

**An Order amending the approved phasing plan for the Collina at Springbrook Subdivision; and
an Ordinance amending the Springbrook Master Plan.**

Recitals:

1. On July 3, 2023, the Newberg City Council adopted Order No. 2023-44 and Ordinance No. 2023-2915 approving amendments to the Springbrook Master Plan and the 403 lot Collina at Springbrook subdivision.
2. On November 22, 2023, Pahlisch Homes Inc. submitted an application for amendments to the Springbrook Master Plan Development Standards Matrix, and phasing modifications to the approved Collina at Springbrook subdivision. The application was deemed complete on March 14, 2024. Tax Lots R32 04900, R32 05000, R32 05100, R32 05200, R32 05300, R32 05400, R3208 05500, R3208 05800, R32 06200, R32 06300, and R32 06400 and adjacent Right-of-Ways.
3. After proper notice, the Newberg Planning Commission opened the public hearing on April 11, 2024, and continued the hearing to May 1, 2024, at the request of the Applicant. No public testimony was taken.
4. The Newberg Planning Commission continued the public hearing on May 1, 2024. The Commission considered testimony, deliberated, and found the proposed amendments, as recommended by staff, met the applicable criteria.
5. On May 1, 2024, the Commission adopted Resolution No. 2024-393, recommending approval of the amendments based on the staff findings. The recommendation is for approval of all elements of the application except for the applicant's request to reduce the minimum driveway separation width for middle housing, which staff and the Commission found did not meet the criteria. The applicant did not object to the recommended denial of this element of the application.
6. After proper notice, the Newberg City Council opened the hearing on May 20, 2024, considered public testimony and deliberated.

The City of Newberg Ordains as Follows:

1. The Springbrook Master Plan Amendments MISC323-0001 shown in Exhibit "F" are hereby approved except that there shall be no changes to the minimum driveway separation width for middle housing, subject to the conditions contained in Exhibit "D". Exhibit "D" is hereby adopted and by this reference incorporated.
2. The modifications to the phasing plan of the approved Collina at Springbrook subdivision MIMD323-0003 seen in Exhibit "E" are hereby approved, subject to the conditions contained in Exhibit "D". Exhibit "D" is hereby adopted and by this reference incorporated.
3. The amendments modify City Council Order 2023-44 and Ordinance No. 2023-2915, Exhibits "D"

and “E” and “F”. All other conditions of approval previously adopted by City Council, including Order 2023-44 and Ordinance No. 2023-2915, incorporated herein through Exhibit “C”, remain in effect.

4. The findings shown in Exhibit “A” and Exhibit “B” are hereby adopted. Exhibit “A” and Exhibit “B” are hereby incorporated by reference.

Effective Date of this ordinance is 30 days after the adoption date, which is: June 19, 2024.

Effective Date of this order is the day after the adoption date, which is: May 21, 2024.

Adopted by the City Council of Newberg, Oregon, this 20th day of May, 2024, by the following votes:

AYE: **NAY:** **ABSTAIN:**

Rachel Thomas, City Recorder

Attest by the Mayor this ____ day of _____, 2024.

Bill Rosacker, Mayor

EXHIBIT A. FINDINGS FOR MIMD323-0003
MODIFICATION OF COLLINA AT SPRINGBROOK SUBDIVISION PHASING PLAN

Formatting notes: The Newberg Municipal Code (NMC) criteria are written in **italic bold** font and the findings are written in regular font. The NMC criteria will be presented first, followed by the findings of fact. Finding of fact with underlined font indicate subsequent inclusion in Exhibit “D” Recommended Conditions of Approval.

NMC Chapter 15.326 Springbrook (SD) District

NMC Section 15.326.060 Modification to the master plan

A. The following modifications to the master plan shall follow the Type I administrative procedure identified in NMC 15.100.020:

- 1. Land use district boundary modifications prior to development within that phase of no more than one acre that adjust a boundary no more than 50 feet.***

B. The following modifications to the master plan shall follow a Type II procedure identified in NMC 15.100.030:

- 1. Land use district boundary modifications prior to development within that phase greater than one acre and less than five acres that adjust a boundary no more than 100 feet.***

- 2. Modifications to the “Trip Cap” established with approval of the master plan.***

C. The following modifications to the master plan shall follow a Type III procedure identified in NMC 15.100.050:

- 1. Modifications other than those noted above.***
- 2. Modifications to the Springbrook district boundary.***

Findings: Because the proposed modifications to the phasing plan do not modify the Springbrook District Master Plan, this criterion is not applicable.

NMC 15.235.030 Preliminary plat approval process.

[...]

D. Modifications to Approved Preliminary Plats. The applicant may request changes to the approved preliminary plat or conditions of approval. Modification requests may either be deemed minor modifications or major modifications, according to the following criteria and at the determination of the director:

- 1. Minor Modifications. Minor modifications are reviewed through the Type I procedure, pursuant to NMC 15.100.020. Minor modifications retain consistency with the general layout and pattern of the approved plan and do not modify an element of the approved plan by a quantifiable standard of greater than 10 percent. Minor modifications may include the following:***

- a. Relocations of property lines, streets, walkways, and alleys;*
- b. Changes to the site utilities;*
- c. Changes which increase or decrease the number of lots; and*
- d. Modifications to the conditions of approval where an alternate method will derive the same result intended by the condition, or where a condition is deemed to be met in a different way than specified in the staff report.*

2. Major Modifications. *Major modifications are reviewed through the same procedure as the original approval procedure. Major modifications are any proposed changes to elements of the approved plan or conditions of approval not meeting the thresholds in subsection (D)(1) of this section.*

Finding: According to the application materials, the proposed phasing plan modification is to help provide better clarity of when public infrastructure is to be completed within the Springbrook at Collina development. The previously approved phasing plan had 8 phases with one phase being completed each year and both the original and modified phasing plans have 403 total dwelling units.

The modification will result in one lot being split into two phases and modifies the proposed timing in the phasing plan. However, the proposal did not specify what the quantifiable standard of 10% there was to justify use of a Type I procedure. Out of the approximately 420 lots in the subdivision, only one lot that was an open space tract was moved by splitting it up over two phases, which is a .002% for the amount of lots which is well below the 10% threshold requirement. The proposed phasing plan did not change the proposed time by more than 1 year from the previously approved phasing plan for any phase and the total amount of time. The proposal adds Phase 1.5 to the Phasing Plan to accommodate the design of a roundabout or traffic signal, a potential modification to conditions of approval that would be subject to a separate application.

In summary, the proposal modifies the previously approved phasing plan through the following:

- Tract G that is open space will be divided into two lots for development in Phases 1 and 2;
- E Mountainview improvements are broken down into improvements adjacent to Phases (1, 1.5, and 3) rather than all improvements occurring in Phase 1;
- Phase 1.5 is added to the phasing plan for installation of a roundabout or traffic signal;
- Renumbers lots throughout the subdivision; and
- Clarifies when other road improvements will occur.

Regarding the renumbering of lots throughout the subdivision, the previously approved phasing plan showed “Parent” lots as a number with “Child” lots having a letter after the parent lot number for middle housing which is referenced in the conditions of approval for the subdivision. In the proposed phasing plan, all “child” lots from the previously approved phasing plan are assigned individual lot numbers despite the Applicant stating that these are middle housing lots meant for duplexes and quadplexes. Because there was no explanation for changing the lot numbers from the prior approval and the proposed phasing plans child lot identification is indistinguishable from parent lot identification, the Applicant shall submit a Type I application clarifying and updating the original conditions of approval that these lots are indeed child lots for middle housing detached quadplex and duplex units and revise the lot numbers used in the original

conditions of approval. The following list shows the lots that shall be considered one “parent” lot with each individual lot being a “child” lot.

Parent Lots:

1. Lots 43, 44, 49 and 50
2. Lots 76, 77, 82 and 83
3. Lots 78, 79, 80 and 81
4. Lots 88, 89, 104 and 105
5. Lots 218, 219, 220 and 221
6. Lots 90, 91, 102 and 103
7. Lots 216, 217, 222 and 223
8. Lots 92 and 101
9. Lots 206 and 215
10. Lots 93, 94, 99 and 100
11. Lots 207, 208, 213 and 214
12. Lots 209, 210, 211, 212
13. Lots 95, 96, 97 and 98
14. Lots 158, 159, 160 and 161
15. Lots 166, 167, 168 and 169
16. Lots 156, 157, 158, 159
17. Lots 164, 165, 170 and 171

There were also conditions related to certain lots (338 through 341) that required an additional parking space over those otherwise required. Since the proposed phasing plan now has these lots numbered as 388 through 391, the Applicant shall submit a Type I application pursuant to NMC 15.235.030 to modify the conditions of approval of the subdivision to reflect the updated lot numbers 388 through 391 being used for the additional parking spaces rather than lots 338 through 341 to maintain compliance with the original conditions of approval of Order No. 2023-44 and Ordinance No. 2023-2915.

The Applicant’s proposal seeks to break up the improvements along E Mountainview Drive to better suit stormwater facilities and grading in a logical manner at the high point of grading. If the entire E Mountainview Drive improvements were to occur prior to Phase 3, it would be impractical as all the other improvements to Phase 3 would need to be made at the same time. Staff agrees that with the proposed phasing schedule and additional stormwater facilities that would need to be created for the improvements for

the Mountainview Drive portion adjacent to Phase 3, that it is logical that the E Mountainview Improvements be broken down into multiple phases.

This criterion is met with the aforementioned conditions.

E. Phased Subdivision. The city may approve a phased subdivision, provided the applicant proposes a phasing schedule that meets all of the following criteria:

1. In no case shall the construction time period (i.e., for required public improvements, utilities, streets) for the first subdivision phase be more than one year;

Finding: The Applicant has proposed the first phase and the construction phase to be completed within one year. The Applicant states that this will be done in 2024. To ensure compliance with this, Phase 1 and 1.5 shall start construction in calendar year 2024 and take no longer than a year for required public improvements and infrastructure to be installed except as otherwise bonded for pursuant to 15.235.070.

This criterion will be met with the aforementioned condition.

2. Public facilities shall be constructed in conjunction with or prior to each phase;

Finding: Public facilities are planned to be constructed in conjunction with each phase or prior to the next phase in line for development. The Applicant's proposed phasing plan adds new Phase 1.5 for E Mountainview Drive frontage improvements to accommodate the design of a traffic signal or potential roundabout if approved as part of a separate application. The Applicant's proposed phasing plan modification indicates that Phase 1.5 is anticipated to start construction prior to occupancy of Phase 1. Due to the uncertainty of dates, public improvements for Phase 1 and Phase 1.5 should both be completed prior to the Applicant applying for the Final Plat for Phase 1. In the event that Phase 1.5 public improvements are not completed concurrent with completion of Phase 1 public improvements and the Owner desires to request early issuance of residential building permits or the Owner desires approval of the final plat prior to completing all required improvements and conditions of the tentative plat approval, the Owner is required to follow the City's Substantial Completion Policy and enter into a Security and Improvement Agreement with the City in accordance with NMC 15.235.060. Phase 1.5 shall be completed before occupancy of Phase 1.

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

3. The phased development shall not result in requiring the city or a third party (e.g., owners of lots) to construct public facilities that are required as part of the approved development proposal;

Finding: The phased development will not result in requiring the City of a third-party to construct required public facilities.

This criterion is met.

4. The proposed time schedule for phased development approval shall be reviewed concurrently with the preliminary subdivision plat application; and

Finding: The proposed phasing schedule was reviewed with the preliminary subdivision. The Applicant is proposing minor time changes and clarification of what is to be completed within each phase. To maintain compliance and avoid uncertainty regarding when phases will be completed due to the Applicant's "approximate start date" in the phasing plan, the Applicant shall start construction within two (2) years of the calendar year listed for each phase's start date except Phase 1 and 1.5, or shall otherwise submit a Type III

application in accordance with NMC 15.235.030(D) and (E) to modify the phasing schedule or any phasing elements.

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

5. Modifications to the phasing schedule or phasing elements will be processed in accordance with subsection (D) of this section.

Finding: As seen above, the modifications to the phasing schedule and elements are processed in accordance with subsection (D).

CONCLUSION

The proposed modifications to the Phasing Plan can meet the applicable criteria if the aforementioned conditions of approval are adhered to. Staff **recommend approval** of the proposed phasing modifications to the Collina at Springbrook Subdivision subject to the conditions of approval seen in Exhibit “D”.

EXHIBIT B. FINDINGS FOR MISC323-0001 SPRINGBROOK MASTER PLAN AMENDMENT DEVELOPMENT STANDARDS MATRIX
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NMC Chapter 15.326 Springbrook (SD) District

15.326.010 Description and purpose.

A. The Springbrook district is intended to provide for a mixture of residential uses, commercial uses, hospitality/public uses, and light industrial uses. This mixture will provide for flexibility and innovation in design.

B. This chapter serves as a roadmap for development applications within the Springbrook district. This chapter explains the relationship between the Springbrook master plan document and the Newberg development code. Applicants should use this chapter to determine the applicable procedures and standards for development within the Springbrook district. [Ord. 2678 § 4 (Exh. 6(1)), 9-4-07; Ord. 2451, 12-2-96. Code 2001 § 151.425.]

Finding: The Springbrook Master Plan incorporated the Springbrook District into existence. Planning views this chapter as its roadmap for development within the District including the “Development Standards Matrix”. There are no proposed changes to the mixture of uses within the Springbrook District with this application.

15.326.020 Adoption of Springbrook master plan.

Development within this zone shall be governed by a master plan approved and accepted by the city council, which ensures internal compatibility of use activities as well as compatibility with adjacent uses. Development within the Springbrook district shall follow the applicable standards set forth in this chapter, and those standards set forth in the “Development Standards Matrix” in the Springbrook master plan. [Ord. 2678 § 4 (Exh. 6(1)), 9-4-07; Ord. 2619, 5-16-05; Ord. 2499, 11-2-98; Ord. 2451, 12-2-96. Code 2001 § 151.426.]

Finding: The Applicant has proposed changes to the “Development Standards Matrix” in the Springbrook master plan. The changes being proposed include allowing all middle housing lots to have a 20-foot lot frontage within the Springbrook district. The other proposed changes are to have Middle Housing Development Standards change west of Hess Creek including driveway separation being allowed to be reduced to 20 feet for duplex and quadplex lots and having shared driveways be in an access easement of 24 feet wide with a 16-foot-wide paved surface. These are new edits to the matrix that would otherwise have to comply with the City’s current development code (see NMC 15.326.030 below). Based on the Applicant’s submittal, the additional standards would only apply to detached quadplexes outside of the requested lot frontage. The proposed changes do not meet current development code and conditions of approval from Order No. 2023-44 and Ordinance No. 2023-2915, but those same conditions of approval provide a process by which applicant may seek modifications.

15.326.030 Conflict between the master plan and the Newberg development code.

Except as expressly modified by the Springbrook master plan, the standards of the Newberg development code shall apply. In the case of a conflict between the Springbrook master plan (as implemented through this code) and the Newberg development code, the Springbrook master plan shall supersede. [Ord. 2678 § 4 (Exh. 6(1)), 9-4-07. Code 2001 § 151.427.]

Finding: The requirements for middle housing lot frontage and design standards are limited in the current “Development Standards Matrix” for attached dwellings for lot frontage and quadplexes for certain

development standards. The Applicant has proposed changes to the Development Standard Matrix for middle housing lot frontage and middle housing design standards west of Hess Creek that don’t currently exist in the Matrix other than lot frontage. The Applicant does not state that in the matrix with the three asterisks the design standards apply to all middle housing but only to detached duplexes. The rest of the narrative and matrix reflect changes to middle housing. Because of this discrepancy, the Applicant shall submit a revised Development Standards Matrix that modifies the additional design standards section with three asterisks to say “middle housing” rather than “detached quadplexes”.

The table below compares existing code next to the Applicant’s proposed changes:

For all of Springbrook District Low Density Residential Zone			
<u>Development Standard Regulation</u>	<u>Current Requirement</u>	<u>Location of Requirement</u>	<u>Proposed Requirement in Development Matrix</u>
Lot frontage for middle housing lots (other than Townhouses)	32 feet except only 20 feet for attached dwellings	Springbrook Master Plan Development Standards Matrix	32 feet except only 20 feet for middle housing dwelling units
For Springbrook District Low Density Residential Zone west of Hess Creek			
Driveway Separation for Middle Housing Lots	22 feet	NMC 15.505.030(R)(4)(a) and Condition of Approval C(4)(bb)(2) and (3) for Order No.2023-44 and Ordinance 2023-2915	20 feet for quadplex and duplex lots
Shared Driveways	25-foot-wide access/utilities easement with a 20 ft. wide paved surface	NMC 15.405.030(D)(1)(a) and Condition of Approval C(4)(bb)(6) for Order No. 2023-44 and Ordinance No. 2023-2915	24-foot-wide easement with a 16-foot-wide paved surface.

The application materials indicate the above modifications would aid in development of the future detached quadplexes and typical attached configurations associated with the Collina at Springbrook subdivision. The application states that the proposed reduction to the driveway separation requirement, from 22 feet to 20 feet, allows for a better lot fit and the greatest preservation of on-street parking. The application materials state that text amendment changing language from “attached dwellings” to “middle housing dwelling units” is to reflect the code changes in Ordinance No. 2021-2880 and No. 2021-2889, which modified the Springbrook Master Plan by broadening the ability of developing duplexes and other middle housing types including triplexes, quadplexes, townhouses, and cottage clusters.

The Applicant further states that the 24-foot-wide easement and 16-foot-wide paving surface would allow appropriate placement of underground utilities and vehicular access as required including meeting fire code requirements.

Springbrook Master Plan “Development Standards Matrix” Currently Approved Minimum Lot Dimensions for Springbrook District Low Density Residential:

MINIMUM LOT DIMENSIONS	The standard City lot frontage requirement applies Minimum lot width shall be 36 32 feet, except minimum 20 feet for attached dwelling units
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Applicant Response: This change is to reflect the changes of Ordinance No. 2021-2880 and No. 2021-2889 define quadplex dwellings as “four dwelling units on one lot or parcel in any configuration.” This definition would include configurations such as those proposed, where the quadplex units are not attached, as well as typical attached configurations.

Finding: Within the Springbrook Master Plan, the existing minimum lot dimension for any lot is 32 feet except for a minimum of 20 feet for attached dwelling units (as shown above from Matrix). This is higher than the requirement in NMC 15.405.030(D)(1) which requires a minimum of 25 feet except for a minimum requirement of 20 feet for townhouse dwellings pursuant to NMC 15.405.030(D)(2)(a).

The Applicant’s response that says changing the word “attached” to “middle housing” to reflect the changes in Ordinance No. 2021-2880 and No. 2021-2889 is not accurate. The only language that changed regarding the lot frontage was for townhouse dwellings that allowed the minimum lot frontage to go down to 20 feet. No other version of middle housing in any district is allowed to have less than 25 feet of lot frontage. The 20-foot lot frontage requirement provides more flexibility for middle housing and can help meet the needs for more housing stock in the City of Newberg. The rest of the language is to help clean up inconsistencies.

This criterion is met.

15.405.030 Lot dimensions and frontage.
[...]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).

Applicant Response: As provided by Ordinance 2023-2915, modification to the lot frontage width is a Type III process. The proposed access easement width would be 24 feet rather than 25 feet and would allow appropriate placement of all underground utilities and vehicular access as required.

Finding: The Applicant is not proposing any private streets but is proposing private shared driveway easements that have a 24-foot width and 16-foot paved width. Vehicles need at least 8 feet to pass each other, and utilities can be put within the 24-foot easement.

This criterion is met.

15.505.030 Street standards.
[...]/R. Vehicular Access Standards.

[...]/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.**

Applicant Response: The Typical Quadplex Utility Layout (Exhibit C) outlines how the lots can be developed to provide the intended needed middle housing. A modification is required for the design, which accommodates utilities and fire access within an alternative reduced-width driveway, can aid in reducing home costs through the reduction of unnecessary paved surface and lot width, while better grouping driveways to better preserve on-street parking and prevent vehicle backing conflicts. As planned, the homes would access the adjacent street via a 3-1 configuration, where three homes access the street via a shared driveway and the remaining home accesses the street via an individual private driveway. This configuration preserves at least 40 feet of frontage per lot. When combined with the adjacent lot (arranged as shown within Exhibit C), up to 80 feet of on-street parking can be preserved. Here, the driveways provide 10 feet minimum of separation (between driveways on two individual parent lots) and a minimum of 20 feet of separation between driveways on the same lot. The applicable standard requires a minimum of 22 feet separating each driveway approach on the same lot.

Finding: In staff's opinion, the Applicant's proposed 3-1 configuration (three homes access the street via a shared driveway and the remaining home accesses the street via an individual private driveway) as seen in Attachment 4, does not preserve 40 feet of frontage per lot. The arrangement reduces the amount of available on-street parking with having another curb cut. There may be no off-street parking on the shared driveway per Newberg Municipal Code 15.55.030(R)(7)(d) as determined by the fire marshal.

The Applicant's proposed typical quadplex layout to provide middle housing is comprised of four homes in a detached quadplex where three homes would share a driveway, and the fourth home would be accessed by a second driveway on each quadplex lot. This results in two driveways on each quadplex lot as allowed by NMC 15.505.030(R)(4)(a) as long as there is at least 22 feet of lot frontage separating each driveway approach. While two driveways on each proposed quadplex lot is allowed if the driveway spacing is in accordance with NMC 15.505.030(R)(4)(a), more on street parking would be provided if all four homes of each detached quadplex lot were to be accessed by a shared driveway as allowed in NMC 15.505.030(R)(7)(c).

This criterion is not met.

[...]/ 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.

Finding: Staff’s opinion is that the allowed 22 feet of separation between driveway approaches on a single duplex, triplex, quadplex or a cottage cluster project lot is the minimum that might allow parking of a smaller vehicle between driveways with limited potential for negative impacts. Staff recommends that the Applicant is conditioned to submit plans with permit applications that clearly show the lot frontage separation between driveway approaches on each duplex and quadplex lot as a minimum of 22 feet.

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

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

Finding: Because the application materials fail to address how the shared driveways would have addressed no parking fire lanes, The Applicant shall contact Tualatin Valley Fire & Rescue (TVFR) as to where no parking fire lanes shall be posted on shared driveways.

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

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.

Finding: The additional parking space requirement does not apply because the proposed shared driveway is for middle housing lots (duplex, triplex, quadplex, cottage cluster) only.

This criterion is met.

15.326.040 Review process.

Proposed development applications and land divisions within the Springbrook district shall follow the established City of Newberg approval process, as set forth below:

A. Site Design Review.

1. Applicability. All new development proposals are subject to the Type I and II site design review procedures set forth in NMC 15.220.020.

2. Requirements. Development proposals subject to site design review shall follow the application requirements set forth in NMC 15.220.030.

3. Criteria. All proposals subject to site design review are subject to the criteria set forth in the Newberg development code, subject to the exceptions set forth in the “Development Standards Matrix” in the Springbrook master plan.

a. All multi-unit residential development shall follow the standards set forth in NMC 15.220.060.

b. The requirements of NMC 15.220.070 and NMC 15.220.080 (additional requirements for development in the C-2 and C-3 districts) shall not apply to development within the hospitality or village districts.

Finding: Because the application requests a text amendment of the Development Standards Matrix portion of the Master Plan and no new development is proposed as part of this application, the application's proposed project does not require a site design review. This criteria is not applicable.

B. Land Division.

1. Applicability. All land division proposals will follow the Type II procedure identified in NMC 15.100.030.

2. Requirements and Criteria.

a. Partition applications shall meet the criteria set forth in NMC 15.235.030 and 15.235.050, Type II process and criteria.

b. Subdivision applications shall meet the criteria set forth in NMC 15.235.030 and 15.235.050, Type II, or NMC 15.235.030(F) and 15.235.050(B) for middle housing land divisions, unless otherwise set forth in the "Development Standards Matrix" in the Springbrook master plan with the following exceptions:

i. Subdivisions within the Springbrook district are subject to the lot area and dimensional requirements set forth in the Springbrook master plan.

ii. Subdivisions within the Springbrook district are not subject to development standards otherwise administered by the site design review process in this section. [Ord. 2912 § 1 (Exh. A § 11), 5-1-23; Ord. 2678 § 4 (Exh. 6(1)), 9-4-07. Code 2001 § 151.429.]

Finding: The Collina at Springbrook subdivision would be affected by the Matrix proposal but only lot frontage, driveway separation and shared driveway width are proposed to be modified. Further requirements can be seen in the findings of the Collina at Springbrook subdivision application (SUB322-0002).

Because the application does not propose further or additional land divisions, the criterion is not applicable.

15.326.050 Certification of compliance with Springbrook design guidelines handbook. Development proposals within the Springbrook district shall meet the private standards established by the property owner. Due to the special nature and coordinated approach of the Springbrook district, it is expected that such design standards will far exceed those that would otherwise be required for development. The applicant shall submit the design guidelines for city review and acceptance. The director may require modifications to the handbook prior to acceptance. After acceptance, the applicant shall provide written documentation to the City of Newberg demonstrating that each standard has been met. Compliance will be certified by the review authority through the Type I administrative process. The certification process shall exclude requirements of the City of Newberg development code and comprehensive plan. Conditions shall not be placed on certification approvals required by this section. [Ord. 2678 § 4 (Exh. 6(1)), 9-4-07. Code 2001 § 151.430.]

Finding: Design guidelines and draft CCR's were submitted as part of the Collina at Springbrook subdivision application (SUB322-0002). Because the application was submitted by representatives associated with the established property owner, it is staff's understanding that coordination amongst ownership has occurred.

The criterion is met.

NMC Section 15.326.060 Modification to the master plan

A. The following modifications to the master plan shall follow the Type I administrative procedure identified in NMC 15.100.020:

1. Land use district boundary modifications prior to development within that phase of no more than one acre that adjust a boundary no more than 50 feet.

B. The following modifications to the master plan shall follow a Type II procedure identified in NMC 15.100.030:

1. Land use district boundary modifications prior to development within that phase greater than one acre and less than five acres that adjust a boundary no more than 100 feet.

2. Modifications to the “Trip Cap” established with approval of the master plan.

C. The following modifications to the master plan shall follow a Type III procedure identified in NMC 15.100.050:

1. Modifications other than those noted above.

2. Modifications to the Springbrook district boundary.

Finding: The modification to the “Development Standards Matrix” in the Master Plan is not noted in NMC 15.326.060(A) or (B) and as such is subject to NMC 15.236.060(C)(1) as the Springbrook District boundary is not changing.

The criterion is met for the proposed project to be modify using a Type III procedure as identified within NMC 15.100.050.

NEWBERG COMPREHENSIVE PLAN – GOALS AND POLICIES

A. CITIZEN INVOLVEMENT

GOAL: *To maintain a Citizen Involvement Program that offers citizens the opportunity for involvement in all phases of the planning process.*

Finding: The application was mailed out to citizens within 500 feet of the Springbrook District and citizens have an opportunity to provide comments before and during the Planning Commission Hearings (April 11, 2024 and May 1st, 2024) as well as a future City Council hearing.

This goal is met.

B. LAND USE PLANNING

GOAL: *To maintain an on-going land use planning program to implement statewide and local goals. The program shall be consistent with natural and cultural resources and needs.*

Finding: The application is not proposing any new land use or extensions of sewer or other streets. It will modify the existing development regulations within the Springbrook District related to certain standards for lot frontage and driveway widths and separation.

This goal is met.

C. AGRICULTURAL LANDS

GOAL: *To provide for the orderly and efficient transition from rural to urban land uses.*

Finding: Not applicable because the proposal does not propose any land use regulation changes to agricultural lands outside of the Newberg Urban Growth Boundary.

D. WOODED AREAS

GOAL: *To retain and protect wooded areas.*

Finding: Not applicable because the proposal does not propose any land use regulation changes to the Stream Corridor that protects wooded areas within the Newberg Urban Growth Boundary.

E. AIR, WATER, AND LAND RESOURCE QUALITY

GOAL: *To maintain and, where feasible, enhance the air, water and land resource qualities within the community.*

Finding: The air, water and land resources qualities will not be affected with the current proposal as it does not change any soil, water or resources in the community.

This goal is met.

F. AREAS SUBJECT TO NATURAL HAZARDS

GOAL: *To protect life and property from flooding and other natural hazards.*

Finding: The application does propose any modification that will impact flooding or other natural hazards.

The goal is met.

G. OPEN SPACE, SCENIC, NATURAL, HISTORIC AND RECREATIONAL RESOURCES

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.

2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.

3. To protect, conserve, enhance and maintain the Willamette River Greenway.

Finding: The proposed amendments do not alter any open space, natural or historic resources within the approved subdivision or elsewhere in the Springbrook Master Plan Area.

This goal is met.

H. THE ECONOMY

GOAL: *To develop a diverse and stable economic base.*

Finding: The application materials indicate that the proposed amendments will help create more housing opportunities which could help increase the economic base of the City.

The goal is met.

I. HOUSING

GOAL: *To provide for diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels. (Ordinance 2006-2634)*

Finding: The proposed amendments do not increase or decrease permitted housing types or densities in the Springbrook Master Plan area but give more flexibility to how homes and middle housing options are oriented within the Master Plan in regard to access and lot frontage.

This goal is met.

J. URBAN DESIGN

GOAL 1: *To maintain and improve the natural beauty and visual character of the City.*

GOAL 2: *To develop and maintain the physical context needed to support the livability and unique character of Newberg.*

Finding: The proposed amendments to the lot frontage and shared driveway standards and separation are an alternative way to have a flexible design that the Applicant believes will help support the livability and

character of Newberg.

These goals are met.

K. TRANSPORTATION

GOAL 1: Establish cooperative agreements to address transportation based planning, development, operation and maintenance.

GOAL 2: Establish consistent policies which require concurrent consideration of transportation/land use system impacts.

GOAL 3: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.

GOAL 4: Minimize the impact of regional traffic on the local transportation system.

GOAL 5: Maximize pedestrian, bicycle and other non-motorized travel throughout the City.

GOAL 6: Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).

GOAL 8: Maintain and enhance the City's image, character and quality of life.

GOAL 9: Create effective circulation and access for the local transportation system.

GOAL 10: Maintain the viability of existing rail, water and air transportation systems.

GOAL 11: Establish fair and equitable distribution of transportation improvement costs.

GOAL 12: Minimize the negative impact of a Highway 99 bypass on the Newberg community.

GOAL 13: Utilize the Yamhill County Transit Authority (YCTA) Transit Development Plan (TDP) as a Guidance Document.

GOAL 14: Coordinate with Yamhill County Transit Area.

GOAL 15: Implement Transit-Supportive Improvements.

Finding: The proposed amendments will not affect the transportation system in the City of Newberg because the proposed application is limited to potentially changing driveway locations. There are required sidewalks throughout the development.

These Goals are met.

L. PUBLIC FACILITIES AND SERVICES

GOAL: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.

Finding: Public facilities are not impacted by this amendment proposal.

This goal is met.

M. ENERGY

GOAL: To conserve energy through efficient land use patterns and energy- related policies and ordinances.

Finding: The proposed amendments would help create a compact urban development which could be more energy efficient.

This goal is met.

N. URBANIZATION

GOALS:

- 1. To provide for the orderly and efficient transition from rural to urban land uses.***
- 2. To maintain Newberg's identity as a community which is separate from the Portland Metropolitan area.***
- 3. To create a quality living environment through a balanced growth of urban and cultural activities.***

Finding: The proposed amendments are within City Limits and do not bring any land into the City. There are no zone changes and the amendments are limited to modifications of lot and street requirements that do not require additional transportation evaluation throughout the City.

The goals are met.

From the Comprehensive Plan under III. Plan Classifications:

11. Springbrook District (SD)

The objective of this designation is to provide a compatible mixture of residential, hospitality/public, commercial, and industrial uses, governed by a master development plan. Residential uses will be primarily single-family dwellings and multi-plexes. Hospitality/public uses will be hotels and recreational facilities. Commercial uses are intended to include general commercial and neighborhood convenience uses such as retail businesses, retail food establishments, personal service establishments, and offices. Light industrial uses which are compatible with the general character of the area are also permitted. Proposals for development shall be consistent with the master plan and the availability of services, and should not adversely impact existing or potential development of adjacent lands. (Ordinance 2007-2678, September 4, 2007)

Finding: The proposed modifications to the Springbrook Master Plan do not change any residential uses but rather just the design standards for certain residential uses. The residential uses would still be primarily single-family dwellings with quadplexes and duplexes also in the mix which is consistent with the district and master plan. The proposed new development standards would not adversely impact existing or potential development of adjacent lands.

STATEWIDE PLANNING GOALS

GOAL 1: CITIZEN INVOLVEMENT

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding: The City of Newberg Development Code implements the Newberg's LCDC-acknowledged Comprehensive Plan, including provisions for public involvement. All requirements for a Type III application have been met, pursuant to Newberg Municipal Code Section 15.100.050. The application was mailed out to citizens within 500 feet of the Springbrook District and citizens have an opportunity to provide comments before and during the Planning Commission Hearings (April 11, 2024 and May 1, 2024) as well as the City Council hearing. The application was also sent to the Department of Land Conservation and Development (DLCD) which provides public notice.

The Goal is met.

GOAL 2: LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: The City of Newberg's Development Code (NMC Title 15) implements the Newberg's LCDC-acknowledged Comprehensive Plan, including compliance with Goal 2. This Goal requires that land use decisions 1) have an adequate factual base, 2) that alternatives have been considered, and 3) that implementation measures are consistent with and adequate to carry out comprehensive plan policies and designations.

Because the proposed amendments are consistent with Newberg's acknowledged Comprehensive Plan Goals and Policies, the proposed project will be consistent with Goal 2.

The Goal is met.

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

Finding: Not applicable because the proposal does not propose any land use regulation changes to agricultural lands outside of the Newberg Urban Growth Boundary.

The Goal does not apply.

GOAL 4: FOREST LANDS

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding: Not applicable because the proposal does not propose any land use regulation changes to the Stream Corridor that protects wooded areas within the Newberg Urban Growth Boundary.

This Goal does not apply.

GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: The proposed amendment does not affect any Goal 5 resource or protections that already exist in the Newberg Municipal Code, Specific Plan or the Springbrook Master Plan to protect these resources.

This Goal is met.

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

Finding: The air, water and land resources qualities will not be affected by the current proposal as it does not change any soil, water or resources in the community.

This Goal is met.

GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

Finding: Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as floodplain or landslide areas. This proposal does not modify the existing goals and policies.

This Goal is met.

GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: Newberg has an acknowledged Comprehensive Plan that complies with this goal. This proposal does not modify the City's recreational goals and policies.

This Goal is met.

GOAL 9: ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: The proposed amendments are proposed to help create more housing opportunities which could help increase the economic base of the City.

The Goal is met.

GOAL 10: HOUSING

To provide for the housing needs of citizens of the state.

Finding: The proposed amendments do not increase or decrease permitted housing types or densities in the Springbrook Master Plan area but give more flexibility to how homes and middle housing options are oriented within the Springbrook Master Plan in regard to access and lot frontage.

The Goal is met.

GOAL 11: PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Public facilities are not likely impacted by this amendment proposal. The modification to easement widths will modify the area in which utilities can be placed in shared driveways but the City's Engineering Department has found the changes to be acceptable and promoting orderly and efficient development.

This Goal is met.

GOAL 12: TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

Finding: The proposed amendments as recommended by staff will not affect the transportation system in the City of Newberg with only potentially changing driveway locations. There are required sidewalks throughout the development.

This Goal is met.

GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: The proposed amendments would help create a compact urban development which could be more energy efficient.

This Goal is met.

GOAL 14: URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding: The proposed amendments are within City Limits and do not modify the Urban Growth Boundary or City Limits. They do not modify zoning or the city's supply of buildable lands.

This Goal is met.

GOAL 15: WILLAMETTE RIVER GREENWAY

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Finding: The proposed amendment does not include or impact lands along the Willamette River or the Willamette River Greenway.

The Goal does not apply.

CONCLUSION

The proposed modifications to the Springbrook Master Plan Development Standards Matrix can meet most of the applicable criteria if the aforementioned conditions of approval are adhered to. Staff **recommend partial approval** of the proposed Development Standards Matrix modifications to the Springbrook Master Plan subject to the conditions of approval seen in Exhibit “D”.

EXHIBIT C.
ORDER NO. 2023-44 AND ORDINANCE NO. 2023-2915 CONDITIONS OF APPROVAL

A. Springbrook Master Plan (Order No. 2023-44)

1. The condition of Ordinance No. 2007-2678, Exhibit 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN, subsection 2a “Relocate the public walkway at the east end of Sunset Drive so that it aligns with sidewalks on Sunset Drive.” is deleted from Ordinance No. 2007-2678.
2. The condition of Ordinance No. 2007-2678, Exhibit 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN, subsection 2a “Extend Edgewood Drive to Villa Road. Replace the proposed street connection just north of Edgewood Drive with public walkway, extending the existing public walkway from the west.” is deleted from Ordinance No. 2007-2678.
3. To comply with Ordinance No. 2007-2678: Utility lines shall be extended within the planned right-of-ways to the edge of the development and along the frontage of the development, unless such extensions would not serve the Springbrook or other properties (in some cases, such as south of Henry Road, it appears that the proposed lines stop short of the extensions needed). (Note: Detailed engineering may require additional or different utility improvements than those shown on the master plan).
4. To comply with Ordinance No. 2007-2678: Henry Road east of Center Street: Coordinate with the Chehalem Park and Recreation District to complete Henry Road fully abutting Gail Park. The developer could negotiate Parks SDC credits in exchange for full improvements to the road.
5. The language in Ordinance No. 2007-2678 is revised to read: Mountainview Drive: Villa Road to Aspen Way: This should be improved full-width with curbs and sidewalks both sides. Construction of bike lanes and sidewalks in the segment of E Mountainview Drive east of N Villa Road through the “dip” may be deferred provided:
 - a. The Applicant constructs a shared use path and bridge through this segment that meets the requirements of the City Engineer and;
 - b. Completes intersection improvements at N Mountainview Drive that address safety mitigation measures for all modes of transportation that meets the requirements of the City Engineer for not constructing the full-width street section with sidewalks and bike lanes on both sides through this segment of E Mountainview Drive through the “dip”. This would include safety mitigation measures for not raising the segment of E Mountainview Drive through the ”dip”.
6. The A-dec, Ushio, and Bramble Creek properties have waivers of remonstrance for frontage improvements. It is recommended that the developer contact the industrial users to coordinate improvement plans.

7. The language in Ordinance No. 2007-2678 is revised to read: College Street: The east side of N College Street from E Crestview Drive to the project site should be improved along with the development of the Mid-Rise Residential project.
8. To comply with Ordinance No. 2007-2678 the Applicant shall meet the following Local Street Standards condition in Ordinance No. 2007-2678, Exhibit 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN, subsection 3a Streets:

- a. Local Street Standards. Local streets shall follow the City's adopted standards. Modification to allow the applicant's proposed 28-foot wide local street standard may be used only under the following conditions:
 1. The street must be a local residential street.
 2. It is only allowed within the Low-Density Residential district.
 3. It may only be used on blocks less than 600 feet in length with outlets at each end (i.e. not on cul-de-sacs)
 4. The final design must be approved by the City Engineer and Fire Marshal.
 5. Hydrant placements, driveway restrictions near intersections, and other factors may require wider street widths in sections. Striping and signage for no parking shall not be a substitute for wider street widths.
 6. All lots fronting the street shall have a minimum of two off-street parking spaces exclusive of the garage.
 7. Buildings shall be limited to 30 feet in height, as measured by the Development Code.
 8. Driveways shall be designed to be offset so that the entire length of the street shall have no parking on one side.

9. Notices of the last three restrictions above shall be placed in the deeds or CC&R's for each lot with such restrictions.

9. To comply with Ordinance No. 2007-2678 the Applicant shall meet the following:
 - a. Utility lines shall be extended within the public right-of-ways as much as is practical.
 - b. Utility lines shall be extended within the planned right-of-ways to the edge of the development and along the frontage of the development, unless such extensions would not serve the Springbrook or other properties.
 - c. Water quality swales and basins shall be maintained by the homeowners association. Facilities to be constructed with the stream corridor shall be replanted per the approved stream corridor mitigation plan.

10. The condition in Ordinance No. 2007-2678, Exhibit 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN, subsection 3c Parks, pathways, and landscape tracts shall be modified to read: A public walkway shall be provided crossing east-west through Tract A.
11. The condition of Ordinance No. 2007-2678, Exhibit 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN, subsection 3d Tree management plan shall apply to the proposed Master Plan amendment. Tree management plan. Prior to development within each phase, present an overlay of the significant trees for preservation within that phase. Adjustments to the road alignments, lot layouts, or development may be necessary to preserve these natural features. Also, present a management plan designed to manage development and construction that will occur near these features.
12. To comply with Ordinance No. 2007-2678 the Applicant shall meet the following:
 - a. Well Protection Best Management Practices: The development shall follow the well protection best management practices as outlined in Exhibit S.
13. To comply with Ordinance No. 2007-2678 the Applicant shall meet the following:
 - a. Geotechnical: Incorporate the recommendations from the Report of Initial Geotechnical Engineering Services (May 17, 2007) into the design and construction of the site.
14. The Applicant shall submit a revised Collina at Springbrook Architecture Concepts & Design Guidelines for review and comment prior to final acceptance by the City of Newberg and the Applicant recording of the document.
15. Gateway features shall be designed to meet vision clearance standards, or to meet sight distance requirements as determined by an engineer.
16. At the time of submittal of individual building permits for homes within Collina at Springbrook, Architectural Review Committee (ARC) approval documentation shall be submitted with the Building Permit application.

B. Zone Map Amendment (Ordinance No. 2023-2915)

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

C. Subdivision (Order No. 2023-44)

1. The applicant is conditioned to complete construction (i.e. required public improvements, utilities, streets) for the subdivision phase per the approved phasing plan.
2. The applicant is conditioned to record the final plat within the subdivision approval period.

3. General Requirements for the Public Improvement Permit:

The Public Works Design and Construction Standards require that the Applicant submit engineered construction plans for review and approval of all utilities, public street

improvements, and any new public streets being constructed. Please note that additional Engineering Department plan review application and fees apply for review of plans. Submit any required easements for review and approval and record approved easements. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved and all necessary permits have been obtained.

- a. Public utility infrastructure improvements not limited to street improvements, public walkways, water, wastewater, and stormwater will require permits from partner agencies to authorize different work tasks. All other agency permitting will be required prior to the City of Newberg issuing a Public Improvement Permit.

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

a. Community Building

1. The Applicant will need to submit a separate Type II Design Review application for the community building.

b. Traffic Signal

1. Based on the information in Tech Memo 10 Finance Program in Appendix A of the adopted Transportation System Plan and the Improvement Fee Project List in Appendix A of the adopted Transportation System Development Charge Methodology Report it is anticipated that a minimum of 50% of the cost for a traffic signal at the intersection of N Villa Road at E Mountainview Drive would be eligible for SDC credits. Final determination of Transportation System Development Charge credits would occur as part of the public improvement permit process.
2. The Applicant is responsible for installation of a traffic signal at the intersection of N Villa Road and E Mountainview Drive as part of safety improvements for all modes of transportation, including bicycles and pedestrians, associated with mitigation measures for this project not constructing street improvements for the full length of the E Mountainview frontage east of N Villa Road.

c. Property Line Adjustment

1. Prior to recording of Phase 1 of the Collina at Springbrook Subdivision a Property Line Adjustment application shall be submitted for review.

d. Phasing

1. The Applicant is proposing a phased subdivision, the phasing shall comply with NMC 15.235.030E to include:
 - a. In no case shall the construction time period (i.e., for required public improvements, utilities, streets) for the first subdivision phase be more than one year;

- b. Public facilities shall be constructed in conjunction with or prior to each phase;
- c. The phased development shall not result in requiring the city or a third party (e.g., owners of lots) to construct public facilities that are required as part of the approved development proposal;
- d. The proposed time schedule for phased development approval shall be reviewed concurrently with the preliminary subdivision plat application; and
 - e. Modifications to the phasing schedule or phasing elements will be processed per NMC 15.235.030(D) and (E) as a Type III application.
- e. CC&Rs
 - 1. To comply with Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 4g Documents & Submittals Required the Applicant shall:
 - a. Provide written documentation that ensures that the Homeowners Association (HOA) will maintain the landscape tracts, water quality and flow control features of the storm water system. The HOA will also be responsible for leaf cleanup and root repair of street trees abutting the landscape tracts. Provide a copy of the documents forming the homeowners association.
 - 2. Prior to recording the Collina at Springbrook CC&Rs the Applicant shall submit a final copy for review and concurrence by the City.
- f. Department of State Lands (DSL)
 - 1. Per the DSL letter dated February 2, 2023, the Applicant is to provide copies of any State and/or Federal permits related to the onsite wetlands and show compliance with any State and/or Federal permits, or provide documentation from State and/or Federal agencies that wetland/waters of the state related permits are not required, prior to issuance of permits from the City of Newberg.
 - 2. To comply with Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 3d the Applicant shall provide a copy of Department of State Lands and U.S. Army Corps of Engineers permits as needed.
- g. General Conditions of Approval
 - 1. Subdivision agreements are no longer required. The language in Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 4 is revised to read:

- a. The following improvements, dedications, easements, documents & submittals must be completed prior to final plat approval, or secured for in accordance with City policy:

1. Improvements Required

- A. Complete Construction of Aldersgate Lane abutting the proposed lots.
- B. Construct all approved public utility lines and any improvements required for stormwater mitigation.
- C. Complete required undergrounding of utilities crossing or fronting the street improved as part of the subdivision.
- D. Incorporate the recommendations from the Report of Initial Geotechnical Engineering Services into the design and construction of the site.

2. Vacations

- A. Any proposed right-of-way vacations must go through the applicable City or County vacation process. This process is required in the following areas (and any other areas where proposed tract or lot lines are shown over existing right-of-way), or the plat must be modified to show the existing right-of-way:
 - i. Portions of Aspen Way
 - ii. Portions of Zimri Dr
 - iii. Identify on the plan the existing access road located at the northernmost point of the site the extends southwest from Aspen Way, and vacate if necessary.

3. Existing Septic

- A. Abandon and obtain a demolition permit for any existing septic systems.

4. Existing Wells

- A. “Existing wells located on the site must be shown on the plans and properly abandoned.”

5. Existing Structures

- A. Remove existing structures that would be crossed by lot or tract lines. If any structures are within setback lines for new property lines, either remove them, or provide a schedule for their removal, subject to Planning Director

approval, and indicate that building code requirements will be met in the interim. A demolition permit is required prior to removal of any structure.

6. Dedications /Easements Required

- A. There are current easements for existing public utilities located on the property. Some of the older easements have inadequate descriptions or use terms and conditions not found in the current standard City easement form. New easements with properly surveyed descriptions must be granted to the City of Newberg to take the place of these older inadequate easements. Copies of all existing easements must be submitted for final plat approval; however, existing easements may be submitted for review and/or reconstruction prior to the final plat approval process.
- B. All existing easements must be shown on the plat.

7. Documents and Submittals Required

- A. Submit a current title report (within 6 months) for the property. Include copies of all existing easements, codes covenants and restrictions pertaining to the property.
- B. Resolve any boundary or deed discrepancies found.

h. Lot Requirements/Size/Frontage

- 1. The Applicant shall provide a revised preliminary plat prior to submitting a final plat so that minimum lot sizes can be evaluated against the minimum identified in the Springbrook Master Plan Development Standards Matrix.
- 2. The applicant shall submit a separate land division application to divide Lots 43, 44, 45, 46, 99, 100, 101, 102, 103, 124, 125, 149, 150, 151, 152, 153, 154, and 155 in accordance with Ordinance No. 2023-2912 to meet lot size requirements.
- 3. The applicant shall submit a separate land division application to divide Lots 43, 44, 45, 46, 99, 100, 101, 102, 103, 124, 125, 149, 150, 151, 152, 153, 154, and 155 in accordance with Ordinance No. 2023-2912 for lot width requirements to meet lot width requirement.
- 4. The Applicant shall provide a revised preliminary plat prior to submitting a final plat so that minimum lot dimensions and frontage can be evaluated against the minimum identified in the Springbrook Master Plan Development Standards Matrix.
- 5. The Applicant shall revise the quadplex lots to identify a 25-foot-wide access easement, or request a Type III modification to the Springbrook Master Plan Development Standards Matrix per NMC 15.326.060 to establish an alternative access easement width that differs from 15.405.030(D)(1)(a).

6. The Applicant shall revise the proposed language related to design of quadplexes for clarity and submit new language for review and approval prior to submittal of Building Permits for the quadplexes.
- i. Vision Clearance
 1. The Applicant shall comply with Vision Clearance setback requirements of 15.410.060.
- j. Retaining Walls
 1. The Applicant shall submit for and obtain building permits for any retaining walls above 4 feet in height including the foundation.
- k. Street Trees & Planting Strips
 1. Per Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 3c these trees are required to be Raywood Ash. The Applicant shall identify street trees along N Aldersgate Drive as Raywood Ash as part of the Public Improvement Permit application.
 2. Per Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 3c these trees are required to be Crimson Century Maple. The Applicant shall identify street trees along E Henry Road as Crimson Century Maple as part of the Public Improvement Permit application.
 3. The Applicant shall provide the species and caliper of street trees in conformance with the City approved Street Tree List, and identify the type of ground cover or plant materials including size and spacing in accordance with 15.420.010(B) for each phase of the subdivision as part of the Public Improvement Permit application.
 4. If the landscaping cannot be completed prior to issuance of occupancy the Applicant may place a security on file per NMC 15.420.010(C).
 5. 15.420.020(A)(1) Street trees planted in pedestrian spaces shall be planted according to NMC 15.420.010(B)(4).
 6. 15.420.020(A)(2) Pedestrian spaces shall have low (two and one-half feet) shrubs and ground covers for safety purposes, enhancing visibility and discouraging criminal activity.
 - a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms, and at maturity maintain growth within the planting area (refer to plant material matrix below).
 - b. Plant placement shall also adhere to clear sight line requirements as well as any other relevant city safety measures.

7. 15.420.020(A)(5) Paving and curb cuts shall facilitate safe pedestrian crossing and meet all ADA requirements for accessibility.
8. 15.420.020(B)(1) Planting strips which do not have adjacent parking shall have a combination of ground covers, low (two and one-half feet) shrubs and trees. Planting strips adjacent to frequently used on-street parking, as defined by city staff, shall only have trees protected by tree grates, and planting strips adjacent to infrequently used on-street parking shall be planted with ground cover as well as trees (see Appendix A, Figures 18 and 19, Typical Planting Strip Layouts). District themes or corridor themes linking individual districts should be followed utilizing a unifying plant characteristic, e.g., bloom color, habit, or fall color. When specifying thematic plant material, monocultures should be avoided, particularly those species susceptible to disease.
9. 15.420.020(B)(2) Street trees shall be provided in all planting strips as provided in NMC 15.420.010(B)(4).
 - a. Planting strips without adjacent parking or with infrequent adjacent parking shall have street trees in conjunction with ground covers and/or shrubs.
 - b. Planting strips with adjacent parking within 300 feet of the Community Building shall have only street trees protected by tree grates.
10. 15.420.020(B)(3) Shrubs and ground covers shall be provided in planting strips without adjacent parking with low (two and one-half feet) planting masses to enhance visibility, discourage criminal activity, and provide a physical as well as psychological buffer from passing traffic.
 - a. Plantings shall be 90 percent evergreen year-round, provide seasonal interest with fall color or blooms and at maturity maintain growth within the planting area.
 - b. Ground cover able to endure infrequent foot traffic shall be used in combination with street trees for planting strips with adjacent occasional parking (refer to plant material matrix below).
 - c. All plant placement shall adhere to clear sight line requirements as well as any other relevant city safety measures.
11. 15.420.020(C) Maintenance. All landscapes shall be maintained for the duration of the planting to encourage health of plant material as well as public health and safety. All street trees and shrubs shall be pruned to maintain health and structure of the plant material for public safety purposes.
12. The Applicant shall comply with the conditions of approval for NMC 15.420.010(B)(4) and NMC 15.420.020(A-D).
13. The Applicant shall Provide a bond for the street tree planting as part of the public improvements.

1. Undergrounding Utilities

1. With the public improvement permit application the Applicant is to include plans for undergrounding of the existing overhead utility lines along the E Mountainview frontage between N Villa Road and an existing utility pole located approximately 150-feet east of N Thorne Street.
2. Plans submitted with the public improvement permit application to show all utilities installed underground.
3. To comply with Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Subdivision, subsection 3a Engineered Construction Plans, General Utilities the Applicant shall:
 - a. Submit engineered construction plans for review and approval. Pay appropriate plan review fees. Submit plans showing storm and street information on one sheet; water and sanitary on another sheet. The plans must include the following:

1. General Utilities

A. All utilities crossing or fronting the site must be undergrounded, subject to City standards and exceptions, including power, cable, and telephone lines.

m. Signs

1. The Applicant shall comply with signage requirements of Chapter 15.435 SIGNS and the Springbrook Master Plan Development Standards Matrix.

n. Permits

1. Final plans demonstrating all public improvements meet the requirements of the most recent Newberg Public Works Design and Construction Standards are required with the submittals for the public improvement permits.
2. The Applicant is required to submit final construction plans and obtain a public improvement permit for the proposed new streets and improvements to existing streets. Plans will be fully reviewed for compliance with city standards including NMC 15.505.030 and the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
3. Any required public improvements for this project must be completed prior to building permits being issued.

o. Streets - Local

1. The Applicant shall submit final plans for public improvement permits to show local residential streets consisting of the following: 1-foot from back of walk to right-of-way, 5-foot sidewalk, minimum 4.5-foot planter, 0.5-foot curb, 7-foot parking lane, 9-foot

travel lane, 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 4.5-foot planter, 5-foot sidewalk, 1-foot from back of walk to right-of-way.

2. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 54-feet of right-of-way to construct the local residential streets to serve the subdivision.

p. Streets – N Aldersgate Drive

1. The Applicant shall revise submit final plans for public improvement permits to show completion of street improvements to N Aldersgate Drive, a local residential street, consisting of the following: 1-foot from back of walk to right-of-way, 5-foot sidewalk, minimum 4.5-foot planter, 0.5-foot curb, 7-foot parking lane, 9-foot travel lane, 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 4.5-foot planter, 5-foot sidewalk, 1-foot from back of walk to right-of-way.
2. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 54-feet of right-of-way to construct the remaining improvements to N Aldersgate Drive, a local residential street.
3. The required vacation of right-of-way at the E Edgewood and N Aldersgate Drive intersection is to occur with a separate application prior to submittal of public improvement permits for phases adjacent to this location.

q. Streets - Traffic Circle E Henry Road/N Center Street

1. Street improvement plans for the traffic circle at the intersection of N Center Street with E Henry Road are to include yield signs.

r. Streets – E Henry Road

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

1. 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 4.5-foot planter, minimum 5-foot sidewalk, 1-foot from back of walk to right-of-way.
- b. north of the center line along the Tom Gail Park frontage:
1. 9-foot travel lane, 7-foot parking lane, 0.5-foot curb, minimum 4.5-foot planter, minimum 5-foot sidewalk, 1-foot from back of walk to right-of-way – except where for the area of the existing sidewalk outside of the right-of-way is to be within a public pedestrian access easement.
4. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 54-feet of right-of-way to construct the local residential streets to serve the subdivision.
 5. Determination of the limits of the public pedestrian access easement along the southern frontage of Tom Gail Park is to occur as part of the public improvement permit process.
- s. Streets – E Mountainview Drive West of N Villa Road
1. The Applicant shall provide plans for public improvement permits to show construction of required ½ street improvements to E Mountainview Drive, a minor arterial street, conforming to Ordinance No. 2007-2678 consisting of the following: 8-foot meandering sidewalk, partially in and partially out of the right-of-way with a public access easement for any portion of the sidewalk outside of the right-of-way, 10.5-foot planter, 0.5-foot curb, 6-foot bike lane, 12-foot travel lane, 2-foot minimum shy distance between edge of median and 12-foot-wide travel lane, 12-foot turn lane/median, 2-foot minimum shy distance between edge of median and 12-foot-wide travel lane, 12-foot travel lane, 6-foot bike lane, 0.5-foot curb, +/-5-foot planter, +/-5-foot sidewalk, 0.5-foot from back of walk to right-of-way. Alternatively, the applicant has the option to submit a Type II application for modification of street right-of-way and improvement width per NMC 15.505.030(H).
 2. The Applicant is required to dedicate sufficient right-of-way to achieve a minimum of 74-feet of right-of-way to construct the required improvements to E Mountainview Drive, minor arterial street. Alternatively, the applicant has the option to submit a Type II application for modification of street right-of-way and improvement width per NMC 15.505.030(H).
 3. With public improvement permit submittals the Applicant is to provide documentation clearly justifying the installation of marked crosswalks across E Mountainview Drive at its intersection with N Center Street and for the installation of rectangular rapid flashing beacons at this intersection. This documentation is to include the queuing analysis referenced in the preliminary plans.
- t. Streets – E Mountainview Drive East of N Villa Road

1. Marked crosswalks across E Mountainview Drive are not to be installed without appropriate documentation and justification, including addressing sight distance or other issues, and receiving approval of the City of Newberg Engineer or authorized representative.
 2. Mitigation measures for this project not constructing street improvements for the full length of the E Mountainview Drive frontage east of N Villa Road are to include alternative safety improvements for all modes of transportation including bicycles and pedestrians. These mitigation measures are to include:
 - a. Traffic signal and associated improvements at the intersection of N Villa Road at E Mountainview Drive.
 - b. A minimum 12-wide paved shared use path with 2-foot-wide shoulders within a public access easement east the E Mountainview Drive at N Villa Road intersection.
 - c. The 12-foot wide shared use path with 2-foot-wide shoulders is to extend from N Villa Road to the proposed shared use bridge across Hess Creek and is to include provisions for bike access to the shared use path.
 - d. The 12-foot wide shared use path with 2-foot-wide shoulders is also to extend from the proposed shared use bridge to the east side of the E Mountainview Drive intersection with N Alice Way and is to include provisions for bike access to the shared use path from E Mountainview Drive.
 - e. The limits of the public access easement for the shared use path is to be confirmed as part of the public improvement permit process.
 - f. An E Mountainview Drive at N Villa Road intersection designed to address and route eastbound pedestrian and bicycle traffic to the planned shared use bridge to be confirmed as part of the public improvement permit process.
 3. A minimum 12-wide shared use bridge across Hess Creek. The shared use bridge is to be privately maintained by an HOA or other entity. A private maintenance agreement is to be recorded and provided to the City of Newberg.
 4. Based on the information in Tech Memo 10 Finance Program in Appendix A of the adopted Transportation System Plan and the Improvement Fee Project List in Appendix A of the adopted Transportation System Development Charge Methodology Report it is anticipated that a minimum of 50% of the cost for a traffic signal at the intersection of N Villa Road at E Mountainview Drive would be eligible for SDC credits. Final determination of Transportation System Development Charge credits would occur as part of the public improvement permit process.
- u. Construction of New Streets
1. Based on the information in Tech Memo 10 Finance Program in Appendix A of the adopted Transportation System Plan and the Improvement Fee Project List in Appendix

A of the adopted Transportation System Development Charge Methodology Report a portion of the costs for the Foothills Drive extension and the Villa Road extension may be eligible for SDC credits. Final determination of Transportation System Development Charge credits would occur as part of the public improvement permit process.

2. The language in Ordinance No. 2007-2678 is revised to read:
 - a. Specify the exact extent of streets to be constructed with the subdivision.
3. To comply with Ordinance No. 2007-2678 the Applicant shall:
 - a. Provide construction plans for review for the street improvement required on Aldersgate Ln. The frontage must be fully improved with sidewalks, street trees, curb and gutters, with the width of the improvement to be determined during approval of the construction drawings. Also, construct short segments of streets east of Aldersgate Ln. to Vill Road.
 - b. Provide construction plans for any other streets, including spur entrance roads, that will be constructed as part of the subdivision.
 - c. A 2-foot minimum shy distance is required from the edge of all medians to the 12 ft wide travel lane. A 6-foot wide bike lane is required on the minor arterial.
4. The language in Ordinance No. 2007-2678 is revised to read:
 - a. Present a revised drawing for the E Mountainview Drive section through the Hess Creek crossing. It is recommended that the section through the crossing be narrowed to the extent possible by narrowing or eliminating the median in this section. Bike lanes are required through the section. The section must accommodate sidewalks on the south side. Verify the design meets vertical curve standards. The design will need proper barriers on each side. It is recommended that iron or similar railing be considered rather than fencing. Design and construction of bike lanes and sidewalks in the segment of E Mountainview Drive east of N Villa Road through the “dip” at Hess Creek may be deferred provided:
 1. The applicant constructs a shared use path and bridge through this segment that meets the requirements of the city engineer and;
 2. Completes intersection improvements at N Mountainview Drive that address safety mitigation measures for all modes of transportation that meets the requirements of the city engineer for not constructing the full-width street section with sidewalks and bike lanes on both sides through this segment of E Mountainview Drive through the “dip”. This would include safety mitigation

measures for not raising the segment of E Mountainview Drive through the “dip”.

3. To comply with Ordinance No. 2007-2678 the Applicant shall:

- A. Ensure that manhole lids do not conflict with the edges of the medians. Modifications of median widths and/or adjustments to the separation between storm and sanitary lines may be necessary to correct this problem.
- B. Verify that future streets will fit within the proposed corner radii and right-of-way as shown on the plat (proposed boundaries of tracts). Tract lines may require adjustment to accommodate changes in the master plan layout.

v. Streets – N Springbrook Road/E Haworth Avenue

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

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

- 2. Prior to final plat approval the Applicant is responsible for payment of the Traffic Impact Fee amount of \$15,924 for development’s proportionate share of the cost of future improvements at the E Haworth Avenue at N Springbrook Road intersection.

w. Streets - Turn Lanes

- 1. The Applicant shall revise plans for public improvement permits to show construction of a northbound left-turn lane on N Villa Road at the future E Foothills Drive intersection with a minimum of 50-feet of storage for the northbound left-turn lane for that phase of the subdivision.

x. Streets - Slope Easements

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

y. Streets - Temporary Turnarounds

- 1. The Applicant is required to submit plans for temporary turn arounds meeting the standards of this section with the public works improvement permit application

materials. This includes provisions for a turnaround where the extension of N Villa Road is shown ending at the northern property line of the development.

z. Streets - Topography

1. The Applicant will be required to provide plans that provide for a suitable and safe transition from the end of the proposed road to the surrounding existing ground.
2. The Applicant will be required to submit designs for the proposed retaining walls which address existing surcharge loads and are prepared by a licensed geotechnical engineer.

aa. Street Names

1. To comply with Ordinance No. 2007-2678 the Applicant shall:
 - a. Name any proposed new streets. The proposed street names are subject to review and approval by the City Planning Division and the Fire Marshal.
 - b. The Applicant is required to coordinate with the Planning Division to determine appropriate street names and install street name signs at all public street intersections within the development.

bb. Intersections/Driveways/Alleys

1. Access shall be taken from the street with the lesser functional classification.
2. Plans submitted with permit applications shall clearly show the lot frontage separation between driveways associated with each quadplex as a minimum of 22-feet. or submit for a Type III modification of the Springbrook Development Standards Matrix per NMC 15.326.06015.220.020(D).
3. Plans submitted with permit applications shall clearly show the lot frontage separation between driveways associated with each duplex lot as a minimum of 22-feet.
4. Lots that have frontage on an alley and the only other frontage is on collector or arterial streets (N Villa Drive, E Foothills Drive and E Mountainview Drive) shall take access from the alley.
5. The Applicant will be required to submit and record shared access easements and maintenance plans for all proposed shared driveways prior to the final plat.
6. To adequately provide emergency vehicle access and separate wastewater, water and stormwater service laterals to each lot served by a shared access driveway, access and utility easements for shared driveways are to be 25-feet wide with a 20-foot-wide paved surface. or submit a Type III modification of the Springbrook Development Standards Matrix per NMC 15.326.060.

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

cc. Public Walkways

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

dd. Street Lights

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

ee. Water

1. The Applicant is required to submit construction plans and obtain a public improvement permit for the proposed water system improvements.
2. New water mains in E Foothills Drive and N Villa Road are to be 12-inch as shown on the preliminary plans consistent with the current water master plan.
3. The Applicant is also required to install the new 12-inch water line parallel to the existing 12-inch waterline in E Mountainview Drive east of N Villa Road along the E Mountainview Drive frontage consistent with the current water master plan.
4. Plans will be fully reviewed for compliance with city standards including NMC 13.15 and the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
5. All onsite fire hydrants are to be public fire hydrants served by public water lines. Onsite public water lines not within public street rights-of-way, including those serving onsite fire hydrants, are to be in a 15-foot-wide public water line easement.
6. Fire flow test results are to be submitted with permit applications to be reviewed by the Fire Marshall for approval.

7. The language in Ordinance No. 2007-2678 is revised to read:

- a. Submit engineered construction plans for review and approval. Pay appropriate plan review fees. Submit plans showing storm and street information on one sheet; water and sanitary on another sheet. The plans must include the following:

1. Water

- A. Show water connections to each “lot”.
- B. Every water line tee is required to have 2 valves.
- C. Every water line cross is required to have 3 valves.
- D. All waterlines serving fire hydrants must be minimum 8-inch diameter and be located within public easements. Maximum fire hydrant spacing is 500 ft apart. Verify that the location and installation of all fire hydrants meets the Fire Code and City of Newberg specifications.
- E. Hydrant locations must be coordinated with the location of medians and landscape tracts. In some cases, modifications to the medians, street widths, or hydrant locations may be needed. Verify that the location of all fire hydrants meets the fire Code. Location shall be approved by the Fire Marshal.

2. Re-use Waterline

- A. A re-use waterline is to be installed in Mountainview Dr, Crestview Dr, Springbrook Rd and Villa Rd. Re-use lines shall also be extended within residential roads as necessary to reach developed parks and open spaces that will require irrigation.

3. General Utilities

- A. Each lot must have separate private utility laterals to the main or to a double water service where allowed per the Public Works Design and Construction Standards.

ff. Non-potable Water

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

3. The minimum pipe size for City water mains, including non-potable water mains is 8-inches.

gg. Wastewater

1. The Applicant is required to abandon or remove the septic system in accordance with Yamhill County Standards. The Applicant will need to provide a certification from Yamhill County of the septic system abandonment/removal as part of the public improvement permit process.
2. The Applicant will be responsible for verifying that the capacity of the existing wastewater lines are adequate for the development.
3. All necessary easements required for the construction of these facilities are to be obtained by the Applicant and granted to the City pursuant to City requirements.
4. The Applicant will be required to submit final plans for the wastewater collection system with the public works permit application.
5. The proposed wastewater facilities are to be sized to provide adequate capacity during peak flows from the entire area potentially served by the facilities.
6. The Applicant is required to submit construction plans and obtain a public improvement permit for the proposed wastewater service. Plans will be fully reviewed for compliance with city standards including NMC 13.10 the Public Works Design and Construction Standards as part of the public improvement permit plan review process.
7. Service laterals for wastewater service are to be provided from a public wastewater main to each lot or dwelling under separate ownership. Including lots adjacent to proposed shared access driveways.
8. The language in Ordinance No. 2007-2678 is revised to read:
 - a. Submit engineered construction plans for review and approval. Pay appropriate plan review fees. Submit plans showing storm and street information on one sheet; water and sanitary on another sheet. The plans must include the following:
 1. Sewer
 - A. Show sewer lateral connections to each “lot”.
 2. General Utilities
 - A. Each lot must have separate private utility laterals to the main or to a double wye branch where allowed per the Public Works Design and Construction Standards.

hh. Easements

1. The Applicant will be required to submit final plans clarifying which public utility easement is being vacated along the north side of E Mountainview Drive.
2. Ten-foot-wide public utility easements (PUEs) are to be provided along all public rights-of-way within the development.
3. All easements proposed to benefit the city and needed temporary construction easements shall be submitted with the public works improvement permit application.
4. Easements deemed necessary to benefit the city as confirmed or identified during the public improvement permit process are to be recorded as part of the public improvement permit process.
5. All private easements shall be recorded and provided to the city as part of the permit process.
6. Easements to be recorded on easement forms approved by the City and designated on the final plat.
7. To comply with Ordinance No. 2007-2678 the Applicant shall:
 - a. Submit engineered construction plans for review and approval. Pay appropriate plan review fees. Submit plans showing storm and street information on one sheet; water and sanitary on another sheet. The plans must include the following:

1. “General Utilities

A. 10-foot wide utility easements are required along all frontages (no longer called “public utility easements”), except where all franchise utilities (phone, cable, gas, and electricity) indicate acceptance of an 8-foot easement.

- ii. Stormwater

1. The Applicant will be required to submit final plans, with the public works improvement permit application, showing how erosion at the outfall to Hess Creek is minimized.
 2. The Applicant will be required to submit, with the public works improvement application, a downstream conveyance analysis to identify likely downstream impacts to the public storm system beginning in N Center Street and a recommended plan identifying the scope of the downstream conveyance upgrades anticipated.
 3. The Applicant will be required to submit a stormwater management plan for Tract H with the building permit application.
 4. A final stormwater report with downstream conveyance analysis and design will be required with the public works improvement permit application.
 5. The Applicant will be required to obtain a 1200-C Stormwater General Permit from Oregon Department of Environmental Quality prior to any ground disturbing activity.

6. To comply with Ordinance No. 2007-2678 the Applicant shall:
 - a. Obtain a DEQ 1200-C permit for grading. Submit a grading plan for review and approval.
7. The Applicant will be required to submit a final stormwater management plan with final construction plans meeting the requirements of the current Newberg Public Works Design and Construction Standards in accordance with NMC 13.20 and 13.25 Stormwater Management with the public works improvement permit application. This includes demonstrating compliance with the stormwater facility selection hierarchy described in Section 4.6.8 of the Public Works Design and Construction Standards.
8. The language in Ordinance No. 2007-2678 is revised to read:
 - a. Submit engineered construction plans for review and approval. Pay appropriate plan review fees. Submit plans showing storm and street information on one sheet; water and sanitary on another sheet. The plans must include the following:
 1. Storm Drainage
 - A. Submit drainage calculations that specify the capacity of the storm system.
 - B. Catch basins are required on the uphill side of intersections.
 - C. Do not place any manholes at the centerline of the street.
 - D. Submit a storm water report that details the impact of the outfall into the stream that addresses erosion and provides measures to mitigate the erosion. Drainage on the NE side of Mountainview Dr can be (and should be) fully connected to the Mountainview-Springbrook line once the 12” storm line is replaced by a 30” line.

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

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

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

- a. Water supply system;
- b. Fire hydrant system;
- c. Sewage disposal system;
- d. Storm water drainage system;

- e. Curbs;
- f. Demarcating of street signs acceptable for emergency responders; and
- g. Roads necessary for access by emergency vehicles.

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

1. Submission Requirements:

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

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

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

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

Development Notes:

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

D. Stream Corridor (Order No. 2023-44)

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

3. To comply with Ordinance No. 2007-2678, Exhibit 4: SUBDIVISION AND STREAM CORRIDOR CONDITIONS OF APPROVAL, Stream Corridor the Applicant shall add the following to the General Landscape Notes: Disturbed areas, other than authorized improvements, shall be regraded and contoured to appear natural. All fill material shall be native soil. Native soil may include soil associations commonly found within the vicinity, as identified from USDA Soil Conservation Service, Soil Survey of Yamhill Area, Oregon.

**EXHIBIT D. RECOMMENDED CONDITIONS
SPRINGBROOK MASTER PLAN AMENDMENT DEVELOPMENT
STANDARDS, PHASING MODIFICATION OF COLLINA AT
SPRINGBROOK SUBDIVISION (FILE NO. MIMD323-0003/MISC323-0001)**

Staff recommend to the following conditions of approval:

1. The Applicant shall submit a revised Development Standards Matrix that modifies the additional design standards section with three asterisks to say “middle housing” rather than “detached quadplexes”.
2. The Applicant shall submit a Type I application clarifying and updating the original conditions of approval that these lots are indeed child lots for middle housing detached quadplex and duplex units and revise the lot numbers used in the original conditions of approval. The following list shows the lots that shall be considered one “parent” lot with each individual lot being a “child” lot.

Parent Lots:

- a. Lots 43, 44, 49 and 50
- b. Lots 76, 77, 82 and 83
- c. Lots 78, 79, 80 and 81
- d. Lots 88, 89, 104 and 105
- e. Lots 218, 219, 220 and 221
- f. Lots 90, 91, 102 and 103
- g. Lots 216, 217, 222 and 223
- h. Lots 92 and 101
- i. Lots 206 and 215
- j. Lots 93, 94, 99 and 100
- k. Lots 207, 208, 213 and 214
- l. Lots 209, 210, 211, 212
- m. Lots 95, 96, 97 and 98
- n. Lots 158, 159, 160 and 161

- o. Lots 166, 167, 168 and 169
 - p. Lots 156, 157, 158, 159
 - q. Lots 164, 165, 170 and 171
- 3. The Applicant shall submit a Type 1 application pursuant to NMC 15.235.030 to modify the conditions of approval of the subdivision to reflect the updated lot numbers (388 through 391) being used for the additional parking spaces rather than lots 338 through 341 to maintain compliance with the original conditions of approval of Order No. 2023-44 and Ordinance No. 2023-2915.
- 4. Phase 1 and Phase 1.5 should both be completed prior to the Applicant applying for the Final Plat for Phase 1. In the event that Phase 1.5 public improvements are not completed concurrent with completion of Phase 1 public improvements and the Owner desires to request early issuance of residential building permits or the Owner desires approval of the final plat prior to completing all required improvements and conditions of the tentative plat approval, the Owner is required to follow the City's Substantial Completion Policy and enter into a Security and Improvement Agreement with the City in accordance with NMC 15.235.060. In any case, Phase 1.5 shall be completed before occupancy of Phase 1.
- 5. Phase 1 and 1.5 shall start construction in calendar year 2024 and take no longer than a year for required public improvements and infrastructure to be installed except as otherwise bonded for pursuant to NMC 15.235.070
- 6. The Applicant is conditioned to submit plans with permit applications that clearly show the lot frontage separation between driveway approaches on each quadplex and duplex lot as a minimum of 22 feet.
- 7. The Applicant shall contact Tualatin Valley Fire & Rescue (TVFR) as to where no parking fire lanes shall be posted on shared driveways.
- 8. The Applicant shall start construction within two (2) years of the calendar year of listed for each phase's start date except Phase 1 and 1.5, or shall otherwise submit a Type III application in accordance with NMC 15.235.030(D) and (E) to modify the phasing schedule or any phasing elements.
- 9. This approval is only for modifications to the Collina at Springbrook subdivision phasing plan and Springbrook Master Plan Development Standards Matrix. All conditions of approval not otherwise modified for SUB322-022/MISC322-0002/MISC222-0005 from Order No. 2023-44 and Ordinance No. 2023-2915 shall still apply.

**EXHIBIT E. PROPOSED COLLINA AT SPRINGBROOK PHASING PLAN
TABLE AND MAP**

Table 1: Collina at Springbrook Modified Phasing

Collina at Springbrook Anticipated Phasing		
Phase	Phase Details	Approximate Construction Start Date
1	±50 homes – ±42 detached single-family, ±8 detached quadplex, stormwater facility, open space area, E Mountainview bike/ped bridge, widening, and improvements adjacent to Phase 1	2024
1.5	Roundabout or traffic signal at E Mountainview/Villa intersection and Mountainview Frontage improvements adjacent to Phase 1	Before occupancy of Phase 1
2	±37 homes – ±29 detached single-family, ±8 detached quadplex, Homeowner’s association (HOA) amenity, open space area	2024-2025
3	±55 homes – ±37 detached single-family, ±18 detached quadplex, open space area, stormwater facility, E Mountainview improvements adjacent to Phase 3	2025-2026
4	±45 homes – ±29 detached single-family, ±16 detached quadplex, open space area, E Henry Road traffic circle, improvements adjacent to Phase 4	2026-2027
5	±61 homes – ±43 detached single-family, ±18 detached quadplex, E Henry Road improvements adjacent to Phase 5	2027-2028
6	±52 detached single-family, open space areas, N Aldersgate improvements adjacent to Phase 6	2028-2029
7	±65 detached single-family, open space area, N Aldersgate improvements adjacent to Phase 7	2029-2030
8	±38 detached single-family, open space area, N Aldersgate improvements adjacent to Phase 8	2030-2031
Total	±403 homes	2032

EXHIBIT F. PROPOSED COLLINA AT SPRINGBROOK MASTER PLAN
DEVELOPMENT STANDARDS MATRIX

DEVELOPMENT STANDARDS MATRIX						
DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID - RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
ALLOWED USE*	❖ Detached Dwelling Units ❖ Duplex Dwellings ❖ Triplex and Quadplex Dwellings ❖ Attached Dwelling Units ❖ Cottage Clusters ❖ Manufactured Home ❖ Accessory Dwellings ❖ Home Occupations ❖ Passive or Active Use Parks ❖ Agriculture ❖ Civic Uses: - Post Office - Museum - Community Center Library - School ❖ Day Care ❖ Group Care Facilities ❖ Church ❖ Transportation facilities and improvements and utility services ❖ Any other building or use determined to be similar to uses listed in this District	❖ Attached Dwelling Units ❖ Manufactured Home ❖ Detached Dwelling Units ❖ Duplex Dwellings ❖ Triplex and Quadplex Dwellings ❖ Cottage Clusters ❖ Multi-Family Units ❖ Home Occupations ❖ Passive or Active Use Parks ❖ Agriculture ❖ Civic Uses: - Post Office - Museum - Community Center Library ❖ Day Care ❖ Group Care Facilities ❖ Church ❖ Transportation facilities and improvements and utility services ❖ Any other building or use determined to be similar to uses listed in this District	❖ Retail ❖ Restaurants ❖ Office ❖ Medical Clinics ❖ Financial Institutions ❖ Agriculture ❖ Civic Uses: - Post Office - Museum - Community Center Library ❖ Day Care ❖ Group Care Facilities ❖ Transportation facilities and improvements and utility services ❖ Services for local residents, such as laundromat or barber ❖ Any other building or use determined to be similar to uses listed in this District	❖ Industrial Offices (knowledge-based industries where services are primarily provided outside the community) ❖ Light Industrial ❖ Supporting Retail (directly serving the employment district, such as a deli or printing service) ❖ Day Care ❖ Agriculture ❖ Transportation facilities and improvements and utility services ❖ Any other building or use determined to be similar to uses listed in this District	❖ Retail ❖ Restaurants ❖ Attached Dwelling Units ❖ Manufactured Home ❖ Multi-Family Units ❖ Home Occupations ❖ Church ❖ Artist Studios ❖ Passive or Active Use Parks ❖ Agriculture ❖ Civic Uses: - Train Depot - Community Center Museum - Post Office Library ❖ Day Care ❖ Group Care Facilities ❖ Financial Institutions ❖ Winery ❖ Medical Clinics ❖ Office ❖ Transportation facilities and improvements and utility services ❖ Any other building or use determined to be similar to uses listed in this District	❖ Hotel ❖ Restaurants ❖ Spa ❖ Meeting Facilities ❖ Detached Dwelling Units, limited to vacation or transitory use or units for employees or caretakers of other uses within the Village or Hospitality areas ❖ Manufactured Home ❖ Home Occupations ❖ Retail ❖ Museum ❖ Artist Studios ❖ Group Care Facilities ❖ Agricultural Production or Processing ❖ Passive or Active Use Parks ❖ Transportation facilities and improvements and utility services ❖ Any other building or use determined to be similar to uses listed in this District
PROHIBITED USE	Home Occupation Signs	Home Occupation signs	Drive throughs, outside storage; temporary storage allowed	Outside storage or processing of materials	Drive throughs, outside storage; temporary storage allowed	
NEWBERG ZONE DISTRICT MODELED AFTER **	R-1	R-2 and R-3	C-1	M-1, but office is not allowed	C-3	No comparison
BUILDING AND SITE STANDARDS						
BUILDING HEIGHT	R-1	45 feet, limited to three stories	C-1	M-1	C-3	Five stories or 75 feet

DATE: 9/16/2022 AKS JOB: 4487-01

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DEVELOPMENT STANDARDS MATRIX

COLLINA AT SPRINGBROOK



DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID - RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
LOT REQUIREMENTS						
FRONT YARD SETBACK	Minimum 15 feet, except minimum 10 feet for porches and similar entry features Minimum 20 feet for garage	R-3	C-1	No minimum	No minimum setback. No maximum setback, if area between building and property line contains public space or landscaping	Minimum 20 feet or equal to height of building, if adjacent to residential uses
INTERIOR YARD SETBACKS	R-1	R-3	10 feet if a butting residential zones	M-1	C-3	Minimum 20 feet
SETBACKS AND YARD RESTRICTIONS AS TO SCHOOLS, CHURCHES, PUBLIC BUILDINGS					Does not apply	
MINIMUM LOT AREA	Minimum 2,900 square feet, except: Minimum 1,500 square feet for attached dwelling units Minimum 4,500 square feet for triplex dwellings Minimum 7,000 square feet for quadplex dwellings and cottage clusters	Minimum 1,800 square feet, except: Minimum 1,500 square feet for attached dwelling units Minimum 4,500 square feet for triplex dwellings Minimum 6,000 square feet for quadplex dwellings and cottage clusters	C-1	M-1	C-3 (Minimum 1,800 square feet)	Minimum 5,000 square feet
MINIMUM LOT DIMENSIONS	The standard City lot frontage requirement applies Minimum lot width shall be 32 feet, except minimum 20 feet for middle housing dwelling units	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies	The standard City lot frontage requirement applies
LOT COVERAGE AND PARKING COVERAGE REQUIREMENTS	(1) Maximum Lot Coverage: 55%, except 60% for attached dwelling units (2) Maximum Parking Lot Coverage: 30% (3) Maximum Combined Lot Parking Lot Coverage: 65%, except 70% for attached dwelling units	(1) Maximum Lot Coverage: 80% if parking is located in an underground structure; otherwise 60% (2) Maximum Parking Lot Coverage: 35%, unless parking is located in an underground structure (3) Maximum Combined Lot Coverage: 80%	Does not apply	Does not apply	Does not apply	Does not apply

DEVELOPMENT STANDARDS MATRIX

COLLINA AT SPRINGBROOK



DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID - RISE RESIDENTIAL	NEIGHBORHOOD COMMERCIAL	EMPLOYMENT	VILLAGE	HOSPITALITY
ADDITIONAL DESIGN STANDARDS	*** Additional standards apply for detached quadplex developments		Development shall meet the design standards of the C-2 zone, or alternate standards developed in a design standard accepted by the City specific for this area A minimum of 20,000 square feet of retail space shall be developed in this area			
LANDSCAPE AND OUTDOOR AREAS						
REQUIRED MINIMUM STANDARDS	Private area requirements based upon use of will apply Area requirements: Min. 15%	Private area requirements based upon use of will apply Area requirements: Min. 15%	Area requirements: Min. 15%	Area requirements: Min. 15%	C-3	Private area requirement based upon use will apply Area requirements: Min. 15%
SIGNS						
EXEMPTIONS	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard	Landscape Monument Signs, as indicated on the <i>Gateway Features Plan</i> and <i>Gateway Features Concepts</i> are exempt from this standard
SIGN REQUIREMENTS	Assume R-1 zone for applying standards in these sections	Assume R-3 zone for applying standards in these sections	Assume C-1 zone for applying standards in these sections	Assume “Other Zone” or “All Zone” for applying standards in these sections	Assume C-3 zone for applying standards in these sections	Assume “Other Zone” or “All Zone” for applying standards in these sections
OFF STREET PARKING REQUIREMENTS						
REQUIRED OFF-STREET PARKING	R-1	“Other Zones”	C-1	“Other Zones”	Parking studies will be required to be submitted with each phase of development in the Village District in order to ensure the parking provided is sufficient for the proposed use or uses	“Other Zones”

PARKING SPACES REQUIRED	Requirementsbased on use apply	Requirementsbased on use apply	Requirementsbased on use apply	Requirementsbased on use apply	Requirementsbased on use apply	Requirementsbased on use apply
PARKING REQUIREMENTS FOR USES NOT SPECIFIED	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure
* Uses not identified herein shall be reviewed and if found to be similar to the allowed uses shall be approved through a Type I process. ** When the model zone requirement applies, the zone is listed in the table, otherwise an alternative standard is stated. *** Quadplex Middle Housing development standards within the Springbrook District west of Hess Creek: - Quadplex dwellings may be constructed as attached or detached dwellings. - Entry Orientation. At least one main entrance for each duplex, triplex, or quadplex structure must meet the standards in subsections (A)(1)(a) and of this section below. Any detached structure with more than 50 percent of its street-facing facade separated from the street property line by a dwelling is exempt from meeting these standards. - The entrance must be within eight feet of the longest street-facing wall of the dwelling unit; and A minimum of 50 percent of units cottages within a cluster quadplex must be oriented to the common courtyard. Those oriented towards the common courtyard instead of a street must: - The entrance must either: - Face the street; - Be at an angle of up to 45 degrees from the street; or - Face a common open space that is adjacent to the street and is abutted by dwellings on at least two sides; or - Open onto a porch. The porch must: - Be at least 25 square feet in area; and - Have at least one entrance facing the street or have a roof. - Windows. A minimum of 15 percent of the area of all street-facing facades must include windows or entrance doors. Facades separated from the street - Garages and Off-Street Parking Areas. Garages and off-street parking areas shall not be located between a building and a public street (other than an alley), except in compliance with the standards in subsections (A)(2) and (b) of this section. - The garage or off-street parking area is separated from the street property line by a dwelling; or - The combined width of all garages and outdoor on-site parking and maneuvering areas does not exceed a total of 50 percent of the street frontage. Driveway separation for quadplex and duplex lots may be reduced to 20 feet. Shared driveways for middle housing may be provided within an access easement 24 feet wide with a 16-foot paved surface.						

DEVELOPMENT STANDARDS MATRIX

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