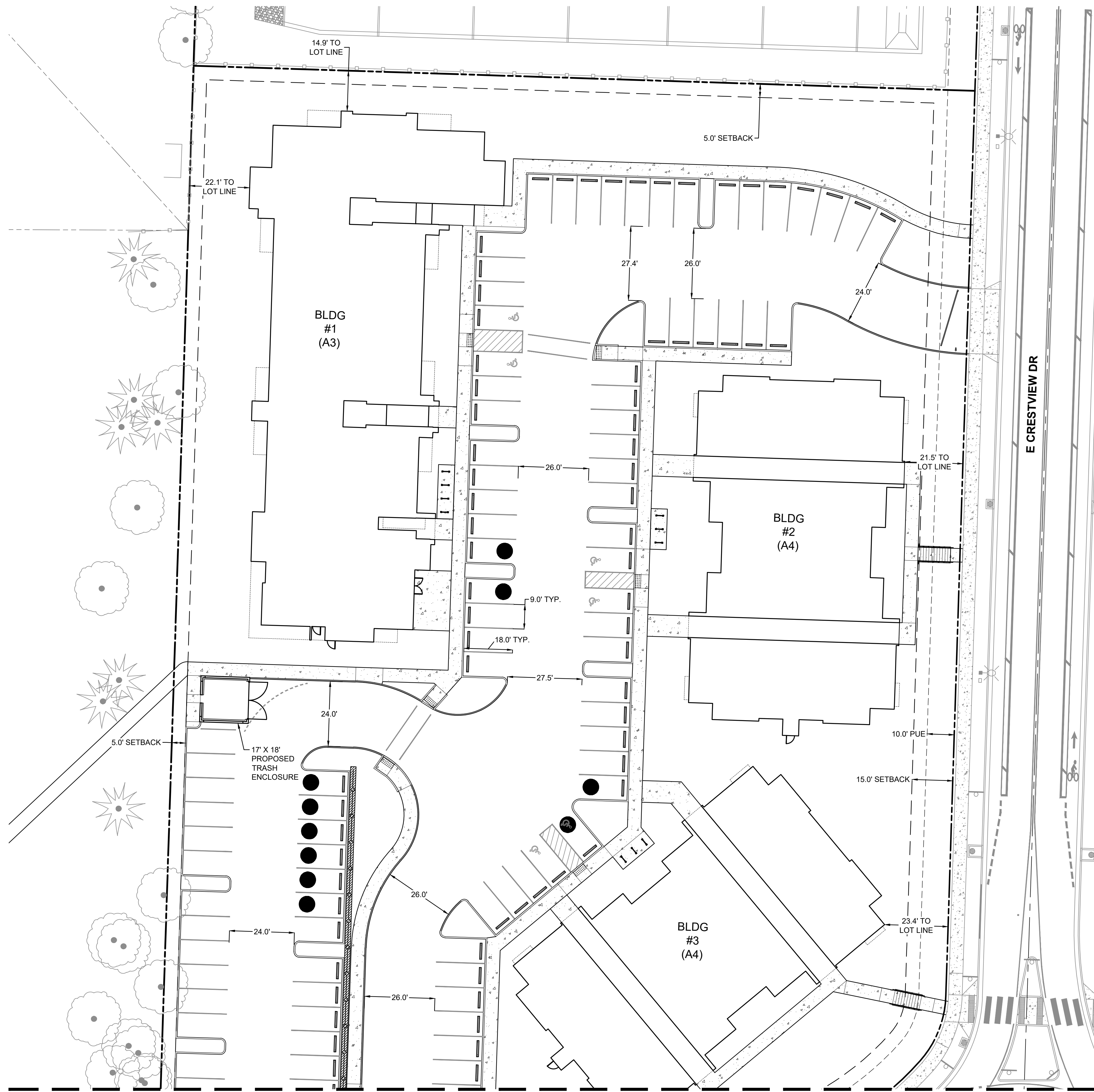
SITE PLAN I
SPRING MEADOW AT CRESTVIEW
 JTSC, LLC
 NEWBERG, OR



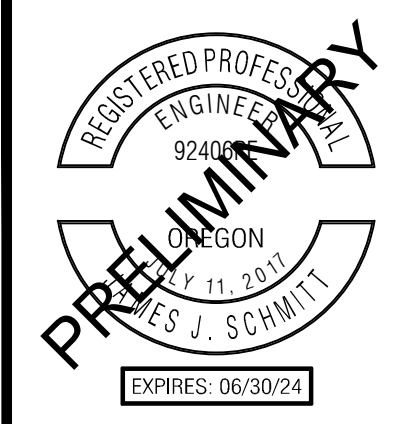
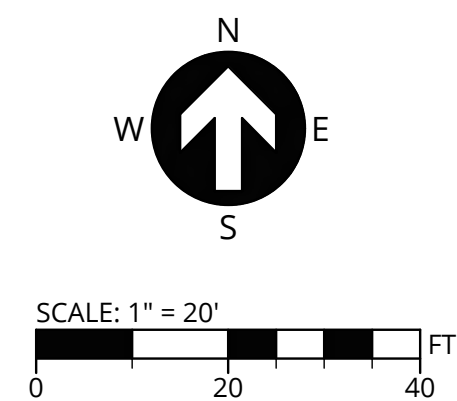
PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C202

P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-SITE PLAN.DWG



- LEGEND**
- EXISTING PROPERTY LINE
 - - - EXISTING RIGHT OF WAY LINE
 - - - EXISTING ADJACENT PROPERTY LINE
 - - - EXISTING ROW CENTERLINE
 - - - EXISTING EDGE OF ASPHALT
 - PROPOSED LOT LINE
 - - - PROPOSED EASEMENT LINE
 - - - PROPOSED SETBACK LINE
 - PROPOSED CURB
 - ▨ PROPOSED CONCRETE
 - ▨ PROPOSED CONCRETE SCORING
 - ▨ PROPOSED RETAINING WALL
 - ▨ PROPOSED BUILDING LINE
 - PROPOSED STRIPING
 - PROPOSED FENCE
 - PROPOSED TRASH ENCLOSURE
 - ▨ PROPOSED ADA LANDING
 - ▨ PROPOSED STAIRS
 - PROPOSED WHEEL STOP
 - ▨ PROPOSED TRUNCATED DOME STRIP
 - ▨ PROPOSED BICYCLE RACKS
 - PROPOSED LIGHTING
 - PROPOSED ADA PARKING SYMBOL
 - PROPOSED EV COMPATIBLE PARKING SPACE
 - PROPOSED FIRE GATE



PUBLISH DATE
MARCH 03, 2023
ISSUED FOR
LAND USE SET
REVISIONS

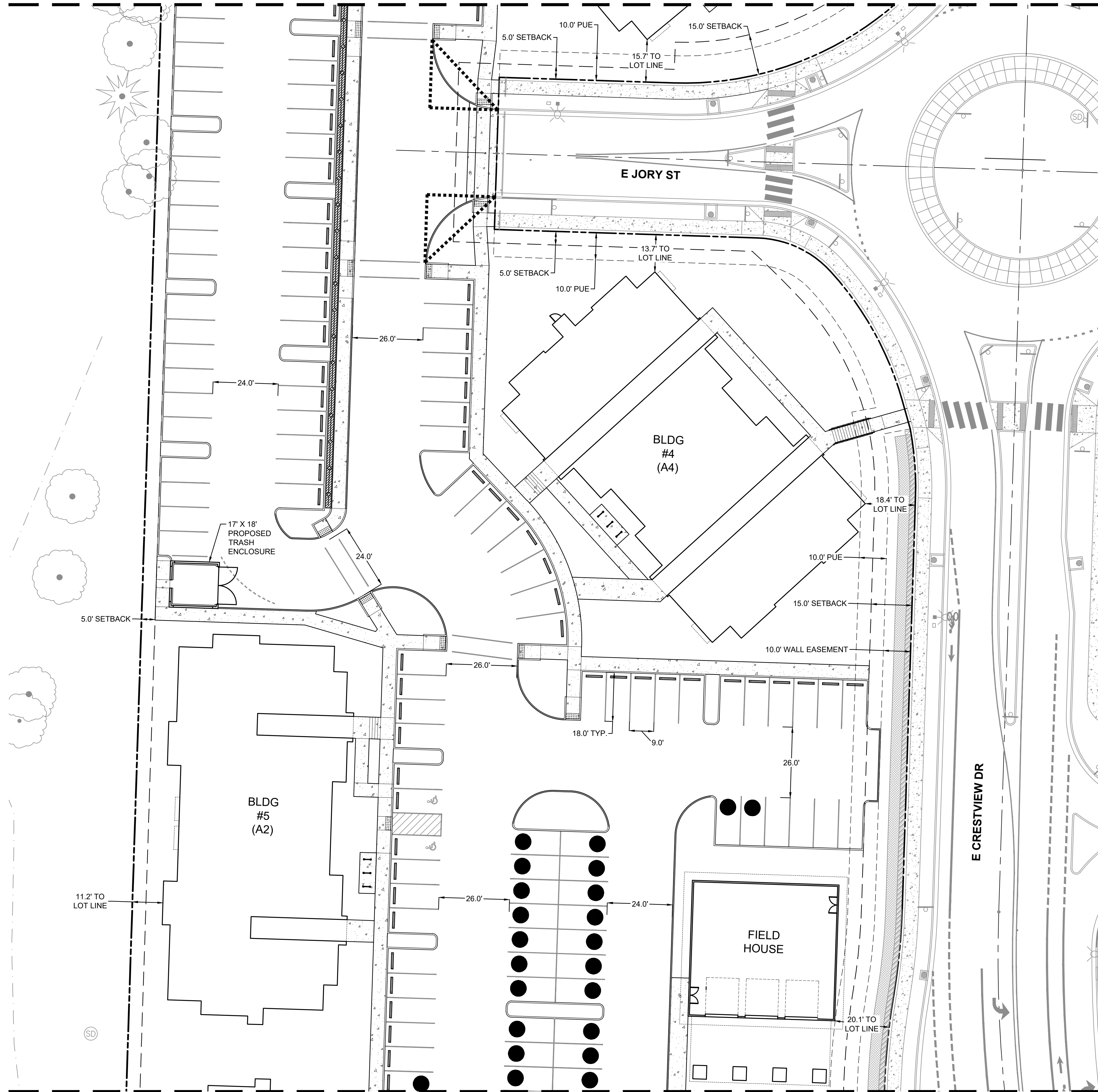
SITE PLAN I
SPRING MEADOW AT CRESTVIEW
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C202

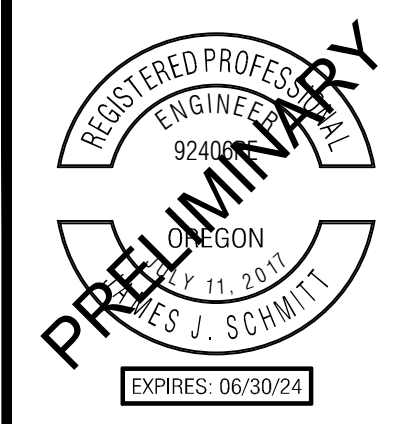
MATCH LINE
SEE SHEET C202



MATCH LINE
SEE SHEET C204

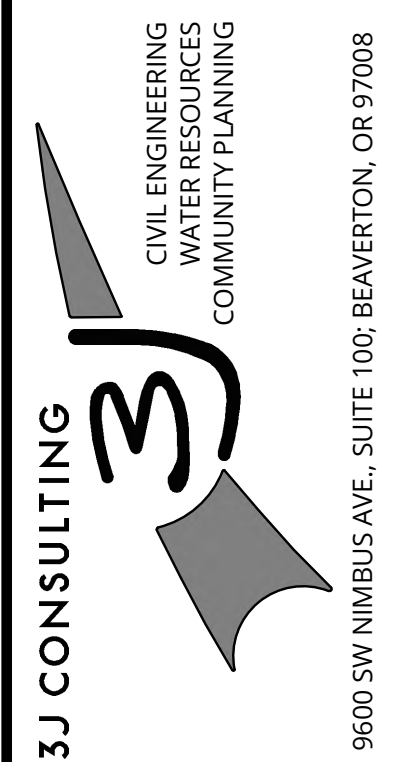
LEGEND

- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING ROW CENTERLINE
- EXISTING EDGE OF ASPHALT
- PROPOSED LOT LINE
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED CURB
- PROPOSED CONCRETE
- PROPOSED CONCRETE SCORING
- PROPOSED RETAINING WALL
- PROPOSED BUILDING LINE
- PROPOSED STRIPING
- PROPOSED FENCE
- PROPOSED TRASH ENCLOSURE
- PROPOSED ADA LANDING
- PROPOSED STAIRS
- PROPOSED WHEEL STOP
- PROPOSED TRUNCATED DOME STRIP
- PROPOSED BICYCLE RACKS
- PROPOSED LIGHTING
- PROPOSED ADA PARKING SYMBOL
- PROPOSED EV COMPATIBLE PARKING SPACE
- PROPOSED FIRE GATE
- VISION CLEARANCE TRIANGLE



PUBLISH DATE
MARCH 03, 2023
ISSUED FOR
LAND USE SET
REVISIONS

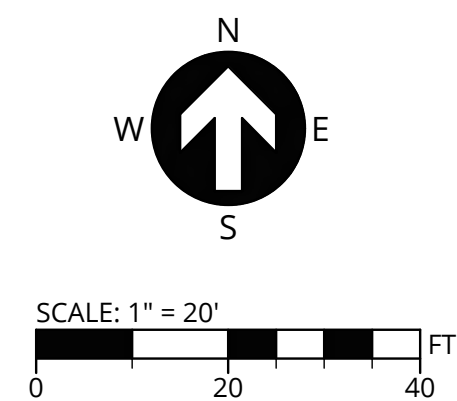
SITE PLAN II
SPRING MEADOW AT
CRESTVIEW
JTSC, LLC
NEWBERG, OR



PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

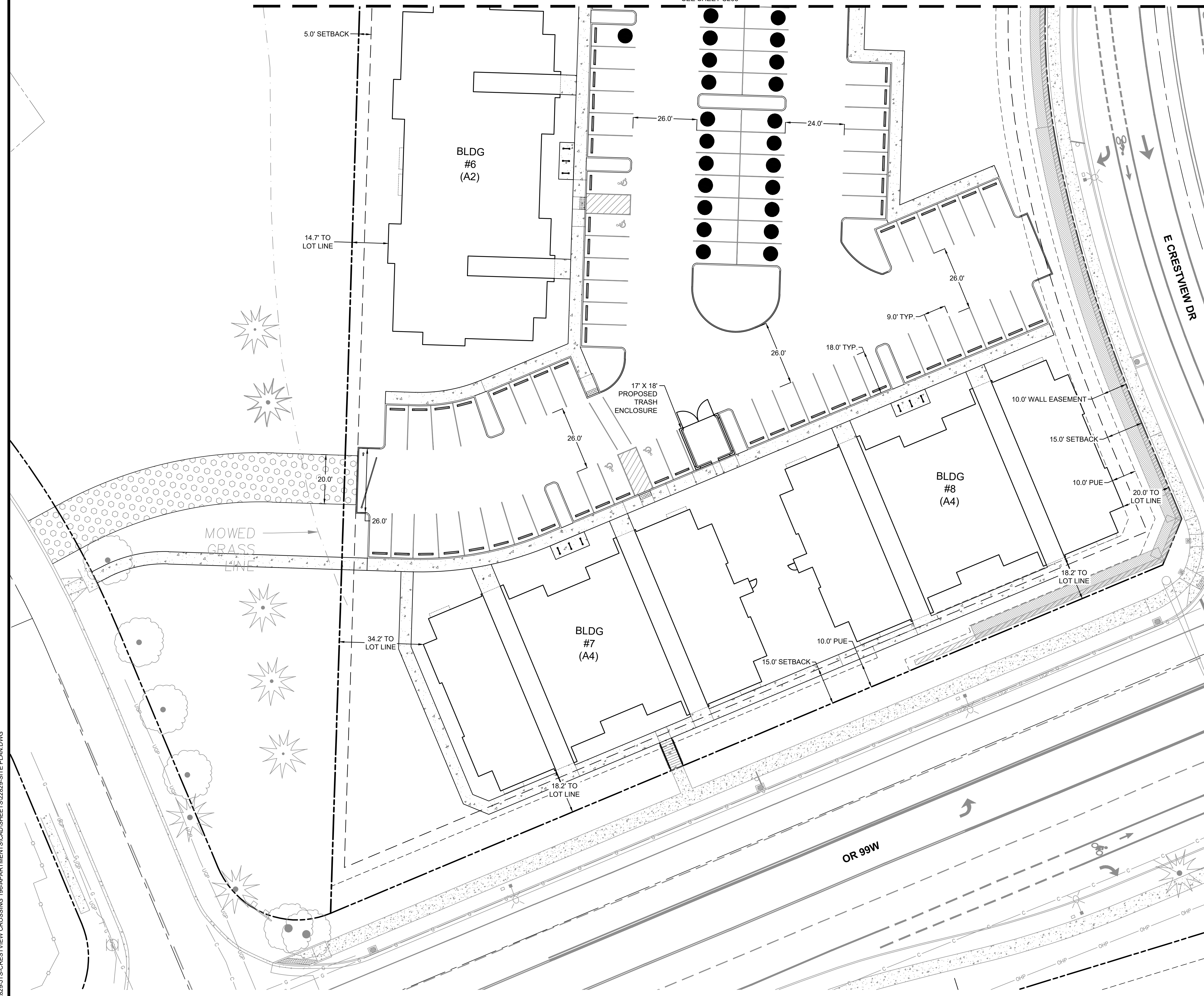
SHEET NUMBER
C203

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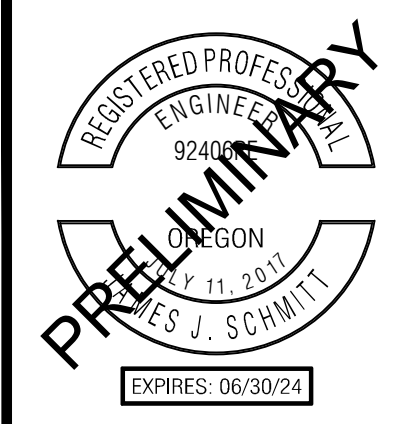


P:\22829-JTS-CRESTVIEW CROSSING\196-APARTMENTS\CAD\SHEETS\22829-SITE PLAN.DWG

MATCH LINE
SEE SHEET C203



- LEGEND**
- EXISTING PROPERTY LINE
 - EXISTING RIGHT OF WAY LINE
 - EXISTING ADJACENT PROPERTY LINE
 - EXISTING ROW CENTERLINE
 - EXISTING EDGE OF ASPHALT
 - PROPOSED LOT LINE
 - PROPOSED EASEMENT LINE
 - PROPOSED SETBACK LINE
 - PROPOSED CURB
 - PROPOSED CONCRETE
 - PROPOSED CONCRETE SCORING
 - PROPOSED FIRE ONLY ACCESS DRIVEWAY
 - PROPOSED RETAINING WALL
 - PROPOSED BUILDING LINE
 - PROPOSED STRIPING
 - PROPOSED FENCE
 - PROPOSED TRASH ENCLOSURE
 - PROPOSED ADA LANDING
 - PROPOSED STAIRS
 - PROPOSED WHEEL STOP
 - PROPOSED TRUNCATED DOME STRIP
 - PROPOSED BICYCLE RACKS
 - PROPOSED LIGHTING
 - PROPOSED ADA PARKING SYMBOL
 - PROPOSED EV COMPATIBLE PARKING SPACE
 - PROPOSED FIRE GATE



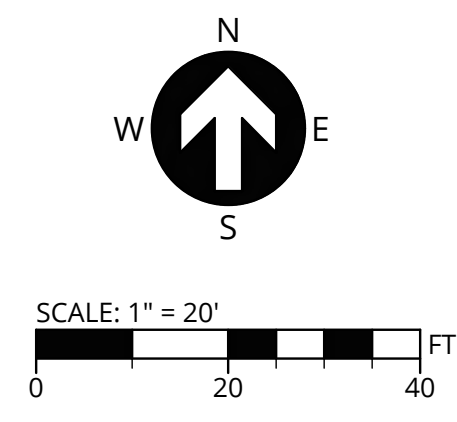
PUBLISH DATE
MARCH 03, 2023
ISSUED FOR
LAND USE SET
REVISIONS

SITE PLAN III
SPRING MEADOW AT CRESTVIEW
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C204

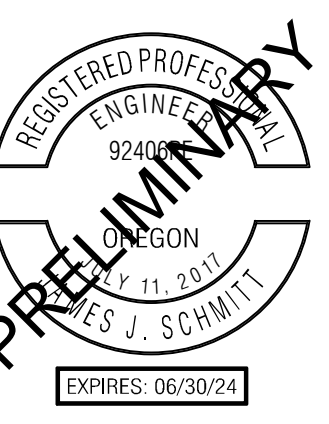
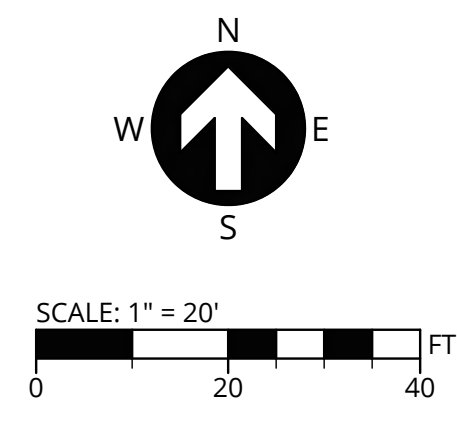


P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-GRADING AND EROSION CONTROL.DWG



MATCH LINE
SEE SHEET C221

LEGEND	
	EXISTING PROPERTY LINE
	EXISTING RIGHT OF WAY LINE
	EXISTING ADJACENT PROPERTY LINE
	EXISTING ROW CENTERLINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED EASEMENT LINE
	PROPOSED SETBACK LINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED SILT FENCING
	PROPOSED LIMITS OF DISTURBANCE
	PROPOSED CONSTRUCTION ENTRANCE
	PROPOSED INLET PROTECTION
	SURFACE RUN-OFF FLOW ARROW



PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

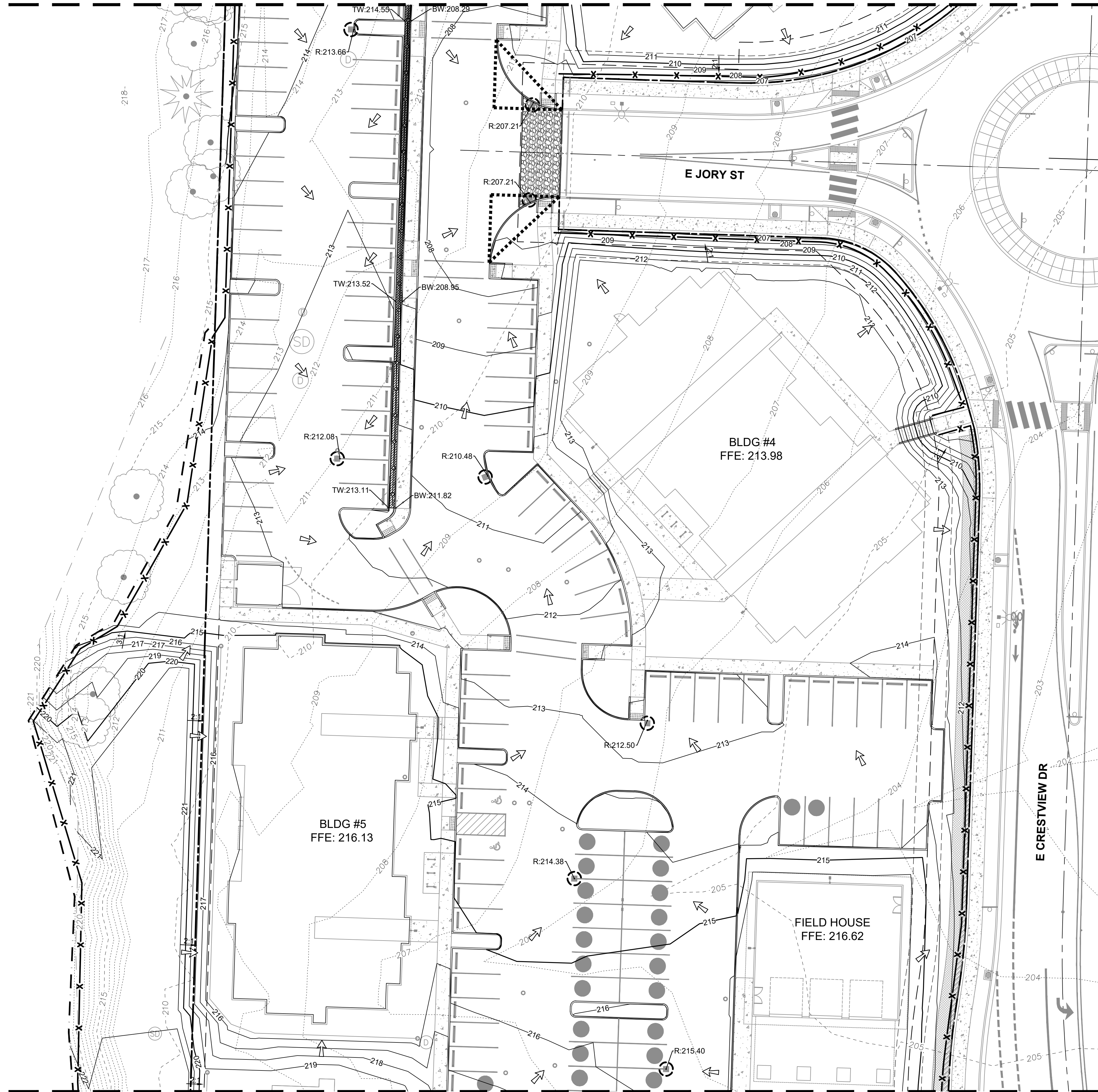
GRADING AND EROSION CONTROL PLAN I
SPRING MEADOW AT CRESTVIEW
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C220

MATCH LINE
SEE SHEET C220



LEGEND

- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING ROW CENTERLINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED SILT FENCING
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED CONSTRUCTION ENTRANCE
- PROPOSED INLET PROTECTION
- SURFACE RUN-OFF FLOW ARROW



PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

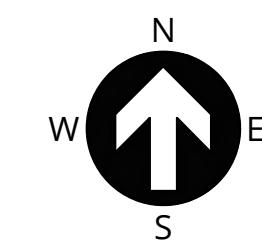
GRADING AND EROSION CONTROL PLAN II
SPRING MEADOW AT CRESTVIEW
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C221

MATCH LINE
SEE SHEET C222



SCALE: 1" = 20'
0 20 40 FT



P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-GRADING AND EROSION CONTROL.DWG

MATCH LINE
SEE SHEET C221



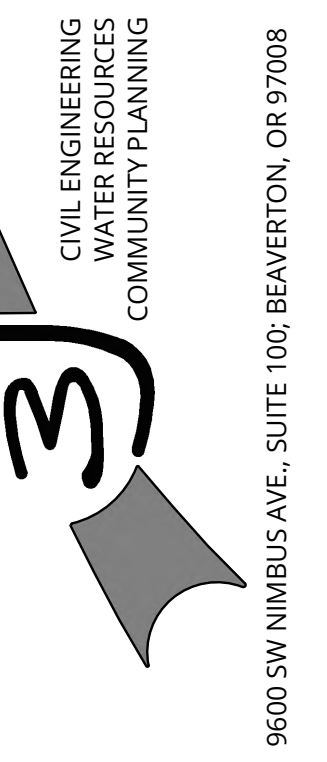
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- EXISTING ADJACENT PROPERTY LINE
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- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED SILT FENCING
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED CONSTRUCTION ENTRANCE
- PROPOSED INLET PROTECTION
- SURFACE RUN-OFF FLOW ARROW



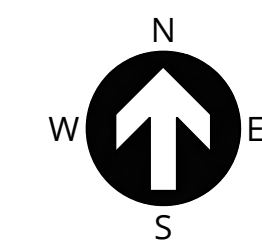
PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

GRADING AND EROSION CONTROL PLAN III
SPRING MEADOW AT CRESTVIEW
JTSC, LLC
NEWBERG, OR



PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

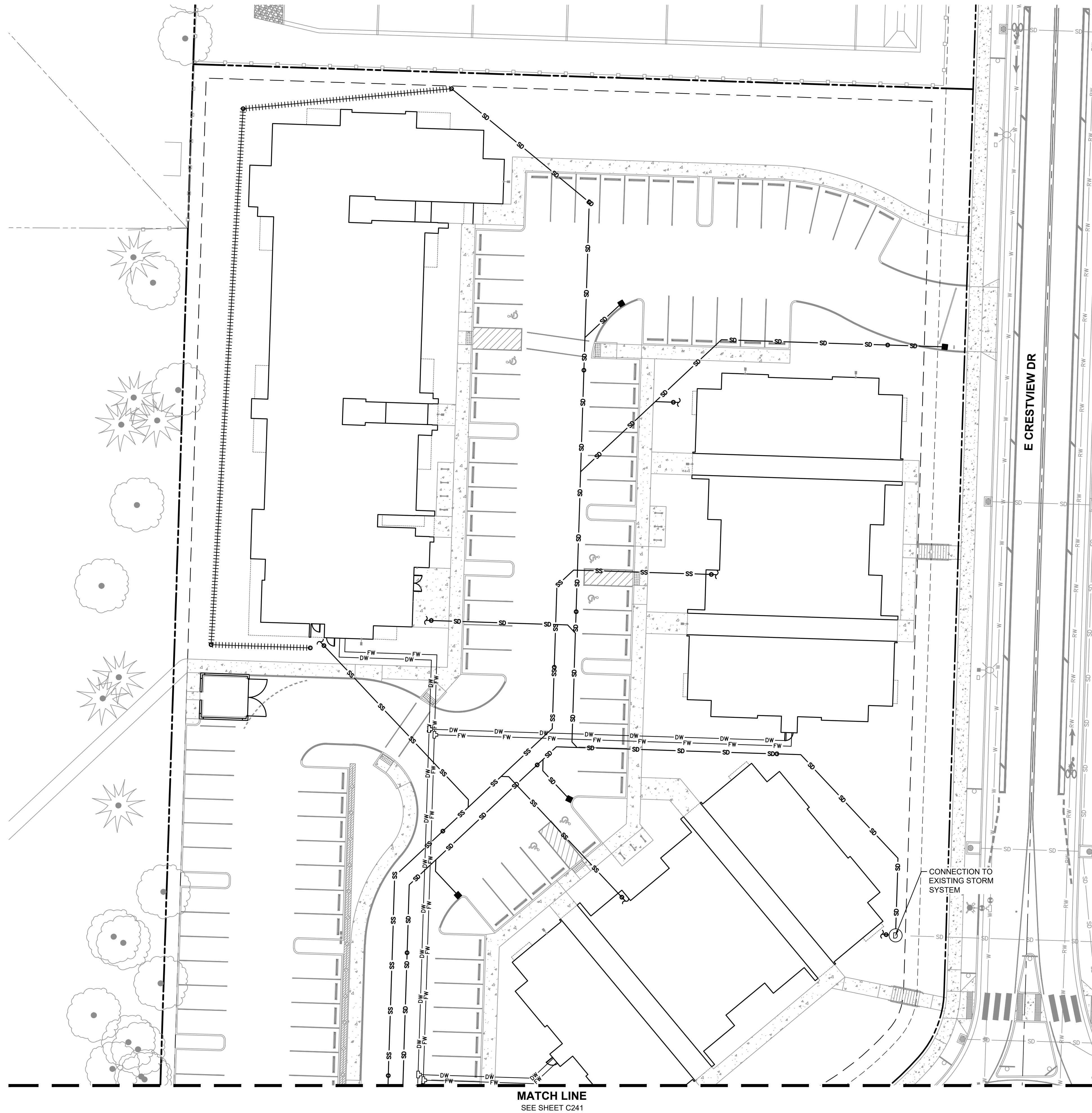
SHEET NUMBER
C222



SCALE: 1" = 20'
0 20 40 FT



P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-UTILITY PLAN.DWG



LEGEND

- PROPOSED LOT LINE
- - - - PROPOSED EASEMENT LINE
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- SD PROPOSED STORM PIPE
- ||||| PROPOSED FRENCH DRAIN
- SS PROPOSED SANITARY PIPE
- FW PROPOSED FIRE WATER SERVICE
- DW PROPOSED DOMESTIC WATER SERVICE
- [DCDA] PROPOSED DCDA
- [DC] PROPOSED DC
- [WATER METER] PROPOSED WATER METER
- [FIRE DPT. CONNECTION] FIRE DPT. CONNECTION
- [FIRE DPT. CONNECTION VAULT] FIRE DPT. CONNECTION VAULT
- [POST INDICATOR VALVE] POST INDICATOR VALVE
- [GATE VALVE] PROPOSED GATE VALVE
- [REDUCER FITTING] PROPOSED REDUCER FITTING
- [STORM MANHOLE] PROPOSED STORM MANHOLE
- [CLEANOUT] PROPOSED CLEANOUT
- [TRAPPED CATCH BASIN] PROPOSED TRAPPED CATCH BASIN
- ~ PIPE CONTINUATION



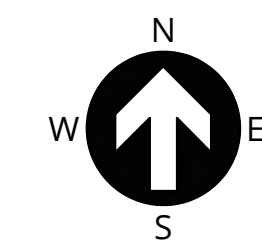
PUBLISH DATE
FEBRUARY 14, 2023
 ISSUED FOR
LAND USE SET
 REVISIONS

UTILITY PLAN I
SPRING MEADOW AT
CRESTVIEW
 JTSC, LLC
 NEWBERG, OR

3J CONSULTING
 CIVIL ENGINEERING
 WATER RESOURCES
 COMMUNITY PLANNING
 9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C240

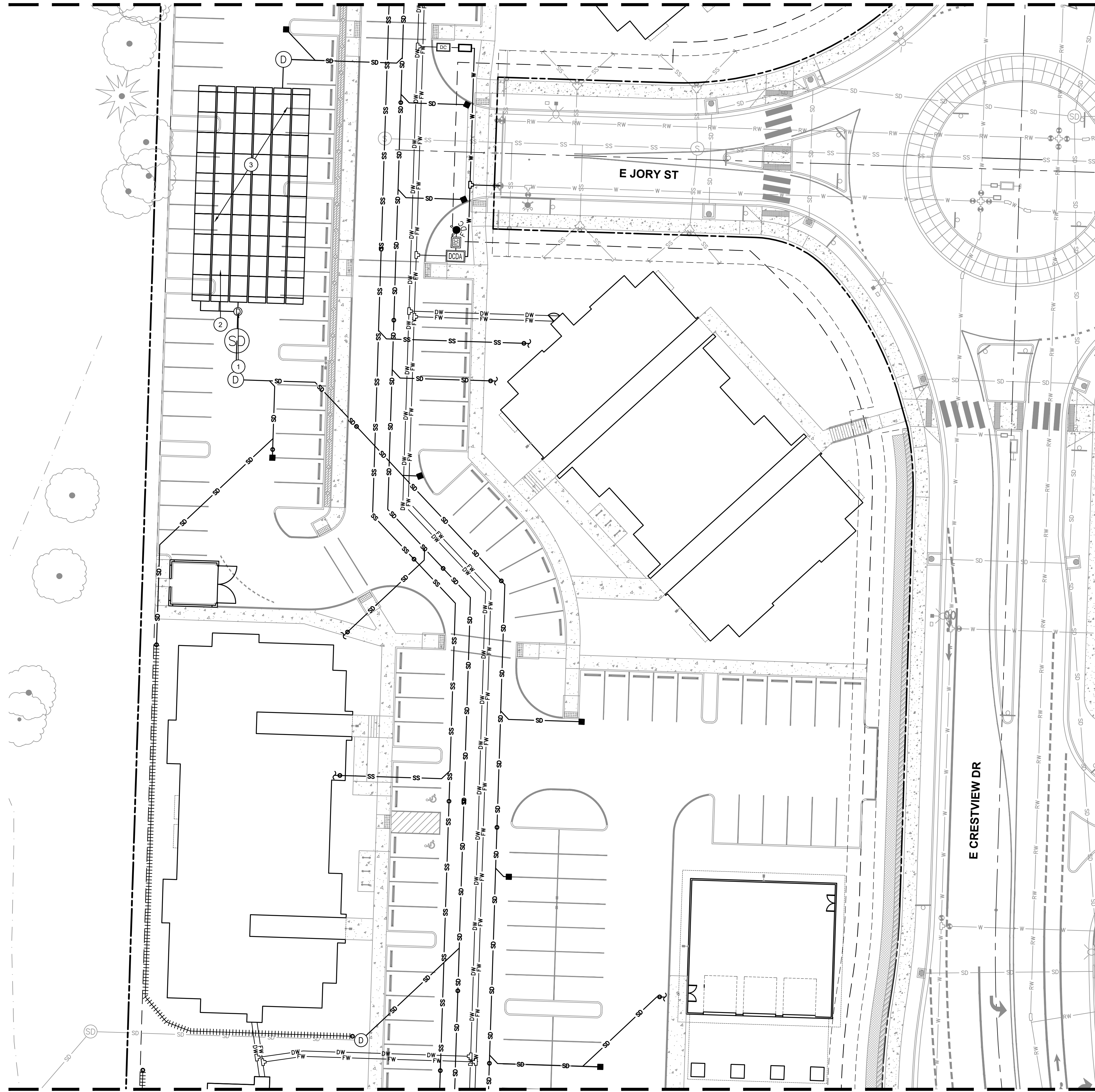


SCALE: 1" = 20'
 0 20 40 FT

811
 Know what's below.
 Call before you dig.

MATCH LINE
 SEE SHEET C241

MATCH LINE
SEE SHEET C240



MATCH LINE
SEE SHEET C242

LEGEND

- PROPOSED LOT LINE
- - - PROPOSED EASEMENT LINE
- - - PROPOSED RIGHT OF WAY
- - - PROPOSED CENTERLINE
- SD PROPOSED STORM PIPE
- ||||| PROPOSED FRENCH DRAIN
- SS PROPOSED SANITARY PIPE
- FW PROPOSED FIRE WATER SERVICE
- DW PROPOSED DOMESTIC WATER SERVICE
- DCCA PROPOSED DCDA
- DC PROPOSED DC
- W.M. PROPOSED WATER METER
- F.C. FIRE DPT. CONNECTION
- F.C.V. FIRE DPT. CONNECTION VAULT
- P.I.V. POST INDICATOR VALVE
- G.V. PROPOSED GATE VALVE
- R.F. PROPOSED REDUCER FITTING
- W.T.M. PROPOSED WATER TREATMENT MANHOLE
- S.D.S. PROPOSED STORM DETENTION SYSTEM
- S.M. PROPOSED STORM MANIFOLD
- S.M.H. PROPOSED STORM MANHOLE
- C.O. PROPOSED CLEANOUT
- T.C.B. PROPOSED TRAPPED CATCH BASIN
- ~ PIPE CONTINUATION

STORM DRAIN KEY NOTES

- ① PROPOSED WATER TREATMENT MANHOLE
- ② PROPOSED STORM MANIFOLD
- ③ PROPOSED UNDERGROUND DETENTION



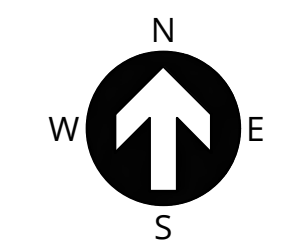
PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

UTILITY PLAN II
**SPRING MEADOW AT
CRESTVIEW**
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JUS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C241



SCALE: 1" = 20'
0 20 40 FT

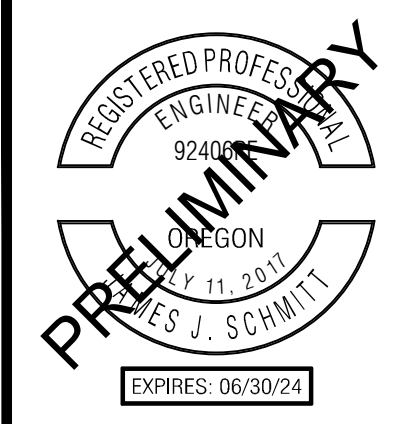


MATCH LINE
SEE SHEET C241



LEGEND

	PROPOSED LOT LINE
	PROPOSED EASEMENT LINE
	PROPOSED RIGHT OF WAY
	PROPOSED CENTERLINE
	PROPOSED STORM PIPE
	PROPOSED FRENCH DRAIN
	PROPOSED SANITARY PIPE
	PROPOSED FIRE WATER SERVICE
	PROPOSED DOMESTIC WATER SERVICE
	PROPOSED DCDA
	PROPOSED DC
	PROPOSED WATER METER
	FIRE DPT. CONNECTION
	FIRE DPT. CONNECTION VAULT
	POST INDICATOR VALVE
	PROPOSED GATE VALVE
	PROPOSED REDUCER FITTING
	PROPOSED CLEANOUT
	PROPOSED TRAPPED CATCH BASIN
	PIPE CONTINUATION



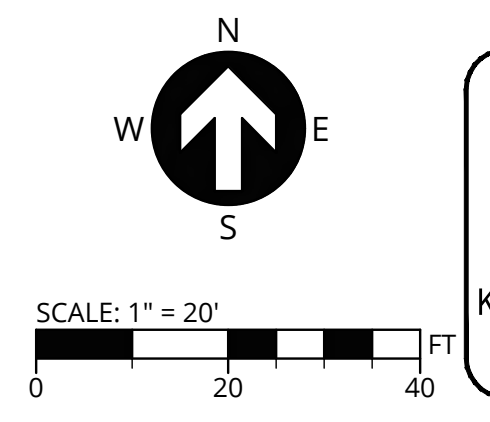
PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

UTILITY PLAN III
SPRING MEADOW AT
CRESTVIEW
JTSC, LLC
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

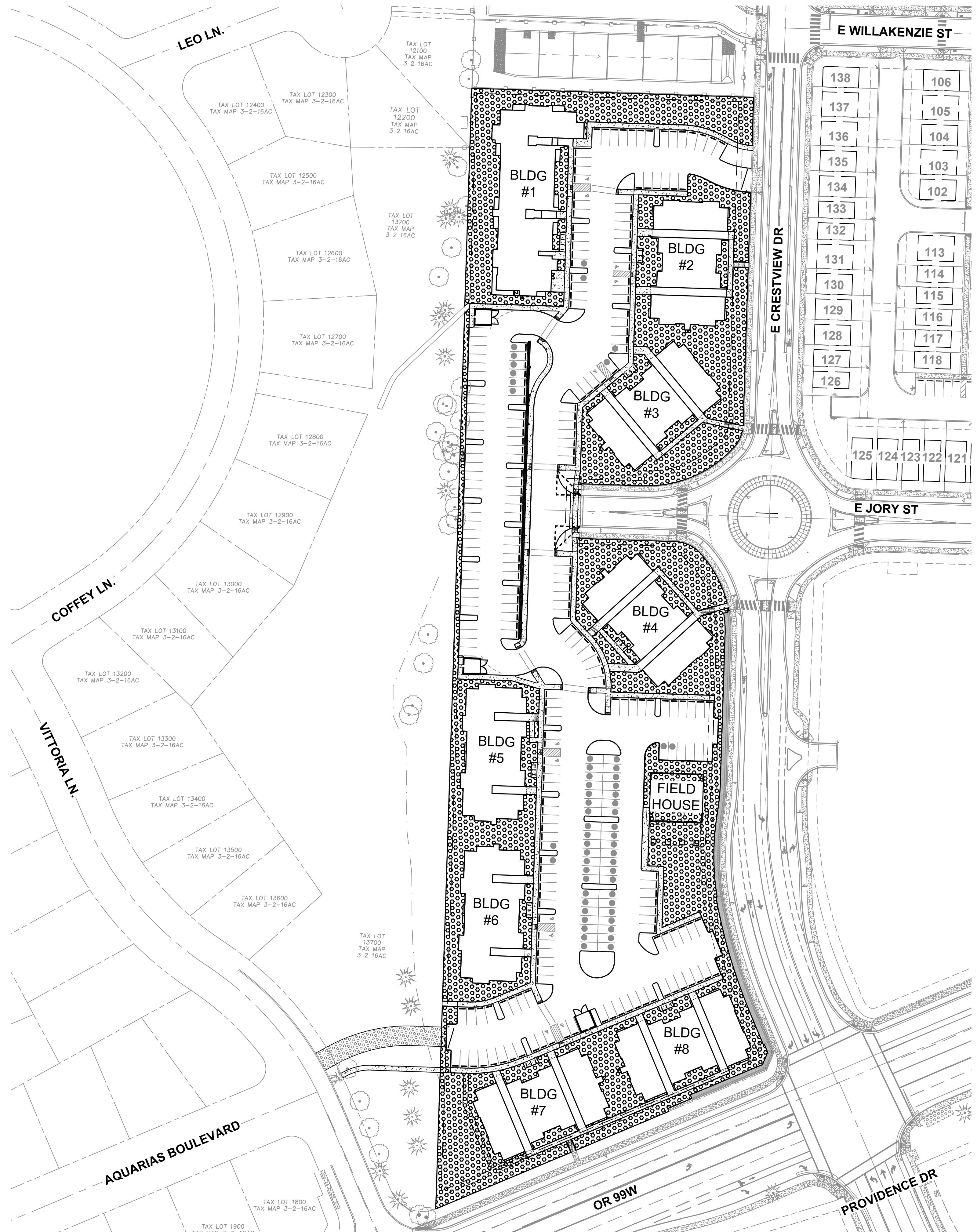
PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C242



P:\22829-3J-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-3J-UTILITY PLAN.DWG

P:\22829-JTS-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-OPEN SPACE PLAN.DWG

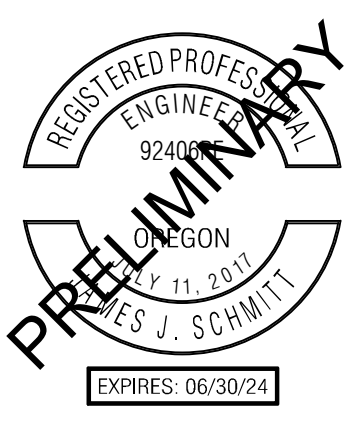


LEGEND

OPEN SPACE AREA

SITE STATISTICS

SITE AREA	6.94 ACRES
OPEN SPACE AREA	2.04 ACRES
- OPEN SPACE PERCENTAGE	29%



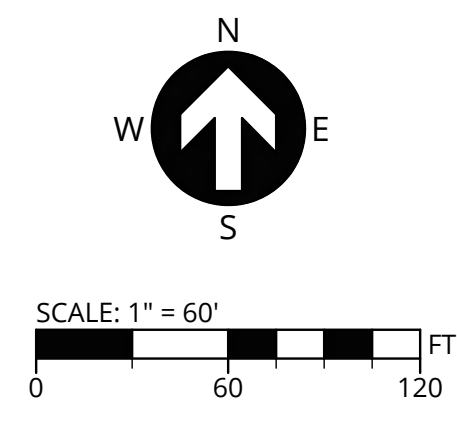
PUBLISH DATE
FEBRUARY 14, 2023
 ISSUED FOR
LAND USE SET
 REVISIONS

OPEN SPACE PLAN
SPRING MEADOW AT
CRESTVIEW
 JTSC, LLC
 NEWBERG, OR

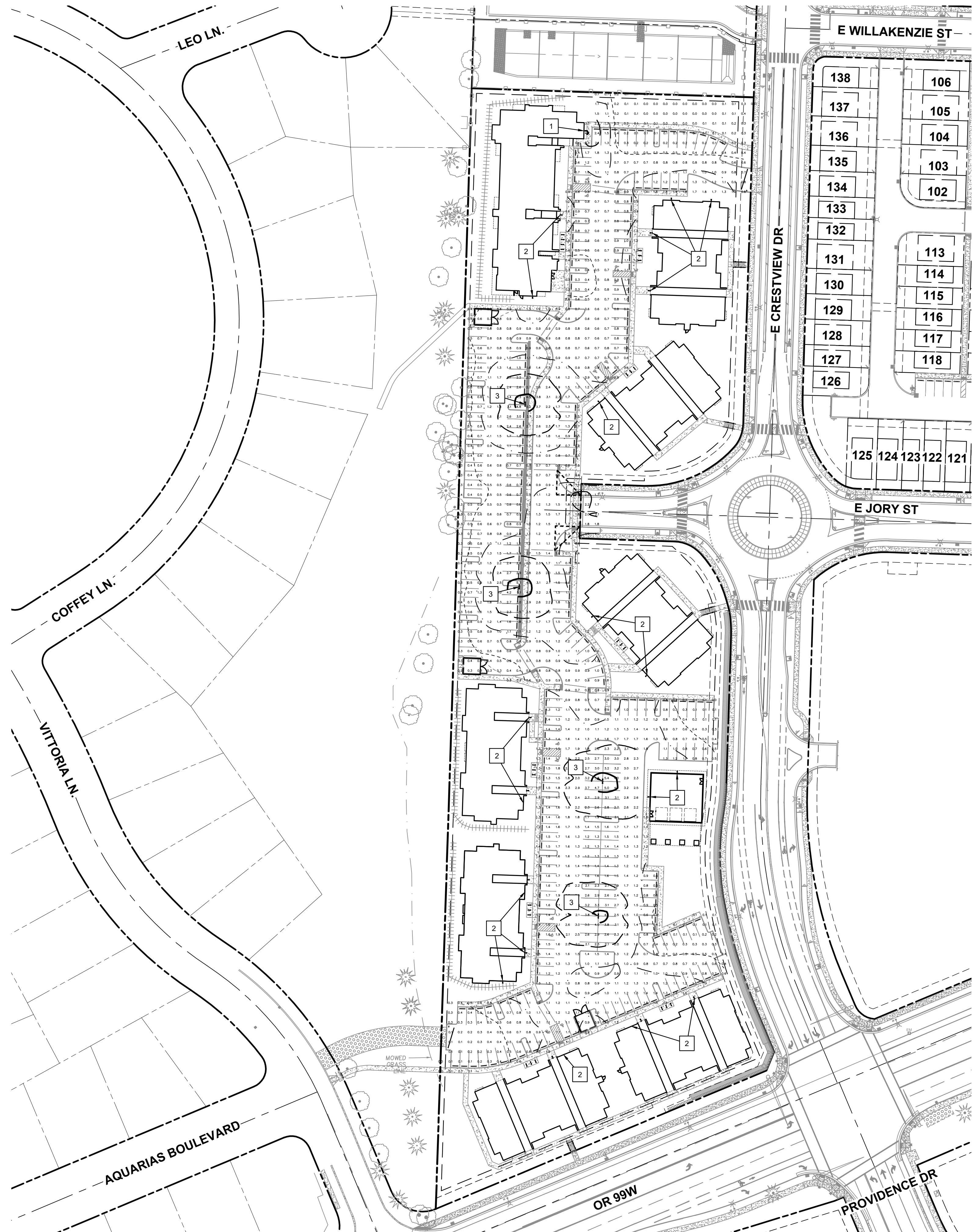
3J CONSULTING
 CIVIL ENGINEERING
 WATER RESOURCES
 COMMUNITY PLANNING
 9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C250



P:\22829-JTS-CRESTVIEW CROSSING\196-APARTMENTS\CAD\SHEETS\22829-LIGHTING PLAN.DWG



LEGEND

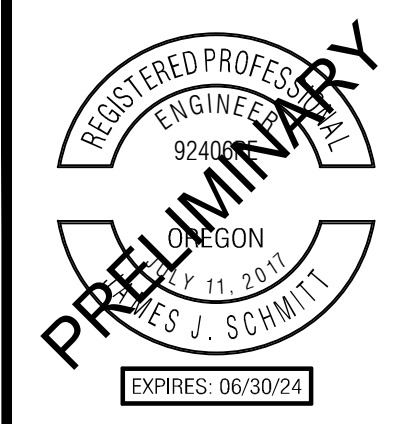
— — — — —	4.0 FOOT-CANDLE ISOLINE
- - - - -	2.0 FOOT-CANDLE ISOLINE
· · · · ·	1.0 FOOT-CANDLE ISOLINE
· · · · ·	0.5 FOOT-CANDLE ISOLINE

- ILLUMINATION GENERAL NOTES**
- ELECTRICAL BY OTHERS
 - ALL ILLUMINATION CALCULATIONS AND ISOLINES DEVELOPED USING DESIGN MASTER PHOTOMETRICS SOFTWARE.
 - LIGHT POLES SHALL BE ALUMINUM, NATURAL FINISH, AND ELLIPTICAL MAST ARMS.
 - LUMINARIES SHALL BE LED LIGHT SOURCE WITH NO LESS THAN 30 LEDS AND NO LESS THAN 7000 LUMENS, WITH GREY COLORED "COBRAHEAD" STYLE HOUSINGS.

- CONSTRUCTION KEY NOTES**
- INSTALL 34W LED TYPE 2 WALL PACK LIGHT MOUNTED 15' HIGH. (7000 LUMENS, 30 LEDS). LUMINAIRE: GALLEON WALL LUMINAIRE GWC-SA1A-730-U-SL2 OR CITY APPROVED EQUIVALENT.
 - INSTALL 34W LED TYPE 3 WALL PACK LIGHT MOUNTED 25' HIGH. (7000 LUMENS, 30 LEDS). LUMINAIRE: GALLEON WALL LUMINAIRE GWC-SA1A-730-U-SL3 OR CITY APPROVED EQUIVALENT.
 - INSTALL 98W LED TYPE T4FT DOUBLE SHOEBOX ON A 25' MH STEEL POLE AT 180 DEGREES IN DOUBLE ARM ARRANGMENT, 6' ARMS. LUMINAIRE: GALLEON AREA AND ROADWAY LUMINAIRE GLEON-SA3A-730-U-T4FT OR CITY APPROVED EQUIVALENT. POLE: VALMONT 2MA0632S-220845805T4-DNA OR CITY APPROVED EQUIVALENT.

LIGHTING ZONE CALCULATIONS

APARTMENTS PARKING LOT (PRIVATE)		
	CITY STANDARD	CALCULATED
AVERAGE MAINTAINED ILLUMINANCE (FC)	N/A	1.14



PUBLISH DATE
FEBRUARY 14, 2023
ISSUED FOR
LAND USE SET
REVISIONS

LIGHTING PLAN
SPRING MEADOW AT
CRESTVIEW
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 NEWBERG, OR

3J CONSULTING

CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING

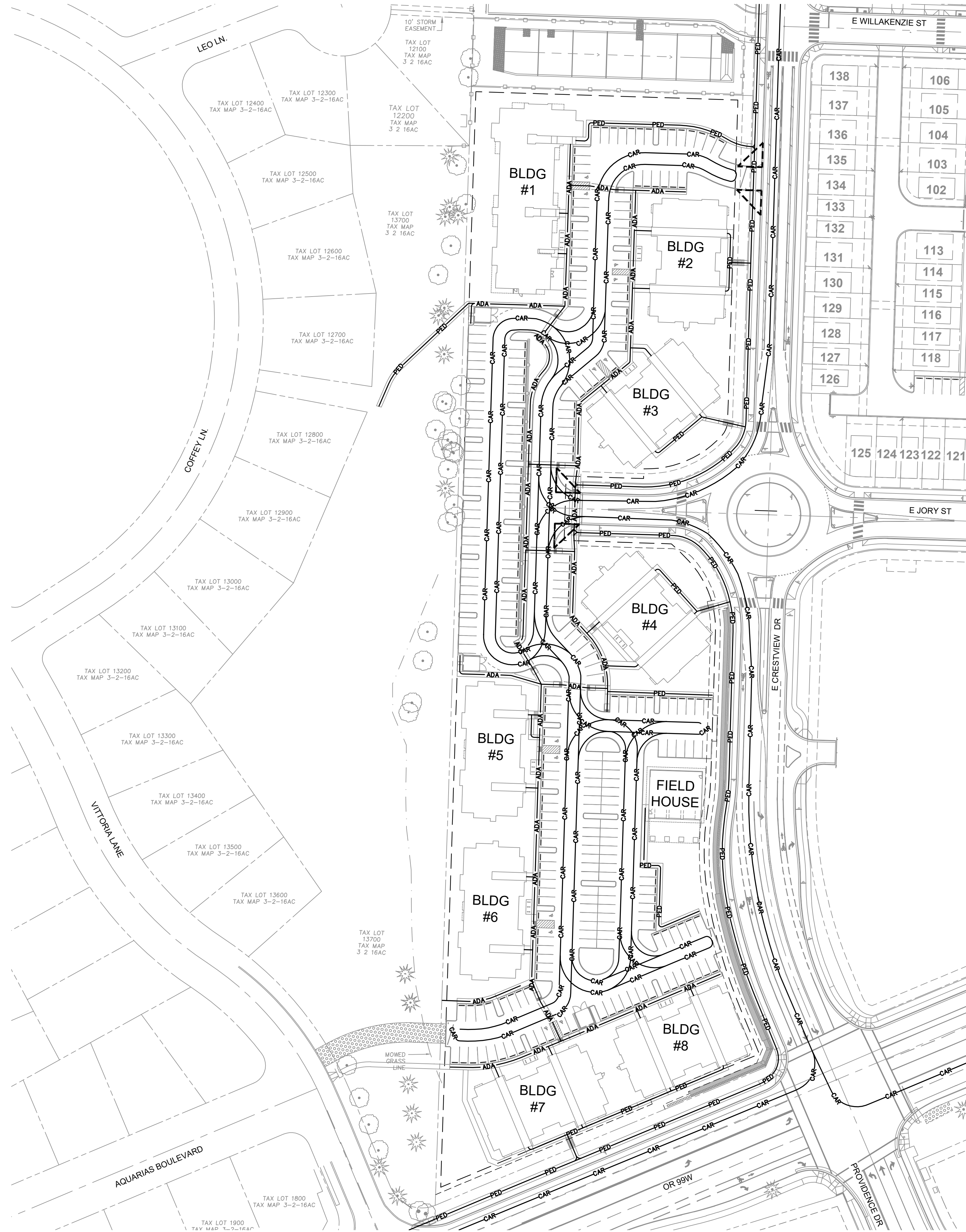
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION

3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C260

P:\22829-JTS-CRESTVIEW CROSSING\96-APARTMENTS\CAD\SHEETS\22829-CIRCULATION PLAN.DWG



LEGEND

- PED PEDESTRIAN PATHWAY
- ADA ADA PATHWAY
- CAR VEHICLE PATHWAY
- VISION CLEARANCE TRIANGLE

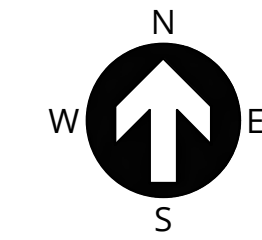


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FEBRUARY 14, 2023
 ISSUED FOR
LAND USE SET
 REVISIONS

SITE CIRCULATION PLAN
SPRING MEADOW AT
CRESTVIEW
 JTSC, LLC
 NEWBERG, OR

PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

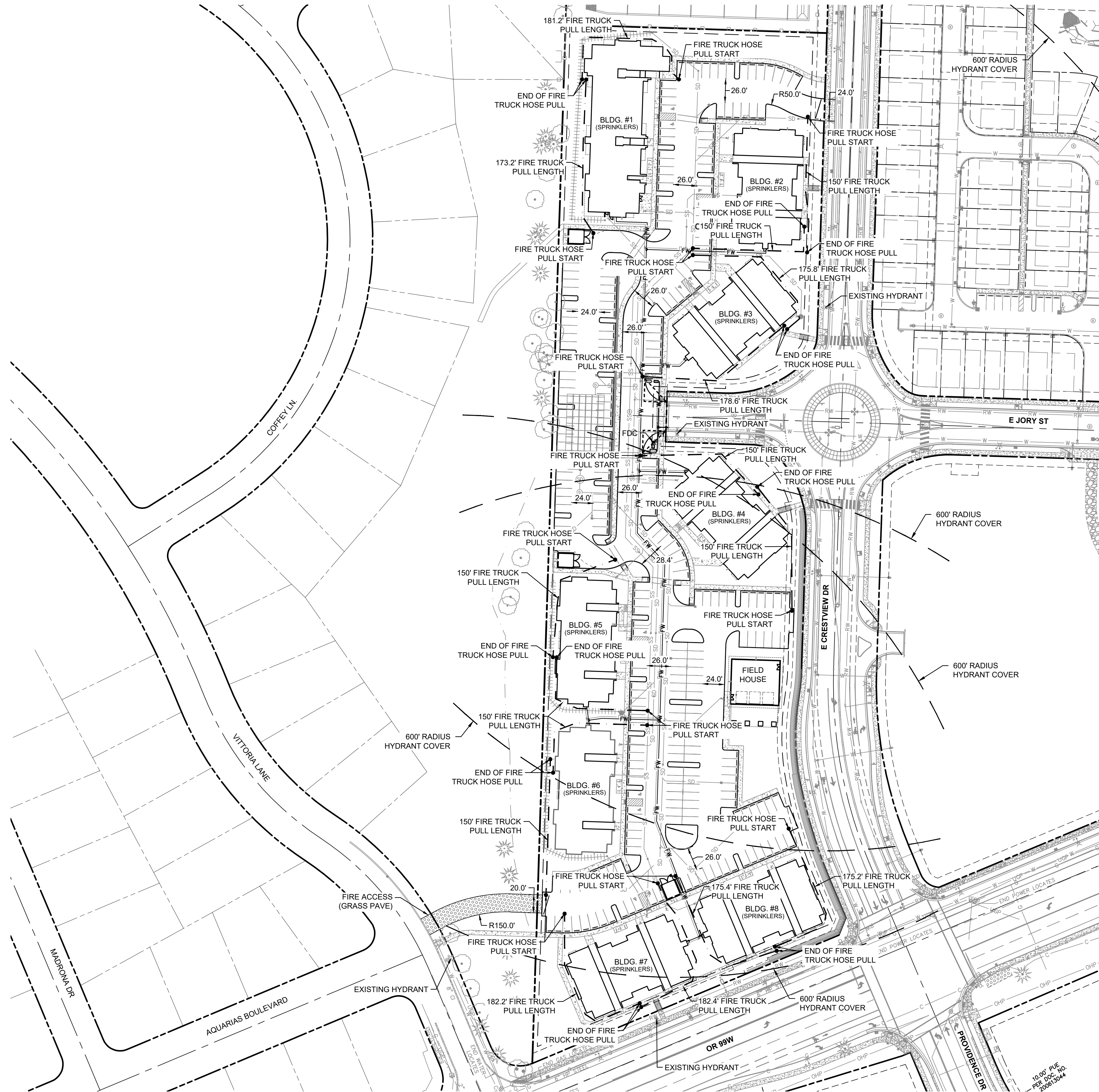
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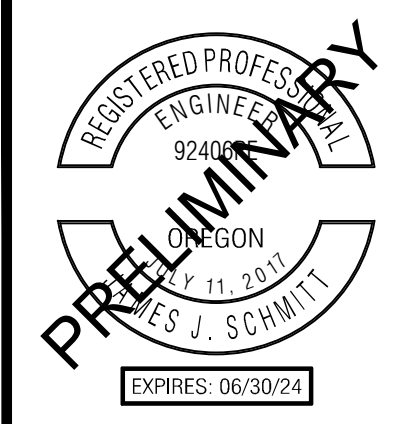


P:\22829-JTS-CRESTVIEW CROSSING\96-APARTMENTS\CAD\SHEETS\22829-FIRE-PLAN.DWG



LEGEND

	PROJECT BOUNDARY
	RIGHT-OF-WAY LINE
	RIGHT-OF-WAY CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINE
	PROPOSED CURB FACE
	FIRE TRUCK HOSE PULL
	FIRE HOSE PULL START/STOP
	PROPOSED FIRE ONLY ACCESS DRIVEWAY
	PROPOSED GATE
	600' RADIUS HYDRANT COVER



PUBLISH DATE
FEBRUARY 14, 2023

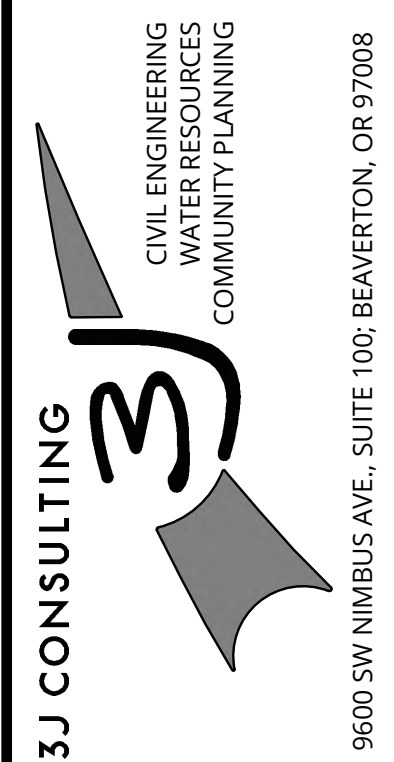
ISSUED FOR
LAND USE SET

REVISIONS

FIRE PLAN

SPRING MEADOW AT CRESTVIEW

JTSC, LLC
NEWBERG, OR



PROJECT INFORMATION

3J PROJECT # | 22829

TAX LOT(S) | R3216AC LOT 13800

LAND USE # | TBD

DESIGNED BY | JJS, SRC, JGW

CHECKED BY | AJM

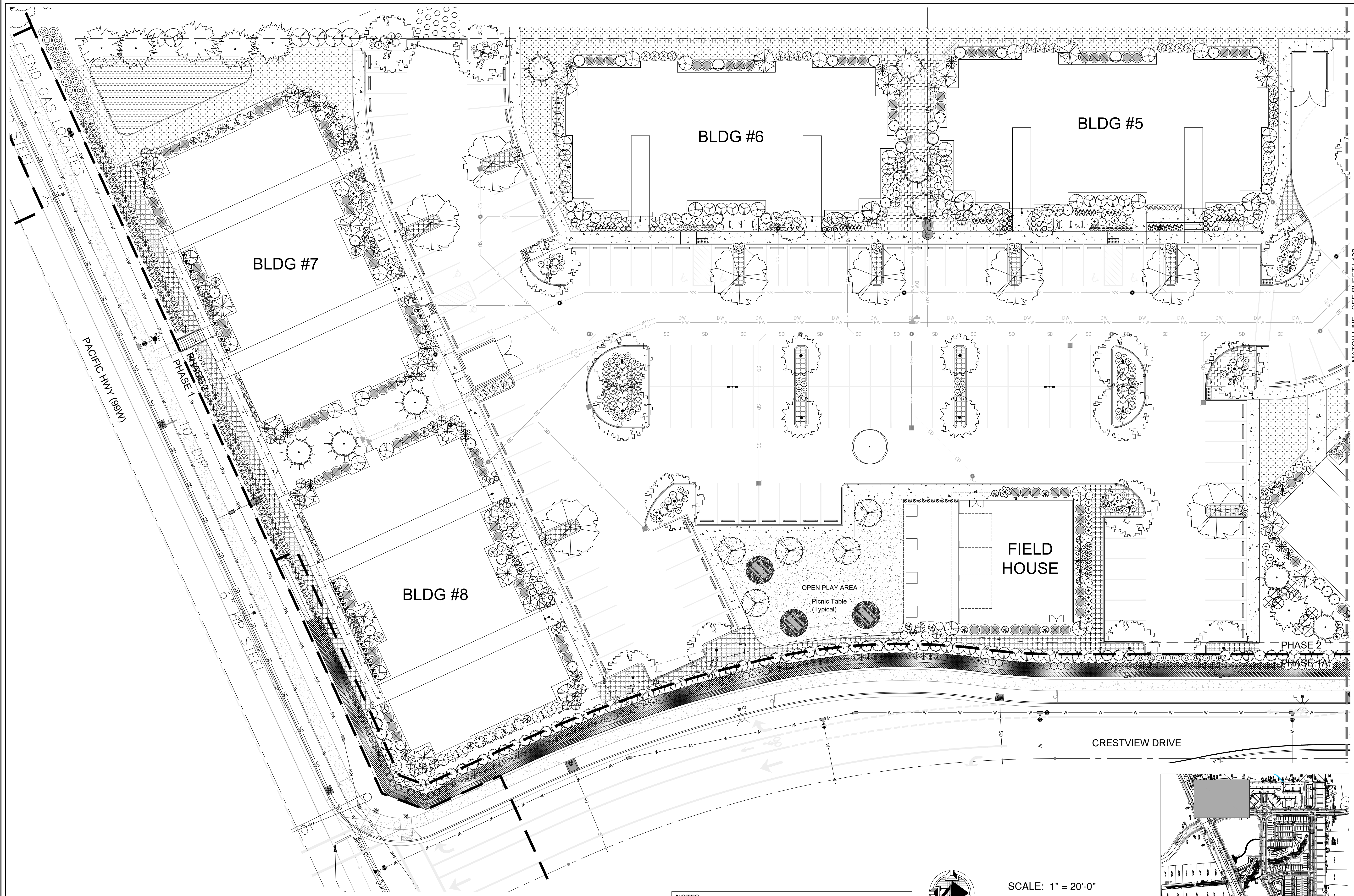
SHEET NUMBER
FS-1

10'00" PLS PER 1"00' H.O. 2/28/2024

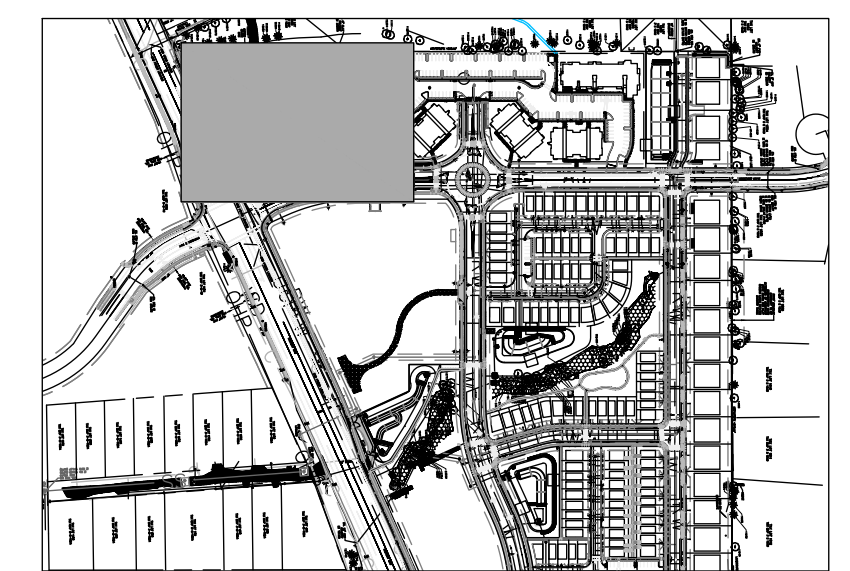
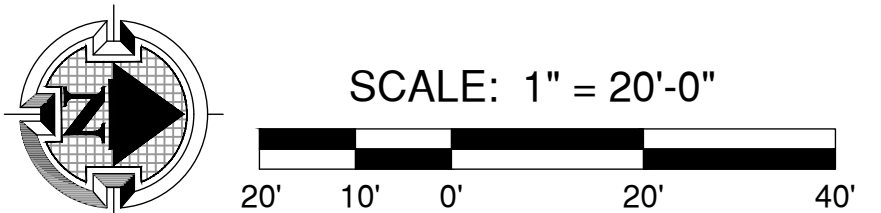
SCALE: 1" = 60'

0 60 120 FT

811 Know what's below. Call before you dig.



NOTES:
 1. REFER TO SHEET L103 FOR SITE PLANTING SCHEDULE.
 2. REFER TO SHEET L104 FOR SITE PLANTING DETAILS & NOTES.



MEARS
 DESIGN GROUP
 LANDSCAPE ARCHITECTURE & PLANNING
 PO Box 23338 | PORTLAND, OREGON | 97281
 PHONE: 503.601.4516 | FAX: 503.924.4668

REGISTERED
 PROFESSIONAL
 LANDSCAPE ARCHITECT
 STATE OF OREGON
 NO. 1003

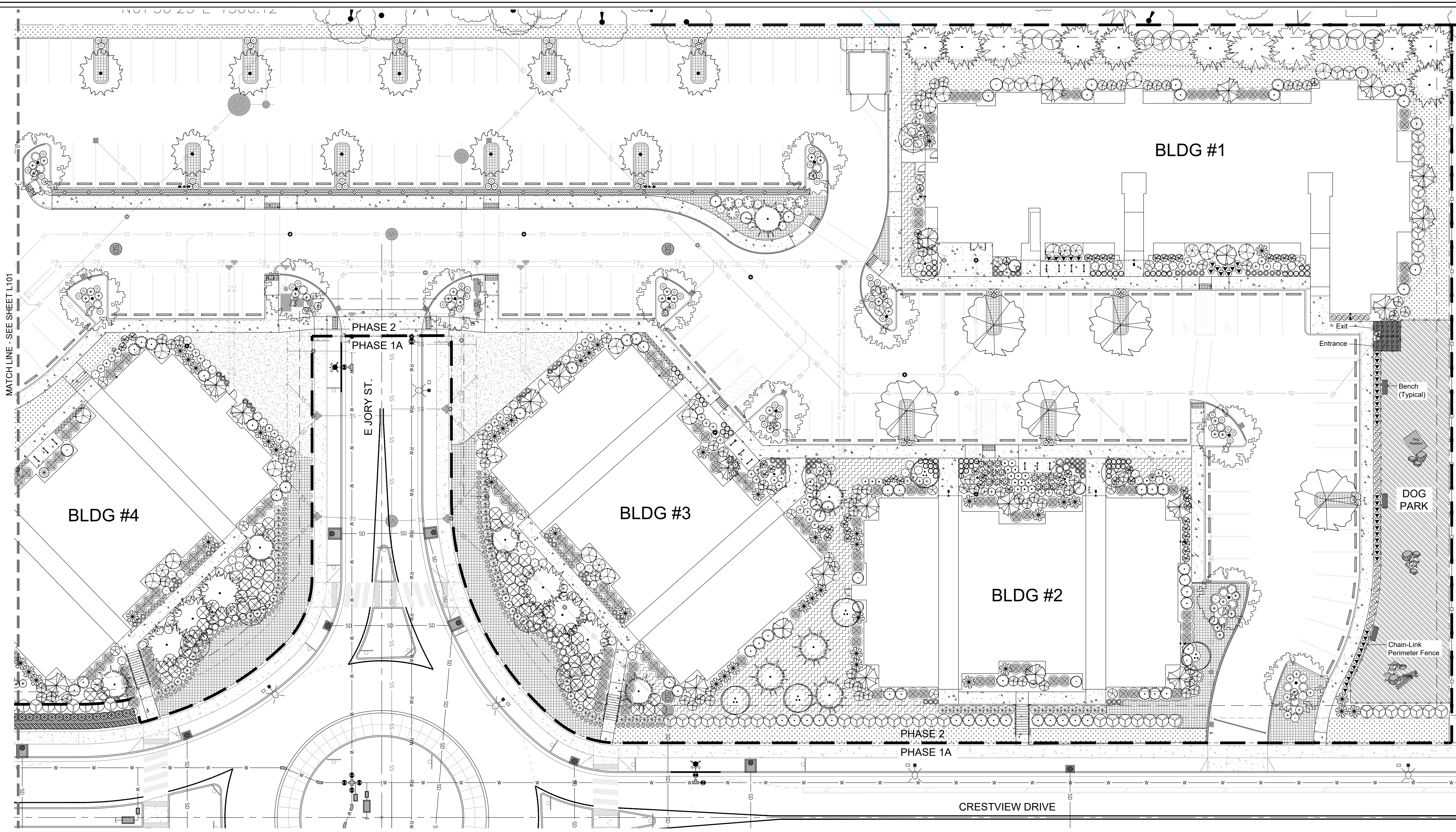
CRESTVIEW CROSSING APARTMENTS
 P.U.D. PHASE 2
 NEWBERG CRESTVIEW, LLC
 NEWBERG, OREGON

REVISIONS		
REV.	DATE	DESCRIPTION

SHEET NAME:
 PLANTING PLAN

DRAWN BY: _____ TM
 CHECKED BY: _____ TM
 ISSUE DATE: 1/19/2023
 JOB NO.: 2301

SHEET:
L101
 OF 7



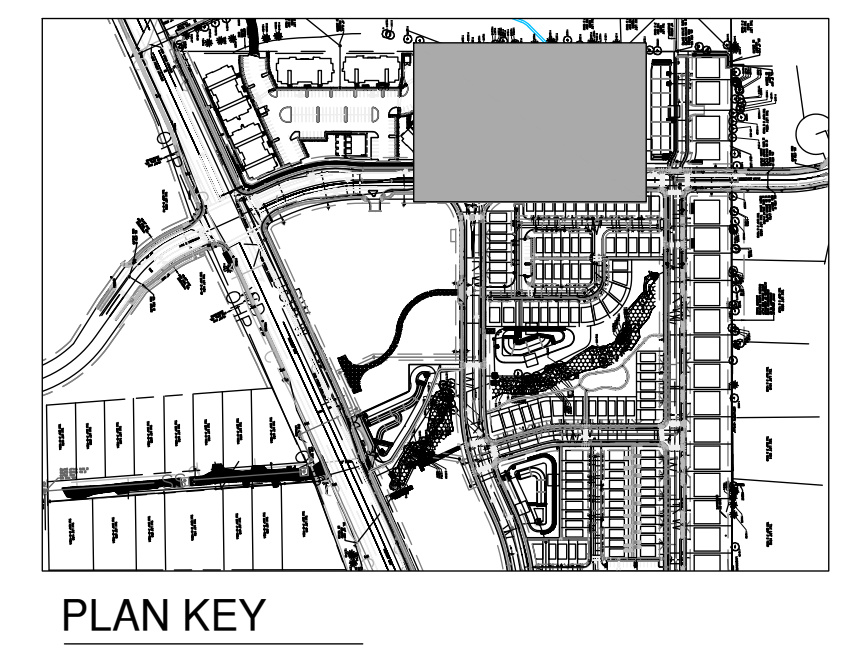
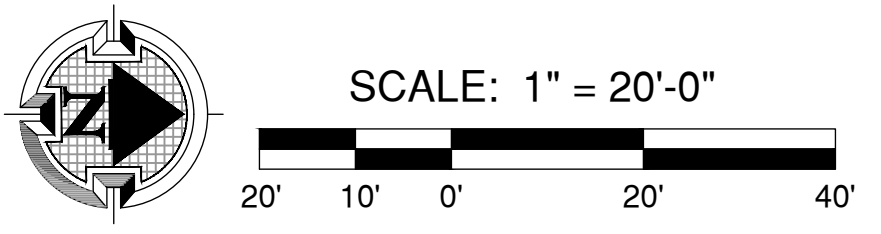
REVISIONS		
REV.	DATE	DESCRIPTION

SHEET NAME:
PLANTING PLAN











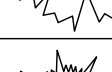



DRAWN BY: _____ TM
CHECKED BY: _____ TM
ISSUE DATE: 1/19/2023
JOB NO.: 2301

SHEET:
L102
OF 7


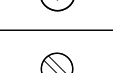
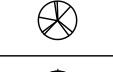
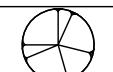
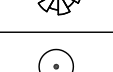
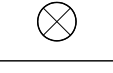
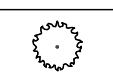
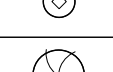

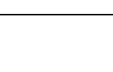

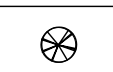
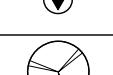
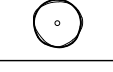
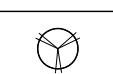
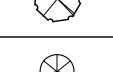
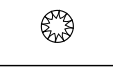
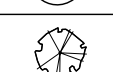









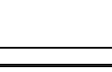

NOTES:
1. REFER TO SHEET L103 FOR SITE PLANTING SCHEDULE.
2. REFER TO SHEET L104 FOR SITE PLANTING DETAILS & NOTES.



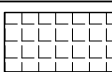
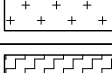
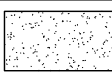
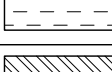
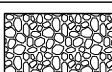


PLANT MATERIALS LISTING:

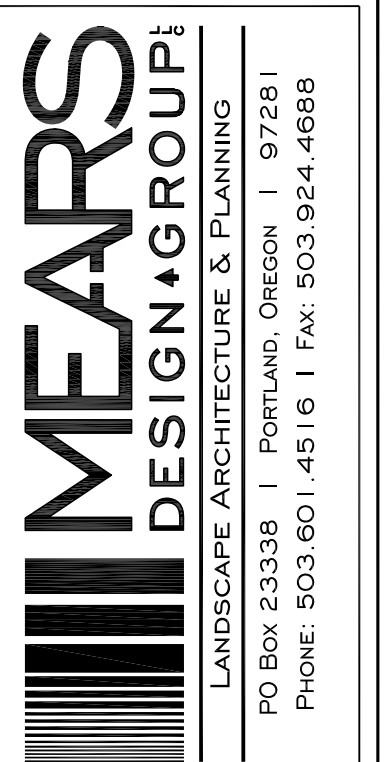
Botanical name Common Name						
SYM	TREES	(D)eciduous/ (E)vergreen	QTY.	SIZE	CONDITION	REMARKS
	Acer circinatum Vine Maple		5	5-6'	B&B	Multi-stem
	Acer palmatum 'Sango Kaku' Coral Bark Maple	(D)	12	6-7'	B&B	
	Acer rubrum 'Bowhall' Bowhall Maple	(D)	5	1.5" Cal.	B&B	
	Cercidiphyllum japonicum Katsura	(D)	26	1.5" Cal.	B&B	
	Chamaecyparis obtusa 'Gracilis' Gracilis Hinoki Cypress	(E)	38	6-7'	B&B	
	Cornus kousa ssp. 'Samzam' Samaritan Chinese Dogwood	(D)	1	1.5" Cal.	B&B	
	Cuspressocyparis leylandii 'Naylor's Blue' Naylor's Blue Cypress	(E)	3	6-7'	B&B	
	Fagus sylvatica 'Tricolor' Tricolor European Beech	(D)	13	1.5" Cal.	B&B	
	Juniperus scopulorum 'Moonglow' Moonglow Juniper	(E)	9	6-7'	B&B	
	Metasequoia glyptostroboides 'Gold Rush' Gold Rush Dawn Redwood	(D)	5	6-7'	B&B	
	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Pine	(E)	18	6-7'	B&B	
	Thuja x plicata 'Excelsa' Excelsa Red Cedar	(E)	24	6-7'	B&B	
	Styrax japonica Japanese Snowbell	(D)	8	1.5" Cal.	B&B	
	Zelkova serrata 'Village Green' Village Green Zelkova	(D)	13	1.5" Cal.	B&B	
Total Trees			180			

PLANT MATERIALS LISTING:

Botanical name Common Name						
SYM	SHRUBS	(D)eciduous/ (E)vergreen	QTY.	SIZE	CONDITION	REMARKS
	Azalea x 'Hino-Crimson' Hino-Crimson Azalea	(E)	68	1 Gal	Can	
	Berberis thunbergii 'Crimson Pygmy' Crimson Pygmy Barberry	(D)	271	1 Gal	Can	
	Berberis thunbergii 'Helmond Pillar' Helmond Pillar Barberry	(D)	56	1 Gal	Can	
	Calamagrostis x acutiflora 'Karl Foerster' Foerster's Feather Reed Grass	(E)	12	1 Gal	Can	
	Camellia japonica 'April Tryst' April Tryst Camellia	(D)	11	1 Gal	Can	
	Camellia sasanqua 'Yuletide' Yuletide Camellia	(E)	47	5 Gal	Can	
	Choisya ternata 'Sundance' Sundance Mexican Orange	(E)	67	3 Gal	Can	
	Cornus sericea 'Kelsey' Kelsey Dwarf Dogwood	(D)	29	1 Gal	Can	
	Cornus 'Elegantissima' Variegated Dogwood	(D)	85	1 Gal	Can	
	Cupressus sempervirens 'Tiny Tower' Tiny Tower Cypress	(E)	14	6-7'	B&B	
	Euonymus alata 'Compactus' Compact Winged Euonymus	(D)	148	5 Gal	Can	
	Euonymus fortunei 'Gold Splash' Gold Splash Euonymus	(E)	111	1 Gal	Can	
	Euonymus japonicus 'Aureovariegatus' Gold Spot Euonymus	(E)	54	5 Gal	Can	
	Hakonechloa macra 'All Gold' All Gold Japanese Fountain Grass	(E)	232	1 Gal	Can	
	Hemerocallis 'Stella d'oro' Stella d'oro Daylily	(D)	112	1 gal	Can	
	Hydrangea paniculata 'Littlelime' Littlelime Hydrangea	(D)	132	2 Gal	Can	
	Hydrangea macrophylla 'All Summer Beauty' All Summer Beauty Hydrangea	(D)	132	2 Gal	Can	
	Ilex glabra 'Compacta' Compact Inkberry	(E)	218	3 Gal	Can	
	Nandina domestica 'Gulf Stream' Gulf Stream Heavenly Bamboo	(E)	97	2 Gal	Can	
	Pennisetum alopecuroides 'Hameln' Hameln Dwarf Fountain Grass	(D)	72	1 Gal	Can	
	Photinia x fraseri Fraser Photinia	(E)	22	5 Gal	Can	
	Pieris japonica 'FIRE N ICE' FIRE N ICE Lily of the Valley	(E)	18	5 Gal	Can	
	Polystichum munitum Sword Fern	(E)	18	1 Gal	Can	
	Prunus 'Otto Luken' Otto Luken Laurel	(E)	104	18-24"	B&B	Free of disease
	Rhododendron 'PJM Elite' PJM Elite Rhododendron	(E)	40	18-24"	Can	
	Rosa 'Pink Supreme Carpet' Pink Supreme Carpet Rose	(D)	329	1 Gal	Can	
	Rudbeckia fulgida 'Goldsturm' Black Eye Susan	(D)	119	1 Gal	Can	
	Sarcococca confusa Fragrant Box	(E)	31	2 Gal	Can	
	Viburnum davidii David Viburnum	(E)	30	1 Gal	Can	
	Viburnum tinus 'Robustum' Roundleaf Laurustinus	(E)	14	5 Gal	Can	
	Weigela florida 'Bokraspliw' Spilled Wine Weigela	(D)	117	2 Gal	Can	
Total Shrubs			2,678			

PLANT MATERIALS LISTING:

Botanical name Common Name						
SYM	GROUND COVER	(D)eciduous/ (E)vergreen	QTY.	SIZE	CONDITION	SPACING
	Fragaria x 'Lipstick' Lipstick Strawberry	(E)	2,205	4"	Pots	24" O.C.
	Rubus calycinoides 'Emerald Carpet' Creeping Raspberry	(E)	1,600	4"	Pots	36" O.C.
	Vinca minor 'Bowles' Bowles Common Periwinkle	(E)	1,850	4"	Pots	18" O.C.
	Lawn (Hydro-seed)		6,100 SF (Approximate)			
	Native Seedmix		1,570 SF (Approximate)			
	Wood Chips - 3" minimum depth		4,255 SF (Approximate)			
	1/4" minus crushed rock pathway - 3" depth minimum					



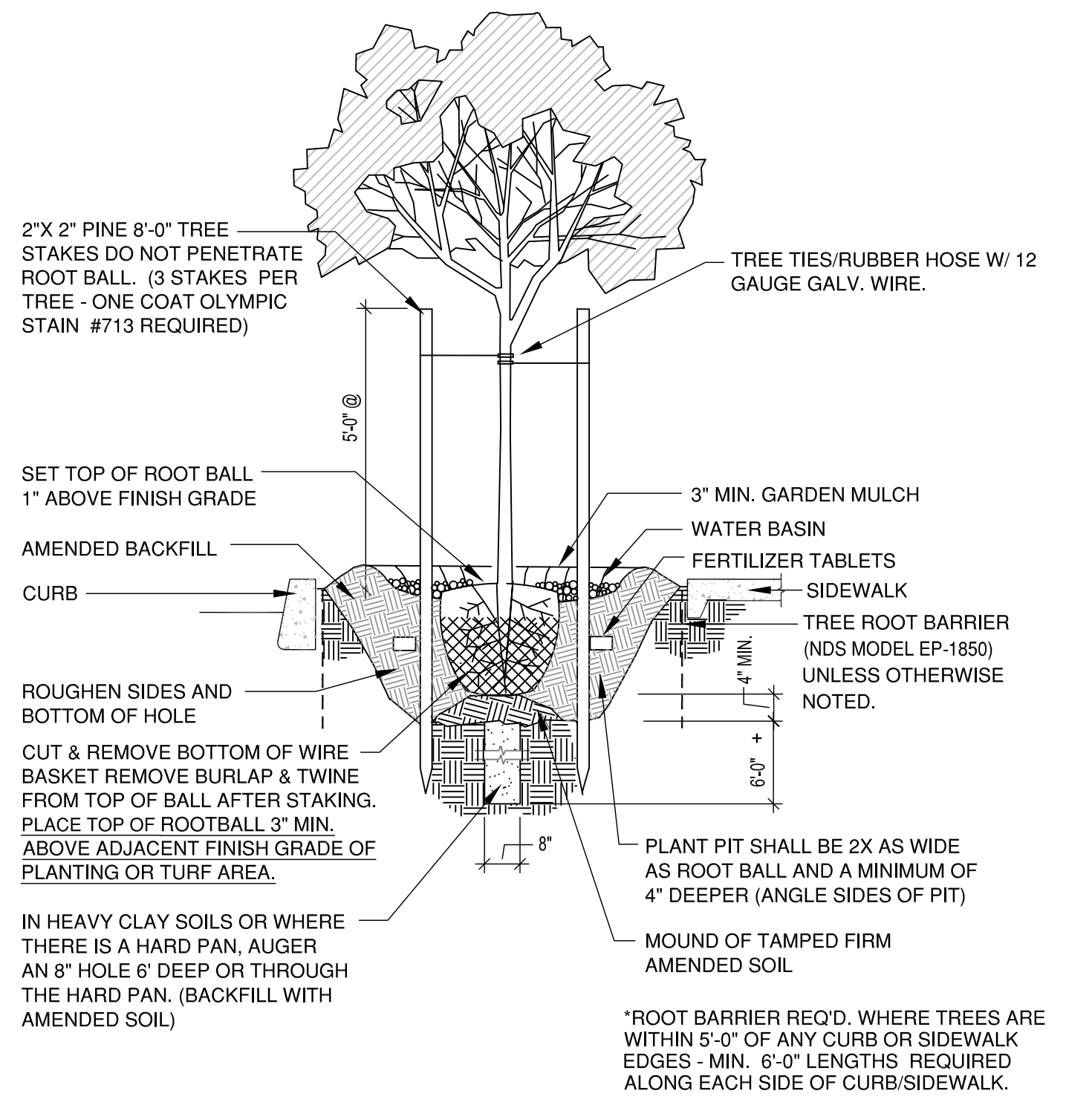
CRESTVIEW CROSSING APARTMENTS
P.U.D. PHASE 2
NEWBERG CRESTVIEW, LLC
NEWBERG, OREGON

REVISIONS		
REV.	DATE	DESCRIPTION

SHEET NAME:
PLANTING SCHEDULE

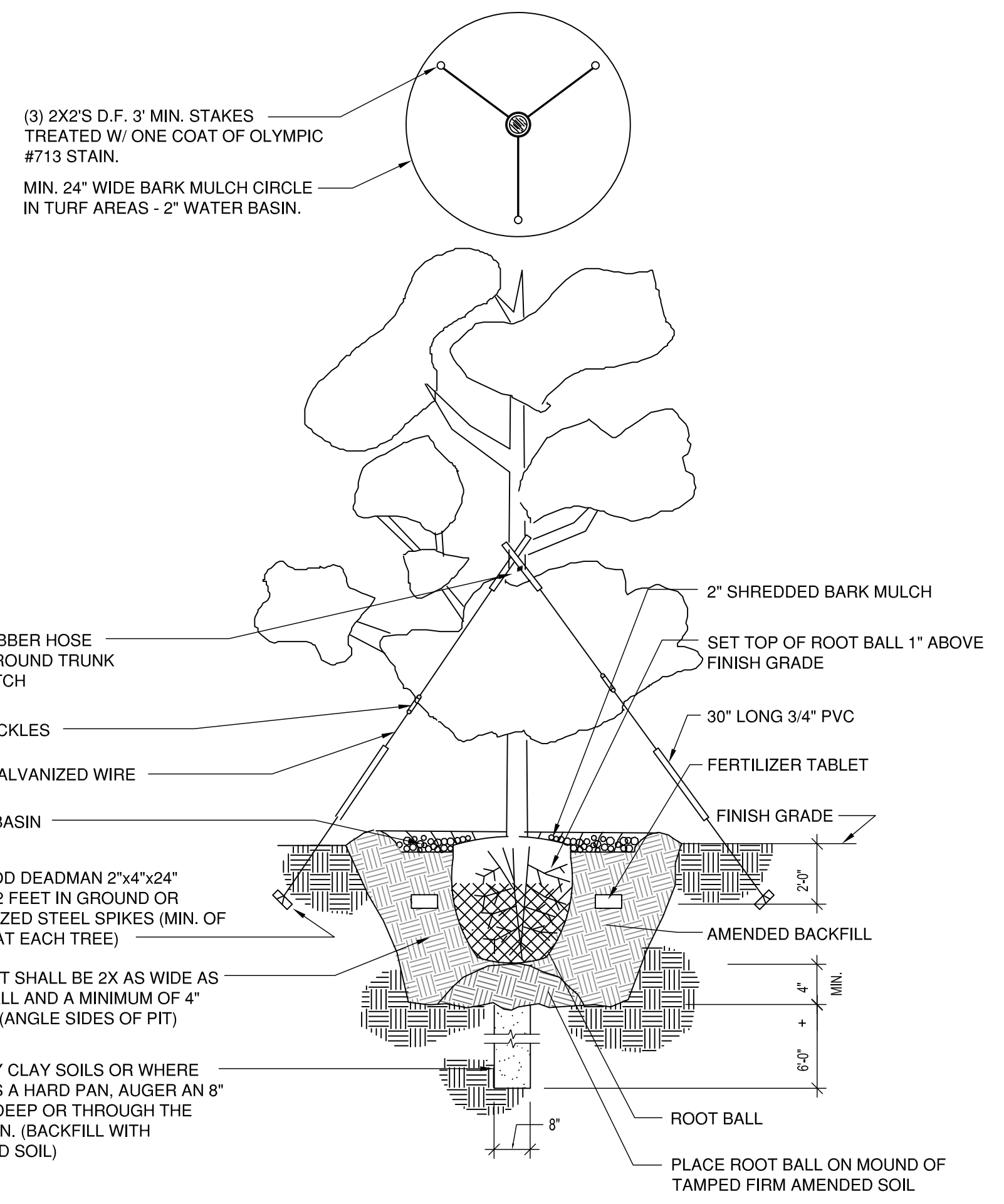
DRAWN BY: _____ TM
CHECKED BY: _____ TM
ISSUE DATE: 1/24/2023
JOB NO.: 2301

SHEET:
L103
OF 7



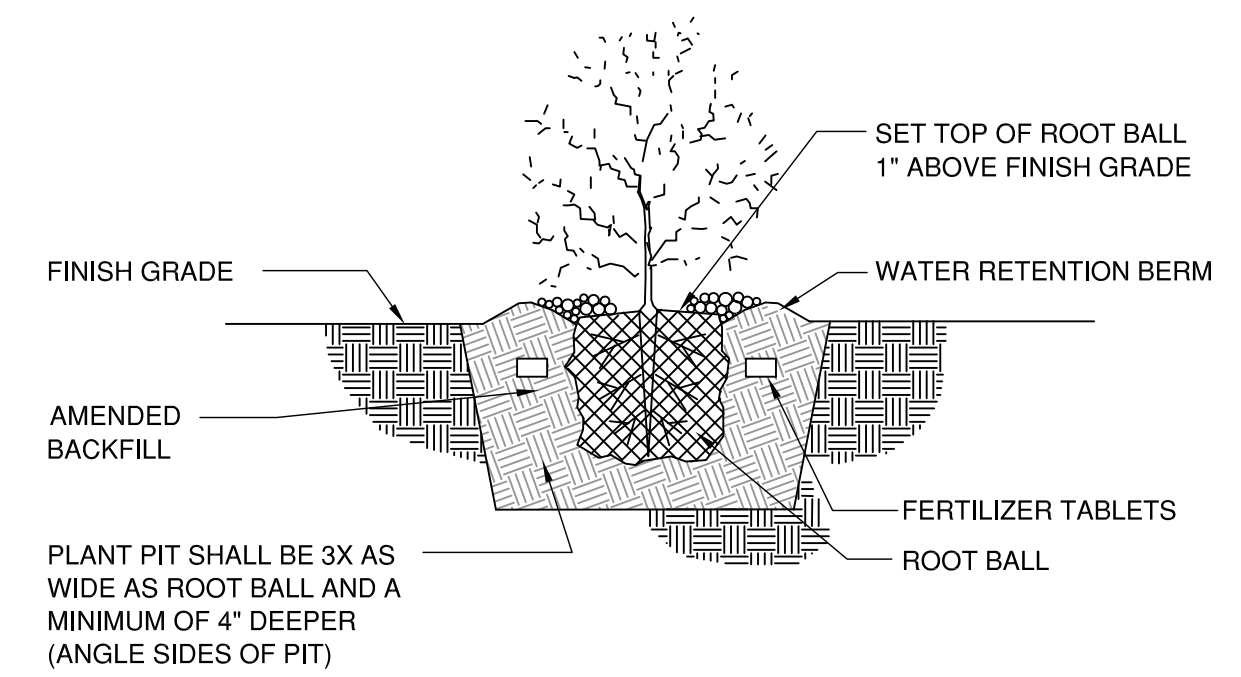
TREE PLANTING DETAIL

N.T.S.



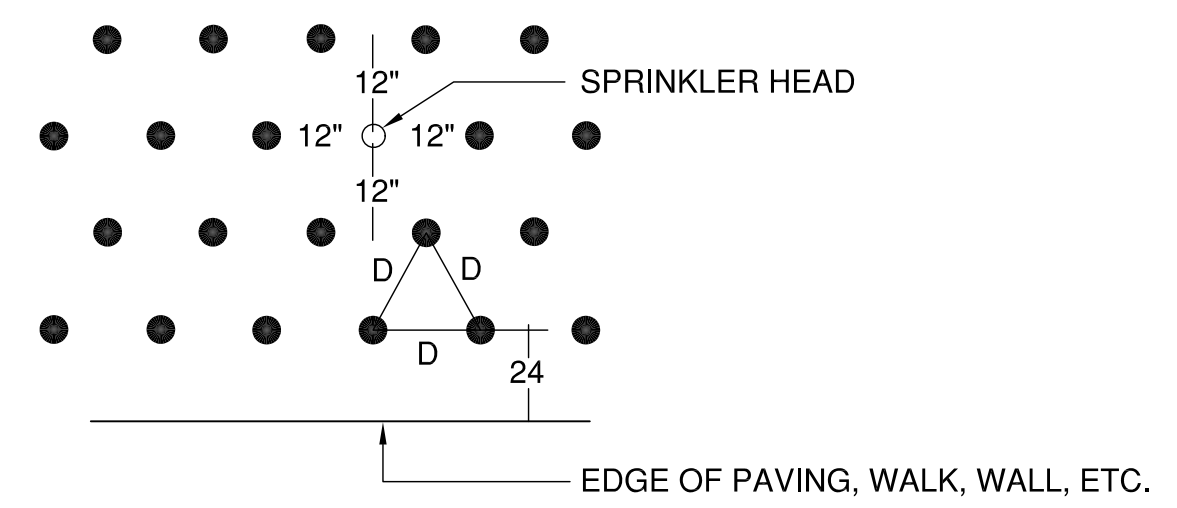
EVERGREEN TREE PLANTING DETAIL

N.T.S.

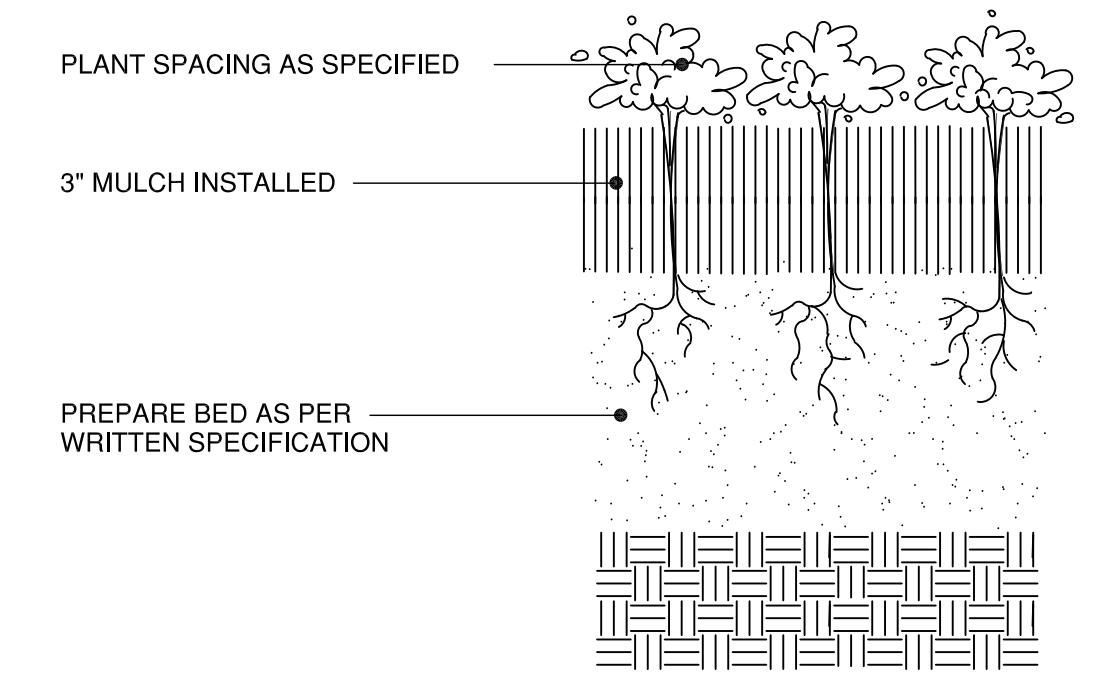


SHRUB PLANTING DETAIL

N.T.S.



NOTE:
LOCATE PLANTS SPACED EQUAL DISTANCE (D)
FROM EACH OTHER AS SPECIFIED AND
MINIMUM OF 12" FROM SPRINKLER HEAD



GROUNDCOVER PLANTING DETAIL

N.T.S.

TYPICAL PLANTING NOTES:

1. B&B stock may be substituted with container stock of equal grade.
2. Container stock may be substituted with B&B stock of equal grade.
3. Plant material shall conform with American Standard for Nursery Stock, ANSI Z60.1, 2014 edition.
4. All trees shall be branched.
5. Refer to project technical specification for topsoil requirement. All planting beds shall have a minimum of 18 inches topsoil. Re-use of existing topsoil is recommended, but must meet specifications.
6. Garden mulch all planting beds with 3" min. Layer of specified garden mulch.
7. In the event of a discrepancy between this material listing and the drawings, the drawings shall govern the plant species and quantities required.
8. In the event of question or lack of clarity on drawings, Landscape Contractor is to call Landscape Architect before proceeding.
9. Landscape contractor is to notify Landscape Architect prior to installation of plant material to approve final placement.
10. Landscape Contractor to verify plant material quantities.
11. Contractor will provide a one year warranty on all provided & installed plant material from date of final approval by owner's representative.

REVISIONS		
REV.	DATE	DESCRIPTION

SHEET NAME:
**PLANTING
DETAILS & NOTES**

DRAWN BY: _____ TM
CHECKED BY: _____ TM
ISSUE DATE: 1/19/2023
JOB NO.: 2301

FIRE CODE / LAND USE / BUILDING REVIEW APPLICATION



North Operating Center
 11945 SW 70th Avenue
 Tigard, OR 97223
 Phone: 503-649-8577

South Operating Center
 8445 SW Elligsen Rd
 Wilsonville, OR 97070
 Phone: 503-649-8577

REV 6-30-20

Project Information

Applicant Name: JTSC, LLC
 Address: 5285 Meadows Road, Suite 171
 Phone: 503-730-8620
 Email: jnemec@jtsmithco.com
 Site Address: NW Corner of Crestview Drive and OR 99W
 City: Newberg, OR
 Map & Tax Lot #: R3216AC Lot 13800
 Business Name: Crestview Crossing
 Land Use/Building Jurisdiction: Newberg
 Land Use/ Building Permit # TBD
 Choose from: Beaverton, Tigard, Newberg, Tualatin, North Plains, West Linn, Wilsonville, Sherwood, Rivergrove, Durham, King City, Washington County, Clackamas County, Multnomah County, Yamhill County

Project Description

A 196 unit multi-family project located at the NW Corner of Highway 99W and Crestview Drive in Newberg, OR. Main access is at the west end of Jory St (west leg of the Jory St and Crestview Dr Roundabout). The site has two emergency vehicle access point with one being at the NE corner of the project onto Crestview Dr and the other being at the SW corner of the project to Vittoria Way. All buildings will have fire sprinklers and will be required to have aerial apparatus access.

Permit/Review Type (check one):

- Land Use / Building Review - Service Provider Permit
- Emergency Radio Responder Coverage Install/Test
- LPG Tank (Greater than 2,000 gallons)
- Flammable or Combustible Liquid Tank Installation (Greater than 1,000 gallons)
 - * Exception: Underground Storage Tanks (UST) are deferred to DEQ for regulation.
- Explosives Blasting (Blasting plan is required)
- Exterior Toxic, Pyrophoric or Corrosive Gas Installation (in excess of 810 cu.ft.)
- Tents or Temporary Membrane Structures (in excess of 10,000 square feet)
- Temporary Haunted House or similar
- OLCC Cannabis Extraction License Review
- Ceremonial Fire or Bonfire (For gathering, ceremony or other assembly)

For Fire Marshal's Office Use Only

TVFR Permit # 2022-0149
 Permit Type: SPP
 Submittal Date: 12/21/22
 Assigned To: DARBY
 Due Date: _____
 Fees Due: _____
 Fees Paid: _____

Approval/Inspection Conditions
 (For Fire Marshal's Office Use Only)

This section is for application approval only

[Signature] 0806 12/21/22
 Fire Marshal or Designee Date

Conditions:

See Attached Conditions: Yes No
 Site Inspection Required: Yes No

This section used when site inspection is required

Inspection Comments:

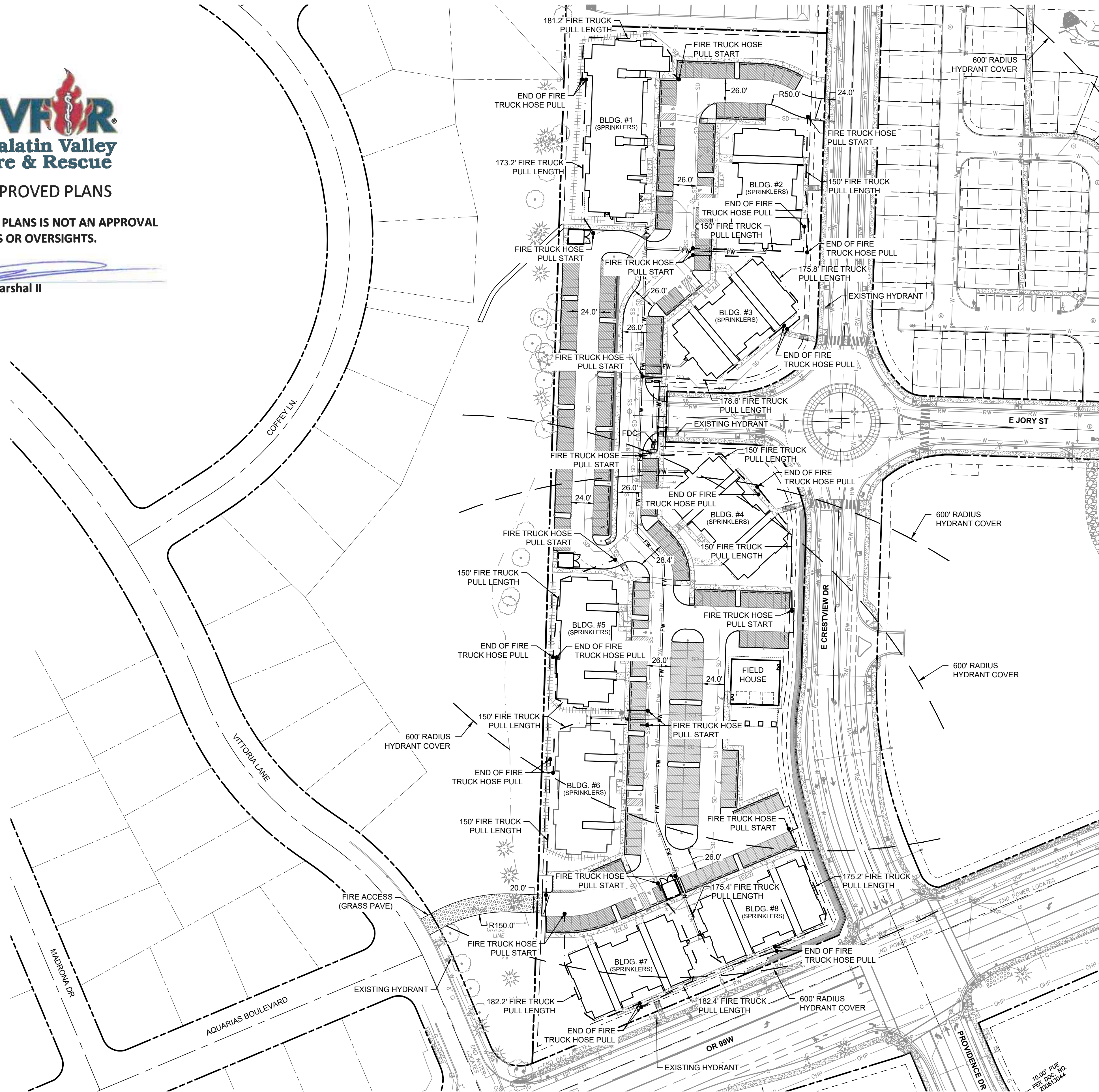
 Final TVFR Approval Signature & Emp ID Date



APPROVED PLANS

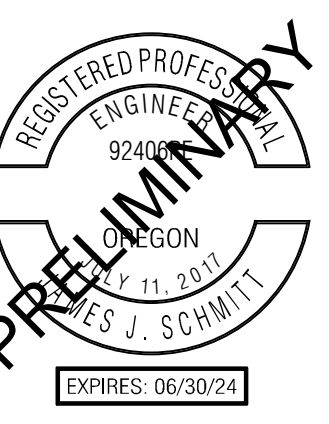
APPROVAL OF PLANS IS NOT AN APPROVAL OF OMISSIONS OR OVERSIGHTS.

[Signature]
Deputy Fire Marshal II



LEGEND

- PROJECT BOUNDARY
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EASEMENT LINE
- PROPOSED CURB FACE
- FIRE TRUCK HOSE PULL
- FIRE HOSE PULL START/STOP
- PROPOSED FIRE ONLY ACCESS DRIVEWAY
- PROPOSED GATE
- 600' RADIUS HYDRANT COVER



PUBLISH DATE
DECEMBER 15, 2022
ISSUED FOR
LAND USE SET
REVISIONS

FIRE PLAN
CRESTVIEW CROSSING
APARTMENTS
 JT SMITH
 NEWBERG, OR

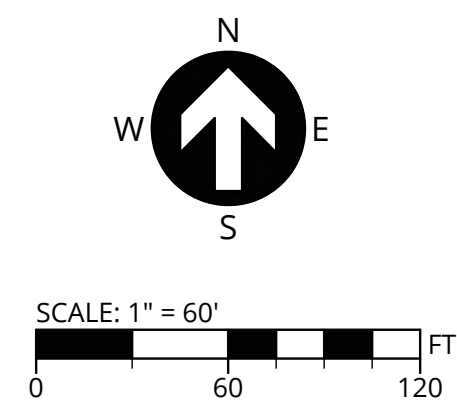
3J CONSULTING

CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING

9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
FS-1



P:\22829-3J-CRESTVIEW CROSSING 196-APARTMENTS\CAD\SHEETS\22829-3-FIRE-PLAN.DWG

10:00 P.M.
PER 100% R.O.
2023.12.04

Technical Memorandum

February 14, 2023

Project# 28526

To: Doug Rux, Community Development Director
City of Newberg, OR
414 E First St
Newberg, OR 97132

From: Zachary Bugg, PhD, and Diego Arguea, PE

CC: Casey Knecht, PE, Oregon Department of Transportation (ODOT)

RE: Crestview Crossing - Revised Trip Generation

BACKGROUND

This document provides an updated trip generation estimate for the Crestview Crossing residential development in Newberg, Oregon. The 33.13-acre property is located north of OR 99W (Portland Road) near the intersection with Providence Drive and will include an extension of Crestview Drive to the south through the property, connecting to OR 99W to form the north leg of the ORW/Providence Drive intersection.

Kittelison & Associates, Inc. (Kittelison) prepared a transportation impact analysis (TIA) for the proposed development in August 2018, which was reviewed by the City of Newberg and ODOT Region 2. The development is now under construction and is expected to be completed in 2025. The original approved site plan and analysis in the TIA included up to 260 single-family homes and 48 apartment units. Shortly after the original submittal, the development team revised the site plan to reflect 244 single-family homes and 51 apartment units. The 244 single-family homes were split on either side of the Crestview Drive Extension—139 to the east and 105 to the west. The 51 originally-planned apartment units were all to be located near the southeastern corner of the site.

This document summarizes an additional change to the site plan that replaces the 105 single-family homes on the west side of Crestview Drive with up to 196 apartment units. Figure 1 displays the revised site plan associated with the change in residential units.

ESTIMATED TRIP GENERATION

The City of Newberg and ODOT require that the most recent version of the Institute of Transportation Engineers (ITE) *Trip Generation* manual be utilized to estimate site-generated trips for all typical land uses. At the time the Crestview Crossing TIA was prepared, the latest version of the manual was the 10th Edition¹. Table 1 displays the estimated trip generation prepared for the August 2018 TIA.

¹ Institute of Transportation Engineers. *Trip Generation, 10th Edition*. Institute of Transportation Engineers: Washington, DC, 2017.

Figure 1. Revised Site Plan

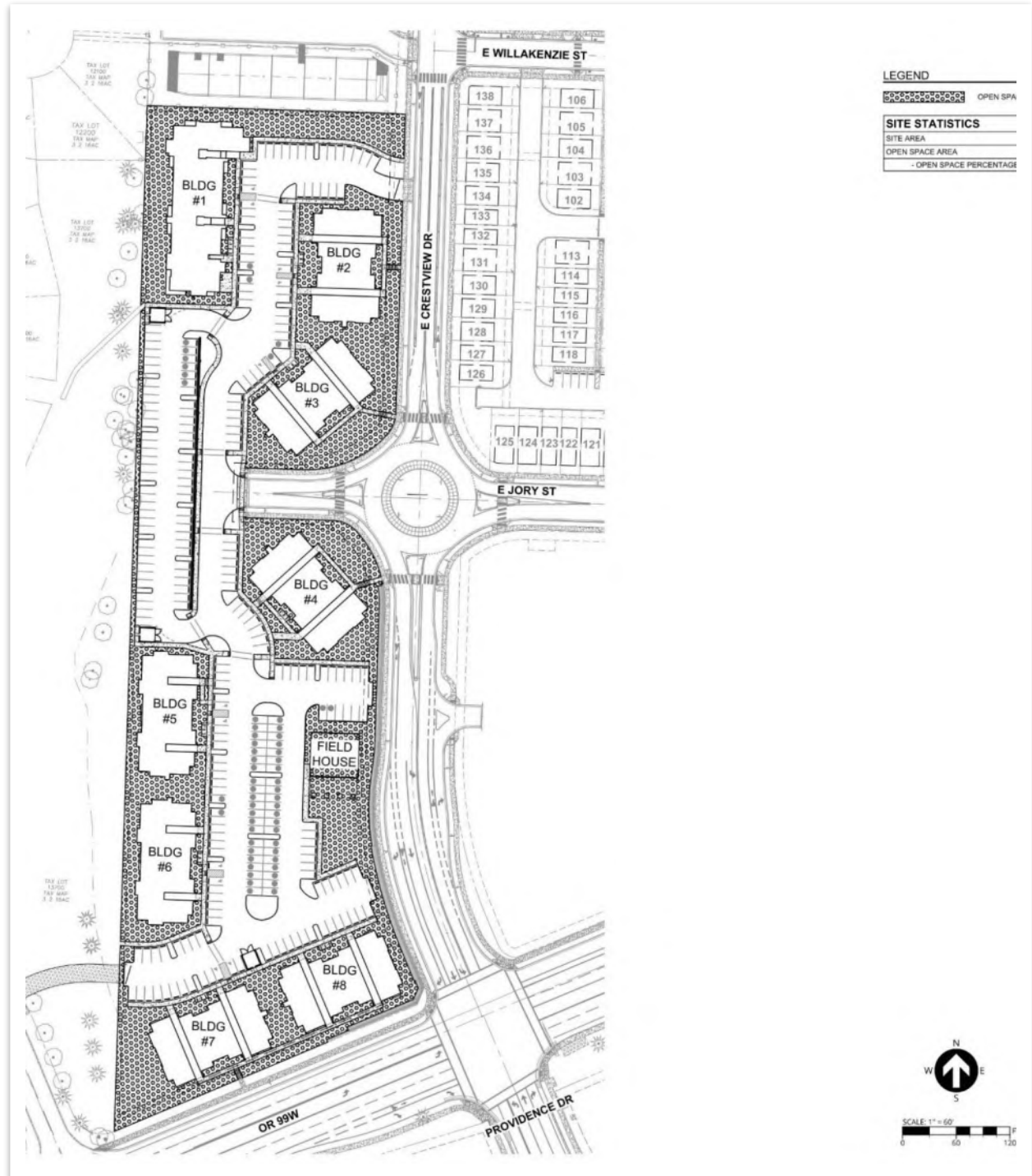


Table 1. 2018 TIA Approved Trip Generation (ITE 10th Edition)

Land Use	ITE Code	Units	Weekday Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family	210	260	2,504	189	47	142	254	160	94
Multifamily (Low-Rise)	220	48	332	24	6	18	31	20	11
Total			2,836	213	53	160	285	180	105

Table 2 displays the trip generation for the revised unit count, continuing to utilize the 10th Edition of the trip generation manual for comparison with the August 2018 TIA.

Table 2. Revised Trip Generation (ITE 10th Edition)

Land Use	ITE Code	Units	Weekday Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family	210	139	1,312	103	26	77	138	87	51
Multifamily (Low-Rise)	220	247	1,808	114	26	88	138	87	51
Total			3,120	217	52	165	276	174	102

In the time since the TIA was submitted, the 11th Edition of the ITE manual has been released². The 11th Edition contains expanded and reorganized data for the two residential land uses reflected in the proposed development, including the following changes:

- Land use code 210 (single-family) – while the weekday daily trip generation rate is similar in the 10th and 11th Editions, the weekday AM and PM peak hour trip generation rates are approximately 5 percent lower in the 11th Edition than the 10th Edition, reflecting changing travel patterns that result in more trips occurring outside the traditional peak hours.
- Land use code 220 (multifamily) – in the 11th Edition, trip generation rates for the multifamily low-rise land use have been adjusted to reflect only units in buildings with two to three floors, while in the 10th Edition,

² Institute of Transportation Engineers. *Trip Generation, 11th Edition*. Institute of Transportation Engineers: Washington, DC, 2021.

multifamily units in buildings with three floors were categorized as mid-rise. This has resulted in a reduced trip generation in the 11th Edition ranging from 8 to 13 percent.

Table 3 displays the updated trip generation for the development using the revised unit count and the 11th Edition trip generation rates.

Table 3. Revised Trip Generation (ITE 11th Edition)

Land Use	ITE Code	Units	Weekday Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family	210	139	1,366	101	25	76	135	85	50
Multifamily (Low-Rise)	220	247	1,664	99	24	75	127	80	47
Total			3,030	200	49	151	262	165	97

Table 4 displays a comparison of the original trip generation approved in the August 2018 TIA and the revised trip generation using either the 10th Edition or 11th Edition trip generation manual.

Table 4. Difference between Original and Revised Trip Generation

Site Plan	Weekday Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Original August 2018 TIA, ITE 10 th Edition	2,836	213	53	160	285	180	105
Revised Site Plan, ITE 10 th Edition	3,120	217	52	165	276	174	102
Difference between Original and Revised Site Plans, ITE 10th Edition	284	4	-1	5	-9	-6	-3
Revised Site Plan, ITE 11 th Edition	3,030	200	49	151	262	165	97
Difference between Original Site Plan, ITE 10th Edition and Revised Site Plan, ITE 11th Edition	194	-13	-4	-9	-23	-15	-8

As shown, if the 10th Edition manual is used, the revised site plan is projected to generate four additional weekday AM peak hour trips and nine fewer weekday PM peak hour trips than the original August 2018 TIA. If the 11th Edition manual is used, the revised site plan is projected to generate 13 fewer weekday AM peak hour trips and 23 fewer weekday PM peak hour trips. The revised site plan is projected to generate additional weekday daily trips using either edition, but City and ODOT transportation analysis requirements are based on the peak hour rather than daily trips.

REVISED TRAFFIC OPERATIONS

While the overall site is projected to result in fewer weekday AM and PM peak hour trips than the original August 2018 TIA, the adjustment in the revised site plan predominantly affects the western portion of the site, west of the planned Crestview Drive Extension. As discussed, the single-family units in this area originally identified in the August 2018 TIA will be replaced by 196 multifamily units. Per the site plan included in Figure 2 of the August 2018 TIA, a total of 114 single-family homes were to be located west of Crestview Drive (note this number had since been reduced to 105, but the traffic analysis in the August 2018 TIA was based on a higher number of homes than was originally platted). The trip generation associated with these two land uses was compared to assess whether the internal site roadways, the Crestview Drive Extension, and the proposed roundabout at Crestview Drive/E Jory Street (Intersection #9 in the August 2018 TIA) would be affected by the shift in density on the west end of the site. Table 5 compares the trip generation associated with the 114 single-family units and the 196 proposed apartment units that will replace them.

Table 5. Comparison of Existing and Revised Land Uses on the West Side of Crestview Crossing (ITE 11th Edition)

Land Use	ITE Code	Units	Weekday Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family	210	114	1,138	84	21	63	112	71	41
Multifamily (Low-Rise)	220	196	1,322	84	20	64	105	66	39
Difference (Multifamily – Single-Family)			184	0	-1	1	-7	-5	-2

As shown, the change in land uses on the west end of the site is projected to result in a relatively small increase (184) in weekday daily trips, no change in total weekday AM peak hour trips, and a decrease of seven weekday PM peak hour trips. Given the general trip distribution and assignment assumed in the August 2018 TIA, the proposed roundabout at Crestview Drive/E Jory Street is the only study intersection that would be affected by this change. As the roundabout was projected to operate at level of service A in the August 2018 TIA during both peak hours after total build-out of the site, we anticipate the change in trip generation on the west end of the site will have a negligible effect on these results.

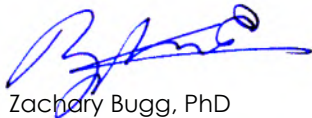
CONCLUSION

As documented herein, the proposed change in unit count from 260 single-family units and 48 multifamily units to 139 single-family units and 247 multifamily units is projected to result in a net decrease in weekday AM peak hour and PM peak hour trips compared to the original site plan in the approved August 2018 TIA for Crestview Crossing. As such, the findings and recommendations of the August 2018 TIA are still valid, and no additional on- or off-site improvements are recommended beyond those in the TIA.

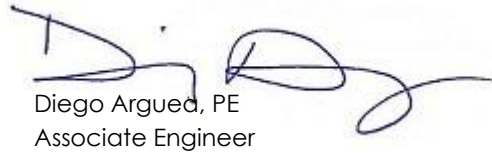
We trust that the analysis and documentation herein satisfies the transportation-related requirements related to the proposed site plan/unit count revisions, and that no additional analysis is needed. If you have any questions, please contact us at 503.535.7462.

Sincerely,

Kittelson & Associates, Inc.



Zachary Bugg, PhD
Associate Engineer



Diego Argued, PE
Associate Engineer



3J CONSULTING

CIVIL ENGINEERING | WATER RESOURCES | COMMUNITY PLANNING

PRELIMINARY STORMWATER MANAGEMENT PLAN

Spring Meadow at Crestview
Newberg, OR 97132

February 14, 2023

Prepared For:

JTSC, LLC
5285 Meadows Road, Suite 171
Lake Oswego, OR 97035



EXPIRES: 12/31/2023

Prepared By:

3J Consulting, Inc.
9600 SW Nimbus Avenue, Suite 100
Beaverton, Oregon 97008
Project No: 22829
KEF

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DESIGNER'S CERTIFICATION & STATEMENT

I hereby certify that this Stormwater Management Plan for the Spring Meadow at Crestview project has been prepared by me or under my supervision and meets minimum standards of the City of Newberg, Oregon, and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.

EXECUTIVE SUMMARY

The Spring Meadow at Crestview project is Phase 2 of the Crestview Crossing development. The development will consist of eight apartment buildings (196 apartments), parking lots, sidewalks and utilities; the previous design for Phase 2 was to construct 104 single-family residential lots, streets, sidewalks and utilities. This phase of development is approximately 6.85 acres with 4.66 acres of impervious area.

Phase 1 of Crestview Crossing constructed all frontage improvements, utilities, streets and sidewalks (up to the 2nd phase of development). Additionally, all treatment and detention facilities were constructed, which included ultimate build out impervious areas assuming Phase 2 would include single-family lots. The Stormwater Management Plan (SWMP) dated May 28, 2020 by 3J Consulting, for the ultimate development was approved by the City and can be provided upon request.

The May 2020 SWMP showed that Phase 2 was included in Basin 2. The basin conveys runoff to Pond 2 for treatment and detention and was designed for 7.227 and 9.576 acres of impervious and pervious area, respectively including Off-West Basin to the west of Phase 2. The pond has since been surveyed so that modifications could be made in the flow control manhole to provide over-detention for the commercial and multi-family developments within the property. Therefore, the system does not have additional capacity for an increase in impervious area from revising the plan to an apartment complex; Phase 2 will increase the impervious area by approximately 1 acre.

The treatment and detention requirements follow the same requirements from the May 2020 SWMP and are as follows:

- Treat the volume of water equal to 50% of the cumulative rainfall from the 2-year, 24-hour storm event using a continuous rainfall/runoff (flow duration) model, equating to 1.25 inches of precipitation over 24 hours. Flow duration matching requires a continuous simulation hydrologic model; this has not been adopted by the City of Newberg or Yamhill County. Therefore, the stormwater modeling will use an event based peak flow matching method (Santa Barbara Urban Hydrograph).
- Capture and detain the 2-year, 24-hour post developed runoff rate to ½ of the 2-year, 24-hour predeveloped discharge rate.
- Capture and detain the 10, 25 and 50-year, 24-hour post developed runoff to the 10, 25 and 50-year, 24-hour predeveloped discharge rates.

Since the site will increase the impervious area, an underground treatment and detention facility is being proposed. The system will discharge into the existing storm line near the northwest corner of E Jory Street and E Crestview Drive. Additionally, five of the eight apartment buildings, the northern portion of the new parking lot and Off-West Basin will bypass the proposed stormwater management system for treatment and detention connecting to the discharge pipe from the new stormwater management system. The new system will be modeled to ensure release rates are not exceeded from Pond 2.

Results of hydraulic analyses for the proposed onsite storm drain systems will be provided in the Final Stormwater Management Plan.

A Downstream Analysis was performed in the May 2020 SWMP.

An Operations & Maintenance Plan will be prepared in conjunction with the Final Stormwater Management Plan.

The purpose of this report is to accomplish the following:

- Describe post-developed basins and drainage;



- Describe the design and analysis of the proposed stormwater management facilities; and,
- Demonstrate compliance with City of Newberg *Public Works Design and Construction Standards* (2015) and ODOT's *Hydraulic Design Manual* (2014).

PROJECT DESCRIPTION

The Spring Meadow at Crestview development encompasses the western area of the Crestview Crossing development (See Technical Appendix: Exhibits – Preliminary Plat, Sheet C180). The proposed development for Phase 2 of the project will construct eight apartment buildings with a total unit count of 196, parking lots, sidewalks and utilities; the previous design for Phase 2 was to construct 104 single-family residential lots, streets, sidewalks and utilities. This phase of development is approximately 6.85 acres with 4.66 acres of impervious area.

Stormwater runoff from 2,417 acres of impervious area will drain to the proposed stormwater management system for treatment and detention. Five of the eight apartment buildings, the northern portion of the new parking lot and Off-West Basin will bypass the proposed stormwater management system for treatment and detention connecting to the discharge pipe from the new stormwater management system. The new system will be modeled to ensure release rates are not exceeded in Pond 2.

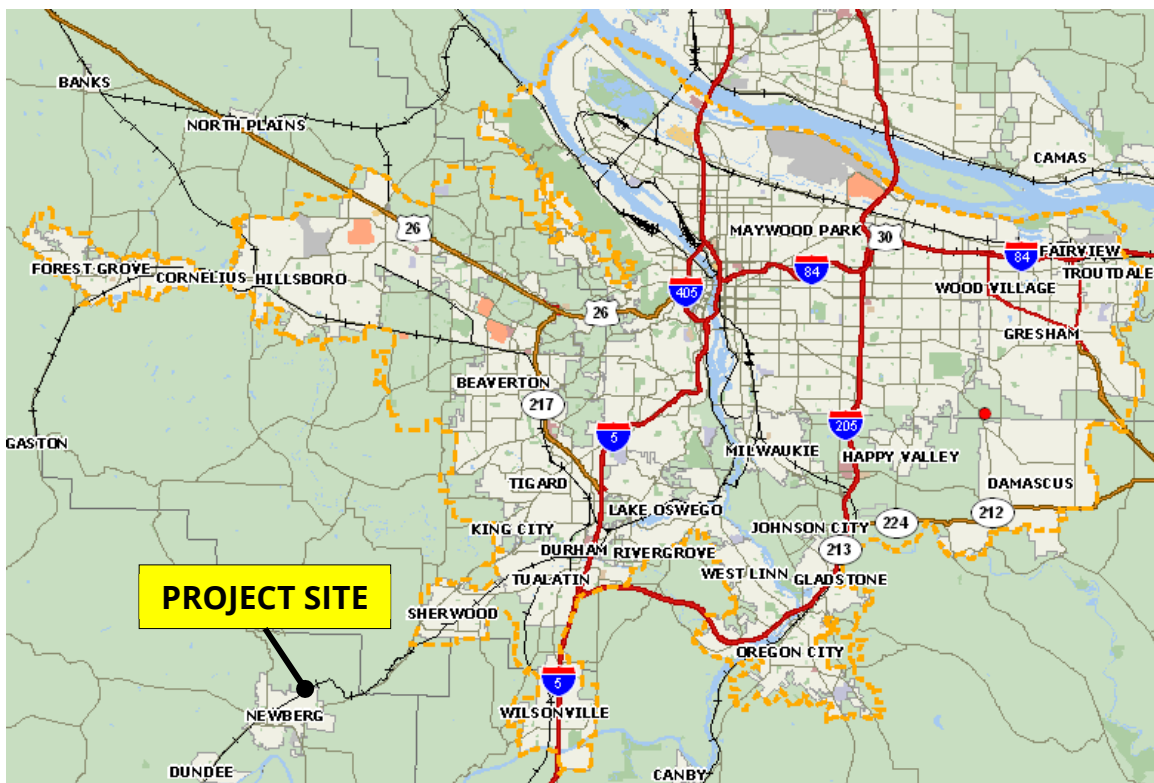


Figure 1 - Vicinity Map



Figure 2 - Site Location

EXISTING CONDITIONS

Please see the May 2020 SWMP for Existing Conditions.

POST-DEVELOPED CONDITIONS

Site

In post-developed conditions, the project proposes eight apartment buildings (196 units), parking lots and other hardscaping, landscaping, and utility improvements. Due to the amount of net new impervious area generated, stormwater management facilities are also proposed and are detailed in a later section. The new facilities will work in conjunction with the existing Pond 2.

Drainage

The proposed storm system has been designed to do the following:

- Capture 2.417 acres of impervious area in a proposed underground treatment and detention facility.
- A bypass storm line will be installed to capture and discharge runoff from all apartment buildings and northern portion of the parking lot (2.238 impervious acres) and Off-West Basin.
- The discharge line from the new underground facility will connect to the bypass line and discharge into the existing storm line near the northwest corner of E Jory Street and E Crestview Drive. The existing storm line discharges into Pond 2.
- The new system and Pond 2 system will be modeled in XPSTORM to ensure the ultimate release from Pond 2 does not exceed the allowed release rates.

Basin Areas

Table 1 shows the May 2020 SWMP areas draining to Pond 2.

Post-Developed Basin	Contributing Basin Areas (ac)		
	Impervious	Pervious	Total
Basin 2 (Phase 1)	5.446	4.181	9.627
Off-West Basin	1.761	5.395	7.156
Total	7.207	9.576	16.783

Table 1 – Basin Areas – Post-Developed Conditions – May 2020

Table 2 shows the adjusted areas upon construction of Phase 2 and the location for treatment and detention.

Post-Developed Basin	Contributing Basin Areas (ac)			Treatment & Detention Location
	Impervious	Pervious	Total	
Basin 2 (Phase 1)	1.740	1.260	3.000	Pond 2
Phase 2 Bypass	2.238	1.133	3.371	Pond 2
Off-West Basin	1.761	5.395	7.156	Pond 2
Total	5.739	7.788	13.527	Pond 2
Phase 2	2.417	1.064	3.481	New Phase 2 System
Total	8.156	8.852	17.008	

Table 2 – Basin Areas – Post-Developed Conditions

The total area increased by 0.225 acres due to phase line adjustments. The impervious area requiring treatment and detention in Pond 2 will decrease by 1.468 acres.

HYDROLOGIC ANALYSIS DESIGN GUIDELINES

Please see the May 2020 SWMP for Hydrologic Analysis Design Guidelines.

Curve Number

As a conservative measure, the entire Phase 2 site was assumed to have soil type D. Post-developed impervious and pervious areas were modeled with CNs of 98 and 80, respectively.

Time of Concentration

Post-developed Tc's are assumed to be a conservative 5 minutes.

Basin Runoff

Predeveloped runoff rates were shown in Table 7 of the May 2020 SWMP are still valid for Phase 2. Additionally, Table 9 of the SWMP shows the offsite basin runoff rates for Off-West Basin.

Post-developed runoff rates for Phase 2 are shown below in Table 3.



Post-Developed Basin	2-yr Runoff Rate (cfs)	10-yr Runoff Rate (cfs)	25-yr Runoff Rate (cfs)	50-yr Runoff Rate (cfs)
Phase 2 Bypass	1.48	2.24	2.63	2.79
Phase 2	1.66	2.57	3.03	3.22

Table 3 – Peak Runoff Rates

WATER QUALITY TREATMENT

Water Quality

Please see the May 2020 SWMP for Water Quality Guidelines.

LIDA Feasibility

Low Impact Development Approaches (LIDA) aims to conserve existing resources, minimize disturbance, minimize soil compaction, minimize imperviousness, and direct runoff from impervious areas onto pervious areas. LIDA should be implemented to the maximum extent practicable.

Proposed Phase 2 Water Quality Treatment

Due to site constraints, grading constraints, and onsite infiltration infeasibility, LIDA cannot be implemented to treat contributing runoff to the Phase 2 treatment facility. As a result, runoff from this post-developed area will be treated with a Proprietary Treatment System.

Phase 2 Bypass

The bypass area draining to Pond 2 will be treated in the existing vegetated swale located in Pond 2. The combined area of Phase 1 (Basin 2) and the bypass area will be less than the original design had accounted for. Table 11 of the May 2020 SWMP describes the characteristics of the vegetated swale.

Water Quality Facilities

Proposed Phase 2 Treatment

The water quality design flow rate for the contributing basin was evaluated to be 0.65 cfs. The proposed Proprietary Treatment System is a BayFilter Manhole equipped with seven (7) BF-545 media cartridges. The treatment capacity of this system is 0.70 cfs.

A pretreatment manhole will be located upstream of the BayFilter Manhole. Per the City's Standard Drawing 413 (Water Quality), pretreatment manholes are sized for the 25-yr contributing peak flow with the sump volume sized at a rate of 20 cf / 1 cfs. For this discharge location, the 25-yr peak flow is 3.03 cfs, resulting in a required sump volume of 60.6 cf. Assuming a 60" manhole diameter, the required depth is evaluated to be 3.10'.

WATER QUANTITY MANAGEMENT

Water Quantity Guidelines

Please see the May 2020 SWMP for Water Quantity Guidelines.

Water Quantity Facilities

Proposed Phase 2 Water Quantity Facility

An underground detention facility will be constructed to detain Phase 2 area that does not bypass the system. The system will have a flow control manhole which will discharge controlled runoff into the existing storm line near the northwest corner of E Jory Street and E Crestview Drive. The proposed system will work in conjunction



with Pond 2 and the area being bypassed from Phase 2 so the release rates from the pond does not exceed the allowable rates.

In February 2022, a Memorandum by 3J Consulting was submitted to the City which described a justification for re-evaluating the as-built ponds constructed in Phase 1 to determine if over-detention could be provided for the development of the commercial and multi-family sites (See Technical Appendix: Other Studies - Surplus Stormwater Detention Memorandum, dated February 24, 2022 by 3J Consulting). Table 5 of the Memo shows the allowed release rate from Pond 2 and is represented below as Table 4.

Post-Developed Basin	2-yr Release Rate (cfs)	10-yr Release Rate (cfs)	25-yr Release Rate (cfs)	50-yr Release Rate (cfs)
†2	0.75	1.60	2.51	2.91

†Includes runoff from Offsite West Basin.

Table 4 – Release Rates with As-Built Pond 2

The preliminary detention volume for the proposed Phase 2 detention system is approximately 9,900 cf. Final design specifics will be presented in the Final Stormwater Management Plan along with the flow control structure details.

The entire system including the existing conveyance system and Pond 2 will be modeled in XPSTORM to ensure peak release rates are met as well as freeboard in the pond.

HYDRAULIC ANALYSIS AND DESIGN CHARACTERISTICS

System Characteristics

The stormwater conveyance system will be sized to convey all storm events up to and including the 100-year storm event without any out of system flooding. The Final Stormwater Management Plan will present the design and data.

DOWNSTREAM ANALYSIS

Please see the May 2020 SWMP for the Downstream Analysis.

OPERATIONS & MAINTENANCE

For privately maintained stormwater management facilities, a maintenance plan that clearly identifies maintenance activities and frequency in a form that can be easily provided to and understood by the people responsible for maintenance shall be prepared. An Operations & Maintenance (O&M) Plan will be prepared in conjunction with the Final Stormwater Management Plan. The O&M Plan will include the City Standard Private Facility Maintenance Agreement form and will be submitted to the City for review. Upon approval of the maintenance agreement by the City, the applicant shall record the agreement with Yamhill County and return one fully executed original to the City Records office.

CONCLUSIONS

This report demonstrates that the proposed stormwater management facilities for the Spring Meadow at Crestview project will meet or exceed the requirements of the City of Newberg. Water Quality Treatment will be addressed with a Proprietary Treatment System and Vegetated Swale (constructed in Phase 1). Water Quantity Management will be addressed with an underground detention system and existing detention pond (constructed in Phase 1).



TECHNICAL APPENDIX

Exhibits

- Preliminary Plat, Sheet C180
- Post-Developed Basin Areas
- Site Plans:
 - o Sheet C100 – Existing Conditions
 - o Sheet C180 – Preliminary Plat
 - o Sheets C240-C242 – Utility Plan I-III

Hydrographs

- Predeveloped Runoff Hydrographs – Discharge Locations #1 & #2
- Post-Developed Runoff Hydrographs – Discharge Locations #1 & #2

Other Studies

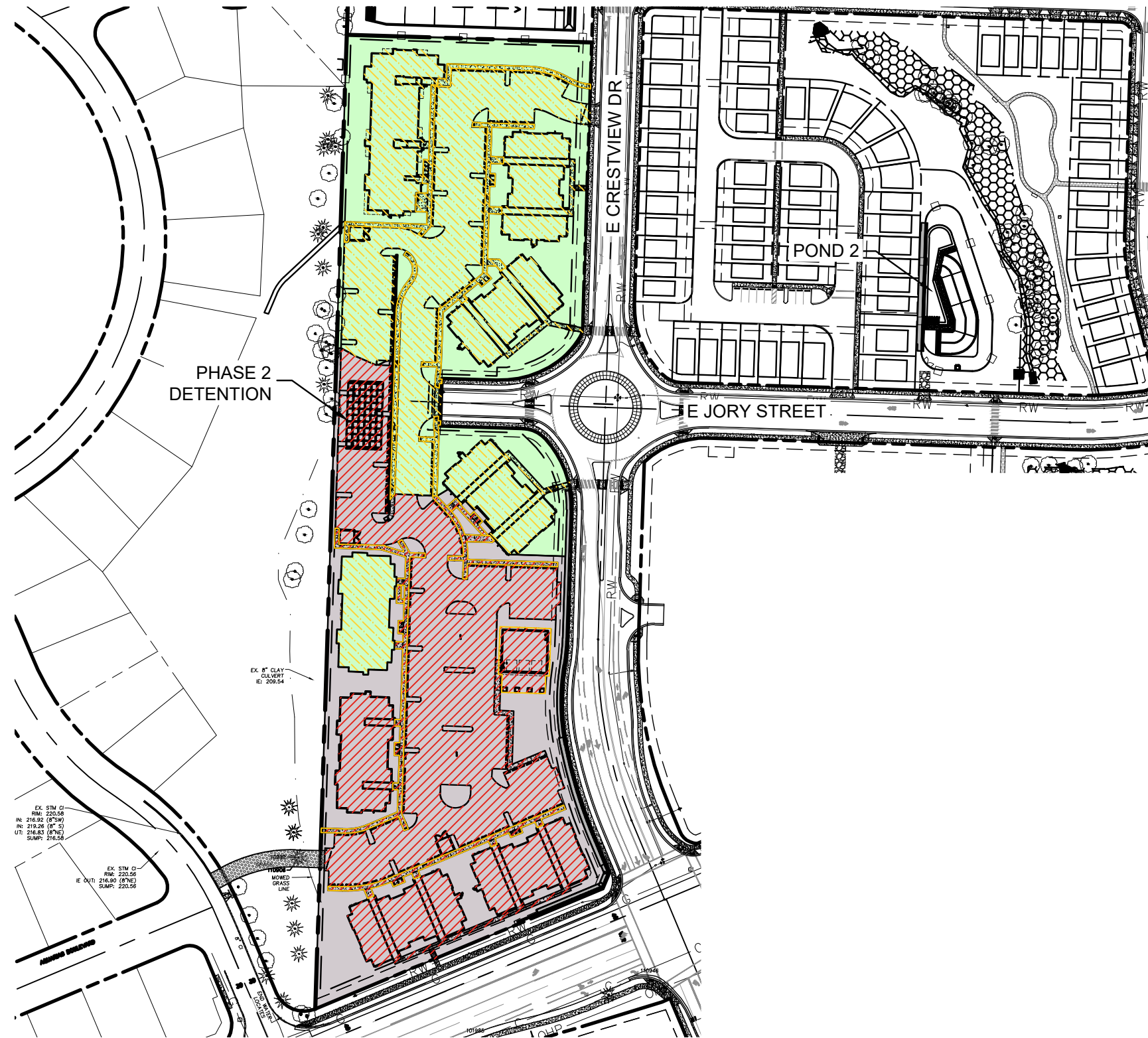
- Surplus Stormwater Detention Memorandum, Dated February 24, 2022 by 3J Consulting



REFERENCES

1. *Public Works Design & Construction Standards*. August 2015, City of Newberg
2. *Hydraulic Design Manual*. April 2014, Oregon Department of Transportation
3. *Urban Hydrology for Small Watersheds* (Technical Release 55). June 1986, U.S. Department of Agriculture



EXHIBITS



	PHASE 2 BYPASS IMPERVIOUS AREA = 2.238 ACRES PERVIOUS AREA = 1.133 ACRES
	PHASE 2 IMPERVIOUS AREA = 2.417 ACRES PERVIOUS AREA = 1.064 ACRES

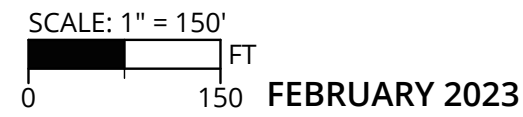
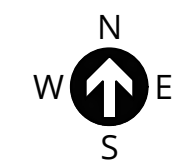
SEE FULL SIZE UTILITY PLANS

EX. STM. C
RIM: 220.56
IN: 216.92 (8" S)
UT: 216.83 (8" S)
SUMP: 216.56

EX. STM. C
RIM: 220.56
IN: 216.92 (8" S)
UT: 216.83 (8" S)
SUMP: 220.56

EX. 8" CLAY
CULVERT
E: 206.54

TRIMMED
MOWED
GRASS
LINE

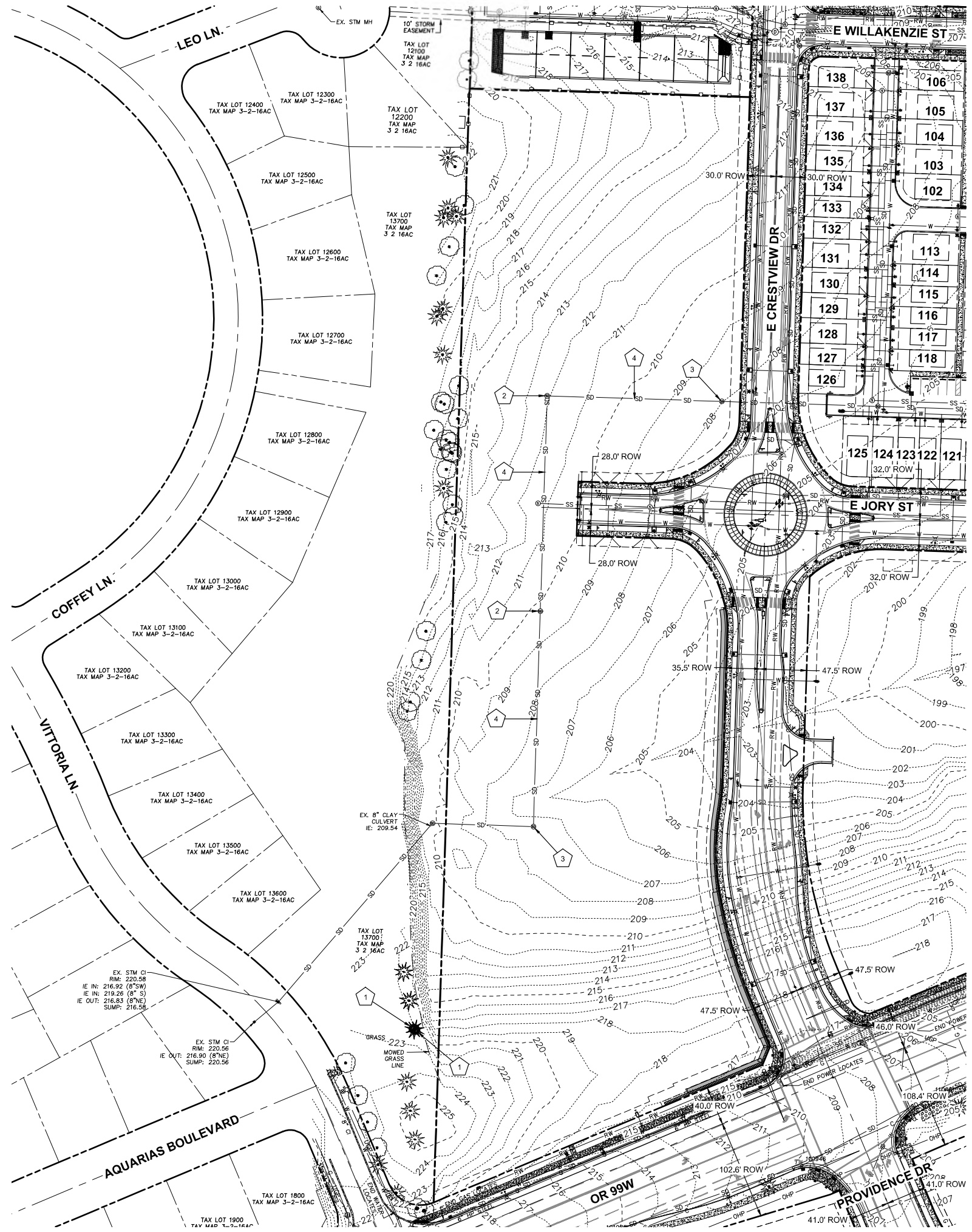


CRESTVIEW CROSSING APARTMENTS

JTSC, LLC

POST-DEVELOPED BASIN AREAS

3J CONSULTING
CIVIL ENGINEERING . WATER RESOURCES . COMMUNITY PLANNING



LEGEND

	PROJECT BOUNDARY
	RIGHT-OF-WAY LINE
	RIGHT-OF-WAY CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINE
	EXISTING ADJACENT PROPERTY LINE
	EXISTING CONCRETE
	EXISTING GRAVEL
	EXISTING RETAINING WALL WITH GEOGRID
	EXISTING CURB
	EXISTING FENCE LINE
	EXISTING STRIPING: WHITE
	EXISTING STORM DRAIN
	EXISTING OVERHEAD POWER
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING GAS LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING CONIFEROUS TREE
	EXISTING DECIDUOUS TREE
	EXISTING SIGN
	EXISTING UTILITY POLE
	EXISTING STORM INLET
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING SANITARY MANHOLE
	EXISTING STORM MANHOLE
	EXISTING TELEPHONE PEDESTAL
	EXISTING POWER PEDESTAL
	EXISTING WATER METER
	EXISTING GAS METER
	EXISTING LIGHT
	EXISTING TREE TO BE REMOVED

DEMOLITION KEY NOTES

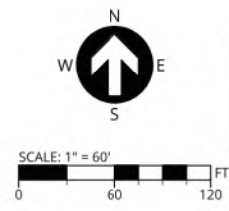
	REMOVE EXISTING TREE.
	REMOVE EXISTING MANHOLE.
	REMOVE AND RELOCATE EXISTING MANHOLE.
	REMOVE EXISTING STORM LINE. TO BE RELOCATED AND RE-ROUTED.

VERTICAL DATUM
 CITY OF NEWBERG BENCHMARK NO. 111
 ELEVATION = 230.11 (NGVD '29)

EXISTING CONDITIONS PLAN
 THIS PLAN HAS BEEN PREPARED FOR INFORMATIVE PURPOSES ONLY. SITE BACKGROUND INFORMATION AND FEATURES HAVE BEEN GENERATED FROM A COMBINATION OF TOPOGRAPHIC SURVEY DATA PROVIDED BY AKS ENGINEERING & FORESTRY, AERIAL IMAGERY, PUBLIC GIS DATA AND SITE ASSESSMENT/OBSERVATION. NO WARRANTY OR GUARANTEE OF ACCURACY IS EXPRESSED OR IMPLIED.

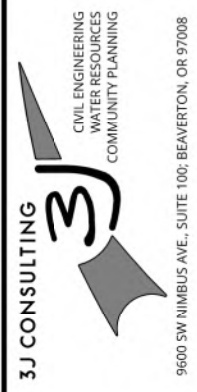
FLOOD HAZARD INFORMATION
ZONE X (UN-SHADED) THE SITE IS LOCATED WITHIN ZONE X (UN-SHADED) PER FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 41071C0241D FEMA'S DEFINITION OF ZONE X (UN-SHADED) IS AN AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD. IN COMMUNITIES THAT PARTICIPATE IN THE NFIP, FLOOD INSURANCE IS AVAILABLE TO ALL PROPERTY OWNERS AND RENTERS IN THESE ZONES.

SW 1/4 NE 1/4 OF SECTION 16, T.3S., R.2W. W.M.,
 YAMHILL COUNTY, OREGON



PUBLISH DATE
JANUARY 17, 2023
 ISSUED FOR
LAND USE SET
 REVISIONS

EXISTING CONDITIONS
CRESTVIEW CROSSING
APARTMENTS
 JT SMITH
 NEWBERG, OR

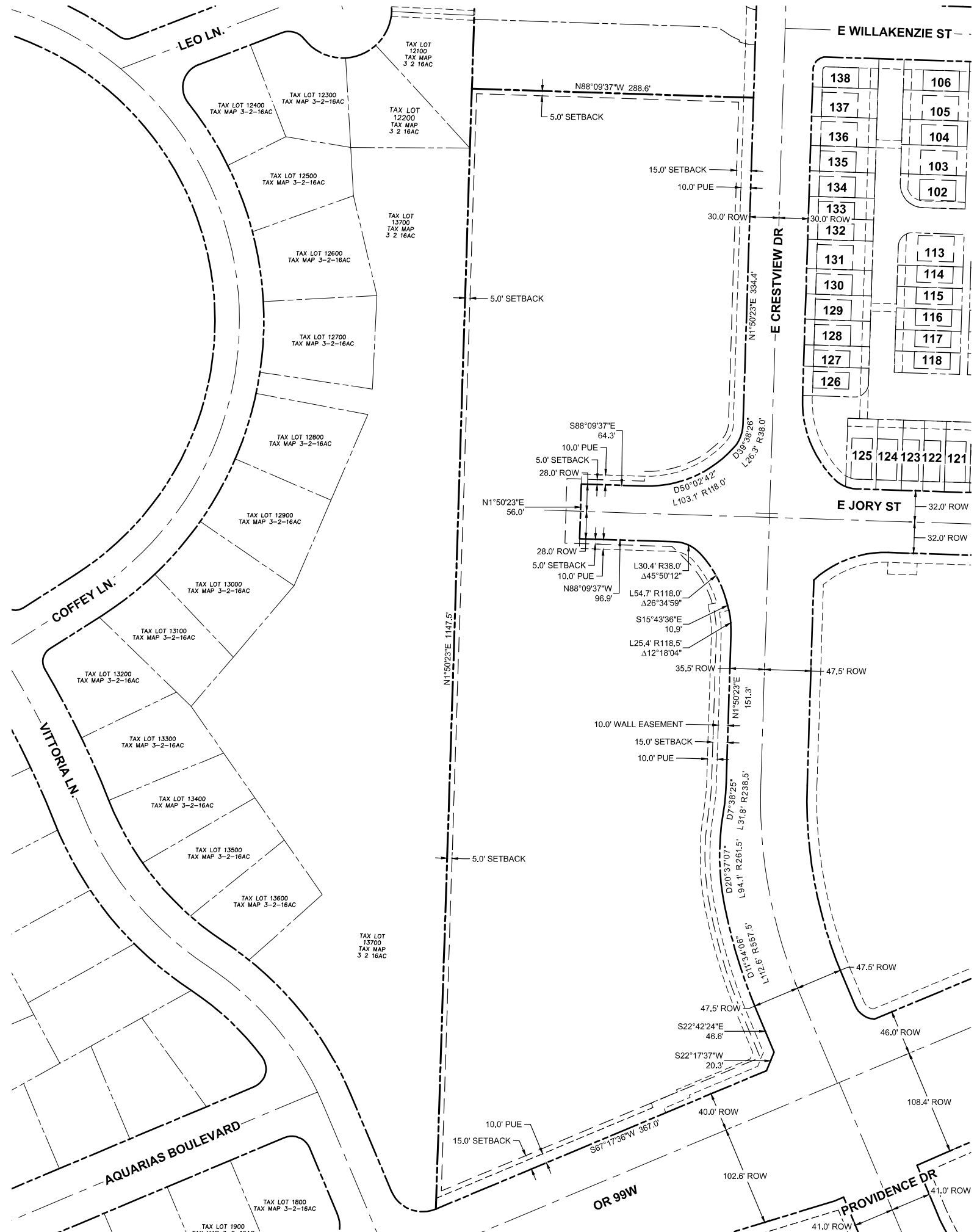


PROJECT INFORMATION
 3J PROJECT # | 22829
 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C100

P:\22829-3J-CRESTVIEW CROSSING 198-APARTMENTS\CAD\SHEETS\22829-3J-EXISTING CONDITIONS.DWG

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PRELIMINARY PLAT
CRESTVIEW CROSSING
APARTMENTS
 JT SMITH
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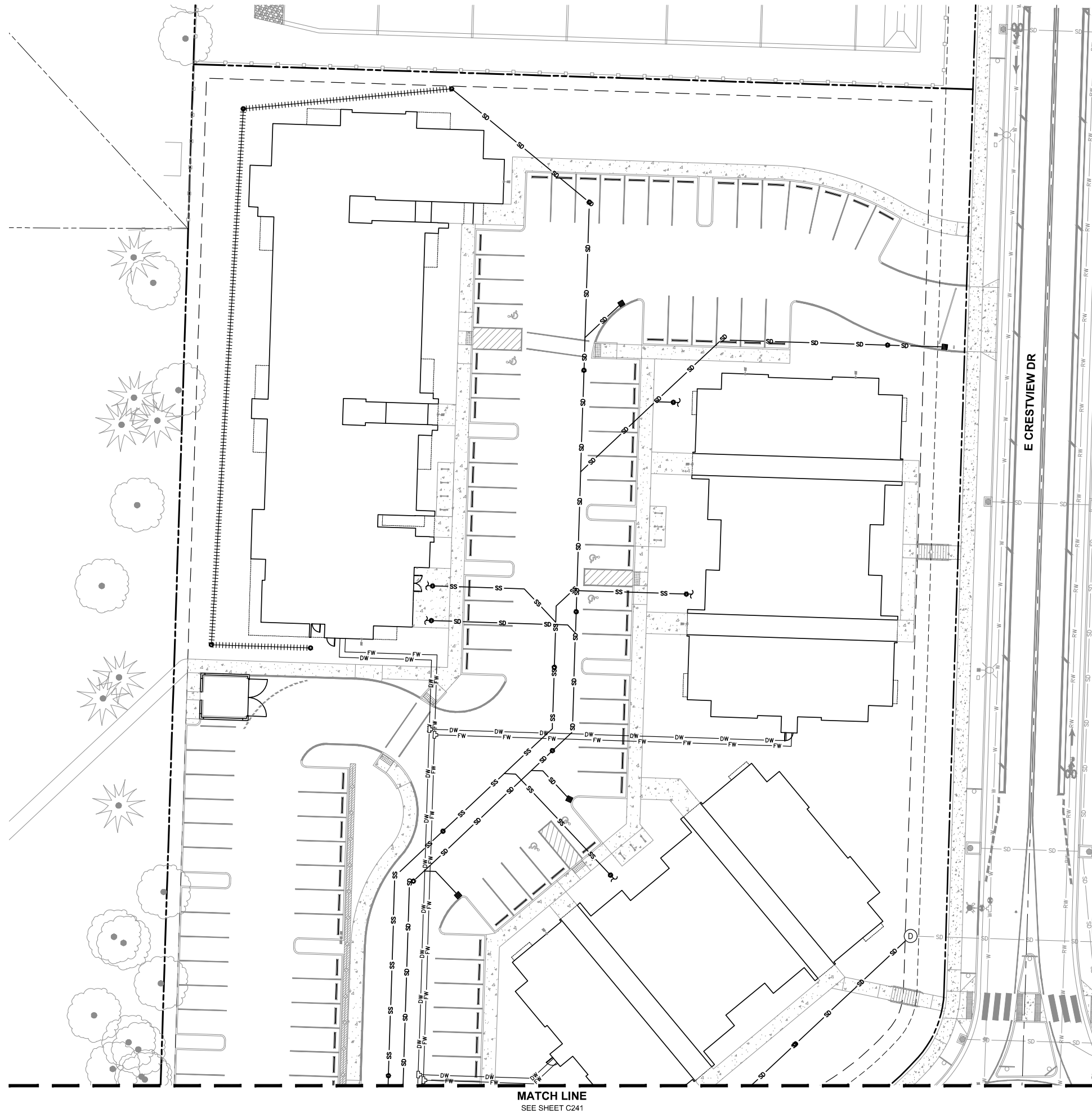
3J CONSULTING
 CIVIL ENGINEERING
 WATER RESOURCES
 COMMUNITY PLANNING

9600 SW HINBUS AVE., SUITE 100, BEAVERTON, OR 97008

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 DESIGNED BY | JJS, SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C180

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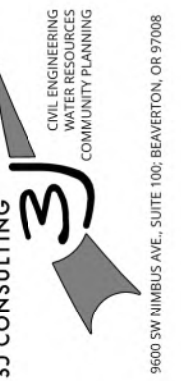
LEGEND

- PROPOSED LOT LINE
- - - PROPOSED EASEMENT LINE
- - - - PROPOSED RIGHT OF WAY
- - - - PROPOSED CENTERLINE
- SD — PROPOSED STORM PIPE
- ||||| PROPOSED FRENCH DRAIN
- SS — PROPOSED SANITARY PIPE
- FW — PROPOSED FIRE WATER SERVICE
- DW — PROPOSED DOMESTIC WATER SERVICE
- [DCDA] PROPOSED DCDA
- [DC] PROPOSED DC
- [W.M.] PROPOSED WATER METER
- [F.D.C.] FIRE DPT. CONNECTION
- [F.D.C.V.] FIRE DPT. CONNECTION VAULT
- [P.I.V.] POST INDICATOR VALVE
- [G.V.] PROPOSED GATE VALVE
- [R.F.] PROPOSED REDUCER FITTING
- [D] PROPOSED STORM MANHOLE
- [C] PROPOSED CLEANOUT
- [C.B.] PROPOSED TRAPPED CATCH BASIN
- ~ PIPE CONTINUATION



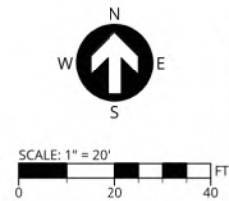
PUBLISH DATE
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UTILITY PLAN I
CRESTVIEW CROSSING
APARTMENTS
 JT SMITH
 NEWBERG, OR



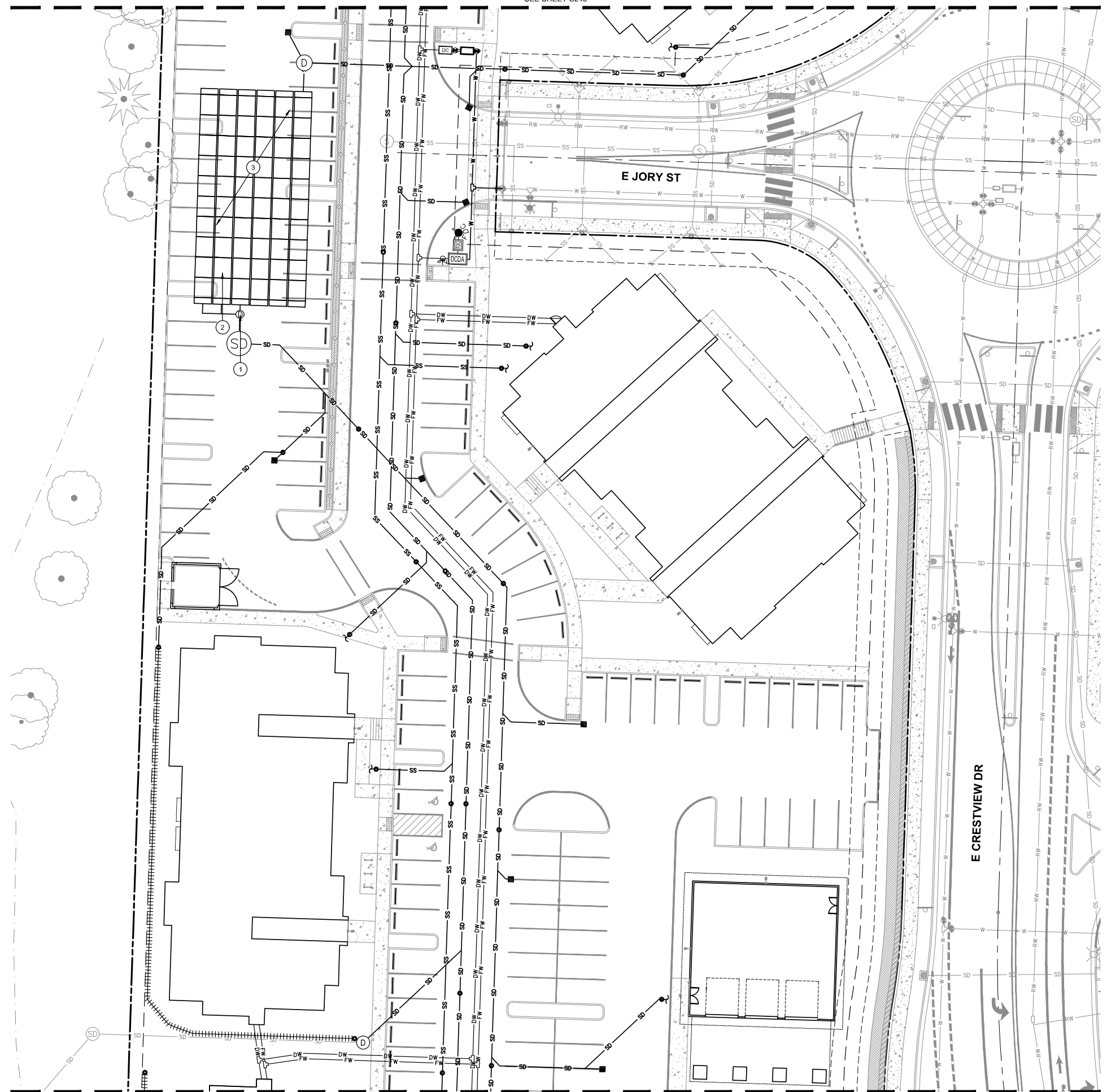
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 TAX LOT(S) | R3216AC LOT 13800
 LAND USE # | TBD
 DESIGNED BY | J.S. SRC, JGW
 CHECKED BY | AJM

SHEET NUMBER
C240



MATCH LINE
 SEE SHEET C241

MATCH LINE
SEE SHEET C240



MATCH LINE
SEE SHEET C242

LEGEND

- PROPOSED LOT LINE
- - - - PROPOSED EASEMENT LINE
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- SD PROPOSED STORM PIPE
- ||||| PROPOSED FRENCH DRAIN
- SS PROPOSED SANITARY PIPE
- FW PROPOSED FIRE WATER SERVICE
- DW PROPOSED DOMESTIC WATER SERVICE
- DCDA PROPOSED DCDA
- DC PROPOSED DC
- WM PROPOSED WATER METER
- FDC PROPOSED FIRE DPT. CONNECTION
- FDCV PROPOSED FIRE DPT. CONNECTION VAULT
- PIV POST INDICATOR VALVE
- GV PROPOSED GATE VALVE
- RF PROPOSED REDUCER FITTING
- SD (circle) PROPOSED WATER TREATMENT MANHOLE
- SD (square) PROPOSED STORM DETENTION SYSTEM
- SM (square) PROPOSED STORM MANIFOLD
- SM (circle) PROPOSED STORM MANHOLE
- CO (square) PROPOSED CLEANOUT
- TCB (square) PROPOSED TRAPPED CATCH BASIN
- ~ PIPE CONTINUATION

STORM DRAIN KEY NOTES

- ① PROPOSED WATER TREATMENT MANHOLE
- ② PROPOSED STORM MANIFOLD
- ③ PROPOSED UNDERGROUND DETENTION



PUBLISH DATE
JANUARY 17, 2023
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UTILITY PLAN II
CRESTVIEW CROSSING
APARTMENTS
JT SMITH
NEWBERG, OR

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TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | J.S. SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C241



SCALE: 1" = 20'
0 20 40 FT



MATCH LINE
SEE SHEET C241



LEGEND

	PROPOSED LOT LINE
	PROPOSED EASEMENT LINE
	PROPOSED RIGHT OF WAY
	PROPOSED CENTERLINE
	PROPOSED STORM PIPE
	PROPOSED FRENCH DRAIN
	PROPOSED SANITARY PIPE
	PROPOSED FIRE WATER SERVICE
	PROPOSED DOMESTIC WATER SERVICE
	PROPOSED DCDA
	PROPOSED DC
	PROPOSED WATER METER
	FIRE DPT. CONNECTION
	FIRE DPT. CONNECTION VAULT
	POST INDICATOR VALVE
	PROPOSED GATE VALVE
	PROPOSED REDUCER FITTING
	PROPOSED CLEANOUT
	PROPOSED TRAPPED CATCH BASIN
	PIPE CONTINUATION



PUBLISH DATE
JANUARY 17, 2023
ISSUED FOR
LAND USE SET
REVISIONS

UTILITY PLAN III
**CRESTVIEW CROSSING
APARTMENTS**
JT SMITH
NEWBERG, OR

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW HINBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22829
TAX LOT(S) | R3216AC LOT 13800
LAND USE # | TBD
DESIGNED BY | JJS, SRC, JGW
CHECKED BY | AJM

SHEET NUMBER
C242

811
Know what's below.
Call before you dig.

SCALE: 1" = 20'
0 20 40 FT

P:\22829-3J-CRESTVIEW CROSSING 198-APARTMENTS\CAD\SHEETS\22829-3J-UTILITY PLAN.DWG

HYDROGRAPHS

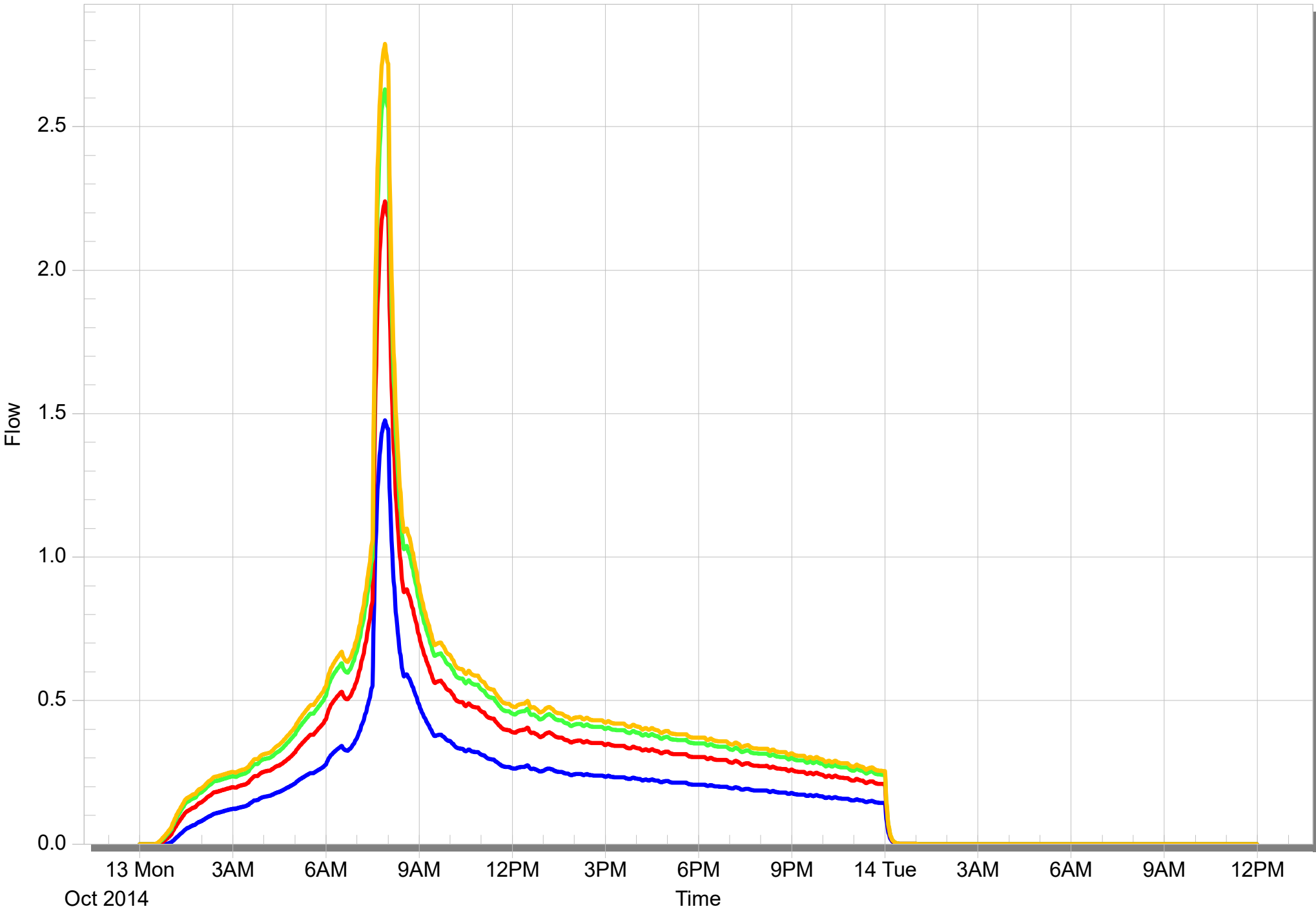
PHASE 2 BYPASS RUNOFF HYDROGRAPH

2-Year[Max 1.477]

10-Year[Max 2.239]

25-Year[Max 2.630]

50-Year[Max 2.788]



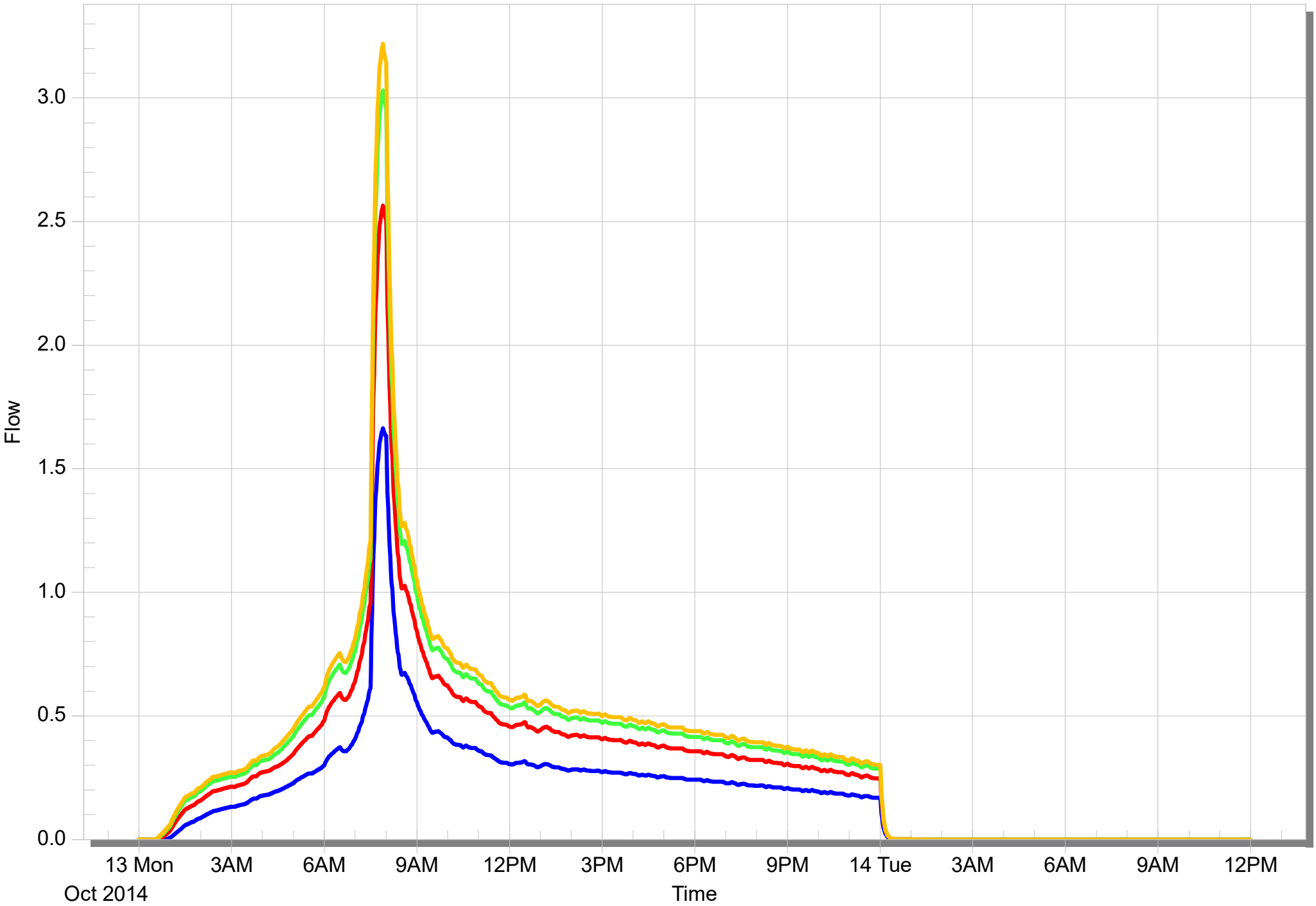
PHASE 2 RUNOFF HYDROGRAPH

2-Year[Max 1.663]

10-Year[Max 2.565]

25-Year[Max 3.031]

50-Year[Max 3.220]



OTHER STUDIES

MEMORANDUM

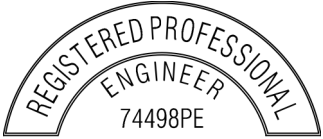
To: Kaaren Hofmann
City Engineer
City of Newberg
414 E First Street
Newberg, Oregon 97132

From: Kathleen Freeman, PE, CFM
Water Resources Project Manager

Cc: Aaron Murphy, PE
Senior Project Manager

Date: February 24, 2022
Revised from December 16, 2021

Project: Crestview Crossing
Project No: 17393
RE: Surplus Stormwater Detention



EXPIRES: 12/31/2023

On May 28, 2020, 3J Consulting submitted a Stormwater Management Plan (SWMP) for the proposed Crestview Crossing development. The SWMP detailed how the proposed subdivision site would treat and detain stormwater to the requirements set forth by the following jurisdictions:

- Army Corp of Engineers SLOPES V
- City of Newberg
- ODOT
- DEQ

Two lots in the area will be developed by others. One is the Commercial development to be constructed on the west side of the intermittent stream bisecting the property and the other is a Multifamily development to be constructed on the east side. To obtain permits through Department of Environmental Quality (DEQ), 3J was required to include detention and water quality sizing for the two lots, while the City of Newberg explicitly required the Crestview Crossing SWMP to include the following text:

Both lots will have standalone stormwater facilities and have been included in this report in order to comply with comments and requirements from the Oregon Department of Environmental Quality (DEQ). Calculations and site plans have been provided as guidance for future developers of these lots. Per City requirements, the future commercial and Multifamily lots will be required to use the City's Facility Selection Hierarchy with preference beginning with LIDA facilities or show that they cannot be used. This Stormwater Management Plan is not a guarantee of an approved stormwater management plan for the future lots; the City will require the two future developments to provide a detailed stormwater management plan.



Therefore, 3J provided sizing for the two future developments utilizing a very conservative approach (entire areas as Hydrologic soil class C and assuming 100% pervious) and a calculated time of concentration of 20 minutes (assuming dense bermudagrass) during the predeveloped conditions. Additionally, the proposed storm design for the Crestview Crossing did not consider over-detaining for the two future sites in the onsite stormwater management facilities.

Due to the need of filling wetlands on the site, stormwater facilities have been designed to comply with the Standard Local Operating Procedures for Endangered Species (SLOPES V) by the U.S. Army Corps of Engineers (USACE, 2014). The treatment and detention requirements are as follows:

- Capture and detain the 2-year, 24-hour post developed runoff rate to $\frac{1}{2}$ of the 2-year, 24-hour predeveloped discharge rate.
- Capture and detain the 10-year, 24-hour post developed runoff to the 10-year, 24-hour predeveloped discharge rate.

In addition to the SLOPES V requirements, the City of Newberg requires the 25-year post-developed runoff rate to match the 25-year predeveloped runoff rate. Also, since runoff enters a culvert crossing OR 99W (Oregon Department of Transportation jurisdiction), the 50-year post-developed runoff rate is required to match the 50-year predeveloped runoff rate.

The ponds have been constructed and each were ¹surveyed to provide a comparison between the designed ponds and the as-built ponds. The as-built ponds were evaluated to determine if they can provide over-detention for the two future sites so that the developers on the Commercial and Multifamily sites need only provide water quality treatment and detention for a portion of the post-developed storm events. Additionally, in early 2022, the contractor, D&T Excavation added a berm to pond 2 to bring the top of pond to 199.99 feet.

The purpose of this memorandum is to re-evaluate the two sites (Commercial land Multifamily) for predeveloped conditions and provide justification for the re-evaluation, as well as evaluate whether the as-built ponds can provide over-detention for the two future developments.

Predeveloped Commercial Site

The predeveloped Commercial Site contains approximately 1.05 acres of wetland that will be removed by the proposed development. Additionally, a small portion of the site contains Hydrologic soils class D with the remaining class C. The analysis for the SWMP classified the entire site as pervious with C soils and a CN=70. Table 1 below shows the revised predeveloped basin areas and curve numbers associated with the site.

¹ Survey conducted by AKS Engineering & Forestry and provided to 3J Consulting on November 18, 2021.



Total Area (ac)	Imp. Area (ac) (Wetland), CN = 98	Per. Area (ac) C Soils (Brush), CN = 70	Per. Area (ac) D Soils (Brush), CN = 77
4.186	1.05	2.926	0.21

Table 1 - Predeveloped Commercial Site

The time of concentration for the site was calculated to be 16 minutes (See Attached: Time of Concentration Calculation).

Predeveloped Multifamily Site

The Multifamily Site contains both Hydrologic soils class C and D but no wetlands. The analysis for the SWMP classified the entire site as pervious with C soils and a CN=70. Table 2 below shows the revised predeveloped basin areas and curve numbers associated with the site.

Total Area (ac)	Imp. Area (ac) (Wetland), CN = 98	Per. Area (ac) C Soils (Brush), CN = 70	Per. Area (ac) D Soils (Brush), CN = 77
1.81	0	1.243	0.567

Table 2 - Predeveloped Multifamily Site

The time of concentration for the site was calculated to be 16 minutes (See Attached: Time of Concentration Calculation).

Basin Runoff

The predeveloped runoff and allowable release rates for each site are shown in Table 3 (See Attached: Hydrographs).

Predeveloped Basin	2-yr Runoff/ Allowable Release Rate (cfs)	10-yr Runoff/ Allowable Release Rate (cfs)	25-yr Runoff/ Allowable Release Rate (cfs)	50-yr Runoff/ Allowable Release Rate (cfs)
Commercial	0.62/0.31	1.20/1.20	1.54/1.54	1.68/1.68
Multifamily	0.09/0.05	0.31/0.31	0.45/0.45	0.50/0.50
Total	0.71/0.36	1.51/1.51	1.99/1.99	2.18/2.18

Table 3 - Predeveloped Basin Runoff Rates (Commercial & Multifamily)

The allowable release rates from Table 3 were added to the allowable release rates for the Crestview Crossing development shown in Table 17 of the SWMP and presented below.



Predeveloped Basin	2-yr Allowable Release Rate (cfs)	10-yr Allowable Release Rate (cfs)	25-yr Allowable Release Rate (cfs)	50-yr Allowable Release Rate (cfs)
1	0.17	1.28	1.89	2.15
2	0.29+1.46 [†]	1.69+2.73 [†]	2.37+3.43 [†]	2.66+3.72 [†]
3	0.70	2.67	3.38	3.68
4	21.44 [‡]	36.66 [‡]	44.47 [‡]	47.61 [‡]
Total	24.06	45.03	55.54	59.82
Total Table 3	0.36	1.51	1.99	2.19
Total Allowable	24.42	46.54	57.53	62.01

[†]Runoff from Offsite West Basin

[‡]Runoff through Basin 4 includes upstream discharge

Table 4 - Allowable Release Rates

As-Built Conditions: Crestview Crossing

As presented in the SWMP in Table 18, the release rates modeled for the development were below the required released rates. The as-built ponds were used to revise the XPSTORM model to ascertain the actual release rates and determine the detention surplus. Table 5 shows the revised release rates for the site and the surplus in detention.

Post-Developed Basin	2-yr Release Rate (cfs)	10-yr Release Rate (cfs)	25-yr Release Rate (cfs)	50-yr Release Rate (cfs)
1	0.44	1.09	1.55	1.76
[†] 2	0.75	1.60	2.51	2.91
3	0.301	0.73	0.98	1.10
4	21.69 [‡]	36.82 [‡]	44.65 [‡]	47.79 [‡]
¹ ODOT ROW Offsite	0.14	0.21	0.24	0.25
Total	23.32	40.45	49.93	53.81
Surplus Detention	1.10	6.09	7.60	8.20

[†]Includes runoff from Offsite West Basin.

[‡] Discharge through Basin 4's storm drain system includes upstream discharge

¹Runoff from ODOT ROW that flows east and cannot be Conveyed to Pond 3

Table 5 - Release Rates with As-Built Ponds

Table 6 shows the revised pond stage and freeboard for the as-built ponds. Release rates for pond 2 reflect the revisions to the flow control manhole as described in the November 10, 2020 memorandum, which have been implemented. The release rates in Table 5 and stage in Table 6 reflect this revision.



Recurrence Interval (yr)	Pond 1 Stage (ft)	Pond 1 Freeboard (ft)	Pond 2 Stage (ft)	Pond 2 Freeboard (ft)	Pond 3 Stage (ft)	Pond 3 Freeboard (ft)
2	188.63	1.87	197.43	2.56	188.84	1.66
10	189.05	1.45	198.52	1.47	189.30	1.20
25	189.24	1.26	198.73	1.26	189.44	1.06
50	189.32	1.18	198.82	1.17	189.48	1.02
100	189.45	1.05	198.97	1.02	189.57	0.93

Table 6 – Pond Stage & Freeboard per Return Interval for As-Built Ponds

Post-Developed Commercial and Multifamily Sites

A simple ratio using the basin areas for each development can be used to determine how much of the surplus each site would be allotted. Table 7 shows this ratio.

Site	Total Area (ac)	%
Commercial	4.186	70
Multifamily	1.81	30
Total Area	5.996	100

Table 7 – Detention Sizing Ratio

The proportional shared release rate for post-developed conditions can be calculated by applying the sizing ratio to the surplus detention in Table 5. The calculation is shown below and itemized in Table 8 below.

Example: 2-Year Surplus = 1.10 cfs

Shared release rate for Commercial = 1.10 cfs X 0.70 = 0.77 cfs

Shared release rate for Multifamily = 1.10 cfs X 0.30 = 0.36 cfs

Post-Developed Basin	2-yr Release Rate (cfs)	10-yr Release Rate (cfs)	25-yr Release Rate (cfs)	50-yr Release Rate (cfs)
Commercial	0.77	4.26	5.32	5.74
Multifamily	0.33	1.83	2.28	2.46

Table 8 – Proportional Shared Release Rates

Multifamily Site

The Crestview Crossing Multifamily site submitted for and obtained permits for the proposed development. The Stormwater Management Plan dated September 27, 2021, presented the total release rate from the development, which are shown in Table 9 below.

Post-Developed Basin	2-yr Release Rate (cfs)	10-yr Release Rate (cfs)	25-yr Release Rate (cfs)	50-yr Release Rate (cfs)
Multifamily	0.33	1.20	1.41	1.50

Table 9 – Multifamily Release Rates



Commercial Site

Based on the preliminary site plan provided by AKS for the Commercial Site, the post-developed runoff for the 2-year storm event will exceed the proportional shared release rate; therefore, the site will still need to provide detention for any runoff above 0.77 cfs during the 2-year storm event. The Multifamily site will release lower than the proportional shared rates during the 10, 25 and 50-year storm events; the difference was added to the Commercial Site's allowable release rate and are shown in Table 10 below. AKS has indicated that the 2-year detention requirement will be accommodated utilizing an underground chamber system. The 10, 25 and 50-year release rates will be well below the allowable and the 2-year will be at the allowable.

Post-Developed Basin	2-yr Release Rate (cfs)	10-yr Release Rate (cfs)	25-yr Release Rate (cfs)	50-yr Release Rate (cfs)
Commercial	0.77	4.89	6.19	6.70

Table 10 – Commercial Site Adjusted Allowable Release Rates

Conclusion

The analysis shows that by re-evaluating the two sites, modeling the as-built conditions for each pond and reconfiguring the flow control structure in Pond 2 (Memo dated November 10, 2020), over detention on the Crestview Crossing will provide detention mitigation for the Commercial and Multifamily sites. Each site would still be required to provide a proportional detention volume during the 2-year post-developed storm event, as well as water quality treatment.

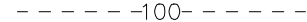
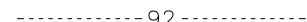
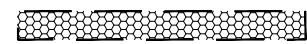


Attached:

- Exhibit 1 – Predeveloped Conditions
- Time of Concentration Calculation
- Table 2.2 Runoff Curve Numbers
- Hydrographs
- Post-Developed Basin Map (AKS Engineering & Forestry, LLC)

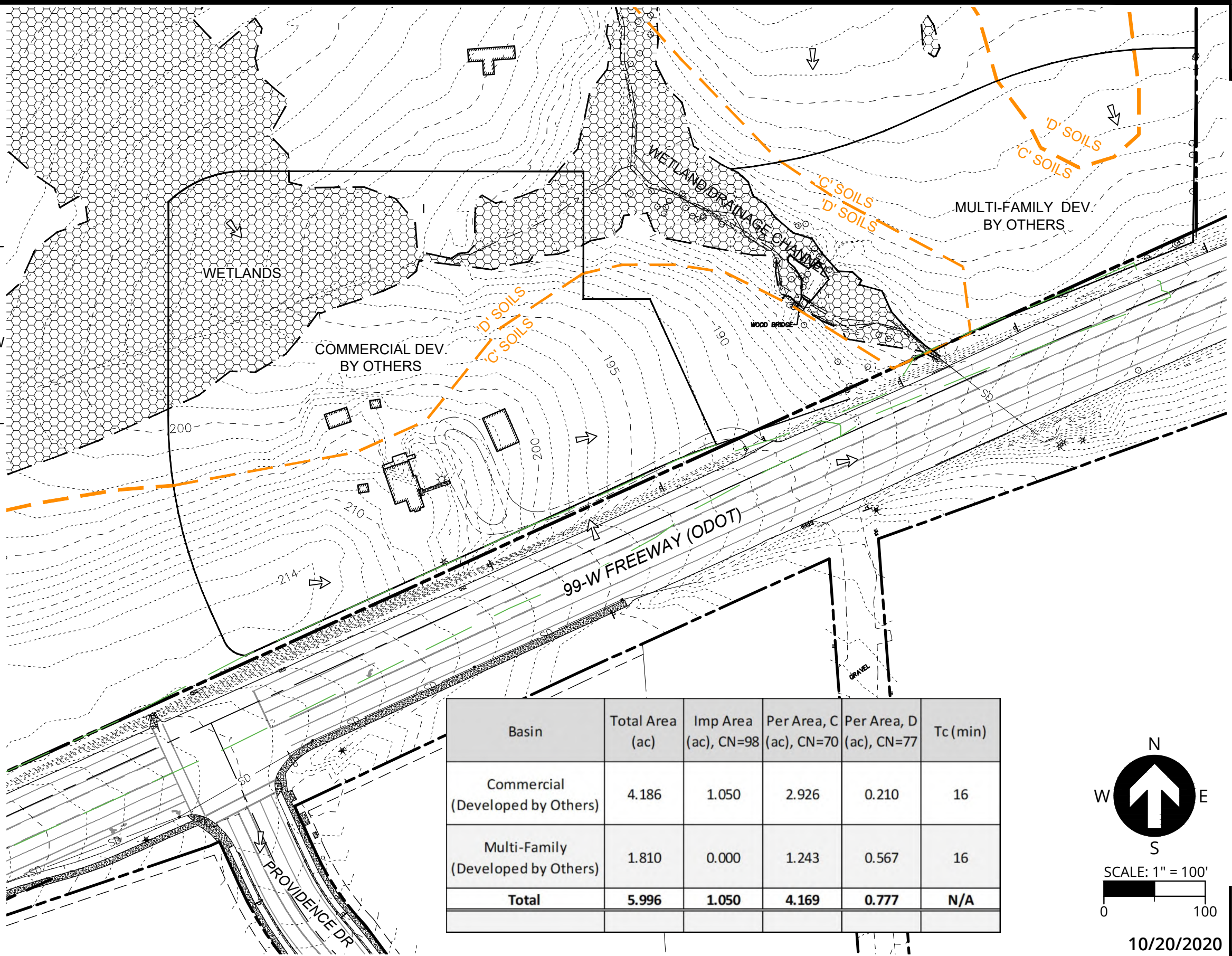
- - - END OF DOCUMENT - - -



LEGEND

-  EXISTING MAJOR CONTOUR
-  EXISTING MINOR CONTOUR
-  EXISTING WETLAND
-  SURFACE RUN-OFF FLOW ARROW
-  SOIL TYPE BOUNDARY

PREDEVELOPED BASIN TABLE




Basin	Total Area (ac)	Imp Area (ac), CN=98	Per Area, C (ac), CN=70	Per Area, D (ac), CN=77	Tc (min)
Commercial (Developed by Others)	4.186	1.050	2.926	0.210	16
Multi-Family (Developed by Others)	1.810	0.000	1.243	0.567	16
Total	5.996	1.050	4.169	0.777	N/A

N
↑
S

W E

SCALE: 1" = 100'



10/20/2020

Table 2.2				
Runoff Curve Numbers for Selected Agricultural, Suburban, and Urban Areas				
(Sources: TR 55, 1986, and Stormwater Management Manual, 1992. See Section 2.1.1 for explanation)				
CNs for hydrologic soil group				
Cover type and hydrologic condition.	A	B	C	D
Curve Numbers for Pre-Development Conditions				
Pasture, grassland, or range-continuous forage for grazing:				
Fair condition (ground cover 50% to 75% and not heavily grazed).	49	69	79	84
Good condition (ground cover >75% and lightly or only occasionally grazed)	39	61	74	80
Woods:				
Fair (Woods are grazed but not burned, and some forest litter covers the soil).	36	60	73	79
Good (Woods are protected from grazing, and litter and brush adequately cover the soil).	30	55	70	77
Curve Numbers for Post-Development Conditions				
Open space (lawns, parks, golf courses, cemeteries, landscaping, etc.)¹				
Fair condition (grass cover on 50% - 75% of the area).	77	85	90	92
Good condition (grass cover on >75% of the area)	68	80	86	90
Impervious areas:				
Open water bodies: lakes, wetlands, ponds etc.	100	100	100	100
Paved parking lots, roofs ² , driveways, etc. (excluding right-of-way)	98	98	98	98
Permeable Pavement (See Appendix C to decide which condition below to use)				
Landscaped area	77	85	90	92
50% landscaped area/50% impervious	87	91	94	96
100% impervious area	98	98	98	98
Paved	98	98	98	98
Gravel (including right-of-way)	76	85	89	91
Dirt (including right-of-way)	72	82	87	89
Pasture, grassland, or range-continuous forage for grazing:				
Poor condition (ground cover <50% or heavily grazed with no mulch).	68	79	86	89
Fair condition (ground cover 50% to 75% and not heavily grazed).	49	69	79	84
Good condition (ground cover >75% and lightly or only occasionally grazed)	39	61	74	80
Woods:				
Poor (Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning).	45	66	77	83
Fair (Woods are grazed but not burned, and some forest litter covers the soil).	36	60	73	79
Good (Woods are protected from grazing, and litter and brush adequately cover the soil).	30	55	70	77
Single family residential³:				
Dwelling Unit/Gross Acre	Should only be used for subdivisions > 50 acres		Average Percent impervious area ^{3,4}	
1.0 DU/GA			15	
1.5 DU/GA			20	
2.0 DU/GA			25	
2.5 DU/GA			30	
3.0 DU/GA			34	
3.5 DU/GA			38	
4.0 DU/GA			42	
4.5 DU/GA			46	
5.0 DU/GA			48	
5.5 DU/GA			50	
6.0 DU/GA			52	
6.5 DU/GA			54	
7.0 DU/GA			56	
7.5 DU/GA			58	
PUD's, condos, apartments, commercial businesses, industrial areas & subdivisions < 50 acres	%impervious must be computed		Separate curve numbers shall be selected for pervious and impervious portions of the site	
For a more detailed and complete description of land use curve numbers refer to chapter two (2) of the Soil Conservation Service's Technical Release No. 55, (210-VI-TR-55, Second Ed., June 1986).				

¹ Composite CN's may be computed for other combinations of open space cover type.

² Where roof runoff and driveway runoff are infiltrated or dispersed according to the requirements in Chapter 3, the average percent impervious area may be adjusted in accordance with the procedure described under "Flow Credit for Roof Downspout Infiltration" (Section 3.1.1), and "Flow Credit for Roof Downspout Dispersion" (Section 3.1.2).

³ Assumes roof and driveway runoff is directed into street/storm system.

⁴ All the remaining pervious area (lawn) are considered to be in good condition for these curve numbers.



TIME OF CONCENTRATION

PROJECT NO. 17393	BY KEF	DATE 8/17/2020
--------------------------	--------	----------------

COMMERCIAL SITE

SHEET FLOW

INPUT	COMMERCIAL SITE	MULTI-FAMILY	
Surface Description	Type 6 Grass (dense)	Type 6	Type
Manning's "n"	0.24	0.24	
Flow Length, L	100 ft	100 ft	ft
2-Yr 24 Hour Rainfall, P ₂	2.5 in	2.5 in	in
Land Slope, s	0.031 ft/ft	0.021 ft/ft	0 ft/ft
OUTPUT			
Travel Time	0.23 hr	0.26 hr	hr

SHALLOW CONCENTRATED FLOW

INPUT	VALUE	VALUE	VALUE
Surface Description	Unpaved	Unpaved	
Flow Length, L	336 ft	82 ft	
Watercourse Slope*, s	0.030161 ft/ft	0.065024 ft/ft	ft/ft
OUTPUT			
Average Velocity, V	2.80 ft/s	4.11 ft/s	ft/s
Travel Time	0.033 hr	0.006 hr	hr

CHANNEL FLOW

INPUT	VALUE	VALUE	VALUE
Cross Sectional Flow Area, a	0 ft ²	0 ft ²	0 ft ²
Wetted Perimeter, P _w	0 ft	0 ft	0 ft
Channel Slope, s	0 ft/ft	0 ft/ft	0 ft/ft
Manning's "n"	0.24	0.24	0.24
Flow Length, L	0 ft	0 ft	0 ft
OUTPUT			
Average Velocity	0.00 ft/s	0.00 ft/s	ft/s
Hydraulic Radius, r = a / P _w	1.00 ft	1.00 ft	ft
Travel Time	0.00 hr	0.00 hr	hr
Watershed or Subarea T _c =	0.26 hr	0.27 hr	0.00 hr
Watershed or Subarea T _c =	16 minutes	16 minutes	0 minutes

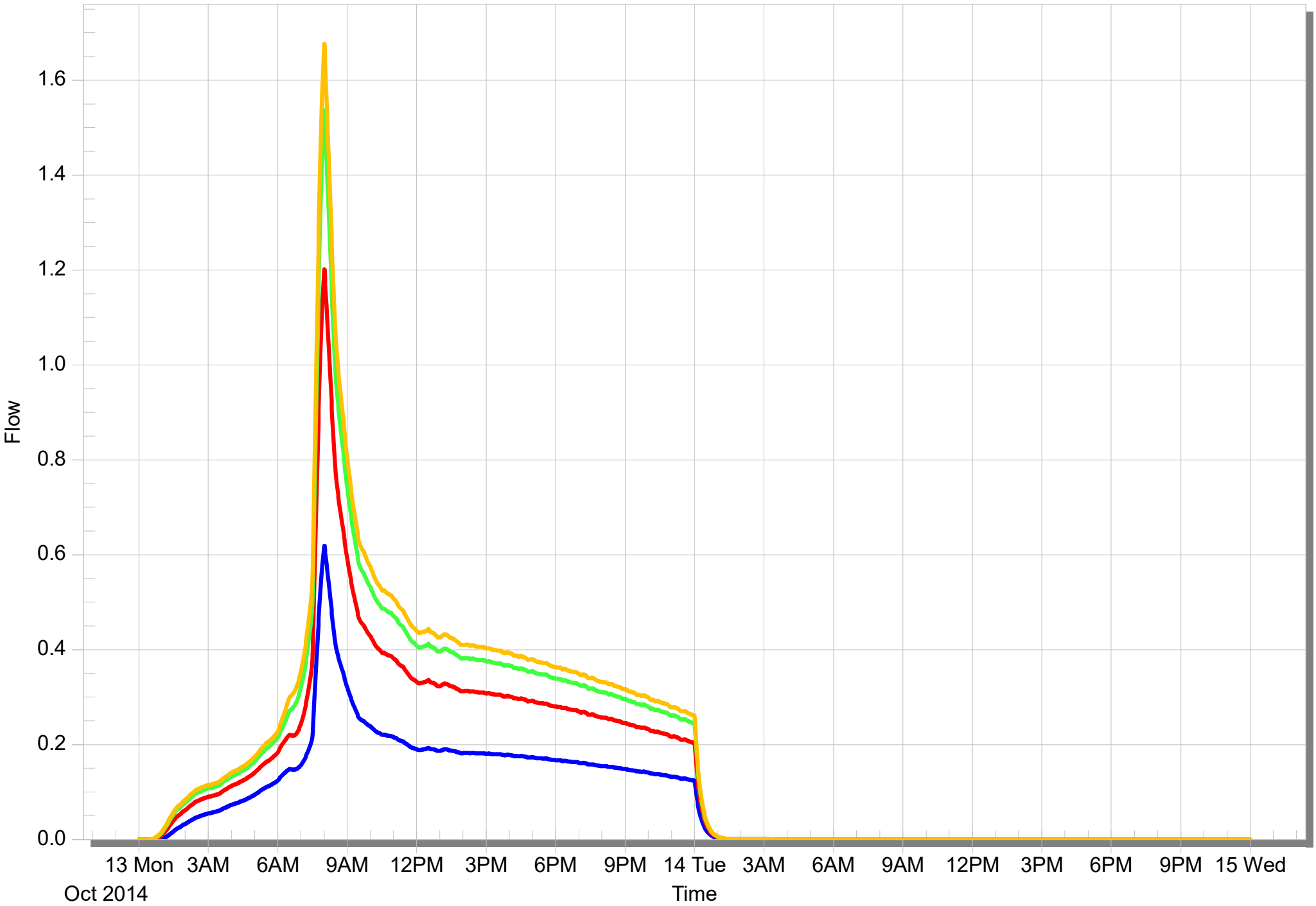
PREDEVELOPED COMMERCIAL
SITE

2-Year[Max 0.619]

10-Year[Max 1.202]

25-Year[Max 1.537]

50-Year[Max 1.677]



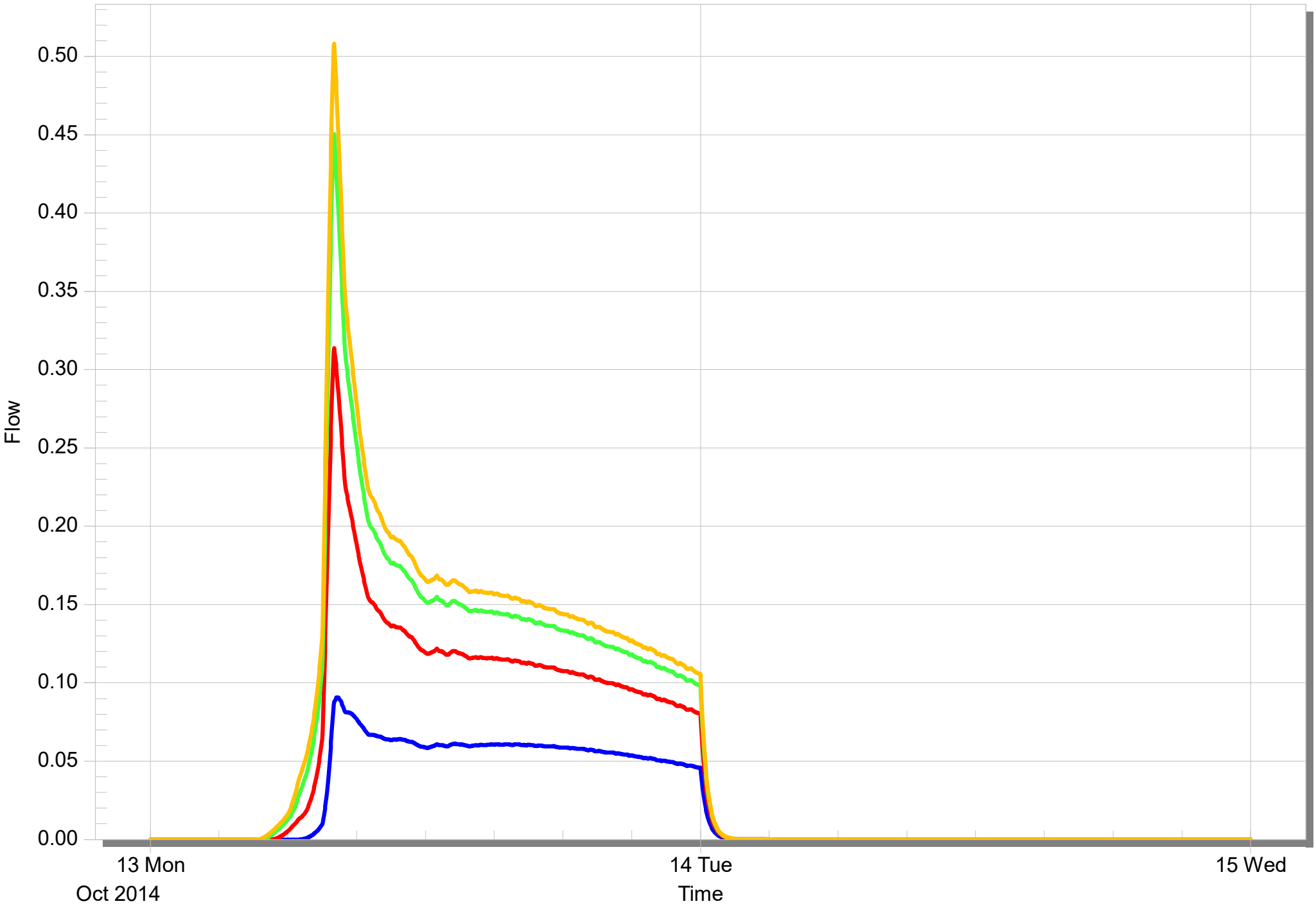
PREDEVELOPED MULTI-FAMILY
SITE

2-Year[Max 0.091]

10-Year[Max 0.314]

25-Year[Max 0.450]

50-Year[Max 0.508]



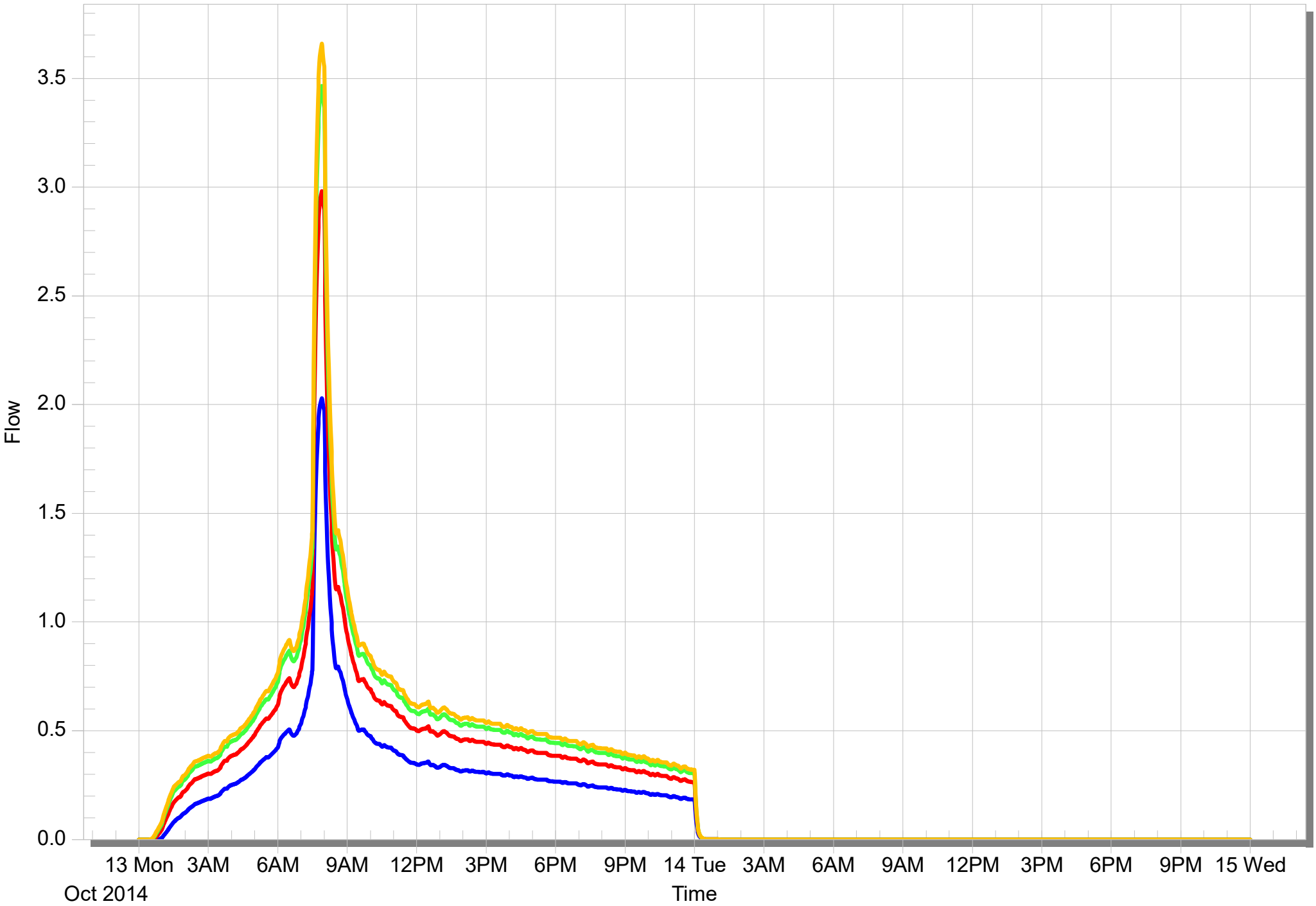
POST-DEVELOPED
COMMERCIAL SITE

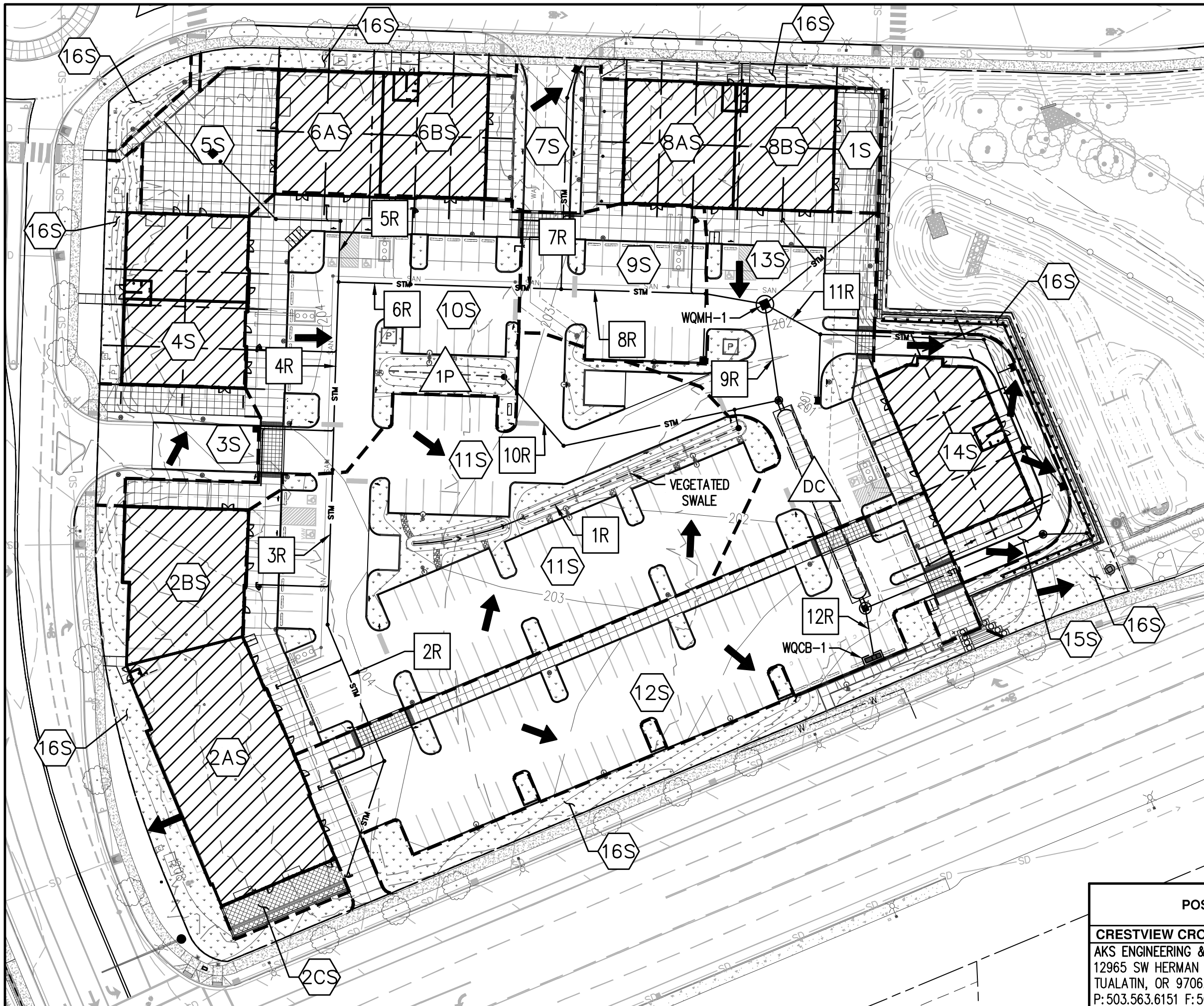
2-Year[Max 2.029]

10-Year[Max 2.981]





25-Year[Max 3.465]

50-Year[Max 3.659]



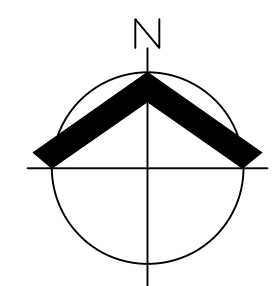


LEGEND:

-  ROOFS
-  LANDSCAPE
-  ASPHALT/CONCRETE
-  POST-DEVELOPMENT FLOW ARROWS

AREA SUMMARY:

BUILDING ROOF:	38,840 SF
LANDSCAPE:	35,575 SF
CONCRETE/ASPHALT:	107,475 SF
TOTAL:	181,890 SF



SCALE: 1" = 50 FEET



DATE: 12/16/2021

POST-DEVELOPMENT BASIN MAP		FIGURE
CRESTVIEW CROSSING COMMERCIAL		3
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: AMC CHKD: CEG AKS JOB: 3723



Clay Downing

From: Mercedes Serra <mercedes.serra@3j-consulting.com>
Sent: Monday, May 1, 2023 9:57 AM
To: Clay Downing
Cc: Aaron Murphy
Subject: RE: MAMD323-0001: Question re: bicycle parking

Follow Up Flag: Follow up
Flag Status: Completed

This email originated from outside the City of Newberg's organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Clay,

Each space holds two bicycles. We don't have an exact spec for them, but they will be similar to these:
<https://www.aaastateofplay.com/staple-style-bike-rack-2-bike-capacity/>

Thanks,

Mercedes Serra | Senior Planner | **3J Consulting**
she/her | O: 503.946.9365 x211 | C: 541.999.7870

From: Clay Downing <Clay.Downing@newbergoregon.gov>
Sent: Friday, April 28, 2023 6:01 PM
To: Mercedes Serra <mercedes.serra@3j-consulting.com>
Subject: RE: MAMD323-0001: Question re: bicycle parking

Good afternoon Mercedes,

I am wrapping up the staff report and had a question that am hoping you can clarify for me. Regarding bicycle parking, the narrative indicates that 50 bicycle facilities will be provided, but 25 appear to be depicted in the plans. The parking that I am seeing is in groupings of 3 and 4 racks located outdoors and near the entrances of each apartment building.

Do you have a cut sheet, specs, or any other information for the bicycle parking that will be used to help me understand the difference between what I am seeing in the plans and what is in the narrative? Thank you in advance for whatever additional information you can provide. Best,

Clay Downing
Planning Manager
City of Newberg
Direct: 503.554.7728
Cell: 971.281.9695
Pronouns: he/him





MENU

Search playgrounds, borders, etc.

Home > Outdoor Park Furniture > Bicycle Racks > Downtown Bike Rack - 2 Bike Capacity



Downtown Bike Rack - 2 Bike Capacity

Manufacturer: Dero SKU: STAPLEFTEPXIN

\$189.00 MSRP: \$214.00 You Save 12% (\$25.00)

Coating * Powder Coat

Mount * In-ground

Qty 1 ADD TO QUOTE

Unit Size: 2" x 30" x 36"

- Highlights:**
- Can accommodate two bikes
 - Fits with a variety of bike locks
 - Square steel pipe for a more secure lock
 - Multiple racks can be installed together to expand capacity

WEIGHT
20.00 LBS

AVAILABILITY
9-10 weeks

SHIP PARCEL
This product is usually packaged for UPS, FedEx, or USPS. Contact us for specific details.

PDF FLYER
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COLOR OPTIONS
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Product(s) Subtotal: \$1565.00

ADD ALL THREE TO CART

- This item:** Downtown Bike Rack - 2 Bike Capacity \$189.00
- 5 Feet Pop-Up Multi-Net** \$79.00
- Regal Rectangular Pedestal Frame Picnic Table with Detached Seating** \$1,297.00

PRODUCT DESCRIPTION

Bicycles have been a widespread means of transportation for generations, and even in the 21st century their popularity does not seem to be waning. Simple and inexpensive biking infrastructure like this Downtown Bike Rack - 2 Bike Capacity make it easier than ever to improve your property by making it accessible to cyclists. It has a simple design is deceptively clever, offering two separate points of contact which bikes can be secured to. Its shape is also compatible with almost any variety of locking device, including U-locks. It is comprised of 97% recycled metals, which are galvanized to make them extremely sturdy and completely resistant to rust and corrosion. There are eight different color options available so that you can find the one to best match your building or surrounding area, although the unpainted finish already looks good as it is in any setting. The Downtown Bike Rack comes with in-ground and surface mounting options.

If you're looking for a bit more asymmetrical or free-form design, the [R Style Bike Rack](#).

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