

Department of Land Conservation and Development

635 Capitol Street, Suite 150 Salem, OR 97301-2540 (503) 373-0050 Fax (503) 378-5518 www.lcd.state.or.us

AMENDED NOTICE OF ADOPTED AMENDMENT

September 20, 2007

TO: Subscribers to Notice of Adopted Plan

or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Newberg Plan Amendment

DLCD File Number 007-07

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: October 3, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Jason Locke, DLCD Regional Representative
Bob Cortright, DLCD Transportation & Growth Management Coordinator
Amanda Punton, DLCD Natural Resource Specialist
Christine Shirley, FEMA Specialist
Barton Brierly, City of Newberg

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£2 Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: Newberg	Local file number: CPA-07-002	
Date of Adoption: 9/4/2007	Date Mailed: 9/12/2007	
Date original Notice of Proposed Amendment was n	nailed to DLCD: <u>5/22/2007</u>	
	Comprehensive Plan Map Amendment	
□ Land Use Regulation Amendment		
New Land Use Regulation	Other: Springbrook Master Plan	
Summarize the adopted amendment. Do not use tec	hnical terms. Do not write "See Attached"	
	Plan. The master plan is for 450 acres of	
	and City limits. The plan would designate	
	ith various residential, commercial, and	
	in includes a development agreement, an rict" comprehensive plan district and text,	
	evelopment Code text to implement the	
Describe how the adopted amendment differs from t	the proposed amendment. If it is the same, write "SAME".	
If you did not give Notice for the Proposed Amendn		
	nditions, including slight adjustment to the	
street patterns and widths in some loc	is to commercial development standards.	
mousing units, and some mounication	is to commercial development standards.	
N M Cl. 16 Com LDD MDD II	ND Springbrook District	
Plan Map Changed from: Com, LDR, MDR, II		
Zone Map Changed from: C-1,R-1,R-2,C-2,M	-2 to: Springbrook District	
cation: Along Mountainview and Crestview Dr. Acres Involved: 450		
Specify Density: Previous: 4.4 & 8.8 du/ac.	New: Varies	
Applicable Statewide Planning Goals: 2,8,9,10,1	1,12	
Was and Exception Adopted? YES	☑ NO	
DLCD File No.: 007-07 (16120)		

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment				
Forty-five (45) days prior to first evidentiary hearing?			□ No	
If no, do the statewide planning goals app	ly?	☐ Yes	□ No	
If no, did Emergency Circumstances requ	ire immediate adoption?	☐ Yes	□ No	
Affected State or Federal Agencies, Local Governments Yamhill County	or Special Districts:			
Local Contact: Barton Brierley	Phone: (503) 537-12	12 Extens	sion;	
Address: P.O. Box 970	City: Newberg		Nices all and the State of the	
Zip Code + 4: 97132 -	Email Address: nplan	@ci.newb	perg.or.us	

ADOPTION SUBMITTAL REQUIREMENTS

This form <u>must be mailed</u> to DLCD <u>within 5 working days after the final decision</u> per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT 635 CAPITOL STREET NE, SUITE 150 SALEM, OREGON 97301-2540

- 2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
- 3. <u>Please Note</u>: Adopted materials must be sent to DLCD not later than **FIVE** (5) working days following the date of the final decision on the amendment.
- 4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
- 5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE** (21) days of the date, the Notice of Adoption is sent to DLCD.
- 6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
- 7. Need More Copies? You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to mara.ulloa@state.or.us ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE No. 2007-2678

AN ORDINANCE ADOPTING THE SPRINGBROOK MASTER PLAN, INCLUDING A DEVELOPMENT AGREEMENT, A COMPREHENSIVE PLAN AMENDMENT TO THE "SPRINGBROOK DISTRICT" SECTION, A DEVELOPMENT CODE AMENDMENT TO THE "SPRINGBROOK DISTRICT" SECTION, A COMPREHENSIVE PLAN MAP AMENDMENT TO CHANGE THE DESIGNATION OF THE PROPERTY TO "SPRINGBROOK DISTRICT", A ZONE MAP AMENDMENT TO CHANGE THE PROPERTY TO THE "SPRINGBROOK DISTRICT" ZONE, PRELIMINARY PLAT APPROVAL FOR A SUBDIVISION, AND A STREAM CORRIDOR IMPACT REVIEW

RECITALS:

- 1. On June 14, 2007, Springbrook Properties, Inc. submitted an application for approval of the Springbrook Master Plan, including a development agreement, a comprehensive plan amendment to the "Springbrook District" section of the Newberg Comprehensive Plan, a Development Code amendment to the "Springbrook District" section, a comprehensive plan map amendment to change the designation of the property to "Springbrook District", a zone map amendment to change the property to the "Springbrook District" zone, a preliminary plat approval for a subdivision including 94 tracts and 34 lots, and a stream corridor impact review.
- 2. On July 10 and July 12, 2007, after proper notice, the Newberg Planning Commission held a hearing to consider the proposal. The Planning Commission unanimously recommended approval.
- 3. On August 15, 2007, notice of the City Council hearing was published in the *Newberg Graphic*.
- 4. On August 13, 2007, notice of the City Council hearing was mailed to property owners within 500 feet of the site and those commenting at the Planning Commission hearing.
- 5. On September 4, 2007, the Newberg City Council held a public hearing to consider the proposal
- 6. The applicable Oregon Statewide Planning Goals, the Newberg Comprehensive Plan, and the Newberg Development Code have been met.
- 7. The Springbrook Master Plan will help provide the community's future housing, recreation,

employment, transportation, and other needs in a functional, attractive, and environmentally sound manner.

THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

- 1. The City Manager is hereby authorized to enter into a development agreement as shown in Exhibit A, with the amendments shown in Exhibit 3. The City Manager is delegated the authority to negotiate and amend the agreement prior to the initial execution of the agreement in order to meet the intent of the agreement.
- 2. The Springbrook Master Plan as shown in Exhibit B, with the amendments shown in Exhibit 3 is hereby adopted.
- 3. The "Springbrook District" section of the Newberg Comprehensive Plan is hereby replaced with the language shown in Exhibit 5.
- 4. The "Springbrook District" section of the Development Code is hereby replaced with the language shown in Exhibit 6.
- 5. The Newberg comprehensive plan map is hereby amended to change the designation of the property described in Exhibit A to "Springbrook District" as shown in Exhibit B, page 41, and showing the land use districts as shown in Exhibit B, page 39.
- 6. The Newberg zoning map is hereby amended to change the property described in Exhibit A to the Springbrook District, and showing the land use districts shown in Exhibit B, page 39.
- 7. The proposed subdivision preliminary plat as shown in Exhibit C is hereby approved with the conditions as shown in Exhibit 4.
- 8. The proposed stream corridor alteration is hereby approved with the conditions shown in Exhibit 4.
- 9. The findings shown in Exhibit 7, as modified by Exhibit 2, are hereby adopted.

7	EFFECTIVE DAT	TE of this o	ordina	ince is 30 days	after	the adoption date, which	is: Octo	ber 4, 2007.
ADOP	TED by the Ci	ty Counc	cil of	the City of N	lewb	erg, Oregon, this 4th	day of S	September, 2007, by
the foll	lowing votes:	AYE:	6	NAY:	1	ABSENT:	0	ABSTAIN: 0

Norma I. Alley, City Recorder

ATTEST by the Mayor this 6th day of September, 2007.

Bob Andrews, Mayor

LEGISLATIVE HISTORY

By and through Planning Commission Committee at 7/12/2007 meeting. Or, None.

List of Exhibits

Exhibit 1: Location Map

Exhibit 2: Supplemental findings

Exhibit 3: Amendments to Development Agreement and Master Plan

Exhibit 4: Subdivision and stream corridor conditions

Exhibit 5 Comprehensive Plan Text Amendment

Exhibit 6: Modified Development Code Amendment

Exhibit 7: Springbrook Land Use Application, June 14,2007 (by reference) with

Applicant's Exhibit A: Springbrook Development Agreement

Applicant's Exhibit B: Springbrook Master Plan

Applicant's Exhibit C: Subdivision Plan Set

Applicant's Exhibit D: Application

Applicant's Exhibit E: Property Title information

Applicant's Exhibit F: Traffic Impact Study

Applicant's Exhibit G: Natural Resource Review

Applicant's Exhibit H: Tree Reconnaissance

Applicant's Exhibit I: Report of Initial Geotechnical Engineering Services

Applicant's Exhibit J. Local Road Comparison

Applicant's Exhibit K: Correspondence from Newberg Public Schools

Applicant's Exhibit L: Request to Initiate Text Amendments

Applicant's Exhibit M: Proposed Newberg Development Code Text Amendment

City of Newberg: Ordinance No. 2007-2678 CADOCUMENTS AND SETTINGSYLAVACOMADESKTOP/SPRINGBROOK CC ORDINANCE.DOC

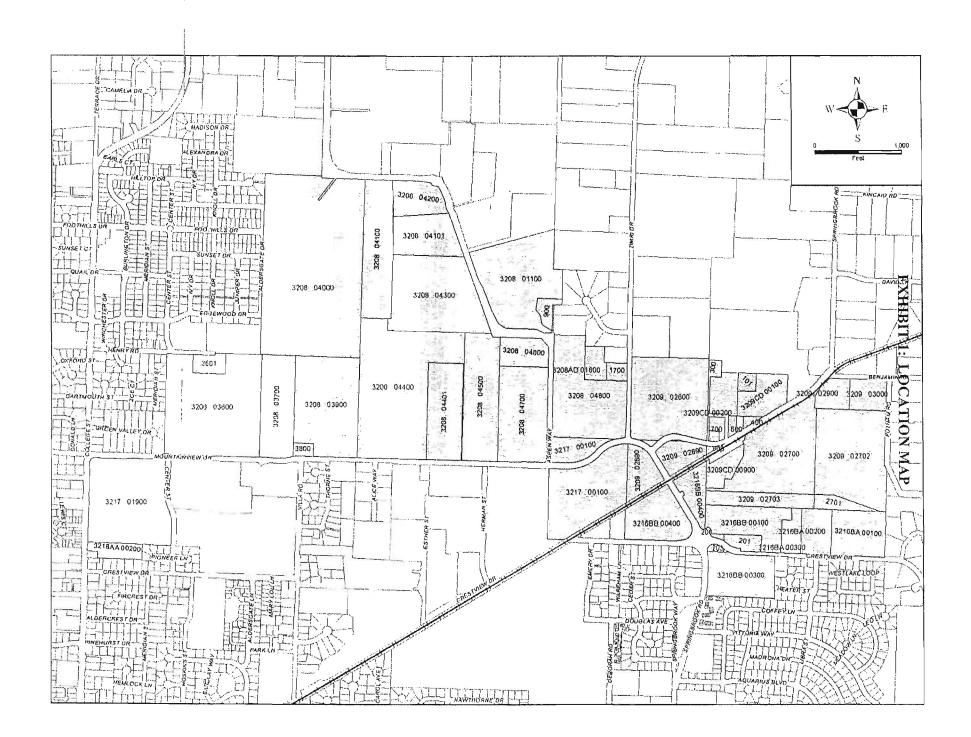


EXHIBIT 2: SUPPLEMENTAL FINDINGS

Note: The findings below are supplemental to the findings shown in the applicant's submittal (Exhibit 7). Where a finding replaces that shown by the applicant, it is noted as a "replacement finding."

Statewide Planning Goals

Goal 3 Agriculture Land: To preserve and maintain agricultural lands.

Replacement Finding. The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and fully within the City of Newberg's incorporated city limits. The plan will only affect lands that are currently zoned for and anticipated to be developed to an urban density. Thus, the development will not have any direct impact on agricultural lands.

A concern is whether land in the UGB is being used efficiently, so as to prevent premature expansion of the UGB, especially onto farmland. Overall, the project does make very efficient use of land for a variety of needed commercial, employment, recreational, and housing uses. A concern is that the plan does reduce the overall amount of multi-family zoned land so that only about 2/3rds the number of anticipated units would be constructed on the property. Staff recommends including an additional 80 townhouse or mid-rise residential units to the plan to help meet the above goals.

Goal 10 Housing: To provide for the housing needs of the citizens of the state.

Replacement Finding. The Springbrook plan encompasses area that now includes approximately 344 acres of buildable land planned for residential use. This includes approximately 264 buildable acres of Low Density Residential (LDR), 78 buildable acres of Medium Density Residential (MDR), and 2 buildable acres of High Density Residential. The Springbrook plan rearranges and redesignates residential areas, and includes mixed-use commercial/residential areas. It includes park uses, which are anticipated to be located in residential area. The plan presented results in approximately 304 acres of buildable land to be used for residential uses.

If the Springbrook Area were developed, deducting park land and keeping the same ratio of Low, Medium, and High Density residences as currently planned, with the target densities above approximately 1,652 dwellings would be developed. The proposed Springbrook Plan proposes constructing an estimated 1,265 dwellings, which is about 77% of the target.

The low density residential is being constructed at approximately 83% of the target density. Given that the property does include some steeper sloped areas, this generally is an acceptable density. The application does take advantage of a system similar to "lot size averaging" by creating a variety of sizes of single family lots, from small (~5,500 square foot) in more level areas, to larger (~10,000 square feet) lots in steeper areas.

Comparison of Residential Density for Springbrook Plan - Existing and Proposed

	Buildabl	Buildable	Net				
Current	e Acres -	Acres	Buildable		Target #	Proposed	
Plan	Current	converted	Residential	Target Density	Dwelling	dwelling	% of
Designation	Plan	to Park	Acres	(dwellings/acre)	s	S	Target
LDR	264	26	238	4.4	1,047	865	83%
MDR	78	14	64	9	576	400	66%
HDR	2	0	2	16.5	29		
Total	344	40	304	5.4	1,652	1,265	77%

The application does also provide significant opportunities for medium and high density housing. Both the Mid-Rise Residential and the Village areas provide opportunities for this kind of housing. This is to be commended, as this will provide opportunities for a variety of housing at appropriate densities within the development. The overall medium and high density housing provided is, however, only about 66% of planned density. While every project will not achieve the planned density (and in fact code amendments will be needed to help projects even meet these targets), generally a project should achieve at least 80% of the planned density. An additional approximately 80 medium or high density dwellings would bring the total to approximately 80% of planned density. Thus, it is recommended that an additional 80 townhomes, mid-rise residential or similar units be provided. Opportunities for this include (1) developing the "Mixed-Use" area with Mid-rise residential, (2) expanding the Village residential slightly to the east, possibly to include the medium single family area, (3) allowing accessory dwelling units in the low density residential areas, (4) adding a few small units for night attendants within the hospitality area, or some combination of the above.

Newberg Comprehensive Plan (NCP) Standards

NCP D. WOODED AREAS. Policies

1. The City shall encourage the preservation of wooded areas for wildlife habitat and limited recreational uses.

(Note: The application shows an older version of the above policy. The applicant's finding is adopted)

NCP G.4.G: Recreational standards for the planning area shall be as follows. These standards shall be considered as desirable guidelines to be achieved whenever possible.

		Park Area Standards*	
Classification	**Level of Service (Acres Per 1000 People)	Ų	Area
Neighborhood Parks	2.5	Free standing: -10 acres. Adjacent to an elementary school; 2-5 acres with the school supplying about 6 acres of	1/4-1/2 Mile

		playground.	
Community	5.0-8.0	Free standing; 10-25 acres. Adjacent to junior	Not more than 1-1/2
Parks		or senior high school; 8-15 acres with school	miles
		supplying about 12 acres.	
City Wide Park	N.A.	25 acre minimum	Entire City
Regional Park	N.A.	180 to 200 acres	Park service area

Source: Chehalem Park & Recreation District

- * Park Area Standards as established by the National Recreation and Park Association
- ** Level of Service (L.O.S.) The National Recreation and Park Association uses the "Level Of Service" to describe the necessary acreage for urban areas considering the following factors:
 - 1. An expression of minimum acceptable facilities for citizens of every community.
 - 2. A guideline to determine land requirements for various kinds of park and recreation facilities.
 - 3. A basis for relating recreational needs to spatial analysis within a community-wide system of parks, recreation areas, and open spaces. (Amended by Ordinance 2005-2616, February 7, 2005)

Finding: The following table compares the proposed development with the above standards:

Park Are	ea Standards	
	Low	High
Classification	Level of	Level of
	Service	Service
	(Acres Per	(Acres Per
	1000 People,	1000 People,
	low)	high)
Neighborhood Parks	2.5	2.5
Community Parks	5.0	8.0
Total Park Area/1000		
population	7.5	10.5
Estimated Springbrook		
Population	3529	3753
Total Park Needs (Acres)	26	39
Park Area Provided*	42	42

^{*}Not including stream corridors

As can be seen above, these standards have been exceeded by the development.

NCP H. INDUSTRIAL AREAS, 1. General Policies

d. The City shall undertake specific activities to encourage the growth of existing businesses, to encourage a diversity of businesses, and to attract new businesses to the community in industries that will provide local employment opportunities consistent with community needs and goals.

Supplemental Finding. (Note: The application shows an older version of the above policy. The applicant's finding is adopted) The Village and Hospitality areas are a very well thought out facilities that take advantage of the location and regional economic opportunities. This will bring employment, recreation opportunities, and a very positive image to Newberg. The economic benefits go far beyond simple job creation in the facilities themselves. Many industries look to attract and "wine and dine" clients they bring in from all over the country. Newberg has lacked the high quality facilities these companies have needed. With the addition of this area, Newberg should be attracting new employment in other sectors.

- g. The City shall identify land that will provide for expansion of existing businesses and/or attract new businesses and shall reserve that land for future industrial development that is consistent with community needs and goals.
- i. Industrial land shall be reserved for industrial uses.

New Finding. The applicant has reserved land for future businesses. The employment district is geared toward high-tech industrial offices, rather than heavy industry, consistent with the type of complete community planned for Springbrook. The plan does reduce the amount of designated industrial land within Newberg. The Ad Hoc Committee on Newberg's Future recommending creating a new industrial area south on Highway 219 that would have more land, better access and fewer neighborhood conflicts for heavy industry than the existing planned industrial area east of Springbrook Road. Thus, change of the designation of some of the industrial land is appropriate, however it becomes very important to use the remaining employment land for industrial uses that could not find homes elsewhere in the community, such as offices for knowledge based industry, such as software development, industrial engineering, or "dot-com" businesses. Staff recommends conditions that would preserve the employment area for industrial office uses, such as research facilities or knowledge-based industries, rather than local service offices, such as a real-estate, local medical services, or insurance agents.

NCP I. Housing, 1. Density Policies

To provide for a 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.

b. Target densities shall be as follows.

Classification	Units Per Acre
Urban Low Density	4.4
Urban Medium Density	9

The City shall encourage development to occur at or near these planned densities by providing positive incentives, such as lot size averaging, while maintaining and improving livability.

NCP I. Housing, 3. Mix Policies

- j. The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.
- k. The City shall encourage an adequate supply of rental housing dispersed throughout the City to meet the needs of renters.

Replacement Finding: The Springbrook plan encompasses area that now includes approximately 344 acres of buildable land planned for residential use. This includes approximately 264 buildable acres of Low Density Residential (LDR), 78 buildable acres of Medium Density Residential (MDR), and 2 buildable acres of High Density Residential. The Springbrook plan rearranges and redesignates residential areas, and includes mixed-use commercial/residential areas. It includes park uses, which are anticipated to be located in residential area. The plan presented results in approximately 304 acres of buildable land to be used for residential uses.

If the Springbrook Area were developed deducting park land and keeping the same ratio of Low, Medium, and High Density residences as currently planned using the target densities above, then approximately 1,652 dwellings would be developed. The proposed Springbrook Plan proposes constructing an estimated 1,265 dwellings, which is about 77% of the target.

The low density residential is being constructed at approximately 83% of the target density. Given that the property does include some steeper sloped areas, this generally is an acceptable density. The application does take advantage of a system similar to "lot size averaging" by creating a variety of sizes of single family lots, from small (~5,500 square foot) in more level areas, to larger (~10,000 square feet) lots in steeper areas.

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appropriate densities within the development. The overall medium and high density housing provided is, however, only about 66% of planned density. While every project will not achieve the planned density (and in fact code amendments will be needed to help projects even meet these targets), generally a project should achieve at least 80% of the planned density. An additional approximately 80 medium or high density dwellings would bring the total to approximately 80% of planned density. Thus, it is recommended that an additional 80 townhomes, mid-rise residential, or similar units be provided. Opportunities for this include (1) developing the "Mixed-Use" area with Mid-rise residential, (2) expanding the Village residential slightly to the east, possibly to include the medium single family area, (3) allowing accessory dwelling units in the low density residential areas, (4) adding a few small units for night attendants within the hospitality area, or some combination of the above.

NCP I. Housing, 2. Location Policies

a. Medium and high density areas should be located for immediate access to collector streets or minor arterials and should not cause traffic to move through low density areas. High density areas should be easily accessible to arterial streets. They should also be located near comical services and open spaces.

Finding: The "Mixed-Use" area southwest of Crestview Drive and Springbrook Road is well suited for high density uses. It is located at the intersection of a major collector and a minor arterial street, and traffic flow would be through these streets. South on Springbrook Road the area is primarily medium and high density residential.

c. Non-residential uses abutting residential areas should be subject to special development standards in terms of setbacks, landscaping, sign regulations, building heights and designs.

Finding. The proposal does create a new commercial area along Springbrook Road that would be adjacent to residential areas. A minimum 10-foot setback is recommended in these areas. The commercial area also should be subject to special design standards, such as those in the C-2 zone, to promote compatibility with the nearby residential uses.

NCP I. Housing, 3. Mix Policies

- i. The City shall encourage subsidized housing for low income people.
- o. The City shall encourage incentive-based affordable* housing for low and very low income households in the R-2 and R-3 zones.

New Finding. The City is currently developing a program to encourage affordable housing for low and very low income households. The Village and Mid-Rise Residential Districts provide opportunities for housing a various income levels. Providing additional multi-dwelling or --townhome units also would help meet this goal.

^{*}Affordable housing is generally considered to cost no more than 30% of gross household income. Low and very low income households are generally defined as those earning 80% and 60%, respectively, of the median gross household income for an area.

NCP J. URBAN DESIGN

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

1. General Policies

- c. Non-residential uses abutting residential areas should be subject to special development standards in terms of setbacks, landscaping, sign regulations, building heights and designs.
- d. The City should impose a design overlay zone on those areas adjacent to major and minor arterial streets.
- g. Community appearance should continue to be a major concern and subject of a major effort in the area. Street tree planting, landscaping, sign regulations and building improvements contribute to community appearance and should continue to be a major design concern and improvement effort.
- l. The City shall encourage compatible architectural design of new structures in the community.
- n. The City shall encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas.
- o. The City shall encourage flexibility in design review and interpretation of policies and regulations by ensuring that functional design and community benefit remain as the principal review criteria. Consider variance procedures where interpretation of regulations impede fulfillment of these criteria.
- q. The City shall develop and adopt a design review manual.
- r. Developments of medium or high density shall be of a quality and design which will effectively offset the greater density.
- s. The City shall ensure that City review processes do not unnecessarily delay development of projects.

3. Commercial Areas Policies

- a. Where commercial development is permitted, such development should be subject to design requirements for ingress and egress, landscaping and sign control.
- c. The City shall maintain sign regulations to help create a business environment that is attractive to customers and citizens. The City and appointed committees shall seek to eliminate signs that detract from the aesthetics of commercial areas and that violate adopted sign design regulations.

4. Residential Area Policies

d. Special development and design standards shall be adopted in the Development Code to ensure that multi-family, attached single-family and manufactured home park/subdivision projects are aesthetically-pleasing and compatible with nearby lower-density residential development.

Finding: The Springbrook Plan presents excellent design in layout, open spaces, parks, walking trails, and other amenities to meet the City's overall design goals.

Similar master planned areas have developed specific design guidelines for site development.

These design guidelines have specified items such as garage setbacks, porch standards, variety in housing design, architectural features, maximum setbacks, and so forth.

In this case, the applicant has proposed creation of set of private design standards, and a "self-certification" process to meet these standards. This could be an acceptable method provided the private design standards far exceed standards that otherwise would be developed as part of the

Code. At this point the design standards have not been developed. Thus, a condition of development will be to have the City accept design standards for residential development.

NCP J. URBAN DESIGN, Goal 2, Policy

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

POLICIES:

a. Maintain Newberg's individuality as a community with a proud agricultural heritage.

Finding. The vision behind the Springbrook development seeks to preserve and build upon the area's agricultural heritage. The Springbrook school is scheduled for adaptive re-use, and a train depot is planned. Design features will reflect the area's history. The Springbrook master plan provides specific direction for maintaining this area's agricultural heritage.

b. Provide for a sense of small, local neighborhoods, while also providing for commerce and industry.

Finding. The Springbrook master plan provides opportunities for varied and individual neighborhood on small tracts, with two commercial centers. The Springbrook Inn will build on the area's tourist industry, and the Employment district provides room to expand existing industry and attract new businesses.

c. Neighborhoods should be designed to promote safety and interaction with neighbors, with items such as walking paths and neighborhood parks.

Finding. The Springbrook Master Plan includes a Parks and Pedestrian Circulation Plan that connects neighborhoods to each other and to a system of parks. The plan is fully consistent with this policy.

d. Community commercial centers are preferred to a large, regional shopping center.

Finding. Springbrook includes two commercial centers. The 11 acre commercial development on College Street is being planned as a neighborhood or community commercial center, while the Village commercial area is a tourist commercial center. No large regional shopping center is planned.

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.

Supplemental finding. The applicant has proposed a 50% lot coverage standard in the Low Density Residential District. The Newberg Development Code limits the amount of lot that can be covered by buildings to 30% in Low Density Residential areas and 40% in medium density residential areas, and 50% in High Density Residential areas. The primary purpose of this is to provide adequate outdoor living space on a lot for a variety of activities, such as play, gardening, barbequing, and so forth. A secondary purpose is to reduce the amount of pervious area on a lot.

In recent years, house sizes have increased dramatically, as buyers opt for more indoor living area. Lot sizes, by contrast, are returning to smaller sizes. This has resulted in very large houses occupying smaller lots. Lot coverage requirements, therefore, are important tools in retaining adequate outdoor living area and reducing pervious surfaces.

In the Springbrook plan, the plan does provide a number of amenities that promote common outdoor living, such as neighborhood parks, trails, and walking paths. Additional open area is provided in landscape tracts abutting streets. Thus, some flexibility in the lot coverage standard is warranted. Staff recommends an increase from 30% normally found in low density residential areas up to 35%. This would still allow a significant amount of building space (about 13.5 acres extra overall). For example, on a typical single family small-lot of 5,500 square feet, this would allow a 3,250 square foot two-story house with a 600 square foot garage.

The applicant's proposed lot coverage standards in the Mid-Rise Residential are similar to those allowed in the R-3 zone. The densities proposed are similar; therefore the proposed lot coverage standard is appropriate.

Newberg Development Code (NDC) Criteria

NDC § 151.241(A)(1) Approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the safe and healthful development of such remainder or adjoining land or access thereto.

NDC § 151.252.1 (A) DEDICATION.

(A) Generally. The Director may require right-of-way for adequate and proper streets, including arterials, collector streets, local streets, and other streets, to be dedicated to the public by the applicant of such design and in such locations as are necessary to facilitate provision for the transportation and access needs of the community and the subject area in accordance with the purpose of this code.

§ 151.695 PLATTING STANDARDS FOR BLOCKS.

Block length shall not exceed 500 feet. The average perimeter of blocks formed by streets shall not exceed 1,500 feet. Exceptions to the block length and perimeter standards shall only be granted where street location and design are restricted by controlled access streets, railroads, steep slopes, wetlands, water bodies, or similar circumstances.

NDC § 151.705 PUBLIC WALKWAYS.

(A) The review body for a design review or land division may require easements for and construction of public walkways where such walkway is needed for the public safety and convenience or where the walkway is necessary to meet the standards of this code or a walkway plan. Public walkways are to connect to cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other community destinations or public areas of such design, width, and location as reasonably required to facilitate public use. Where possible, said dedications may also be employed to accommodate public utilities.

Finding: Overall, the project provides very good connectivity, both within and surrounding the project. A few areas need additional connectivity and paths, as noted in the staff report. For example, the hospitality area presents a very large block, and some connectivity, at least for pedestrians, should be provided through that block.

NDC § 151.686 INTERIM STREET IMPROVEMENTS.

(A) Temporary street improvements. Three-quarter width streets may be provided temporarily to access lots where a full street will eventually be provided when all abutting lots are developed, unless otherwise approved as a half street by the Director and Fire Chief.

Finding: As proposed, Lots 7-12 would access Aldersgate Lane. However, Aldersgate Lane only would have adequate room for a half street. Given that this would be a dead-end street, and also would not have sewer access as proposed in that block, this interim half street is not acceptable.

NDC § 151.685 (A) [STREET] DESIGN STANDARDS. All streets shall conform with the standards contained in Table 151.685.C. (Table shows a residential street width of 32-feet, with parking both sides)

EXHIBIT G TO ORDINANCE 2005-2619

The City Council initiates the following studies and potential amendments.

1. A study and public process to consider local street width standards, with the objective of considering whether the current standards should be retained or should be replaced with a narrower width standard. This study should include consideration of the recommendations of the Neighborhood Street Design Guidelines. An Oregon Guide for Reducing Street Widths.

Finding: The applicant proposes using a 28-foot wide street section on some local streets, rather than the City's adopted local street width of 32-feet.

While this is not ideal, after discussion with the Firc Marshal and City Engineer, staff believes this could be acceptable under a number of conditions. Foremost among these is a requirement that offset driveways be used, so that vehicles naturally will only park on one side. With this condition, there will be adequate room for emergency operations within the right-of-way.

EXHIBIT 3: AMENDMENTS TO DEVELOPMENT AGREEMENT AND MASTER PLAN

- 1 The following modifications shall be made to the Development agreement (Applicant's Exhibit A)
 - a Development Agreement modifications:
 - Modify Agreement 1.4. to reflect City approval with conditions of the subdivision, rather than "adoption."
 - Modify Agreement 2.1 to indicate that the phasing of improvements may need to be modified depending on the sequence of development, and other development within the community. For example, traffic signal or intersection improvements may need to be provided earlier than the phasing indicates based on changes in the phase sequence or external factors.
 - Modify Agreement 2.2 to be as follows: 2.2 SDC Charges. Springbrook will pay SDC charges as required by City Code for the development under the Master Plan, pertaining to all SDC charges except wastewater system development charges and water systems development charges. 2.2.1 Wastewater SDCs and Water SDCs. Springbrook will pay SDC charges at the updated rate at the time that updated rate is approved and implemented by the City. Such updated rate shall not exceed \$4884 for wastewater systems development charges and \$5032 for water systems development charges. These updated rates for these two SDCs, as applied to Springbrook Development shall not be increased for the first five years, except for increases caused due to inflation, pursuant to the adopted SDC program. Beginning on the sixth (6th) year through the tenth (10th) year, the City may increase the SDC charges as applied to Springbrook development above the inflationary increase as set forth above, but only through amending its SDC program following good faith discussions between Springbrook and City about such SDC charge increases and (1) only to the extent that such amendments are the result of regulatory requirements established by governmental entities other than the City or (2) established by the City pursuant to requirements of other governmental entities or (3) additional SDC projects which have direct benefit to Springbrook development, but only to the proportionate amount of such direct benefit. Beginning in the eleventh year (11th) year and thereafter the City may increase these SDC charges in accordance with applicable law.
 - Modify Agreement 5.1 to allow future amendments to the development agreement and modifications to the plan using the processes detailed in the plan.
 - Modify Agreement 5.2.5, dedication for public purposes, to reflect that streets within the development will be dedicated public streets.
 - b Modify the infrastructure improvement list (Development Agreement Exhibit D) to reflect the following:

- Note that prior to entering into the Development Agreement, the City will need to see and consider a table of the estimated SDC contribution of the various phases. Submit a phasing plan along with an overall plat map that specifies the number of units that could be constructed in each phase to determine adequate utility capacity.
- At this level of planning detail it is not possible to precisely detail the extent of oversizing. This determination will be made as each phase is submitted for development review. Oversizing reimbursements is available only for those portions of the infrastructure that area increased in size to serve future development beyond the Springbrook Properties project.
- Reimbursement for oversizing will be primarily through SDC credits. Should there not be sufficient on-site credits, a repayment plan may be necessary as the City may not have sufficient funds for a lump sum reimbursement payment.
- Water. At this time, a thorough water system analysis could not be completed. This is anticipated to be completed soon. The results of the additional modeling may indicate a need for significant off-site waterline improvements along Springbrook Drive south of Middlebrook Drive. The need for these improvements will be assessed at the time each phase is submitted for review and approval. Installation inayshall be a reimbursable expense.
- Storm. It is not entirely certain that the detention and water quality features identified in Exhibit D-3 will be considered an SDC creditable cost. It appears that these elements only serve the proposed development.

Transportation.

- Street reimbursements would be the difference from construction of a City standard local streets, not reduced width streets.
- Putnam Road and Benjamin Road improvements shall be ¾ Street improvements. Also, note that these are local roads, and are not eligible for oversizing credits.
- c Modify Development Agreement Exhibit E to reflect that oversizing reimbursements shall be in accordance with City policies, and to reflect the changes in Section 2.2 of the development agreement noted above.
- d Modify the text amendment (Development Agreement "Exhibit F") as shown in Exhibit 6

2 The following modifications shall be made to the Master Plan (Applicant's Exhibit B)

- The following modifications shall be made to the **conceptual master plan map** and related documents:
 - Village layout
 - At the north Springbrook driveway into the village, observe a minimum 100 setback to the first driveway off the circle drive.
 - Access as shown within the Village townhomes must be modified. Each lot must have frontage on a dedicated public street. Lots may use alleys for rear access, but the front door of each unit must be directed toward and have access to the public street. As shown, certain units would abut Crestview Drive, however a sound

wall is also shown along that street frontage, thus front door access is not available from Crestview Drive.

- Provide a street connection to the east property line of "A-Dec C" if topographically practical (tax lot 3208-1000).
- Relocate the public walkway at the east end of Sunset Drive so that it aligns with the sidewalks on Sunset Drive.
- Extend Edgewood Drive to Villa Road. Replace the proposed street connection just north of Edgewood Drive with a public walkway, extending the existing public walkway from the west.
- Modify the number of units shown on the conceptual master plan to increase the total number from 1,265 to 1,345, by adding an additional 80 townhouses, condominiums, mid-rise residential, or similar medium to high density residential unit. Opportunities for this include (1) developing the "Mixed-Use" area with mid-rise residential, (2) expanding the Village residential slightly to the east, possibly to include the medium single family area, (3) allowing accessory dwelling units in the low density residential areas, (4) adding a few small units for night attendants within the hospitality area, or some combination of the above.
- Clarify the proposed location of the Neighborhood Commercial district and the Mid-Rise Residential Districts near Mountainview Drive (shown as a straight line on the concept master plan, and shown with an angle on the districts map).

b Modify the **Development Standards Matrix** as follows:

- The number of residential dwellings constructed shall be no more than 5 percent lower, nor more than 20 percent higher, than the number shown on the concept plan.
- Lot Dimensions
 - The standard City lot frontage requirement (25 feet, either directly or by easement) shall apply.
- Low Density residential.
 - Add the following uses:
 - Group care home
 - ♦ Agriculture
 - Transportation facilities and improvements, and utility services.
 - Maximum lot coverage shall be 35%. Combined maximum lot and parking coverage shall be 65%.
 - Minimum lot width shall be 40 feet.
- Mid-Rise Residential. Add the following uses:
 - Agriculture
 - Group care home

- Transportation facilities and improvements, and utility services.
- Neighborhood Commercial
 - Add the following to the list of uses
 - ♦ Agriculture
 - Transportation facilities and improvements, and utility services.
 - Services for local residents, such as laundromat or barber.
 - Development shall meet the design standards of the C-2 zone, or alternate standards developed in a design standards accepted by the City specific for this area.
 - A minimum of 20,000 square feet of retail space shall be developed in this area.
 - Side yard setback abutting residential zones shall be 10 feet.
- Employment
 - Add the following to the list of uses:
 - ♦ Agriculture
 - Transportation facilities and improvements, and utility services.
 - ◆ Replace "Office" with "Industrial Offices" Define as "Offices for industrial uses, or knowledge-based industries, such as research or engineering, where services are primarily provided outside the community."
 - Supporting retail shall be defined as "retail uses directly and primarily supporting uses in the employment district, such as an employee lunch counter."
- Village: Add the following to the list of uses:
 - Agriculture
 - Transportation facilities and improvements, and utility services.
 - Group care home
- Hospitality: Modify the list of uses to:
 - Add Transportation facilities and improvements, and utility services.
 - Add Group care home
 - Change to "Detached dwelling units, limited to vacation or transitory use or units for employees or caretakers of other uses within the Village or Hospitality areas."
- c Modify the Proposed Utilities plan as follows:
 - 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)

- Sewer, water, and storm drain lines shall be extended along the Putnam and Benjamin Road frontages of the property.
- (Note: Detailed engineering may require additional or different utility improvements than those shown on the master plan)

3 The following general conditions shall apply the development with the master plan

a Streets

- Cooperative improvement plans. The master plan area abuts or affects several transportation facilities that are now or will be in need of improvement. In some of those cases, the obligation for improving those facilities extends to other parties, such as abutting property owners, as well. In these cases, the Springbrook developer shall coordinate with the City in developing cooperative improvement plans for completion of those facilities. These cooperative improvement plans may include local improvement districts, cost sharing arrangements, advance financing reimbursement districts, SDC reimbursement or credit plans, or other plans appropriate to each situation.
 - Crestview Drive east of the project: Include improvements to Crestview Drive
 within the Oxberg Lake Estates subdivision per the adopted transportation plan
 with Phase III improvements, unless these improvements are completed by
 another party. It is anticipated that tThe costs shallwill be SDC eligible
 reimbursements. Also, coordinate timing of improvements with the planned
 extension of Crestview east.
 - 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.
 - Mountainview Drive: Villa Road to Aspen Way: This should be improved full-width with curbs and sidewalks both sides. 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. The City can organize meetings with property owners as needed.
 - College Street: The east side of College Street from Crestview Drive to the project site should be improved along with development of the Neighborhood Commercial project.
- Upon Prior to construction of College Street improvements, verify that there is adequate right-of-way to accommodate the proposed turn lanes. If necessary, dedicate additional right-of-way.
- Provide details of the layout transportation systems around the parks near the extensions of Libra Street and Herman Street. Provide an engineering analysis of traffic movements to justify the safety of these areas. Adjust the areas as needed to reduce turn movement confusion.
- Roundabouts and traffic calming shall be constructed on Crestview Drive east of

- Springbrook per the adopted plans. This shall include bike lanes on both sides.
- Provide for a connection to Heater Street in the mixed-use area.
- Consider a roundabout at Villa Road/Mountainview Drive intersection. Provide information on the merits of such a design versus a traffic signal.
- Temporary turnarounds or other accesses may be required at interim phases.
- The applicant shall obtain permits from Yamhill County and pay required fees for improvements within County right-of-way. The City may desire to consider transfer of jurisdiction of these roads prior to development.
- The applicant shall obtain permit from the Oregon Department of Transportation for improvements within their right-of-way.
- A 4-way signalized intersection is required for the Springbrook/Haworth intersection.
- 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:
 - The street must be a local residential street
 - It is only allowed within the Low-Density Residential district.
 - 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)
 - The final design must be approved by the City Engineer and Fire Marshal.
 - 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.
 - All lots fronting the street shall have a minimum of two off-street parking spaces exclusive of the garage.
 - Buildings shall be limited to two stories or less 30 feet in height, as measured by the Development Code.
 - Driveways shall be designed to be offset so that the entire length of the street shall have no parking on one side.
 - Notices of the last three restrictions above shall be placed in the deeds or CC&R's for each lot with such restrictions.

b Utilities

- Utility lines shall be extended within the public right-of-ways as much as is practical.
- 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.
- 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.

Water service is currently not available to "A-dec C". This will require construction
of a higher level reservoir and distribution system. Development timing will depend
on the provision of these facilities.

c Parks, pathways, and landscape tracts

- Parks shall be accessible to the public. Parks and pathways shall be developed in coordination with development in each of the phases.
- An emergency access and public walkway shall extend north-south through the hospitality site.
- A public walkway shall be provided crossing east-west through Tract A and Lot 1
- Landscaped tracts and medians shall be maintained by the homeowners' association.
- d 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.
- Wetlands, waterways and other features: Submit a copy of the wetlands delineation, and rare species report. Compliance with applicable requirements from the Oregon Department of State Lands and the U.S. Army Corps of Engineers is required for work within waterways and wetlands. The applicant has proposed fill and removal in an significant area of wetland or potential wetland within the development. In that State and Federal requirements first seek to avoid impacts, it is possible that this fill or removal may not be permitted. Redesign of the development may be needed to accommodate water features not permitted to be modified.
- f Well Protection Best Management Practices The development shall follow the well protection best management practices as outlined in Exhibit S.
- g Geotechnical: Incorporate the recommendations from the Report of Initial Geotechnical Engineering Services into the design and construction of the site.
- h Design handbook. Submit the proposed design handbook applicable to each phase prior to development within that phase for review and acceptance for all subsequent development. 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. Prior to acceptance, the Director may require modifications to the proposed handbook guidelines. Development within that phase will be subject to the private certification process described in the Development Code.

 Development pursuant to a Type III design review process, including development previously approved for the Inn project in hospitality area, is exempt from this requirement.

i Miscellaneous

It is recommended that part of the residential areas south and/or east of the Village commercial be developed as a later phase of the development to allow for expansion of the Village commercial as market demands may dictate.

- It is recommended that shared parking agreements be developed between the hospitality/inn area and the village retail area.
- Gateway features shall be designed to meet vision clearance standards, or to meet sight distance requirements as determined by an engineer.

EXHIBIT 4: SUBDIVISION AND STREAM CORRIDOR

CONDITIONS OF APPROVAL SUB3-07-009

Stream Corridor. The proposed stream corridor mitigation is approved with the following conditions:

- 1. The stream corridor mitigation plan addresses the proposed street crossings. It does not address the proposed trails. It is understood that these trails will be privately owned, but will allow public access. In this situation, construction of trails may be requested under a Type I process.
- 2. Disturbed areas outside of permanent improvements (such as fill slopes and storm basins) must be restored with native soil and regraded and contoured to appear natural.
- 3. Submit a description of the type of landscaping to be used within storm water basins.
- **4.** Submit a plan detailing protection measures for the stream and areas not to be disturbed during construction.

The applicant must complete the following to complete the subdivision:

- 1. Master Plan and Development Agreement approval. Tentative plat approval of the subdivision is contingent on adoption of the Springbrook Master Plan and execution of the proposed Development Agreement.
- 2. Modified Subdivision Tentative Plan. Present a revised subdivision plan for review and approval. The revised subdivision plan should include the following:
 - Contact the Yamhill County surveyor to determine the appropriate wording of the "tracts" Current standards may not allow the use of the word "tract" to designate areas for future development.
 - Lot Numbering: Lots and tracts must be numbered consecutively (for example, lot 5 cannot be next to lot 2).
 - Proposed lots 7-12 must be redesignated as a "tract" (or other appropriate wording) for future development <u>if</u>as they cannot be served with adequate infrastructure at this time (the proposed sewer line is a "dry line" and the proposed right of way would be less than a ¼ width street).
 - Modifications to the layout of tracts or lots may be necessary due to changes in the overall master plan.
- 3. Prior to construction of any improvements, provide the following information for review and approval.
 - a. Engineered Construction Plans. Submit engineered construction plans for review and aprpoval. 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:

Sewer

- Show sewer lateral connections to each "lot"
- Show how "dry line for future connection" works at Aldersgate Dr, Villa Rd, and Aspen Way. This can be addressed by revealing a future line connecting to active sewer.
- Specify design parameters (pipe sizes, lengths, manhole locations, invert elevations) for the line from Mountainview Dr to Aspen Way. Timely coordination with the City's ongoing S-curve project is required.

Water

- Show water connections to each "lot"
- Every water line tee is required to have 2 valves.
- Every water line cross is required to have 3 valves.
- 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.
- Hydrant locations must be coordinated with the locations 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 Newberg Fire Marshal.
- Coordinate with the Public Works Department regarding the placement of the water line in Zimri Dr.

Storm Drainage

- Submit drainage calculations that specify the capacity of the storm system.
- Catch basins are required on the uphill side of intersections.
- Ensure that storm drainage does not go to Herman Street.
- Do not place any manholes at the centerline of the street.
- Verify that the storm line on Crestview Dr can be connected to the "existing" line at the roundabout by gravity flow. The storm line on N Springbrook Rd is not designed to have inter-basin transfer. There is a high point (north-south ridgeline) a short distance east of the roundabout.
- Provide a public access easement to the water quality swale.
- 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.

Streets

- Specify the exact extent of streets to be constructed with the subdivision. If in any
 case street right-of-way is dedicated without construction of the actual street, enter
 into a subdivision agreement regarding future completion of the street within that
 right-of-way.
- 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 Villa Road.
- Provide construction plans for any other streets, including spur entrance roads, that will be constructed as part of the subdivision.
- 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.
- Allow for a 5-foot wide bike lane on the south side of Crestview Dr (cross-section D, shown as area D-D on the transportation plan sheet) because it is safe to assume that the existing curb and gutter on that side would not be removed and reconstructed to accommodate the area for a future bike lane.
- Present a revised drawing for the 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.
- Specify that the width of the gravel shoulder is a minimum of 5 feet for the northern segment of Aspen Way (cross-section G) to allow for emergency refuge.
- Provide a cross-section drawing for Crestview Dr west of the roundabout. This segment of Crestview Dr will require widening to accommodate bike lanes on both sides
- 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 sewer lines may be necessary to correct this problem.
- 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.
- There is not sufficient right-of-way width to support the proposed improvements on College St. Coordinate with ODOT regarding the future improvements on College St and to determine any potential right-of-way dedication that may be required.
- Re-use Waterline. 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.

General Utilities

- All utilities crossing or fronting the site must be undergrounded, subject to City standards and exceptions, including power, cable and telephone lines.
- Each lot must have separate private utility laterals to the main.
- 10-foot wide utility easements are required along all frontages (no longer called "public utility easements"), except where all franchise utilities (phone, cable, gas, electricity) indicate acceptance of an 8-foot easement.
- b. Grading: Obtain a DEQ 1200-C permit for grading. Submit a grading plan for review and approval.
- c. Street Tree Plan. Modify the street tree plan as follows:
 - Raywood Ash trees are required to be planted along Aldersgate Ln to ensure continuity with the adjacent Westpark Subdivision.
 - Use Crimson Century Maple along the portion of Henry Road just east of Center Street to match the tree plan for the north side of Henry Road.
 - Modify sheet C10.5 of the street tree plan to show street trees along the portions of the roads that make up the S-curve project (Mountainview Dr, Springbrook Rd, Crestview Dr).
 - Show a street tree plan along the College Street frontage of the project, as well as Center Street south of Mountainview Drive Street trees on Center Street shall match those currently located on the east side fronting the elementary school.
- d. Provide a copy of Department of State Lands and U.S. Army Corps of Engineers permits as needed.
- 4. The following improvements, dedications, easements, documents & submittals must be completed prior to final plat approval, or secured for in accordance with City policy:
 - a. Improvements Required
 - Complete construction of Aldersgate Lane abutting the proposed lots.
 - Construct all approved public utility lines and any improvements required for storm water mitigation.
 - Complete required undergrounding of utilities crossing or fronting the streets improved as part of the subdivision.
 - Incorporate the recommendations from the Report of Initial Geotechnical Engineering Services into the design and construction of the site.
 - b. Vacations: 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-ways:

- Cherry Street
- Plum Street
- Portions of Aspen Way
- Portions of Zimri Dr
- Identify on the plan the existing access road located at the northernmost point of the site that extends southwest from Aspen Way, and vacate if necessary.
- c. Existing Septic: Abandon and obtain a demolition permit for any existing septic systems.
- d. Existing Wells: Existing wells located on the site must be shown on the plans and properly abandoned.
- e. Existing Structures: 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.

f. Dedications/Easements Required

- There is not sufficient right-of-way width to support the proposed improvements on College St. Coordinate with ODOT regarding the future improvements on College St and to determine any potential right-of-way dedication that may be required.
- Provide temporary access for the landlocked tracts (tracts H, O, DD, CC, LL-1, OO, and Y) through a temporary easement, blanket easement, access agreement, or similar means as approved by the City.
- 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.
- All existing easements must be shown on the plat.

g. Documents & Submittals Required

- Name any proposed new streets. The proposed street names are subject to review and approval by the City Planning Division and the Fire Marshal.
- Provide a bond for the street tree planting as part of the public improvements.
- 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 assocation.
- Complete a subdivision agreement with the City of Newberg. The completed subdivision agreement shall be recorded by the applicant at the time of final plat recordation.
- Provide a final draft copy of Codes, Covenants and Restrictions (CC&Rs) for the subdivision. The City will review the proposed CC&Rs for minimum compliance with City Code prior to recordation.
- 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.
- Resolve any boundary or deed discrepancies found.

h. Submission of Final Subdivision Plat

- Submit 3 sets of the final subdivision map to the City for Final approval, through a Type 1 application procedure. The maps shall be made with permanent black India type ink or silver halide permanent photocopy on 3-millimeter polyester film. The City shall determine whether the material conforms with the tentative plan approval requirements and with the applicable requirements of the NDC. If the City determines that the material does not conform, make the appropriate corrections. Include the following:
 - Modify the subdivision name as needed.
 - Waterways: Show the approximate location, width, and direction of flow of the water courses on the plat where required.
- 5. City Review of Final Subdivision Plat. The City shall determine that the following conditions have been met:
 - a. Streets and roads held for private use and indicated on the tentative plan of such subdivision have been approved by the City.
 - b. The proposal complies with the Newberg Development Code.
 - c. The plat is in substantial conformity with the provisions of the tentative plan for the partition, as approved.
 - d. Explanations of all common improvements have been accounted for and referenced on the plat.
 - e. There will exist an adequate quantity and quality of water and an adequate sewage disposal system to support the proposed use of the land described in the plat.
 - f. Either:
 - Improvements as required by this Code or as a condition of tentative plan approval have been filed with the City; or,

- A performance agreement (bond) or suitable substitute as agreed upon by the City and applicant has been filed with the City in sufficient amount to insure the completion of all required improvements; or
- A petition for improvements has been properly executed by the applicant who is effecting the partition and will be assessed for said improvements.
- g. Taxes, as well as public liens, assessments and fees, with respect to the subdivision have been paid, or adequate guarantee has been provided assuring said taxes, liens, assessments and fees will be paid prior to recordation.
- h. The developer has entered into agreement with the City relating to completion of improvements, payment of sewer and water hookup fees, inspection fees, public lands payments, monumentation or any other elements deemed relevant to the purpose of the Newberg Development Code or any other City ordinance, State statute or Federal law.

6. Final Subdivision Plat Signature Requirements. Include the authorized signature of:

- Planning and Building Director, whose signature shall certify that the final plat conforms to the conditions of tentative plan approval,
- The City Recorder, whose signature shall certify that all liens on the property have been paid; and
- The County Assessor certifying that all taxes on the property have been paid or bonded for in accordance with state law.

7. Development Notes:

- **a. 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.
- b. PGE: PGE is to provide electrical service to this project will be under terms of the current tariff which will involve developer expense and easements. Contact the Service & Design Supervisor, PGE at 503-463-4348.
- c. Verizon: The developer must coordinate trench/conduit requirements with Verizon. Contact the Engineering Division, Verizon at 503-620-5943.
- d. Street Trees: Street trees must be in place prior to occupancy for each building, weather permitting. Planting of street trees shall not obstruct any existing or required traffic control signs, or be too close to any existing street lights or other utilities.
- e. Mountainview Rd from N College St to Villa Rd was constructed using concrete soil stabilization and will require removal of existing material to allow for tree planting and growth.
- f. Access to Mountainview Drive between College and Villa Road is limited per the terms of the City's agreement with the State of Oregon.
- g. Lots fronting Aldersgate Ln must access Aldersgate Ln.

EXHIBIT 5: COMPREHENSIVE PLAN TEXT AMENDMENT

Section 1: Newberg Comprehensive plan III.11, shall be modified as follow:

(Note: Language proposed for deletion is shown with-strikeout.)

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. Total area for commercial uses shall not exceed 10 acres, excluding open space. 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.

Section 2: The Newberg Land Supply and Demand tables shall be amended to reflect the changes resulting from the Springbrook Plan.

EXHIBIT 6: MODIFIED DEVELOPMENT CODE TEXT AMENDMENT

Section 1: Newberg Development Code Part 11, Springbrook District, shall be replaced with the following

{Note: changes below are changed from the applicant's submittal. <u>Double-underlined</u> text is added. Strikeout-text is deleted.}

Part 11. SPRINGBROOK DISTRICT (SD)

151.425 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 section serves as a roadmap for development applications within the Springbrook District. This section explains the relationship between the Springbrook Master Plan document and the Newberg Development Code. Applicants should use this section as a starting point and a guide to determine the applicable procedures and standards for development within the Springbrook District.

151.426 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 uses activities as well as compatibility with adjacent uses. Development within the Springbrook District shall follow the applicable standards set forth in sections 15 1.425 through 151.431, and those standards set forth in the "Development Standards Matrix" in the Springbrook Master Plan.

151.427 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.

151.429 REVIEW PROCESS.

Proposed development applications and land divisions within the <u>Springfield-Springbrook</u> 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 the City of Newberg Development Code § 151.191, as identified below.
2. Duplexes;
3. Institutional, commercial or industrial additions which do rict exceed
1,000 square feet in gress floor area;
4. Multi-family additions which do not exceed 1,000 square feet in gross
floor area and do not add any new units, or new construction incidental to the main use on any existing
developed site which do not exceed 1.000 square feet in gross floor area and do not add any new units.

- ______b) Type II: All other uses allowed in the Springbrook Land Use Districts as set forth in the Springbrook Master Plan.
- (2) Requirements: Development proposals subject to Site Design Review shall follow the application requirements set forth in Newberg Code-Section § 151.192.
- (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 Newberg Development Code <u>§section</u> 151.195.
- b) The requirements of the Newberg Development Code § 151.196 through § 151.197 (Additional requirements for Development in the C-2 and C-3 Districts) shall not apply to development within the Springbrook District. Hospitality or Village Districts.

 (B) Land Division:
- (1) Applicability: All Land Division proposals will follow the Type II procedure identified in the Newberg Development Code § 151.022. The procedures set forth in Newberg Code Section 15-1.023 shall not be applicable.

(2) Requirements & Criteria:

- i. Partition applications shall meet the criteria set forth in Newberg Development Code section § 151.241.1 through § 15 1.241.2, Type II process and criteria.
- ii. Subdivision applications shall meet the criteria set forth in Newberg Development Code section§s 15 1.242.1 through § 151.242.2, Type II unless otherwise set forth in the "Development Standards Matrix" in the Springbrook Master Plan with the following exceptions:
- Subdivisions within the Springbrook District are subject to the lot area and dimensional requirements set forth in the Springbrook Master Plan.
- 2. Subdivisions within the Springbrook District are not subject to development standards otherwise administered by the Site Design Review process in this section.

151.430 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 subsection.

151.431MODIFICATIONS TO THE MASTER PLAN.

- (A) The following modifications to the Master Plan shall follow the Type I administrative procedure identified in the Newberg Development Code Section § 15 1.02 1.
- a. Land Use District boundary modifications prior to development within that phase of no more than 1 acre that adjust a boundary no more than 50 feet.
 - b. Modifications to development standards set forth in the "Development Standards Matrix"

- (B) The following modifications to the Master Plan shall follow a Type II procedure identified in the Newberg Development Code Section § 15 1.022
- a. Land Use District boundary modifications prior to development within that phase greater than 1 acre and less than 5 acres that adjust a boundary no more than 100 feet.
- b. Modifications to Conditions of Approval, including 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 the Newberg Development Code Section § 151.022.
- a. Land Use District boundary modifications greater than 5 acres Modifications other than those noted above.
 - b. Modifications to the Springbrook District Boundary.

Section 2: Newberg Development Code § 151.256 (Development Agreement Duration) shall be modified as follows:

{Note: changes below are changed from the current Development Code. <u>Double-underlined</u> text is added. <u>Strikeout</u> text is deleted.}

- § 151.256 DURATION; CONTENT.
- (A) The agreement shall specify the duration of the agreement, which may not exceed four years for a development of fewer than seven lots or seven years for a development of seven or more lots fifteen years. The agreement may specify when construction will begin, when phases will be completed, and what extension opportunities are available.

EXHIBIT 7: SPRINGBROOK LAND USE APPLICATION

This exhibit is a separate folder kept in the City Vault	This exhibit is a separate folder kept in the City Vault		

CITY OF NEWBERG CITY COUNCIL SPECIAL MEETING August 27, 2007

7:00 P.M.

Newberg Public Safety Building Training Room

AGENDA

- I. CALL MEETING TO ORDER
- II. ROLL CALL
- III. GENERAL DISCUSSION

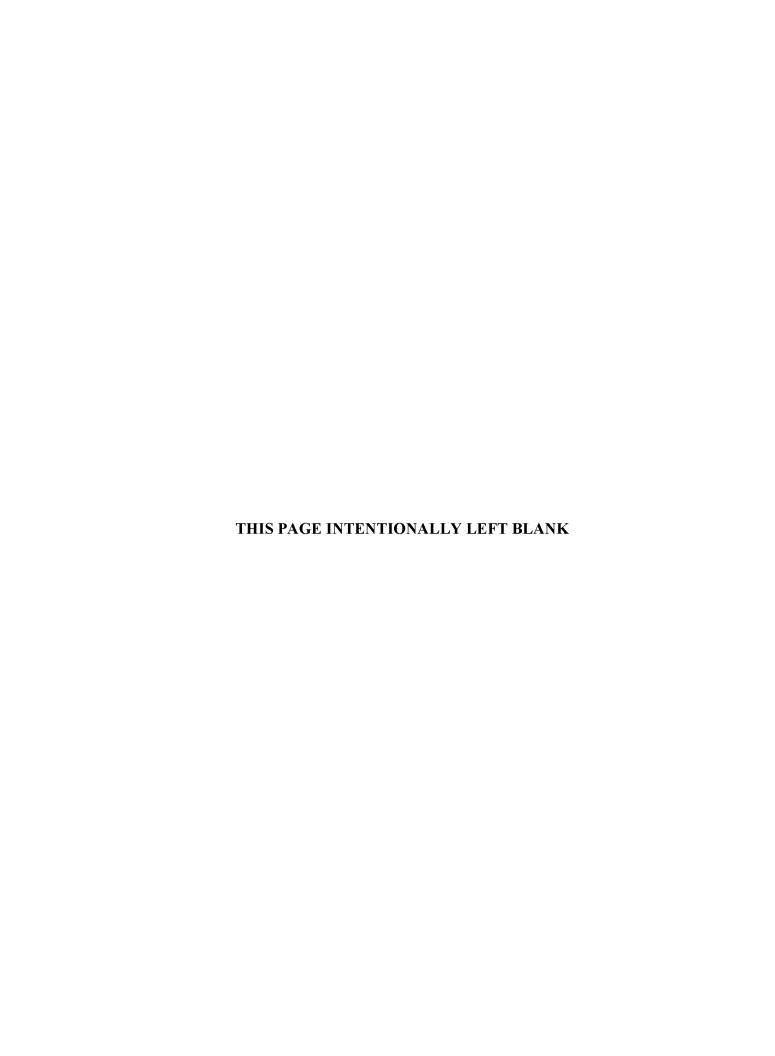
This is a special meeting of the Newberg City Council for the purpose of presenting the Springbrook Master Plan. No action will be taken. No oral or written testimony will be heard or received.

IV. ADJOURNMENT

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Manager's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact Norma Alley, City Recorder, at (503) 537-1283. For TTY service please call (503) 554-7793.

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REQUEST FOR COUNCIL ACTION				
DATE ACTION REQUEST	DATE ACTION REQUESTED: 2007, August 27			
Order Ordinance Resolution No. No. No.	Motion Information XX			
Date Submitted: August 5, 2007 SUBJECT: Springbrook Master Plan – Special Workshop	Contact Person (Preparer) for this Motion: Barton Brierley, AICP Planning and Building Director			
	Dept.: Planning and Building File No.: CPA-07-002/SUB3-07-009 (if applicable)			
BACKGROUND:				
At your August 27, 2007 workshop there will be a proplan. On September 4, 2007, you will hold a public h				
I have included information for the City Council that v	will be used for both the workshop and public			

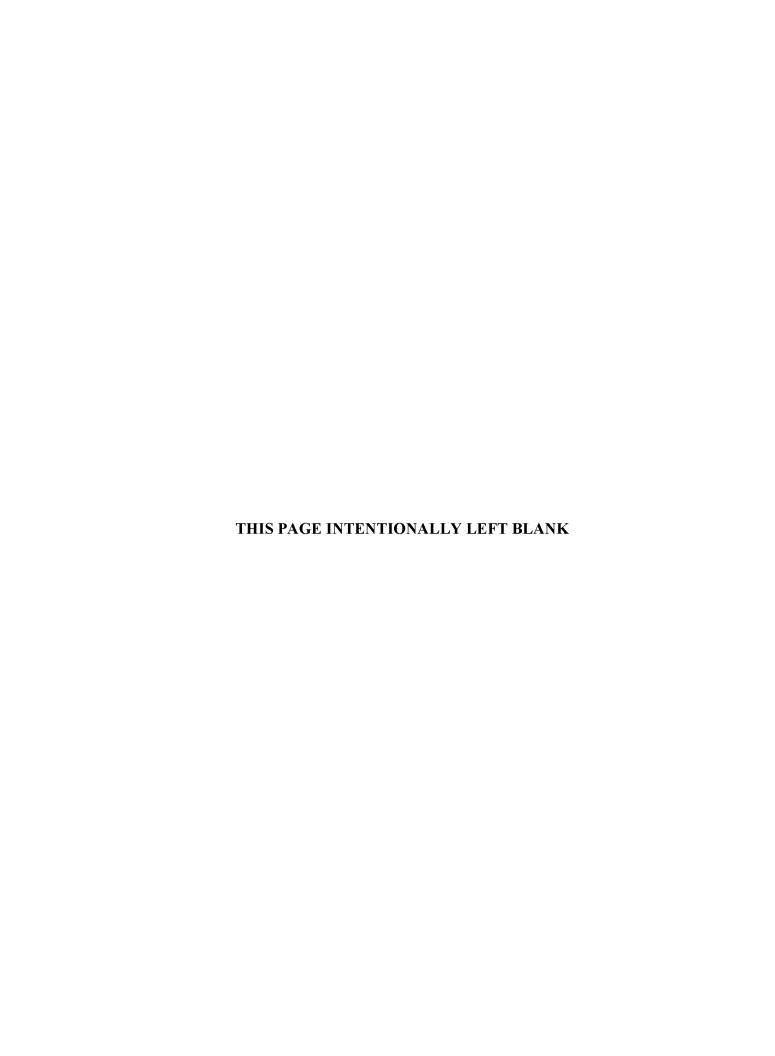
You should use the following materials as background information:

- The entire Springbrook plan (large binder) (1)
- The glossy 11x17 Springbrook plan overview booklet (2)
- Set of full size subdivision maps (3)

hearing.

SUBMITTED BY: APPROVED BY:

Barton Brierley, AICP James H. Bennett, City Manager Planning and Building Director



SPRINGBROOK

Newberg, Oregon

A Land Use Application for:

Development Agreement (including)

- Springbrook Master Plan
- Comprehensive Plan Text Amendment
- Development Code Text Amendment
- Comprehensive Plan & Zoning Map Amendment
- Subdivision

Submitted:

June 12, 2007

Applicant:

Springbrook Properties 3113 Crestview Drive PO Box 1060 Newberg, Oregon 97132

Prepared by:

WRG Design 5415 SW Westgate Drive, Suite 100 Portland, Oregon 97221 503/419-2500 This page intentionally left blank.

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EXHIBITS

- A. Springbrook Development Agreement
- B. Springbrook Master Plan
- C. Subdivision Plan Set
- **D.** Application
- E. Property Title information
- F. Traffic Impact Study
- **G.** Natural Resource Review
- H. Tree Reconnaissance
- I. Report of Initial Geotechnical Engineering Services
- **J.** Local Road Comparison
- K. Correspondence from Newberg Public Schools
- L. Request to Initiate Text Amendments
- M. Proposed Newberg Development Code Text Amendment

- N. Water Capacity Report
- O. Sanitary Sewer Capacity Report
- P. Stormwater Capacity Report
- Q. Report of Beneficial Well Use Survey
- R. Transportation Technical Memorandum
- S. Best Management Practices for Well Protection

SPRINGBROOK DESIGN TEAM

Applicant Springbrook Properties Inc.

3113 Crestview Drive

PO Box 1060

Newberg, OR 97132 (503) 537-1000 (phone) (503) 537-1009 (fax)

Contacts:

Joan and Ken Austin, Owners Sonja Haugen, Project Manager Joe Kavale, Assistant Project Manager

Austin Family Representatives 3113 Crestview Drive

PO Box 1060

Newberg, OR 97132 (503) 537-1000 (phone) (503) 537-1009 (fax)

Contacts:

Ken and Celia Austin Loni and Scott Parrish

Planning, Civil Engineering, Landscape Architecture & Surveying

WRG Design, Inc.

5415 SW Westgate Dr, Suite 100

Portland, OR 97221 (503) 419-2500 (ph) (503) 419-2600 (fax)

Contact:

Mimi Doukas, AICP, RLA Trina Whitman, AICP, LEED AP

Rich Boyle, PE Andrew Hill, ASLA Paul Galli, PLS

Traffic Engineer Lancaster Engineering

321 SW 4th Avenue, Suite 400

Portland, OR 97204 (503) 248-0313 Contact: Mike Ard, P.E. Tom Lancaster, P.E.

Wetland Biologist Pacific Habitat Services

9450 SW Commerce Circle

Suite 180

Wilsonville, OR 97070

Contact:

John van Staveren, PWS Jennifer Goodridge, PWS

Legal Counsel Stoel Rives, LLP

900 SW Fifth Avenue, Suite 2600

Portland, OR 97204 (503) 224-3380

Contact: Steve Abel

Arborist

Walter H. Knapp

Silviculture & Urban Forestry 7615 SW Dunsmuir Beaverton, OR 97007 (503) 646-4349 (phone) (503) 265-8117 (fax)

Hotel Consultants

Arnstad & Associates, Inc.

5995 Hillcrest Road Medford, Oregon 97504 (541) 773-2445 (phone) (541) 318-1113 (fax)

Contact: Mary Arnstad

Waterford Hotels & Inns Inc.

181 Second Ave Suite 580 San Mateo, Ca. 94401 (650) 347-1222 (phone) (650) 347-0118 (fax)

Contact:

Bruce Hraba, CHA

Marketing

Leopold Ketel & Partners

112 SW First Avenue Portland, Oregon 97204 (503) 295-1918 (phone) (503) 295-3601 (fax)

Contacts:

Olga Haley, APR Amy Spreadborough

Jerry Ketel John Russell

Architect

GGLO

1301 First Avenue, Suite 301 Seattle, Washington 98101 (206) 467-5628 (phone) (206) 467-0627 (fax)

Contacts:

Alan Grainger, AIA Bill Gaylord, AIA Carol Schaefer Pamela Trevithick, AIA

James Bradley, AIA

Geotechnical Investigation

GeoDesign, Inc.

15575 SW Sequoia Parkway, Suite 100

Portland, Oregon 97224 (503) 968-8787 (phone) (503) 968-3068 (fax)

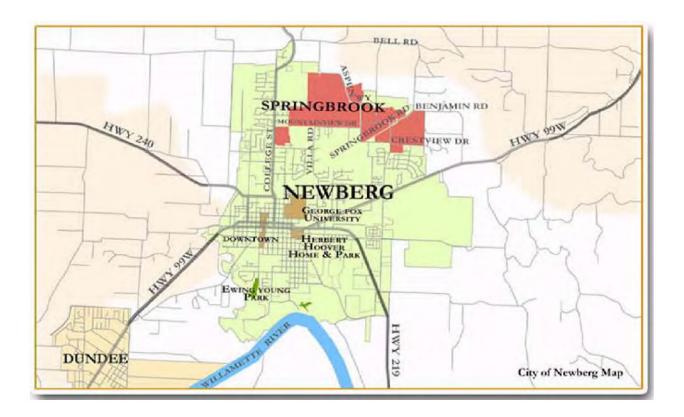
Contacts:

Craig Ware, RG

EXISTING CONDITIONS

SITE LOCATION

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



A legal description that describes the subject property is included within Exhibit "E". It is presently comprised of 51 individual tax lots. Detailed information on the tax lots has also been included in Exhibit "E". The subject property is accessed via College Street, Aspen Way, Mountainview Drive, Zimri Drive, Springbrook Road and Crestview Drive.

LAND USES

The existing site is generally vacant; however, it contains several rural residential properties, the historic Springbrook Elementary School building, the Austin Industries building and associated storage buildings. Major natural resource features include the Hess Creek drainageway and the Springbrook Canyon drainageway.

TOPOGRAPHY

The subject property contains relatively flat lands, steeper forested areas as well as steep slopes associated with two natural drainage corridors. The general topography of the area is characterized as sloping from high points in the north down to the low points in the south. A high point of approximately 450 feet above mean sea level (msl) exists north of Aspen Way, nearly centered in the middle of the proposed development, and a low point of 180 feet above msl exists north of Mountainview Drive. Aside from the

two creek drainageways, there are two topographical features that are prominent on the landscape. There is a knoll that exists in the northeast quadrant of the site located north of the railroad, west of Springbrook Road and East of Zimri Drive. This area rises from approximately 260 feet msl to a height of approximately 340 feet msl. The second feature is a ridge that rises from Hess Creek to the northeast beginning at an elevation of approximately 240 feet msl rising to approximately 450 feet msl.

COMPREHENSIVE PLAN DESIGNATIONS

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

Table 1 – Existing Comprehensive Plan Designation	
Comprehensive Plan Designation	Acreage
Commercial (COM)	20 acres
Industrial (IND)	77 acres
Low Density Residential (LDR)	294 acres
Medium Density Residential (MDR)	89 acres
High Density Residential (HDR)	2 acres

ZONING DESIGNATIONS

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

Table 2 – Existing Zoning Map Designation		
Zoning Map Designation	Acreage	
Neighborhood Commercial (C-1)	2 acres	
Commercial / Planned Development (C-2/PD)	17 acres	
Limited Industrial (M-1)	34 acres	
Light Industrial (M-2)	44 acres	
Low Density Residential (R-1)	283 acres	
Low Density Residential / 0.1 (R-1/0.1)	21 acres	
Low Density Residential / 0.4 (R-1/0.4)	4 acres	
Medium Density Residential (R-2)	78 acres	
Stream Corridor Overlay (SC)	20 acres	

PROJECT OVERVIEW

The collective applications included in the proposed Development Agreement are the result of a collaborative planning effort for the 450-acre Springbrook property, located within the city limits of northern Newberg. The purpose of the Development Agreement is to gain the land use approvals necessary to implement the Springbrook Master Plan, submitted to the City of Newberg under separate cover (Exhibit "B"). The Master Plan was developed for Springbrook Properties, owned by Joan and Ken Austin, members of the Austin family, a team of expert consultants and in close coordination with the City of Newberg and its citizens. It has been created in an effort to realize the personal vision of Joan Austin, and members of the Austin family, to revive the spirit of the historic Springbrook community and to create a special place within the Newberg community.

The design team has worked closely with the City of Newberg over the past two years on the development of the Master Plan for the property to ensure that design and layout of the site is consistent with the City's adopted standards and policies. The Austin Family collaborated with the Ad Hoc Committee to ensure that the City's long range plans for development and the development plans for the property were consistent. In addition, the Applicant hosted an Open House on May 23, 2006 to update the community of their planning efforts and to provide an opportunity for questions and comments regarding the proposed development. The meeting was attended by over 300 people and the comments received were overwhelmingly positive.

SPRINGBROOK DEVELOPMENT AGREEMENT

The proposed Development Agreement, included in Exhibit "A", is anticipated to be utilized as a legal contract between the property owner and the City of Newberg and is adopted by City Ordinance. The agreement provides a legal tool that implements the Master Plan, and provides the authority to approve the land use applications outlined below. As outlined in Section 151.255 of the City of Newberg Development Code, the Development Agreement may accomplish any of the following:

- Designate the Zoning District, Comprehensive Plan designations, and sub-districts that will be applied to a property upon execution of the agreement, upon successful completion of the terms of the agreement, and in case of failure to complete the terms of the agreement.
- Require specific performance conditions for development of the property. These performance conditions may include, but are not limited to, construction of public facilities, dedication or reservation of land for right-of-ways, easements, or open spaces, construction of certain amenities, or other conditions proper for the development.
- Create certain standards or specifications for development.
- Create review processes by which development under the plan is approved.

In summary, the proposed Development Agreement includes applications for Text Amendments to the Newberg Development Code and Newberg Comprehensive Plan, Map Amendments to the Newberg Zoning Map and Comprehensive Plan Map, a Subdivision, stream corridor impact assessment, and references the Springbrook Master Plan. A brief discussion of each one of these applications is presented below with more detailed information provided in subsequent sections of this report.

SPRINGBROOK MASTER PLAN

The Springbrook Master Plan document is intended to provide the framework for future development that is consistent with the *Proposed Conceptual Master Plan* (Exhibit "B"). It functions in concert with the City of Newberg's Development Code, primarily with the Springbrook District, which provides a "roadmap" for the land use processes and criteria applicable to future development on the site. The Springbrook Master Plan has been designed to provide information regarding the existing site and the details of the proposed development plans. Specifically, it includes an investigation of existing utilities, infrastructure, land uses, natural resources and a survey of the property's legal boundaries and topography. A special effort has been made to research the historical significance of the site, specifically the community of Springbrook, and reflect it in the design and spirit of the development. The Springbrook Master Plan also features the vision and goals for the property, as well as, proposed land uses and detailed development plans and concepts for community theming, features, parks and pedestrian systems, infrastructure improvements, utility system plans and the sequencing and coordination of future development on the site. The Springbrook Master Plan is referenced herein as the "Springbrook Master Plan", the "Master Plan" and the "Plan".

NEWBERG COMPREHENSIVE PLAN TEXT AMENDMENT

The Applicant proposes to amend the Comprehensive Plan Text to read as presented below. The Springbrook District Zoning Designation and Comprehensive Plan Designation were created in March of 1988. The Comprehensive Plan Designation was originally intended to apply to approximately 196-acres in size. Since the ownership of property has increased over the last 19 years, Springbrook Properties is proposing to apply the Springbrook District (SD) designation to the now larger area, approximately 450-acres in size as set forth collectively in this application. As a result, the commercial limitation that currently exists within the text of the Comprehensive Plan should be deleted because the larger site requires more than 10-acres of commercial property to adequately serve the proposed development area and adjacent established neighborhoods. Furthermore, no limitation is necessary since the proposed Springbrook Master Plan places use limitations through its designated Land Use Districts (Exhibit "B" Springbrook Land Use Districts).

Proposed Text Amendment

Language proposed for deletion is shown with a strikethrough.

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. Total area for commercial uses shall not exceed 10 acres, excluding open space. 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.

NEWBERG DEVELOPMENT CODE TEXT AMENDMENT

Sections 151.425 through 151.426 of the current zoning text, specifically the Springbrook District, must also be amended to accurately reference the Master Plan and to provide direction on the processing of future development applications. The Applicant requests the Development Code Text be changed to read as set forth in Exhibit "M". In order to effectively implement the Springbrook District zone, it is

necessary to revise the text in the development code and provide more specificity on how the Newberg Development Code and the Master Plan will interface. The proposed Text Amendment proposes to replace the existing text in the Newberg Development Code sections 151.425 and 151.426 with language located in Exhibit "M". The proposed amendment sets forth a specific review process for subsequent land use applications within the Springbrook District. The amendments also clarify how amendments to the Master Plan will occur.

COMPREHENSIVE PLAN AND ZONING MAP AMENDMENT

In order to allow for the development of the entire subject property pursuant to the Springbrook Master Plan, it is necessary to amend the existing Comprehensive Plan map designations to Springbrook District (SD) and the existing Zoning Map classification to Springbrook District (SD). Detailed findings in support of the proposed Map Amendments demonstrating compliance with the Newberg Development Code, the Newberg Comprehensive Plan and the Statewide Planning Goals are set forth in the subsequent sections of this document. Table 3 provided below compares the existing zoning of the subject property and the implementation of the proposed Springbrook District through the proposed Land Use Districts set forth in more detail within the Springbrook Master Plan (Exhibit "B").

Table 3 – Existing Zoning and Proposed Land Use				
Existing Zoning	Existing Acreage	Land Use Districts	Proposed Acreage	Gain / (Loss)
Residential	386	Residential	361	(25)
R-1	308	Low Density Res.	349	
R-2	78	Medium Density Res.	12	
Commercial	19	Commercial	13	(6)
C-2	17	Neighborhood	13	
C- 1	2	Commercial		
Industrial	78	Industrial	32	(46)
M-1	34	Employment	32	
M-2	44			
		Mixed-Use	78	78
		Village	39	
		Hospitality	39	

Proposed Comprehensive Plan Map Amendment

The Applicant proposes changing the existing Comprehensive Plan Map designation for the subject property from Commercial (COM), Industrial (IND), Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) to Springbrook District (SD).

Proposed Zoning Map Amendment

The Applicant is also proposing the existing zoning classification be changed from Neighborhood Commercial (C-1), Commercial (C-2), Limited Industrial (M-1), Light Industrial (M-2), Low Density Residential (R-1, R-1/.01 and R-1/0.4) and Medium Density Residential (R-2) to Springbrook District (SD).

SUBDIVISION

The intent of the Subdivision is to divide the property into "tracts" and "lots" that will allow for their development in a logical and harmonious fashion. The proposed subdivision will result in the creation of

thirty-four (34) buildable lots, forty-two (42) landscape tracts and fifty-one (51) tracts which will be subsequently divided for residential development. It assumes that all the "residential tracts" created through the subdivision are not developable and will be required to be further divided into developable lots. The proposed application seeks approval to divide approximately 450-acres into ninety-three (93) tracts and thirty-four (34) lots to facilitate the orderly development of the Springbrook District. The subdivision will result in the dedication of right-of-way for the extension of Villa Road north from Mountainview Drive to Aspen Way as well as Center Street from Mountainview Drive north to Henry Road. In addition the applicant will also be dedicating additional right-of-way for the improvements to the boundary streets including but not limited to Mountainview Drive, Crestview Drive and Zimri Drive. The Subdivision application will also serve to formalize proposed infrastructure improvements necessary to implement the Master Plan including but not limited to the crossings of Hess Creek and Springbrook Canyon and location of stormwater control facilities. The subdivision will also convey the future rightsof-way for both Villa Drive and Center Street to the City of Newberg, the subsequent improvement of these rights-of-way will be completed according to the phasing and timing specified in the Development Agreement, All proposed landscape tracts within the development shall be maintained by the Home Owners Association for the development. The applicant has reserved the subdivision name "Springbrook District" with the Yamhill County Surveyor and at present time is anticipating utilizing that name for the final plat that will be recorded for the subject property.

FINDINGS IN SUPPORT OF THE DEVELOPMENT AGREEMENT

OREGON STATEWIDE PLANNING GOALS

Since the Newberg Comprehensive Plan was acknowledged by LCDC to carry out the Statewide Planning Goals, the subsequent analysis shows how the proposed actions affect the Newberg Comprehensive Plan's compliance with the Statewide Planning Goals.

Goal 1 Citizen Involvement

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

Response:

The City's public hearing process meets the requirements of this Goal for citizen involvement in the land use process. The proposed Development Agreement is processed as a Type III land use action which requires a public hearing as part of the decision making process. Notice of the proposal will be provided to all property owners within the notice area, published in the newspaper, and will also be posted on the subject property giving interested citizens an opportunity to be involved in the process. A public hearing to consider the request will be held by the Planning Commission and City Council. Through the notice and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. This process meets the requirements of this Goal for citizen involvement in the land use planning process. In addition to the required citizen involvement tasks, the Applicant hosted an Open House on May 23, 2006 to inform the community of the proposal and provide opportunity for questions and comments regarding the proposed development. In accordance with the findings presented above, the proposed Comprehensive Plan and Zoning Map Amendment are consistent with Goal 1.

Goal 2 Land Use Planning

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

Response:

The Newberg Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals and provides goals, policies and procedures for reviewing and evaluating land use requests. The Development Agreement will be reviewed in relation to the methodology and intent of the Plan, its applicable goals and policies, the Comprehensive Plan and Zone Amendment criteria and any other applicable State statute or administrative rule. A description of the Development Agreement in relation to these criteria is included within this report. Each land use application included in the Development Agreement will be evaluated on the basis of facts and evidence that are provided to support and justify the approval. The City's adopted Type III land use planning process provides for evaluating the Development Agreement in keeping with the requirements of this Goal. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 2.

Goal 3 Agriculture Lands

To preserve and maintain agricultural lands.

Response:

The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and fully within the City of Newberg's Incorporated City limits. The Development Agreement will only affect lands that are currently zoned for and anticipated to be developed to an urban density. Therefore, it will not have a direct impact

on any Goal 3 Agriculture Lands, as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with Development Agreement is consistent with Goal 3.

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.

Response:

The subject property is comprised of land that is currently located within the UGB and fully within the City of Newberg's Incorporated City limits. The Development Agreement will only affect lands that are currently zoned for and anticipated to be developed to an urban density. Therefore, it will not have a direct impact on any Goal 4 Forest Lands, as such this Goal is not applicable. In accordance with the findings presented above, the plan proposed with the Development Agreement is consistent with Goal 4.

Goal 5 Open Space, Scenic and Historic Areas, and Natural Resources

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

Response:

The Newberg Zoning Map identifies the subject site as containing a portion of the Stream Corridor Overlay Zone (SC) that corresponds with the location of Hess Creek and Springbrook Canyon. The proposed Development Agreement would change the Comprehensive Plan designation to the Springbrook District (SD) for the entire site and rezone that area to Springbrook District (SD). The proposed Map Amendments would not effect or alter the Stream Corridor Overlay Zone (SC) and any subsequent development on the site will be reviewed to ensure compliance with the provisions of the SC district. The Hess Creek and Springbrook Canyon corridors are the only locally mapped and identified Goal 5 resources on the subject property.

The Applicant has engaged the services of Pacific Habitat Services (PHS) to conduct a Natural Resource Review (Exhibit "G") for the subject property including the identification of potential wetlands and rare plant species and protected wildlife. No rare species were found on site during the review, however, according to the Oregon Natural Heritage Information Center (ONHIC) the following rare species are known to occur within two miles of the subject site: Chinook salmon, steelhead, and white rock larkspur. Spring run Chinook salmon are known to occur in Springbrook and Hess Creeks, although according to PHS their distribution is unlikely to extend as far north as the subject property. During site inspection no white rock larkspur were identified, although portions of the subject property contain habitat that could support their existence. PHS will be conducting a rare plant survey during the spring of 2007. If the presence of the white rock larkspur is detected, the Applicant will coordinate with the appropriate federal agencies to ensure all proper permits are received prior to development of the site.

PHS conducted a wetland determination to estimate the size and location of potential wetlands on the subject site. According to PHS there are 14 potential wetlands identified on the site (see Exhibit "G" for actual locations). The Applicant has retained PHS to perform a wetland delineation of the subject property to be completed in the Spring of 2007 which will determine that actual location and extent of the wetlands. The Applicant

intends to seek confirmation from the Oregon Department of State Lands and the US Army Corps of Engineers once that work has been completed. The proposed development preserves the highest valued streams and wetlands through responsible site design. The proposed Master Plan would necessitate the filling of approximately 7-acres of marginal wetlands. Most are degraded as result of past or current agriculture practices and; therefore, provide limited wildlife habitat. The proposed impacts will be mitigated in accordance with State and Federal regulations through the restoration and enhancement of the Hess Creek and Springbrook Canyon corridors on-site and offsite through a project that enhances and restores approximately 30-acres located south of the City of Newberg near the intersection of Highway 219 and the Willamette River. The off-site mitigation site is owned by a member of the Austin Family. The Applicant will coordinate with the US Army Corps of Engineers, the Oregon Department of State Lands and the City of Newberg prior to impacting any identified wetlands.

According to the Historic Resources section of the City of Newberg Comprehensive Plan there is one inventoried historic resource on the subject site. The Springbrook School (Field #113) is identified as a "Primary Resource" by the Comprehensive Plan. Identified "Primary Resources" in the Comprehensive Plan are individually the most important properties in the city, distinguished by outstanding qualities of architecture, historical association, and relationships to the environment; they are the highest priority for local landmark designation and potentially eligible for the National Register. The Springbrook School is not designated as a local landmark by the City, as such it is not considered a Goal 5 resource and subject to Environmental, Social, Economic and Energy (ESEE) analysis pursuant to OAR 660-023-0200. However, the Applicant acknowledges the significance of the resource and is proposing to rehabilitate the structure, if feasible, and include it as part of the planned Village Center.

The Applicant has identified and will protect Goal 5 resources on the property in conformance with Local, State and Federal regulations. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 5.

Goal 6 Air, Water and Land Resources Quality

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

Response:

The subject property is located within the UGB and City limits, where development at an urban scale and density is anticipated to occur. While the organization of uses and those uses specifically allowed within the property will change, no significant negative change in the quality of air is expected to occur. The proposed uses do not involve any additional noise or smoke that would affect the surrounding air, water, or land resource quality. The proposed Amendments to the Zoning and Comprehensive Plan designation will actually preclude certain industrial uses from occurring that could present a negative impact to the air and water resources located in and adjacent to the subject property.

The proposed Master Plan features an open space design that ensures the protection of natural systems and reduces the likelihood of negative impacts to the air, water and land resources. The intent of the proposed Master Plan is to guide the development of a mixed-use community designed to encourage the use of alternative modes of transportation and reduce the amount of vehicle miles and trips per household, thus resulting in a reduction in the impact to the local air quality that would likely be experienced if the subject property

was to be developed as currently zoned. This is accomplished by providing the opportunity for residents to access commercial convenience needs within close proximity to their homes as well as through the strategic location of parks and open space throughout the community that encourage walking and biking and reduce the need to drive to reach recreational opportunities and commercial services.

The proposed Springbrook Master Plan preserves significant riparian areas associated with both the Springbrook Canyon corridor as well as the Hess Creek corridor. These natural areas will serve as a buffer between the proposed urban development and the natural world providing for the long-term preservation of the riparian corridors that traverse the property, ultimately improving the air and water quality not only for the development but for the entire community.

City sewer and water are readily available to the subject property as well as storm drainage facilities. The City maintains a sewage treatment system and is responsible for assuring that wastewater discharges are processed to meet applicable state and federal standards for environmental quality. As a result of the provision of public services there will be no withdrawals of groundwater, or discharges of waster water directly to a water body. The site will be designed and engineered to accommodate stormwater retention and drainage facilities as specified by the City's adopted design and engineering standards.

In light of the proposed Master Plan and location of the subject property within the City limits, the availability of public facilities to provide water, sewage disposal, and stormwater drainage services as well as the surrounding and planned transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The proposal does not result in a situation in which the carrying capacity of local or regional air, water, and land resources is exceeded or degraded. The proposal does not threaten the availability of local or regional air, water, and land resources. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 6.

Goal 7 Areas Subject to Natural Disasters and Hazards

To protect people and property from natural hazards.

Response:

There is one area of the subject property located within the 100-year floodplain on the southern end of Hess Creek. The proposed Master Plan would designate this area as open space and preclude any private property from being built within it. There are two proposed crossings of Hess Creek and one proposed crossing of Springbrook Creek that would be required to ensure adequate circulation. Construction associated with public facilities shall be designed and constructed to ensure that they will not be impacted by any potential natural hazards associated with the flooding of these creeks. The crossings will be designed consistent with any and all relevant Federal, State and Local design standards, the improvements will ensure that floodwater will be able to pass through without the likelihood of damming and/or clogging of the stream channel from flood debris.

The applicant commissioned a *Report of Initial Geotechnical Engineering Analysis* (Exhibit "I") to explore the subsurface soil and groundwater conditions on the subject property. The report was completed by a certified Geologist and a Geotechnical Engineer who provided the foundation for geotechnical design recommendations for preliminary site development. The team completed a geologic assessment of the subject property in

accordance with the recommendations outlined in the Newberg Comprehensive Plan Section 2 (F). The report identifies soils that could present an erosion hazard during site grading and construction, these soils are depicted in *Figure 4* of Exhibit "I". The vast majority of the site contains slopes that are less than or equal to twenty percent (20%), which is not considered a "significant" slope hazard conditions under the Newberg Comprehensive Plan Section 2 (F). The slopes located in sections of Hess Creek and Springbrook Canyon and on the hills located north of Aspen Way and Springbrook Road have some areas that exceed twenty percent (20%), and in some areas are greater than fifty percent (50%) as can be seen in *Figure 5* of Exhibit "I".

There are no mapped landslide hazard areas identified on the subject property within the proposed development area according to a literature review conducted. Field reconnaissance identified several areas of isolated slope instability depicted in *Figure 2* of Exhibit "I". These areas are confined to the Hess Creek and Springbrook Canyon drainage basins and are likely to have resulted from a combination of steep slopes, high groundwater and erosion at the toes of slopes from the corresponding streams.

The Report of Initial Geotechnical Engineering Analysis concluded that development of the property as proposed is feasible provided the recommendations within the report are incorporated into the design and construction of the site. The steepest areas of the subject property are those adjacent the creek corridors which are to be preserved as open space. Other steep areas of the site located northeast of Aspen Way and the northern portions of the subject property adjacent Hess Creek are designated for large lot development. The proposed development of large lots in these areas along with proposed street alignments that follow existing contours allows for minimal disturbance to the area which reduces the likelihood of landslides, it also provides for the maximum utilization of residential lands located within the UGB. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 7.

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.

Response:

The proposed Comprehensive Plan and Zoning Map Amendment will allow for the development of the subject site pursuant to the proposed Springbrook Master Plan. The Master Plan envisions the development of several parks and natural areas to provide for the recreation needs of the community. Parks and open space opportunities are strategically located throughout the community in such a manner as to provide access to recreational opportunities within a half mile of any point within the Springbrook District. The location and size of the proposed park areas are consistent with the standards contained within the Chehalem Parks and Recreation District Park Plan and the goals and policies contained within the City's Comprehensive Plan.

The Master Plan proposes the construction of pedestrian walkways, sidewalks and trails to provide for pedestrian connections between all of the parks and open space proposed within the development. These improvements ensure the ability to be able to connect with other parks and open space areas that exist or that are planned within the City. The proposal provides for the development of recreation amenities on property that currently has no developed parks or public open space. The open space and parks that are proposed with the development of the property are adequate to attend to the recreational needs of

the residents and employees that will live and work within the Springbrook District. Therefore, the proposed Development Agreement complies with Goal 8 by providing opportunities consistent with guidelines identified in the Comprehensive Plan.

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.

Response:

The proposed change will redesignate approximately 450-acres from Single Family Residential, Commercial and Industrial to a mixed-use designation entitled Springbrook District. The intent is to provide unique mixed-use opportunities for the development of commercial uses, parks, employment uses, residential uses and hospitability uses. Data necessary to address this Goal in relation to the proposed change, as required by OAR 660-009-0015, is available in the "Economy" section of the "Inventory of Natural and Cultural Resources" located in the Newberg Comprehensive Plan. This section of the Comprehensive Plan serves as the community's "Economic Opportunity Analysis" (EOA) in compliance with Oregon Statewide Planning Goal 9. The EOA provides the most recent and comprehensive data available for economic development trends and for the inventory of commercial and industrial land within the urban area for the 20-year planning period.

The collective proposal includes the request to rezone approximately 78-acres of land that is currently designated for industrial use to the Springbrook District designation. The EOA identifies three (3) parcels within the UGB that are larger than 20-acres and intended for Industrial development. This proposal seeks to change the designation of one of these sites. While the EOA identifies a deficit of industrially zoned property and the need to provide for approximately 87 additional acres, it is in support of the proposed Master Plan. The EOA supports this action by identifying those industrial parcels within the subject property as being "hindered" for industrial development due to the close proximity to residential neighborhoods and distance from statewide transportation facilities. The plan identifies only one (1) viable industrial site in excess of 20-acres as being located at the Sportsman Airpark and concludes that it is appropriate to rezone the other two (2) sites for other uses. The EOA contained within the City of Newberg Comprehensive Plan supports the proposed Map Amendments to change the designation of those properties that are currently designated for industrial development. In addition, the industrial properties within the subject property were originally anticipated to be zoned and designated Springbrook District in 1988 when Ordinance 88-2225 was passed by the City, Exhibit "B" of said ordinance identified those industrial properties within the proposed Springbrook District boundary. As demonstrated above, the proposed Comprehensive Plan Map and Zoning Map Amendments are consistent with the long-term industrial land needs of the community, as identified in the Comprehensive Plan.

The subject properties currently contain approximately 20-acres of commercially designated property. The collective proposal would provide for approximately 123-acres of property that could be developed in a commercial manner. The Springbrook Master Plan, through the establishment of Land Use Districts, is proposing to provide approximately 13-acres of "Neighborhood Commercial" uses. Other Land Use Districts which allow for a variety of uses including commercial uses include approximately 39-acres of "Village" uses, approximately 32-acres of "Employment" uses and approximately 39-acres of Hospitality uses. The City's EOA supports the need for an additional 111-acres of commercial zoned property to provide for the City's projected growth through the

year 2025. The EOA sets forth a strategy of providing for the 111-acres needed through a combination of rezoning and additions to the UGB. The proposed development of the site is consistent with the recommendations set forth by the Ad Hoc committee and formally accepted by the City Council which were utilized in the drafting of the City's EOA.

A-dec is currently ranked as the City's number one employer and is adjacent to the subject area. They City's EOA sets forth a strategy of focusing on improving retention and expansion of existing businesses. The proposed Amendments and the Springbrook Mater Plan provide the opportunity for existing industry (A-dec) to expand through the location of an "Employment Land Use District" adjacent to the existing A-dec development.

The wine/tourist industry is identified as one Newberg's target industry clusters within their EOA. The EOA states that the potential for growth in this industry is very high. The proposed Amendments and Springbrook Master Plan seek to capitalize on this potential through the development of a "Hospitability Land Use District" that is proposed to be developed with a hotel, spa and restaurant specifically aimed at providing upscale lodging opportunities and events which should support this industry. The resort will provide accommodations for tourists and help to ensure that more tourist dollars are spent locally in restaurants, galleries and retail shops in support of the local economy. The proposal is consistent with the EOA through the provision of an area designed to enhance the local tourism and wine industry.

In summary the proposal conforms to the City's EOA by providing a location for employment in the categories that are projected to increase within the planning period (medical manufacturing and wine/tourism) and by providing an additional site for the development of these activities at a location where a similar site does not exist. The proposal serves to provide an opportunity for the economic activities that are vital to the citizens, which is consistent with the requirements of this Goal.

Goal 10 Housing

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

Response:

The proposed change will redesignate approximately 450-acres from Single Family Residential, Commercial and Industrial to a mixed-use designation entitled Springbrook District. The intent is to provide opportunities for the development of commercial uses, parks, employment uses, residential uses and hospitability uses. The subject property currently has approximately 386-acres of residentially designated and zoned (R-1 and R-2) property. The proposed Map Amendments and Master Plan would provide for approximately 361-acres of residentially classified land through the provision of a "Low Density Residential" Land Use District (349-acres) and a "Mid-Rise Residential" Land Use District (12-acres). The net difference between the existing and proposed results in the loss of approximately 25-acres of residentially oriented property. This is misleading, as previously discussed in this report, as the ability to construct additional housing to help meet the City's need may be provided within the "Village", the "Mixed-Use" and "Hospitality" Land Use District.

The City of Newberg commissioned the preparation of a Residential Land Needs Report which was prepared in June of 2005. The report identified a deficit of available residential land to provide for the development of the community within the 20-year planning period. The report specifically identified the need for approximately 1,069-acres of land suitable

to allow for the development of approximately 4,500 dwelling units. The ability of the "Village" and "Hospitality Land Use Districts" to allow for residential development provides adequate opportunity to allow for the development of residential dwellings consistent with the vision of the Comprehensive Plan and Goal 10. Table 4 compares the existing zoning of the subject property and the proposed zoning as they relate to residential development. Based on the existing zoning that is located on the subject property, the development potential of the subject property as identified in the City's Residential Land Needs Report and the target density for each respective zoning classification provided in the City's Comprehensive Plan, the subject property could have been developed to provide for approximately 1,786 dwelling units. The applicant is proposing to develop up to 1,482 dwelling units on the subject property for difference of approximately 304 dwelling units.

Table 4 – Residential Capacity		
Zoning Scenario	Dwelling Units	
Exiting Zoning	1,786	
Proposed Land Use Districts	1,482	

The proposed provision of a mixed-use development is consistent with Goal 10, based on the available data, the reduction of vacant residential land inventory represented by this proposal will not cause a significant impact on the ability to provide single-family housing within the urban area and the ability of the City to provide housing opportunities in this area. For these reasons approval of the proposed Plan change will not have a significant impact on the ability to provide housing within the UGB or in the local area, and the proposal does not adversely impact the requirements of this Goal.

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.

Response:

The City maintains an infrastructure of public facilities and services to support urban development. The City has adopted a Transportation, Stormwater, Wastewater and Water master facility plans as a part of the Newberg Comprehensive Plan. These plans outline the public facilities and services needed to serve land within the UGB. The existing public services and facilities in the area and those required to serve the proposed development on the subject property, will be reviewed by the Public Works Department.

Within the body of this report, the Applicant has demonstrated that public facilities and services can be made available to this site at adequate levels to provide for the proposed development. The applicant has commissioned reports that demonstrate adequate capacity exists or can be provided for water (Exhibit "N"), wastewater (Exhibit "O") and stormwater (Exhibit "P"). The City will determine the appropriate service levels, in keeping with adopted design standards and engineering practices, when development permits are requested. The facility extensions necessary to serve development on the property will be provided by the developer at the time of development of each phase, according to adopted City practices and requirements and pursuant to an approved Master Plan (Exhibit "B") and Development Agreement (Exhibit "A"). In this manner the provision of services and facilities will be timely, orderly and efficient. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 11.

Goal 12 Transportation

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

Response:

The City of Newberg's Transportation System Plan (TSP) is in compliance with the requirements of this Goal. The relationship of the proposal to the transportation system, and its impacts, have been set forth in detail in the Traffic Impact Study (TIS) prepared by Lancaster Engineering entitled "Austin Master Plan Transportation Impact Study, January 2007" attached as Exhibit "F". The TIS assesses the traffic impact of the proposed development and sets forth proposed mitigation measures to ensure the transportation system continues to operate at an acceptable level. The TIS also examines the proposal according to the requirements of the Transportation Planning Rule (TPR), Oregon Administrative Rule 660-012-0060.

The TIS assumed a conservative development scenario of approximately 450-acres of property consisting of a 110-room resort hotel, 1,167 single-family dwellings, 264 condos/townhouses, 342,000 square feet of retail commercial space and 667,000 square feet of employment/office space. The TIS assumed full build-out in seven (7) years. The TIS estimated the proposed development would generate a total of 1,969 trips during the morning peak hour and 2,566 during the evening peak hour. According to the TIS, the proposed Comprehensive Plan and Zoning Map Amendment that would allow for the development of the subject property pursuant to the Springbrook Master Plan would generate fewer trips than would be expected under a reasonable "worst-case" scenario with the existing zoning. The proposed development would not worsen the performance of the existing or planned transportation facilities, as such, the proposed development is not considered to have a "significant impact" on the transportation system as defined by the TPR. In order to ensure there is no "significant impact" the Applicant is proposing a trip cap of 2,744 net new trips during the evening peak hour be conditioned on the approval. This will ensure that the proposed development does not generate traffic in excess of what could occur given the existing zoning.

The TIS has determined that the impacts of the proposal on the existing transportation system can be mitigated with specific recommended improvements. Some of these improvements have already been identified in the TSP to address existing conditions, and are planned for construction by the City. With the recommended improvements the function of the transportation system will be maintained at acceptable standards consistent with the City of Newberg's TSP and the TPR. Exhibit "R" includes an analysis of the proposed transportation improvements and corresponding phase in which those improvements are anticipated to be required in order to maintain the functionality and capacity of the exiting and planned transportation infrastructure.

The City of Newberg requested that the Applicant take traffic counts and conduct evening peak-hour analysis at 14 different intersections in the vicinity of the proposed development. Pages 26-29 of the TIS (Exhibit "F") provide detailed information regarding each one of the intersections including level of service under different build-out scenarios. The TIS recommends that the Applicant be required to complete the following improvements in order to mitigate the traffic generated as result of the proposed development. The intersections of Mountainview Drive at Aspen Way and Villa Road should have a traffic light installed, as should the intersection of Springbrook Road at Haworth Avenue. A right-turn lane should be constructed north-bound at the intersection

of College Street and Mountainview Drive. A south-bound right-turn lane should be constructed at the intersection of East Hancock Street at College Street, due to the necessity to acquire additional right-of-way it is recommended that the need for this improvement be deferred and reevaluated at the point when the completion of the Master Plan is within 1 year of being fifty percent (50%) complete. All other intersections are projected to operate acceptably under future traffic conditions either with or without the addition of site traffic from the proposed Austin Master Plan, as such no other mitigation is proposed.

The Applicant has demonstrated that the identified improvements to the transportation system will mitigate the impacts of the proposal and ensure that adopted operating standards will be met. In some instances the proposed mitigation will cause the existing intersections to function at a higher level of service than at present even after complete build-out of the subject property. The analysis has found that the traffic impacts of the project will not cause a change in the functional classification of any street or transportation facility, will not require or result in changes to the standards that implement the functional classifications system, will result in traffic volumes that are consistent with the functional classifications of the affected streets, and mitigation will be provided to assure that adequate level of service and the functionality of the transportation system is maintained. The proposed Development Agreement including the proposed transportation improvements is in compliance with the Oregon Transportation Planning Rule, the Newberg Transportation System Plan and the goals and policies contained within the Newberg Comprehensive Plan. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 12.

Goal 13 Energy Conservation

To conserve energy.

Response:

The design of the proposed development strives to provide an integration of a variety of land uses resulting in a complete community within the City of Newberg. Inherent in the design is the ability to live, work and play in close proximity to one another which reduces the amount of vehicle trips and miles traveled resulting in a reduction in the consumption of gasoline and associated emissions. The proposed layout of the site encourages the use of alternative modes of transportation both within and adjacent to the proposed development through the provision of greenways, parks and tree-lined pedestrian corridors.

The design of the transportation system in this area provides direct, efficient and convenient access. The proximity of the development to adjacent developed residential neighborhoods and employment areas will reduce the vehicle miles traveled to and from the subject property. The location and nature of the proposed development promotes the conservation of energy needed for transportation. For these reasons the proposal will help to conserve energy and be energy efficient, in keeping with the intent of this Goal. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 13.

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.

Response:

The entire subject property is located within the Newberg City limits. All required public facilities and services can be made available to the property. The site consists of vacant and redevelopable urban land. The use of the site as proposed will contribute to an efficient arrangement of land uses within the UGB, and to the efficient use of urban services, consistent with the directives of this Goal. The proposal does not affect the size or location of the UGB. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 14.

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.

Response:

The subject property is not directly located within the Willamette River Greenway. However the property does contain two drainages (Springbrook Canyon and Hess Creek) that are tributaries of the Willamette River. The Springbrook Master Plan commits to the protection of these riparian corridors. The preservation of these areas will provide for the long term shading of the streams which will assist in improving the water quality.

The design of the stormwater system will assist in reducing the sedimentation of the stream corridors by providing a mechanism that allows the sediment to fall-out of the runoff prior to reaching an approved point of disposal. The proposed Amendments and Master Plan consider the effects of the interaction between the natural and urban environment and provide for stormwater facilities and natural areas to assist with the protection and enhancement of the Willamette River tributaries. The proposed Development Agreement provides for the implementation of the Springbrook Master Plan which will assist with the protection and enhancement of the water quality in Springbrook Creek, Hess Creek and the Willamette River. The Master Plan conforms to Goal 15.

Goal 16 Estuarine Resources

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response:

The subject property does not contain any Estuarine Resources therefore this Goal is not applicable to this review.

Goal 17 Coastal Shorelands

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water- dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The subject property does not contain any Coastal Shorelands therefore this Goal is not

applicable to this review.

Goal 18 Beaches and Dunes

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The subject property does not contain any Beaches or Dunes therefore this Goal is not

applicable to this review.

Goal 19 Ocean Resources

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Response: The subject property is not located adjacent the Pacific Ocean therefore this Goal is not

applicable to this review.

CITY OF NEWBERG COMPREHENSIVE PLAN POLICIES AND GOALS

The applicable Newberg Comprehensive Plan Policies and Goals are set forth below along with findings in support of the Development Agreement.

A. CITIZEN INVOLVEMENT

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

Response:

The City's public hearing process meets the requirements of this Goal for citizen involvement in the land use process. The proposed Development Agreement is processed as a Type III land use action which requires a public hearing as part of the decision making process. Notice of the proposal will be provided to all property owners within the notice area, published in the newspaper, and will also be posted on the subject property giving interested citizens an opportunity to be involved in the process. A public hearing to consider the request will be held by the Planning Commission and City Council. Through the notice and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. In addition to the required citizen involvement tasks, the Applicant hosted an Open House on May 23, 2006 to inform the community of the proposal and provide opportunity for questions and comments regarding the proposed development. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with this goal.

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.

POLICIES:

2. The Comprehensive Plan and implementing ordinances shall be reviewed continually and revised as needed. Major reviews shall be conducted during the State periodic review process.

Response:

The proposed Development Agreement set forth for consideration does not constitute a major review and as such it is appropriate for it to be reviewed and considered separate from the state of Oregon's periodic review process. The collective application proposes Amendments to the Newberg Development Code and Newberg Comprehensive Plan to facilitate the implementation of zoning on the ground that has been in existence since 1988 but has never been implemented. Therefore, the applications proposed with the Development Agreement are consistent with this policy.

3. Industrial land use needs shall be periodically evaluated.

Response:

The Newberg City Council adopted Ordinance 2006-2635 on January 5, 2006 which revised the "Economy" section of the "Inventory of Natural and Cultural Resources" which is part of the Newberg Comprehensive Plan. This revision included the adoption of an "Economic Opportunity Analysis" (EOA) for the City of Newberg, in compliance with Oregon Statewide Planning Goal 9. The EOA looked at the long term industrial needs of the community based on the industry that was likely to locate in Newberg and what the land requirements to accommodate that growth would be.

The Development Agreement includes the request to rezone approximately 78-acres of

land that is currently designated for industrial use to a mixed-use designation. The EOA identifies three (3) parcels within the UGB that are larger than 20-acres. The proposal seeks to change the designation of two (2) of those three (3) sites. The Newberg Comprehensive Plan supports this action by identifying those parcels as being "hindered" due to close proximity to residential neighborhoods and other factors. The plan identifies only one (1) viable industrial site in excess of 20-acres as being located at the Sportsman Airpark and concludes that it is appropriate to rezone the other two (2) sites for other uses.

The proposal to rezone approximately 78-acres of industrial land to a mixed-use designation is appropriate given the information contained within the City's adopted EOA. In addition the industrial properties within the subject property were originally anticipated to be zoned and designated SD in 1988 when Ordinance 88-2225 was passed by the City, Exhibit "B" of said ordinance identified those industrial properties within the proposed Springbrook District boundary. The proposed Development Agreement collectively submitted with this application identifies approximately 32-acres of the original 78-acres to remain to allow for development of employment uses. This acreage would allow adequate opportunity for the expansion of existing employers that are currently adjacent the proposed site and is consistent with numerous Comprehensive Plan policies as identified in this report. As demonstrated above, the plan proposed Development Agreement is consistent with the long term industrial land needs of the community as identified in the Comprehensive Plan.

D. WOODED AREAS

GOAL: To retain and protect wooded areas.

POLICIES:

1. Existing wooded areas shall be encouraged to remain as open areas for wildlife habitat and limited recreational uses.

Response:

The proposed Development Agreement will allow for the development of approximately 450-acres of contiguous area within the City of Newberg pursuant to the Springbrook Master Plan (Exhibit "B"). The Master Plan has been designed with the goal of preserving existing natural resources, prominent trees and tree groves, where possible. The Applicant engaged the services of Walter H. Knapp Silviculture and Urban Forestry to conduct an analysis of the significant trees and tree groves (Exhibit "H") that currently exist on the subject property in order to determine their quality and assess their suitability for preservation. The Master Plan features approximately 63-acres which have been dedicated to parks and open space. Included in this provision of open space is the protection of several significant wooded areas of the subject property including an approximate 29-acre area that coincides with Hess Creek, and an approximate 9-acre area that coincides with Springbrook Canyon, an approximate 5-acre park identified as Tree Grove Park and an approximate 6-acre park identified as Big Tree Park.

The two riparian corridors along Hess Creek and Springbrook Canyon will provide significant wildlife habitat with passive recreational opportunities. These areas will allow for the continuation of the natural systems that currently occur on the property. These areas, when combined with the other open space areas located within the subject property, will provide for wildlife habitat as well as the recreational needs of the community. This policy is effectively implemented through the approval of the Master Plan.

2. Development in drainageways shall be limited in order to prevent erosion and protect water quality. Trees provide needed protection from erosion and should be maintained.

Response:

The proposed Map Amendments and approval of the Springbrook Master Plan will provide for the preservation and enhancement of approximately 29-acres located along the Hess Creek and 9-acres located along Springbrook Canyon. The vegetation within these areas will be retained and enhanced which will assist in the reduction of soil erosion and improve the water quality by providing a corridor that effectively buffers the area from impacts. The proposed Map Amendments would not impact the Stream Corridor Overlay that exists on the property and the proposed Springbrook Master Plan is consistent with that overlay. Therefore, this proposal provides for the protection and enhancement of the two drainage ways that are identified on the subject property and is consistent with this Comprehensive Plan policy

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES:

1. Development shall not exceed the carrying capacity of the air, water or land resource base.

Response:

The proposed Development Agreement including the Springbrook Master Plan (Exhibit "B") does not exceed the carrying capacity of the air, water or land resource base of the subject site. The Springbrook Master Plan is designed as a mixed-use development which should have a positive impact on the air resources of the community when compared with traditional subdivision development. The very nature of the layout of the land uses reduces the amount of vehicle trips and miles traveled by providing commercial, employment and recreation opportunities in close proximity to residential areas. The development also encourages the use of alternative modes of transportation such as biking and walking through the provision of pathways, bike lanes and sidewalks which in turn reduce vehicle miles traveled and reduce the pollutants that result from internal combustion engines. Furthermore the provision of open space and retention of significant tree groves located on the property assist with offsetting those pollutants that are released into the air. The proposed development will not exceed the carrying capacity of the air resource base.

The proposed development will be connected to City facilities including public water and sanitary sewer service. There will be no placement of septic systems as a result of the proposed development, the development will actually lead toward the decommissioning of existing septic systems through the extension and provision of public services within and adjacent the subject property. The reduction in reliance on septic systems will have a positive impact on the land and water resources of the area.

The proposed Master Plan will allow for the efficient development of the subject property within the density requirements of the existing zoning resulting in a development that is in scale with the current anticipated impacts to the land, air and water resource base. Furthermore the Master Plan commits to the preservation and enhancement of natural areas on the subject property along with adequate buffers between the natural world and the built environment. The proposed Development Agreement will not exceed the anticipated and reasonable carrying capacity of the air, water and land resource base and therefore conforms to this policy.

2. Water quality in the Willamette River and tributary streams shall be protected.

Response:

The subject property contains two riparian areas that are tributaries of the Willamette River, Hess Creek and Springbrook Canyon creek. The Springbrook Master Plan commits to the protection of these riparian corridors through the dedication of open space. The preservation of these areas will provide for the long term shading of the streams which will assist in improving water quality of both of creeks and the Willamette River as well.

The design of the stormwater system will assist in reducing the sedimentation of the stream corridors by providing a mechanism that allows the sediment to fall-out of the runoff prior to reaching an approved point of disposal. The proposed Development Agreement considers the effects of the interaction between the natural and urban environment and provides stormwater facilities and natural areas to assist with the protection and enhancement of the Willamette River corridor and associated tributaries. The proposed Development Agreement including the Springbrook Master Plan will assist with the protection and enhancement of the water quality in Springbrook Creek, Hess Creek and the Willamette River. This proposal conforms to this policy.

3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City may permit subsurface sewerage disposal where the system meets State and county requirements and where unique circumstances exist.

Response:

All development on the subject property will connect to the City of Newberg sanitary sewer system and pay all applicable charges and fees associated with said connections unless otherwise approved by the City. The proposal will assist with economic development within the community through extension of the sanitary sewer pursuant to the City's adopted master facility plan which will provide the opportunity for the development of adjacent properties and reduce the likelihood of the need for on-site sewer disposal systems which will have a negative impact on the land and water resources of the community. The proposal is consistent with this Comprehensive Plan policy.

4. The Newberg airshed shall be protected from excessive pollution levels resulting from urbanization.

Response:

As previously noted the proposed Development Agreement will allow for the creation of a mixed-use development which will encourage multi-modal transportation and provide opportunities to reduce the amount of vehicle trips and vehicle miles traveled by providing commercial, employment and recreation needs within close proximity to proposed residential development. The proposal will effectively protect the Newberg airshed by providing new residents the opportunity to walk and bike as well as combine their vehicle trips thereby reducing vehicle miles traveled and the associated negative impacts to the airshed. The proposal is in conformance with this Comprehensive Plan policy.

5. New industry should be located in areas which minimize impacts upon the air, water, and land resource base, as well as upon surrounding land uses.

Response:

The proposed Development Agreement provides for the expansion of existing industry and development of new employment opportunities which will be located and limited in such a manner to reduce anticipated impacts to the air, land and water resources. The

subject property currently contains approximately 78-acres of industrially zoned property (M-1 and M-2). The new proposed designation and Master Plan provide for approximately 32-acres of property designated for employment activities. "The Employment Land Use District" of the Springbrook District would control the uses that could be developed onsite. This was done specifically to ensure that the future development of the area will be compatible with adjacent residential, hospitality and commercial development. As depicted in Exhibit "B", the *Springbrook Land Use Districts*, the proposed "Employment Land Use District" is bordered on the north and east by Mountainview Drive to the south by Crestview Drive, to the west by Aspen Way and has the Burlington Northern Railroad bisecting the site into two parcels of approximately 21-acres and 12-acres. As shown the proposed "Employment Land Use District" is well buffered from adjacent uses through the location of transportation corridors and the provision of open space. The proposal conforms to this Comprehensive Plan policy.

6. The City will cooperate with State and Federal agencies which regulate environmental quality and shall adhere to the standards established by these agencies in the issuance of any permits or approvals given by the City. This policy is intended to cover discharges and emissions which may impair air, water or land quality or exceed the established standards for noise or other emissions.

Response:

The proposed development will be required to comply with all applicable Local, State and Federal regulations prior to, during and after construction of the project. The Applicant will work closely with the City of Newberg to ensure that all pertinent agencies are involved in the review of this and any subsequent land use action and that any necessary permits and/or approvals are received and complied with. The proposed development will be required to conform with this policy as development of the site occurs.

7. The threat of excessive noise will be considered when reviewing land use requests. In addition, any new commercial and industrial developments shall conform to DEQ noise pollution standards.

Response:

All development within the Springbrook District will comply with all pertinent City of Newberg, Federal and or State requirements that pertain to noise pollution standards. The specific uses allowed and precluded from the Employment area assure compliance with this policy. The plan proposed with the Development Agreement is consistent with this plan policy.

8. The City will continue to support soil conservation measures designed to prevent unnecessary losses through excavation, stripping, erosion, and sedimentation.

Response:

The design and layout of the proposed development seeks to minimize the amount of grading necessary for development consistent with this Comprehensive Plan policy. The preparation of the site for development will necessitate the approval of a 1200-C permit from the State of Oregon, this will include the utilization of construction activities that will reduce the likelihood of erosion of the site and sedimentation of adjacent waterways while continuing to support the conservation of the soil on the site. The local road layout of the site was designed to work with the existing contours of the property to minimize the amount of excavation necessary. The design of the local road system sought to minimize the need for excavation consistent with this policy. In addition, the Oregon Department of

Environmental Quality and City staff will ensure that proper erosion control measures are taken during development of the site consistent with this policy.

9. The City will seek abatement of the aesthetic degradation of the environment resulting from blighted neighborhoods, indiscriminate waste disposal, offensive outdoor storage.

Response:

The proposed Map Amendments and the associated Master Plan would provide for development of a significant area within the community of Newberg with a unified vision. Included in this vision is the provision of high quality residential neighborhoods, open space and protection of natural resources. The Master Plan would preclude the employment and commercial areas from having outdoor storage areas and provide design standards that will ensure that the areas do not result in the development of blighted neighborhoods. Waste disposal will be accomplished in accordance with Local, State and Federal regulations as required by the City of Newberg. Approval of the Development Agreement will assure that the subject area will develop pursuant to the Springbrook Master Plan consistent with this Comprehensive Plan policy.

11. The City will continue to encourage and support the three R's of recycling (re-use, reduction and recycling).

Response:

The proposed development of the property will include provisions for recycling service to be accommodated. As noted above the design and layout of the subject property will provide the opportunity to reduce the amount of vehicle trips and encourage walking and biking consistent with this policy. The proposal conforms to this policy.

F. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

GOAL: To protect life and property from natural disasters and hazards.

POLICIES:

3. In other areas of potential or existing hazards, development shall be subject to special conditions. Reasonable development may be permitted in these areas when it can be shown, based on sound engineering and planning criteria, that adverse impacts can be mitigated and kept to a minimum. Hazardous areas shall be considered to be lands with slopes 20% or greater, potential and existing slide areas, fault areas, and areas with severe soil limitations.

Response:

The applicant commissioned a *Report of Initial Geotechnical Engineering Analysis* (Exhibit "I") to explore the subsurface soil and groundwater conditions on the subject property. The report was completed by a certified Geologist and a Geotechnical Engineer who provided the foundation for geotechnical design recommendations for preliminary site development. The team completed a geologic assessment of the subject property in accordance with the recommendations outlined in the Newberg Comprehensive Plan Section 2 (F). The report identifies soils that could present an erosion hazard during site grading and construction, these soils are depicted in *Figure 4* of Exhibit "I".

The vast majority of the site contains slopes that are less than or equal to twenty percent (20%), which is not considered a "significant" slope hazard conditions. The slopes located in sections of Hess Creek and Springbrook Canyon and on the hills located north of Aspen Way and Springbrook Road have some areas that exceed twenty percent (20%), and in some areas are greater than fifty percent (50%) as can be seen in *Figure 5* of Exhibit "I".

There are no mapped landslide hazard areas identified on the subject property within the proposed development area according to a literature review conducted. Field reconnaissance identified several areas of isolated slope instability depicted in *Figure 2* of Exhibit "I". These areas are confined to the Hess Creek and Springbrook Canyon drainage basins and are likely to have resulted from a combination of steep slopes, high groundwater and erosion at the toes of slopes from the corresponding streams.

The Report of Initial Geotechnical Engineering Analysis concluded that development of the property as proposed is feasible provided the recommendations within the report are incorporated into the design and construction of the site. The steepest areas of the subject property are those adjacent the creek corridors which are to be preserved as open space. Other steep areas of the site located northeast of Aspen Way and the northern portions of the subject property adjacent Hess Creek are designated for large lot development. The proposed development of large lots in these areas along with proposed street alignments that follow existing contours allows for minimal disturbance to the area which reduces the likelihood of landslides, it also provides for the maximum utilization of residential lands located within the UGB.

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.

POLICIES:

- 1. Open Space & Natural Resources Policies
 - a. While the Land Use Inventory has shown that an ample amount of open space currently exists within the Urban Growth Boundary, the City shall insure that, as development continues, adequate land shall be retained in permanent open space use.

Response:

The proposed development plan provides 63-acres of open space, approximately 13 percent of the subject property. Two natural areas are preserved that coincide with Springbrook Canyon and Hess Creek. These areas coincide within the Stream Corridor Overlay Zone. A variety of parks and open space are integrated throughout the site and are provided within half of a mile of point on the entire site. The vast majority of the residential areas have open space provided within a quarter of a mile of the site. Only those areas designated for custom and large lots are not located within a quarter of a mile of opens space, which is logical due to the fact that those sites will have large lots and adequate private open space to provide for the residents that will live there. This proposal supplies adequate park land and open space consistent with the guidelines and standards contained within the Comprehensive Plan which are were developed consistent with those standards identified by the National Recreation and Park Association consistent with this policy.

b. In selecting areas to be maintained as open space, parcels shall be of adequate size and possess desirable natural and locational qualities. Cost and ease of acquisition shall also be important considerations.

Response:

All of the proposed open space and park land within the master planned boundary will be privately owned and maintained to ensure consistency in design with the surrounding development; however the public will be provided access to these areas. As a result the community will be afforded open space and park opportunities without acquiring and developing the areas. Hess Creek and Springbrook Canyon will provide approximately 29-acres and 9-acres respectively of open space for passive recreation and scenic enjoyment. These areas were selected to be preserved as open space to ensure protection of the natural environment.

The applicant is also proposing to establish several parks throughout the district including three (3) pocket parks and five Active parks that will serve as neighborhood parks. Many of the Active parks proposed for creation contain trees that were identified as being desirable for retention, "Tree Grove Park" and "Big Tree Park" located within and adjacent the "Village" area are good examples of these areas. The applicant is proposing to develop a "Village Green" within the "Village" Land Use District and two passive recreation parks flanking the Hess Creek corridor on the east and west as Active parks as well. The proposal conforms to this Comprehensive Plan policy.

d. The dedication of easements for public drainageways and stream corridors should be encouraged when properties are either developed or redeveloped. Developed densities that would normally be allocated to portions of the property within delineated stream corridors may be transferred to adjoining areas up to a maximum increase of 20 percent.

Response:

The Applicant is not proposing to transfer density on the subject property. The Applicant shall comply with any reasonable requirements regarding easement dedication the City may require. The proposal is consistent with this plan policy.

e. The floodplains and natural drainageway areas in Newberg should be preserved with a largely open character to provide a basic open space framework for the community. The capacities of these areas shall be maintained to provide a natural storm water and natural drainage system, as well as to continue to provide a natural habitat for local fish and wildlife. Natural drainageways should be kept in open space uses. Bicycle and pedestrian pathways might be included in these areas. Care should be taken to minimize disturbances in these often erosive and steep areas. All uses should be compatible with the specific sites.

Response:

The Development Agreement allows for the development of the subject property pursuant to the Springbrook Master Plan (Exhibit "B"). The Master Plan commits to the retention of the areas adjacent to Springbrook Canyon and Hess Creek as open space (see the *Park & Pedestrian Circulation Plan* included in Exhibit "B"). Those areas will be left in a natural state with limited impacts resulting from access provided via a proposed trail system, water quality facilities and street crossings. The Applicant is proposing minimal disturbances to the Hess Creek corridor via two proposed road crossings, trail access, improvements to existing street crossings and the development of water quality swales. The Applicant is proposing minimal disturbances to the Springbrook Canyon corridor via a proposed road crossing, trail access and the development of water quality swales.

The crossings are necessary in order to provide for connectivity of the local transportation system and to provide adequate access for emergency service vehicles. These crossings will be designed to minimize impacts to the riparian area and will utilize construction designs and methods consistent with all applicable standards and regulations as required by the Oregon Department of Fish and Wildlife, Oregon Department of State Lands and the US Army Corps of Engineers. The trails will be designed and constructed in order to minimize any likely impacts to the riparian corridors. The proposed water quality swales will be designed and constructed in order to minimize any impacts to the riparian corridors. The water quality swales will assist in treating the stormwater runoff from the subject development ensuring minimal impact to the natural system as a result of the proposed development.

In order to mitigate for any impacts as may be required, the Applicant will enhance the riparian corridors through the removal of invasive species and planting of natives species that will improve the fish habitat on site and downstream as well. The Master Plan proposed with the Development Agreement conforms to this Comprehensive Plan policy.

2. Scenic Resources Policies

a. The City shall take steps to maintain and improve the visual quality of the City.

Response:

The proposed Development Agreement will allow for the approval of the Springbrook Master Plan (Exhibit "B") which will guide the development of approximately 450-acres that will be developed under one unified vision. Through the development and enhancement of open space, parks, gateway treatments and landscaped streetscapes, the plan will improve the visual quality of this area currently characterized mainly by large agriculture tracts while providing for the preservation and enhancement of natural areas. The approval of the proposed Development Agreement will allow for the development of the subject property pursuant to the Springbrook Master Plan which will assist in maintaining and improving the visual quality of the community consistent with this plan policy.

b. The City will encourage the identification of scenic drives, sites and viewpoints.

Response:

The proposed Development Agreement will allow for the development of the subject property pursuant to the Springbrook Master Plan. The design of the site has been created with the intent to provide for aesthetically pleasing streetscapes, well-designed public gathering spaces and open spaces. The location of these focal points takes advantage of scenic views or natural amenities where possible. Therefore, the plan proposed with the Development Agreement is consistent with this plan policy.

3. Historic Resource Policies

a. The continued preservation of Newberg's designated historic sites and structures shall be encouraged.

Response:

There are no identified Goal 5 historic sites or structures on the subject property nor are there any resources designated on the National Historic Register. However, it is very important to the applicant and the Austin Family that the property's historic significance is respected. As a result, the family and the team have researched the history of the Springbrook community and are working to reflect the site's history into the design of the

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

c. The City will encourage the establishment of a museum for the housing of historic artifacts, the sponsorship of touring exhibits, seminars and oral history, archival research, etc.

Response:

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

d. The City will encourage the re-use of historic structures such as the establishment of bed and breakfast operations, specialty shops, restaurants and professional offices.

Response:

As previously noted, the Applicant intends to rehabilitate the Springbrook School and incorporate the building into the design of the Village. The retention and rehabilitation of the Springbrook School would be consistent with this plan policy.

e. The City will encourage identification and/or preservation of significant historic landmarks, archaeological or architectural sites which meet criteria established by the City.

Response:

City staff inventoried the historic resources of the community originally in 1985 and subsequently updated that inventory in 1990. During this process the staff identified numerous individual historic resources as well as four potential areas for designation as historic districts. One of the areas identified was the Springbrook Area due to the presence of the early fruit industry in the area. This concentration area was removed from consideration due to the demolition of two of the four structures which had originally been inventoried. The Springbrook Friends Church was demolished in 1988 and the Springbrook Cannery was demolished in 1990. The Springbrook School still remains in the City of Newberg Historic Resource Inventory as a "Non-designated Primary Resource". The City has inventoried the subject property and identified the Springbrook School as "Primary" contributing resource in the community. In the City of Newberg

designation of local landmarks is at the discretion of the property owner. The subject property has been inventoried and sites have been identified consistent with this plan policy. As previously noted, the Applicant intends to rehabilitate the Springbrook School and incorporate the building into the design of the Village. The retention and rehabilitation of the Springbrook School would be consistent with this plan policy.

4. Recreation Policies

- d. High priority shall be given to recreational facilities and services designed to:
 - -Meet recreational needs requirements for higher density areas.
 - -Provide recreational opportunities for persons of limited mobility and finances.
 - -Minimize the adverse impact on the environment.
 - -Meet recreational needs of the area's citizens and visitors.

Response:

The Master Plan proposed with the Development Agreement for the subject property conforms to this policy of the Comprehensive Plan by providing a variety of parks and open spaces which are integrated throughout the site and are provided within a half of a mile of any point on the entire site. The vast majority of the residential areas, including the condominium and townhouse developments, have open space provided within a quarter of a mile. The Active and Multi-Use Parks will be handicap accessible and coupled with the proposed sidewalk system and central location will provide access to recreation areas for people of limited mobility. The parks will be maintained by a homeowners association; however there will be no fees associated with using the parks which allows them to be accessible to persons of limited finances. The proposed open space and parks are adequate in size and meet the recreational needs of the residents and employees that will live and work within the property. The plan proposed with the Development Agreement conforms to this policy through the provision of recreation facilities and services that cater to the needs of the residents and visitors, while minimizing impacts to the environment.

e. Recreational facilities shall be located throughout the planning area in order to minimize distances between residential areas and recreational opportunities.

Response:

The proposed Development Agreement allows for the development of the subject property pursuant to the Springbrook Master Plan which provides strategically located parks and open space opportunities within walking distance of all points on the site. Parks and open spaces of adequate size are situated with a half of a mile of any area within the proposed Springbrook District which is consistent with the park siting standards contained within the Chehalem Parks and Recreation District Park Plan and the goals and policies contained within the Comprehensive Plan. The plan proposed with the Development Agreement conforms to this policy through the strategic siting of recreation facilities dispersed throughout the proposed development.

f. The continued multiple use of public facilities for recreational and other purposes shall be encouraged. In particular, schools and parks shall be located on adjacent sites wherever possible.

Response:

There are no schools proposed for development within the proposed Springbrook District. Several schools exist south of Crestview Drive in a developed area; therefore, precluding

the siting of additional parks. In addition, George Fox plans to add ball fields on the south side of Joan Austin Elementary. The Applicant is proposing to locate parks and open space throughout the site and specifically in close proximity to the "Village" and "Hospitality" areas which will provide opportunities for these open space areas to be utilized as public gathering spaces. The plan proposed with the Development Agreement conforms to this Comprehensive Plan policy.

g. Recreational standards for the planning area shall be as follows. These standards shall be considered as desirable guidelines to be achieved whenever possible.

Table 5 – Park Area Standards			
Classification	Level of Service (Acres/1000 People)	Service Size Range	Area
Neighborhood Parks	2.5	Free standing: 10 acres Adjacent to elementary school: 2-5 acres with the school supplying about 6 acres of playground Free standing: 10-25 acres	¹⁄₄ - ¹∕₂ Mile
Community Parks	5.0-8.0	Adjacent to junior or senior high school: 8-15 acres with school supplying about 12 acres.	Not more than 1-1/2 miles
City Wide			Entire City
Parks	N.A.	25 acre minimum	
Regional Parks	N.A.	180 to 200 acres	Park service area

Response:

The *Parks & Recreation Map* included in Exhibit "B" demonstrates that the proposed Parks Plan is consistent with this Comprehensive Plan policy. All points within the property are located within a half of a mile of a park or significant open space. The applicant is providing for ten (10) park and open space areas which are divided into three (3) specific types of parks within the development; Passive Parks, Active Parks and Multi-Purpose Parks. Both the Active parks and Multi-Purpose parks will be developed with traditional park amenities such as playgrounds, benches and active recreation areas. The Passive Parks will be left in more of a natural state and will serve to provide community members a link to the natural world.

The Passive Parks provided within the development include; Tree Grove Park which is approximately 5.4-acres and is situated between the "Hospitality", "Village" and "Employment Land Use Districts"; and Hess Creek Park which is approximately 28.8-acres; Springbrook Canyon Park which is approximately 8.5-acres.

The Active parks provided within the development include; Central Park 1 which is approximately 6.3-acres and is located east of Hess Creek Park; Central Park 2 which is approximately 1.8-acres and is located west of Hess Creek Park; Neighborhood Park 1 which is approximately 3.6-acres and is located north of Joan Austin Elementary School; Neighborhood Park 2 which is approximately half-acre and is located north of the intersection of Mountainview Drive and Herman Street; and Neighborhood Park 3 which is approximately half-acre and is located north of the intersection of Libra Street and

Crestview Drive.

The Multi-Purpose Parks provided within the development include; Big Tree Park which is approximately 5.5-acres and is located east of the Village Center; and Village Green Park which is approximately 1.7-acres and is located west of the Village.

The Hess Creek park, Central Park 1 and Central Park 2 are all contiguous to one-another and collectively comprise approximately 37-acres of Active and Passive park land. This area would qualify as a "City Wide Park" or a "Community Park" as described by the Comprehensive Plan. Likewise, Springbrook Canyon and Big Tree Park are contiguous to one another and collectively comprise approximately 14-acres of Passive park land. This area would qualify as a "City Wide Park" as described by the Comprehensive Plan.

The development will provide for approximately 1,265 dwelling units which will accommodate approximately 3,491 people (2.76 people/dwelling multiplied by 1,265 dwellings). According to the guidelines contained in the City's Comprehensive Plan the development should provide for approximately 9-acres of Neighborhood parks. The proposal provides for approximately 12.7-acres of Active (neighborhood) parks thereby exceeding the guideline above. The Master Plan proposes the approximately 62.6-acres of Park land including the creation of a 37-acre area and 14-acre area that will serve a greater need for the entire community and is; therefore, consistent with this Comprehensive Plan policy.

h. Public and private recreational development will be encouraged on sites suitable for the purposes.

Response:

All of the proposed open space and park land within the master planned boundary will be privately owned and maintained to ensure consistency in design with the surrounding development, however the public will be provided access to these areas, as result the community will be afforded open space and park opportunities without the need to bare the burden of acquiring and developing the areas. The proposed location of open space areas is suitable due to the fact that it coincides with location of significant resources located on-site. Developed parks were strategically located throughout the site to ensure that recreational opportunities existed within a half mile of all new homes. The proposed location of open space and developed parks within the development is consistent with this Comprehensive Plan policy as the location and size are suitable for their intended purposes.

m. The City will encourage the development of greenways or trails connecting the Riverfront to other open spaces and/or parks in the Newberg areas

Response:

The development proposes the construction of pedestrian walkways, sidewalks and trails to provide for pedestrian connections between all of the parks and open space and destination points proposed within and outside the development. This network of pathways connects to the existing pedestrian system adjacent to the property and ensures that pedestrians will be able to access other destination points within the City of Newberg, including the Riverfront. The plan proposed within the Development Agreement conforms to this Comprehensive Plan policy.

5. Willamette River greenway Policies

a. Newberg will encourage the protection, conservation, enhancement and maintenance of the Willamette River Greenway.

Response:

Approval of the proposed Amendments and the proposed Springbrook Master Plan will provide a mechanism to assist with the protection, conservation and enhancement of the Willamette River Greenway. Hess Creek and Springbrook Creek are both tributaries of the Willamette River. The proposed Master Plan preserves these significant areas in their natural state provides for the restoration and enhancement of these corridors. These areas will be enhanced through the removal of invasive species and the planting of native species which will provide habitat for wildlife and contribute to the development of natural corridors that eventually connect in with the Willamette River. The proposed conservation and improvement activities on the subject property will also assist in improving the habitat of the Willamette River through the maintenance of the on-site water quality and preservation. The plan proposed within the Development Agreement is consistent with this policy.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

- 1. General Policies
 - b. The City shall encourage economic expansion consistent with local needs.

Response:

The proposed Master Plan provides for approximately 32-acres of property designated as an "Employment Land Use District". This area is designed to allow for the expansion of A-dec as well as provide for the development of office related uses providing economic opportunities consistent with this Comprehensive Plan policy. The Master Plan also proposes the development of approximately 39-acres as a "Hospitality Land Use District". This area will contain an inn, restaurant and spa that will provide accommodations for residents and visitors to Yamhill Valley and its attractions. It will serve as a destination to strengthen the local tourism industry which is consistent with the goals of the Comprehensive Plan. The proposed "Village Land Use District" comprised of approximately 39-acres is designed to compliment the Hospitality area and strengthen the draw of this area while meeting the needs of the immediate community. Therefore, the plan proposed with the Development Agreement conforms to this policy by providing opportunities for existing business to expand, new business to locate and by supplementing an existing tourism industry within the region.

c. The City will encourage the creation of a diversified employment base, the strengthening of trade centers, and the attraction of both capital and labor intensive enterprises.

Response:

The development proposed in the Master Plan will assist the community in meeting this policy of the Comprehensive Plan. The proposed development will allow for the expansion of Newberg's biggest employer (A-dec) into the area located east of their current operations, which contains the "Employment Land Use District" designation. Another area with this designation is located south of the A-dec expansion area and will provide for professional office development. The overall design of the Springbrook Master Plan will assist the community in attracting new employers by providing a well-designed area within the City of Newberg that will provide for their housing, recreational and employment needs.

The proposed Master Plan will also assist with strengthening Newberg's existing trade centers. The Comprehensive Plan identifies manufacturing, medical services and the wine/tourist industry as being among the community's strongest trade sector clusters. The proposed Master Plan and Amendments provide the opportunity for the expansion of Newberg's largest manufacturer and also provides for space for new office space that could support the medical service industry. The Village and Hospitality areas will support the expansion of the local wine/tourist industry through the provision of a destination area that will compliment the wine and tourism industry and assist in reinforcing Newberg's position as an integral part of Oregon's Wine Country. The proposed Amendments and Master Plan assist in strengthening the targeted trade centers and provide opportunities for new and existing enterprises and; therefore, are consistent with this Comprehensive Plan policy.

d. Newberg will encourage the development of industries which represent the most efficient use of existing resources including land, air, water, energy and labor.

Response:

The proposed Development Agreement will allow for the development of the subject property in a manner that minimizes the impact to the air, water and land resources through the protection and enhancement of natural areas as well as the design and layout of area that provides for reduced vehicle trips and encourages alternative transportation modes. The "Employment Land Use District" will benefit from these designs by providing the opportunity for employees to live in close proximity to work and goods and services which will result in efficient development and a reduction in energy consumption. The very nature of the proposed development will assist the community is attracting clean industry through the provision of an attractive and progressive development consistent with this Comprehensive Plan policy.

e. Economic expansion shall not exceed the carrying capacity of the air, water or land resource quality of the planning area.

Response:

As noted earlier, the proposed Development Agreement provides for the development of the site consistent with this Comprehensive Plan policy. The proposed Amendments will provide for industrial/office development within the subject area that is compatible with the adjacent residential and commercial uses. The design and layout of the Master Plan provides for the conservation and enhancement of sensitive environmental areas like Springbrook Canyon and Hess Creek. The proposed Master Plan will provide for the retention and expansion of A-dec, which is Newberg's largest employer. The plan proposed with the Development Agreement is; therefore, consistent with this policy as detailed within this narrative.

g. The City shall encourage business and industry to locate within the Newberg City limits.

Response:

The proposed development area is situated entirely within the City limits of Newberg. The development of the site is consistent with this Comprehensive Plan policy. The development of the subject property will assist the community in achieving this directive by providing attractive sites for future commercial and office uses within the City limits and through infrastructure improvements that will provide excess capacity to allow for development of other areas of the City. The proposed Development Agreement conforms

to this policy by providing opportunities for development within and adjacent the subject property.

h. Yamhill County history, products and activities should be promoted.

Response:

The proposed Development Agreement conforms to this Comprehensive Plan policy. The Applicant intends to retain and rehabilitate the Springbrook School building, if feasible, in conjunction with the revitalization and redevelopment of the Springbrook area which played an important role in the history of the community. The proposed development will highlight that historical aspect of the area and preserve the cultural heritage of the community for future generations.

The proposed development will enhance the local wine, agriculture and tourism industry in Yamhill County through the provision of a luxury inn, spa and restaurant. The Austin Family envisions this part of the development as an opportunity to celebrate the agricultural products of Yamhill County by serving local foods and wines at the restaurant, using spa products made out of local ingredients and hosting community functions supporting these industries. Retail opportunities within the Village may also provide opportunities to feature or promote local products at restaurants, cafes or farmer markets. The proposed Development Agreement is consistent with this policy by assisting with the preservation of local history and providing a forum to assist with promoting the products and activities of the region.

i. The City shall encourage tourist-related activities and services such as motor inns, restaurants, parks and recreation facilities, a visitor center, conference and seminar activities.

Response:

The proposed development of the subject property provides for the development of tourist related activities. The Applicant is proposing to develop a luxury inn on the hillside looking down over a revived Springbrook Village. The inn would provide high quality accommodations, a spa, meeting facilities and fine dinning for local residents or people visiting Newberg and its many surrounding wine, agricultural and tourist destinations. The Village would provide an opportunity for tourist and residents to gather, shop, dine and provide for retail sales that support local business owners. The proposal is consistent with this Comprehensive Plan policy because it will assist in promoting regional industry through the provision of meeting facilities, restaurants, spa, luxury accommodations and retail opportunities.

k. The City shall promote Newberg as a tourist destination location.

Response:

The plan proposed in the Development Agreement will assist the community in promoting Newberg as a tourist destination through the provision of high quality accommodations, a spa, meeting facilities and fine dinning. Coupled with the revived Springbrook Village, this area will be a destination for local residents, as well as visitors to the region. The plan proposed in the development conforms to this Comprehensive Plan policy by providing facilities that will assist the community in implementing this policy.

l. The City shall promote the expansion of local viticulture and wine production as a method for increasing tourism.

Response:

The proposed development will enhance the local viticulture and wine industry through the provision of a luxury inn, spa and restaurant and the revitalization of the historic Springbrook Village. The Austin Family envisions this part of the development as an opportunity to celebrate the viticulture and wine industry of the region by serving local wines at the restaurant in the inn, but possibly also at any restaurants or celebrations in the Village. Therefore, the proposed development is consistent with this Comprehensive Plan policy.

2. Industrial Areas Policies

d. The city shall reserve land for industrial development prior to demand and attract new industries in accordance with future community needs.

Response:

The proposed Amendments will result in the reduction of the industrial land inventory within the City of Newberg by approximately 46-acres. The *Economy* section of the Comprehensive Plan does not identify the area that is currently zoned industrial as desirable for industrial development. It instead identifies other areas of the community for future industrial expansion, such as the airport area. The Comprehensive Plan identifies a strategy of adding additional acreage into the UGB and rezoning existing property to Industrial to provide for future needs of the community. The Comprehensive Plan does not identify this area for retention of industrial uses. It instead states that the property would be better utilized in a manner consistent with the proposed Master Plan. The current industrial zoned portions of the subject property's location adjacent residential development and distance from major transportation corridors limits its ability to provide for the industrial needs of the community and; therefore, is appropriate for redesignation as the Springbrook District. Therefore, the proposed Comprehensive Plan and Zoning Map Amendments are consistent with this policy as the subject property is not identified for retention and is further identified as suitable for rezoning within the Comprehensive Plan.

f. Concerted community efforts should be made to see that industrial development expands outward from existing areas rather than occurring in haphazard patterns.

Response:

The proposed Amendments and Master Plan will allow for the expansion of A-dec currently adjacent the subject property. It also allows for office development compatible with adjacent residential development. Limiting the primary employment generating areas as described herein is consistent with this policy because it allows for future industrial development to occur outward from other existing areas, thus minimizing their impact on existing development. This proposed Amendments and Master Plan are consistent with this Comprehensive Plan policy.

3. Commercial Areas Policies

a. The City shall encourage the retention of the downtown core as a shopping, service and financial center for the Newberg area. New commercial developments shall be encouraged to locate there.

Response:

The proposed Amendments and Springbrook Master Plan conform to this policy. The Applicant is not proposing to create a retail core area designed to compete with the

downtown. The goal of the development is to provide for limited retail and commercial uses that will meet the needs of the immediate area and compliment the commercial core area downtown. Furthermore, the proposed inn, restaurant and spa are a unique use that is not appropriate for the more urban environment that exists downtown. The provision of high-end overnight facilities not currently offered will assist the local business community in capturing additional revenue from the tourist industry by providing the ability for visitors to stay overnight and patronize restaurants and local retail. The applicant is optimistic of the prospect of the development of a rail or trolley connection between the "Village Center" and the waterfront and downtown districts of the community.

The provision of strategically located commercial development within the community is supported by the Comprehensive Plan. The City's EOA states that, "smaller neighborhood commercial centers should be scattered throughout the community to provide goods and services near where people live and reduce the need to drive into the central area for basic needs." The EOA also identifies the wine/tourist industry as a target industry for the community and region, noting that between 1991 and 2003 that tourist spending has more than doubled. These statements in the City's Comprehensive Plan directly support the proposed commercial and hospitality uses of the subject property.

The proposed Amendments and Springbrook Master Plan will enhance, not detract from the downtown commercial core and therefore conform to this Comprehensive Plan policy.

b. Adequate neighborhood commercial areas will be provided to serve localized needs.

Response:

The proposed Amendments and Master Plan will provide for the location of a "Neighborhood Commercial Land Use District" area located at College Street and Mountainview Drive. This area will allow for the development of neighborhood oriented service uses that will provide for the needs of the immediate area consistent with the City of Newberg's Comprehensive Plan and adopted EOA. Limited retail will be permitted in the "Village" and "Employment Land Use Districts" which will provide for neighborhood commercial needs in those areas. Therefore, the proposed Amendments and Master Plan provide small-scale commercial areas in order to meet the needs of the immediate area as supported by this Comprehensive Plan policy.

c. Commercial development will be encouraged to be clustered and to develop off-street parking facilities in conjunction with other nearby developments.

Response:

The proposed Amendments will allow for the development of the subject property consistent with the Springbrook Master Plan. A portion of the Master Plan identifies the development of the "Village Land Use District" in the southwest quadrant of the subject property. As proposed this area will allow for flexibility in the off-street parking requirements to be able to provide adaptability in the design and location of these facilities to ensure that adequate parking is provided and valuable commercial area is used efficiently. The Applicant will complete parking studies with each phase of development which will assess the parking necessary to support the uses proposed. Therefore, the Amendments and Master Plan are in compliance with this Comprehensive Plan policy.

d. To maintain the integrity and function of the highway system, new commercial development shall be discouraged along the route of any limited access highway.

Response:

The proposed Amendments and Master Plan conform to this policy. Oregon Highway 219 (College Street) bounds the subject property on the west between Mountainview Drive and Crestview Drive. Highway 219, classified as a District Highway, is the only route classified by the Oregon Department of Transportation. Therefore, the proposed plan is consistent with this policy.

I. HOUSING

GOAL: To provide for a 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.

1. Density Policies

a. Density rather than housing type shall be the most important development criteria and shall be used to classify different types of residential areas on the plan.

Response:

The proposed Amendments and Master Plan will allow for the development of the subject site with different housing types and densities. The Master Plan proposes the area be developed according to proposed "Land Use Districts", within this framework the Master Plan (Exhibit "B") proposes maximum allowed densities for each "Land Use District" that allows for residential development. The density standards were based on those densities identified in the Newberg Comprehensive Plan to ensure consistency with other development in the community. The proposed Amendments and Master Plan are consistent with this Comprehensive Plan policy.

b. Density classifications shall be as follows:

Table 6 – Density Calculations			
Units Per Classification	Gross Acre (Includes 25% for streets)		
Urban Low Density	4.4		
Urban Medium Density	4.4 - 8.8		
Urban High Density	8.8 - 21.8		

Response:

As previously noted above, the Amendments and Master Plan will allow for the development of the property pursuant to specified "Land Use Districts". These districts provide maximum allowed dwelling unit densities consistent with the figures contained within the table above and are in compliance with this Comprehensive Plan policy. The Master Plan (Exhibit "B") provides for the development of the subject property within the identified density ranges of the community which assures that the development of the district will be efficient and compatible with existing and planned development, as such this proposal is consistent with this policy.

2. Location Policies

a. Medium and high density areas should be located for immediate access to collector streets or minor arterials and should not cause traffic to move through low density areas. High density areas should be easily accessible to arterial streets. They should also be located near commercial services and public open spaces.

Response:

The proposed Amendments and Master Plan will allow for the development of the property consistent with this Comprehensive Plan policy. Based on the density calculation set forth in the Comprehensive Plan (see Table 6 on previous page), the Applicant is proposing to develop two areas within the proposed district as medium and/or high density residential developments.

The first area is located south of Mountainview Drive, east of Joan Austin Elementary School. This area, the "Mid-Rise Residential Land Use District" is proposed to be approximately 12.4-acres in size. The Applicant intends to develop this area with a maximum of 180 dwelling units for a density of approximately 15 dwelling units per acre. This Land Use District would be classified as "Urban High Density" by the Comprehensive Plan and would require direct access on to an arterial. This development will have direct access on to Mountainview Drive which is classified as a Minor Arterial in the Newberg Transportation System Plan. The proposed development is located directly adjacent to a commercial area and within close proximity to proposed open space along Hess Creek and the George Fox Athletic Facilities.

The second area is the proposed "Village Land Use District" located in the southeast quadrant of the subject property. This area is proposed to allow for the development of condominiums and townhouses. This development will have direct access on to Mountainview Drive which is classified as a Minor Arterial in the Newberg Transportation System Plan. The proposed development is located within a quarter of a mile of two proposed parks and located directly adjacent to the Village Green and the Village commercial area.

Therefore, the proposed residential areas in the Master Plan are consistent with this policy.

3. Mix Policies

a. The City will encourage innovative approaches to solving the problem of meeting low income housing needs. Such approaches may include, but are not limited to the following: rent subsidies, federally funded development under HUD programs, state and regional housing programs.

Response:

The proposed development provides for a variety of high quality residential neighborhoods located throughout the site, for a total of approximately 1,300 homes, townhouses and condominiums. A mid-rise residential development is anticipated across from Joan Austin Elementary School, just south of Mountainview Drive. A mixture of townhouses and condominiums are anticipated for the area around the Village Center. These attached residential types also provide unique opportunities for families downsizing from larger homes and for families and individuals seeking first-time home buying opportunities. These vibrant areas are anticipated to provide more affordable housing opportunities on the subject site.

The Applicant has strategically located open space and recreation opportunities within close proximity to ensure a high quality of life for residents in these higher density areas. The proposed development is consistent with this policy by providing residential housing options that meet the community's needs.

b. Low and moderate income housing should not be concentrated within particular areas of the City.

Response:

The proposed Amendments and Springbrook Master Plan allow for the development of the site consistent with this policy. The proposed Master Plan strategically locates the denser housing options in close proximity to open space and commercial services in two separate areas of the development. They will be near higher income areas resulting in the creation of a variety of residential neighborhoods meeting a broad range of incomes.

Therefore, this plan is consistent with this Comprehensive Plan policy.

e. Manufactured homes shall be permitted in the following locations: 1) mobile home parks, 2) mobile home subdivisions, and 3) individual lots within all residential districts when units meet manufactured home standards. Manufactured dwellings shall be allowed in mobile home parks and mobile home subdivisions when units meet the provisions of the Zoning Ordinance.

Response:

The proposed Amendments as well as the Springbrook Master Plan conform to this Comprehensive Plan policy. The ability to site manufactured homes within those areas designated for residential development is permitted through the implementation of the Springbrook Master Plan and associated Amendments. The current Newberg Development Code precludes the siting of manufactured homes in the Springbrook District, as such it is appropriate to amend the existing text to ensure that the Newberg Development Code conforms with the Comprehensive Plan as well as State Law.

h. To reduce distances between land uses, a mixture of all compatible uses will be encouraged. As such, convenience commercial areas may be located within residential districts provided they meet special development standards.

Response:

The Applicant is proposing to redesignate the Comprehensive Plan and Zoning Map designations for the subject property to Springbrook District, a mixed-use district within the Comprehensive Plan. The subject property is proposed to be developed pursuant to the Springbrook Master Plan (Exhibit "B") in a manner consistent with this policy. The design and layout of the uses within the proposed Springbrook District are strategically laid out to reduce the distances between homes, parks and commercial services. Therefore, the proposed plan is consistent with this policy.

j. The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.

Response:

The Applicant is proposing the development of the property with several different housing types including townhomes, condominiums, and a range of home sizes on variably sized detached lots. The proposed Amendments and Master Plan would allow for the development of the subject property consistent with this Comprehensive Plan policy.

l. The City shall encourage residential occupancy of upper floors within multi-story commercial buildings.

Response: The Applicant will be providing the opportunity for vertical mixed-use within the subject

property consistent with this policy. Within the "Village Land Use Districts" it will be possible to develop buildings that have retail or offices uses on the first floor and residential uses provided above. The proposed Amendments and Master Plan would allow for the development of the subject property consistent with this Comprehensive Plan policy.

m. Within the urban area, land use policies will attempt to provide a broad range of residential uses and encourage innovative development techniques.

Response:

The proposed plan will allow for the development of the subject property consistent with this policy because it is designed to provide for a mixture of housing types and densities. As previously mentioned the Master Plan will allow for the development of approximately 1,300 residential units dispersed throughout the site. The residential types will provide for single-family attached and detached housing types. The utilization of a Master Plan is one example of an innovative technique to provide for the unified development of larger areas designed to meet the residential needs of the community including the provision of parks, open spaces, commercial and employment opportunities. Therefore, the proposed development of the subject property conforms to this policy.

J. URBAN DESIGN

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

POLICIES:

- 1. General Policies
 - a. Design review should be performed at the staff level.

Response:

The Applicant is proposing Design Review for development of the property as detailed in the Springbrook Master Plan (Exhibit "B"). The Applicant is proposing that subsequent design review applications be completed administratively consistent with this Comprehensive Plan policy.

b. Design review should be provided for all new developments more intensive than duplex residential use.

Response:

The Applicant is proposing through the Springbrook Master Plan (Exhibit "B") that all new development within the Springbrook District be required to meet Design Review standards. The Applicant will have a private design review process through Springbrook Properties in addition to City review. This second layer of review will ensure that the architecture of new development is high-quality and compatible with other development within the subject property and is consistent with the vision of the Austin family. This additional review process is not intended to replace or sidestep the City's design review procedures, it is intended to supplement that process and ensure that all development within the Springbrook District is attractive and high quality as determined by the applicant. The private and public design review processes will support one-another and ensure that all development within the Springbrook District is an attractive asset to the community, as such the proposed Amendments and Master Plan are consistent with this Comprehensive Plan policy.

c. Non-residential uses abutting residential areas should be subject to special development standards in terms of setbacks, landscaping, sign regulations, building heights and designs.

Response:

The Applicant is proposing specific development standards within the "Hospitality", "Neighborhood Commercial", "Employment" and "Village" Land Use Districts to ensure that non-residential uses are adequately designed to be compatible with adjacent residential uses. These standards are set forth in the Springbrook Master Plan (Exhibit "B") as part of this collective land use application. The proposed development standards that will govern setbacks and landscape requirements along with the allowed uses in the zone conform to this Comprehensive Plan policy.

d. The city should impose a design overlay zone on those areas adjacent to major and minor arterial streets.

Response:

The approval of the Springbrook Master Plan is in essence a design review overlay that will ensure that uses that develop within the boundaries of the Springbrook District are attractive and compatible with adjacent uses. The Master Plan will guide the development of the subject property and ensure internal design consistency within the development. Therefore, the proposal is consistent with this Comprehensive Plan policy.

e. Development should respect the natural ground cover of their sites to the extent possible and plans should be made to preserve existing mature, non-hazardous trees in healthy condition.

Response:

The Applicant engaged the services of Walter H. Knapp who is a certified arborist specializing in silviculture and urban forestry to conduct a Tree Reconnaissance (Exhibit "H") for the subject property for the purposes of locating and describing general tree conditions on the property. This information has guided the design of the development in order to preserve significant trees or tree groves.

Within his report 17 specific areas were identified for review that contained outstanding trees and groves, diseased or hazardous trees and other species and conditions of the site deemed noteworthy. The majority of the trees and stands that were identified in good to excellent condition were largely comprised of Oregon white oak (*Quercus garryana*).

The Applicant is proposing to retain the Hess Creek and Springbrook Canyon riparian corridors in their natural state. Those corridors will also be improved through the removal of invasive species such as Himalayan blackberry and the replanting with native species. These two areas together represent approximately 37-acres of open space.

The Applicant has complied with this policy through the identification and planned protection of several groves and independent trees. As eluded to in the policy above, the Applicant cannot be expected to retain all trees and native ground cover on the site, due to their condition or limits on site development. However, the proposed Master Plan preserves trees to the greatest extent possible while allowing for the development of the property at urban levels and is consistent with this Comprehensive Plan policy.

f. The planting of street trees should be required in conjunction with a list of City-approved trees.

Response: The Applicant is proposing to plant trees along new and existing streets within the

property consistent with the City's approved list of trees. The proposed Amendments and Master Plan are consistent with this Comprehensive Plan policy. More detailed information about planting of street trees is provided in the *Landscape Plan* included in Exhibit "C"

g. Community appearance should continue to be a major concern and subject of a major effort in the area. Street tree planting, landscaping, sign regulations and building improvements contribute to community appearance and should continue to be a major design concern and improvement effort.

Response:

The Applicant shares the City's concern about the appearance of new development and has worked very hard to ensure that the Springbrook development will be high-quality and well-designed. The proposed Amendments will allow for the development of approximately 450-acres pursuant to the Springbrook Master Plan. Street trees will be planted along all public streets as depicted in the Conceptual Master Plan (Exhibit "B"). The Applicant is proposing a series of "gateway" treatments to be located throughout the development (see the Gateway Features Plan in Exhibit "B"). These treatments will include extensive landscaping and aesthetically appealing signage. The Applicant is also proposing the development of ten (10) park and open space areas that will be improved with landscaping and recreation facilities. In addition the applicant has designed the streetscapes within and adjacent the subject property to exceed minimum requirements. The proposed streetscapes will have attractive landscaping and design features which will create and attractive and inviting area for motorists, bicyclist and pedestrians alike. The Mountainview Perspective included as part of Exhibit "B" depicts how the proposed streetscape will look when developed. Development within the Springbrook District will be required to conform to design review standards to ensure consistent and attractive development. The development of the subject property pursuant to the Springbrook Master Plan will result in an attractive development that will be consistent with the intent of this Comprehensive Plan policy.

h. Landscaping shall be required along street frontage strips within the street right-of-way in order to soften the appearance of commercial and industrial developments.

Response:

The Applicant is proposing the development of the street frontages consistent with the City's minimum standards, including planter strips (see *Transportation Plan – Street Cross Sections 1*, *Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C" for more detail). However, most streets will contain landscaping and pedestrian amenities which far exceeds the City's standards. The proposed streetscapes will have attractive landscaping and design features which will create and attractive and inviting area for motorists, bicyclist and pedestrians alike. The *Mountainview Perspective* included as part of Exhibit "B" depicts how the proposed streetscape will look when developed. Therefore, the proposed Amendments and the Springbrook Master Plan conform to this policy.

i. The city shall encourage tree planting for aesthetic purposes.

Response:

The Applicant is proposing the placement of trees along all public streets throughout the development (see *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in

Exhibit "C" for more detail). The Applicant will plant trees within the ten (10) parks that will be developed within the subject property (see *Park & Pedestrian Circulation Plan* include in Exhibit "B"). In addition, the Applicant will be preserving numerous trees on site through the preservation of open space and selective retention of trees on individual lots. The Applicant will also be enhancing the Springbrook Canyon and Hess Creek corridors by removing invasive species and planting native tree and plant species. The proposed Amendments and the Springbrook Master Plan are consistent with this Comprehensive Plan policy.

j. Curbs, gutters, and sidewalks are to be required in all new developments.

Response:

The Applicant is proposing the development of the public right-of-ways consistent with City standards including the provision of curbs, gutter and sidewalks (see *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C" for more detail). Therefore, the proposed Amendments and the Springbrook Master Plan are consistent with this policy.

1. The City shall encourage compatible architectural design of new structures in the community.

Response:

The proposed Springbrook Master Plan (Exhibit "B") and proposed Newberg Development Code Text Amendments provide for design review of buildings within the Springbrook District. All new development will also be required to meet privately controlled architectural standards to ensure internal compatibility within the district. This additional review process is not intended to replace or sidestep the City's design review procedures, it is intended to supplement that process and ensure that all development within the Springbrook District is attractive and high quality as determined by the applicant. The private and public design review processes will support one-another and ensure that all development within the Springbrook District is an attractive asset to the community, as such the plan is consistent with this policy.

n. The City shall encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas.

Response:

The proposed Amendments allow for development of the property pursuant to the Springbrook Master Plan. The Applicant commissioned a certified arborist (Exhibit "H"), biologists (Exhibit "G") as well as a geotechnical engineer (Exhibit "I") to identify hazardous and significant site characteristics which were utilized in the design of the site. The uses and site layout was designed to ensure compatibility with adjacent property. For example, the proposed residential development in the northwest quadrant of the development is comparable in size to the adjacent development. The northern section of the development adjacent Aspen Way is proposed to be developed at the lowest density which will provide a smooth transition to the properties located north of Aspen Way. The proposed residential development along the eastern property line is comparable in size to the adjacent Oxberg neighborhood.

The applicant has envisioned the development of the Springbrook District in order to create a vibrant and attractive community for Newberg, this vision applies to the development of the Commercial and Employment areas as well as the Residential

neighborhoods. Design standards, pedestrian amenities and quality landscaping will all serve to unify the District and ensure compatible development between the allowed uses.

Furthermore, resulting development will be high-quality and aesthetically pleasing which does not negatively impact surrounding areas. It instead creates an enjoyable and desirable place for people to live, work and play. As demonstrated above, the site characteristics and the implications of existing adjacent development were considered in the design of the Springbrook Master Plan. Therefore, the proposal complies with this Comprehensive Plan policy.

o. The City shall encourage flexibility in design review and interpretation of policies and regulations by ensuring that functional design and community benefit remain as the principal review criteria. Consider variance procedures where interpretations of regulations impede fulfillment of these criteria.

Response:

The Springbrook Master Plan (Exhibit "B") includes provisions for design review that are specific to the Springbrook District. The process for design review will allow for a variance if appropriate. The design review procedures proposed for the Springbrook District are consistent with this policy by allowing for flexibility within the process.

p. Public and private properties located along entrances should be attractively landscaped in order to reinforce the sense of gateway into Newberg.

Response:

The Applicant has worked very hard to ensure that the Springbrook development will be high-quality and well-designed. The Applicant is proposing a series of "gateway" treatments to be located throughout the development (see the *Gateway Features Plan* in Exhibit "B"). At points to the north and east, these features will also act as gateways into the City of Newberg. They include extensive landscaping and aesthetically appealing signage and will help to establish a sense of arrival and entrance into this special area. In addition the applicant has designed the streetscapes within and adjacent the subject property to exceed minimum requirements. The proposed streetscapes will have attractive landscaping and design features which will create and attractive space that will communicate a sense of arrival. The *Mountainview Perspective* included as part of Exhibit "B" depicts how the proposed streetscape will look when developed. Visitors and residents entering into Newberg at these points will be welcomed with attractive landscaping consistent with this Comprehensive Plan policy.

r. Developments of medium or high density shall be of a quality and design which will effectively offset the greater density.

Response:

The site has specifically been designed to ensure that the higher density areas will be desirable by locating them near numerous amenities. As stated previously, the Applicant will also have a private design review process that, in addition to City review, which will ensure that the architecture of new development is high-quality and compatible with other development within the subject property.

s. The City shall ensure that City review processes do not unnecessarily delay development of projects.

Response:

The proposed applications will be reviewed by staff and through the provision of public hearings at both the Planning Commission and City Council per the City's code. The Applicant understands that this proposal is complex and warrants a more detailed review.

Due to the extensive nature of this proposal, the Applicant is proposing that subsequent land division processes follow a Type II and design review be conducted administratively as a Type I or a Type II process. Therefore, this application will be reviewed consistent with this policy.

The applicant is currently pursuing the development of the proposed Resort/Spa to be located within the Hospitality District under the current zoning, separate from this review process. This parallel process is necessary in order for the applicant to be able to develop the property in timely manner and meet the needs of the local tourism industry. The applicant is merely responding to the demand of the local market and advancing the Type II Design Review application to allow for development of the Resort in the near term future. All proposed development within the "Hospitality Land Use District" subsequent to approval of this Development Agreement shall be consistent with the intent and language of the Springbrook Master Plan and the Newberg Development Code.

t. The city shall encourage residential-professional uses as a buffer between intensive commercial uses and less intensive residential uses.

Response:

The Applicant is not proposing any "intensive" commercial uses of the subject property. However, the "Mid-Rise Residential Land Use District" proposed to be located at the intersection of Center Street and Mountainview Drive will act as a buffer between the existing college located south and the predominantly single-family residential located to the north. The proposed Master Plan (Exhibit "B") and associated Land Use Districts limit the type, size and location of commercial development in such a manner to ensure a harmonious and logical transition between residential and commercial uses. The plan is consistent with this Comprehensive Plan policy.

2. Industrial Areas Policies

a. Industrial development should be encouraged to locate in industrial parks offering good access, buffering and landscaping.

Response:

The proposed Amendments and Master Plan provide for approximately 32-acres of the subject property for "employment" uses. This area is intended to provide for the future expansion of A-dec as well as provide the opportunity for office space in an industrial park/campus setting. The proposed area is bordered to the north and east by Mountainview Drive, to the south by Crestview Drive and the west by Aspen Way. All of these roads are classified as "collector" or higher and provide good access to the area from adjacent residential neighborhoods. The proposed roads will be designed and constructed to City standards including provisions for planter strips and street trees (see *Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C" for more detail). Development within the "Employment" Land Use District will be subject to design review including provisions for building design and location and landscaping. Therefore, the plan is consistent with this Comprehensive Plan policy.

c. Where industrial uses abut residential zones or uses, special development standards relating to setbacks, screening, signs, building height and architectural review should be established.

Response:

As previously noted the "Employment Land Use District" is surrounded by streets which assist in buffering of the uses from adjacent residential uses through the provision of street trees and planter strips (see *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C" for more detail) as well as physical separation. The proposed Springbrook Master Plan includes provisions for setbacks, screening, signs, height and design review. Therefore, the proposed Amendments and Master Plan are consistent with this Comprehensive Plan policy.

3. Commercial Areas Policies

a. Where commercial development is permitted, such development should be subject to design requirements for ingress and egress, landscaping and sign control.

Response:

The proposed Amendments and Master Plan identify four (4) Land Use Districts that will allow for commercial development (see *Springbrook Land Use Districts* include in Exhibit "B"); "Neighborhood Commercial", Hospitality", "Employment" and "Village" Land Use Districts are proposed within the subject property. Development within these areas will need to comply with the applicable provisions of the Newberg Development Code as well as those standards located within the proposed Springbrook Master Plan. The criteria provided within those two documents will ensure that adequate review of proposed developments within the commercial-oriented areas of the subject property occurs prior to development. Therefore, the plan is consistent with the intent of this Comprehensive Plan policy.

- d. Residents of the City should have access to neighborhood commercial facilities, and these uses should conform to the character of the area in which they are located. The Neighborhood Commercial designation and the corresponding C-1 Zone should be allowed only on property with the following characteristics:
- -A distance, measured along public streets, of at least 1/4 mile from any other properties designated for commercial use; and
- -A location at an intersection of a local street and either a collector or arterial street.

Response:

The proposed Zoning and Comprehensive Plan Map Amendments would create a Springbrook District Comprehensive Plan Map designation and a Springbrook District Zoning designation across the site. The C-1 zoning designation is currently located at the intersection of Mountainview Drive and College Street. The proposed Springbrook Master Plan would allow for the creation of a "Neighborhood Commercial" Land Use District at this location and approximately 12.4-acres in size. The size proposed for this area allows for the development of the site as either a neighborhood commercial center or a community commercial center, consistent with the EOA. The site is logical to be developed as a community commercial center due to its location at the intersection of two Minor Arterials. The proposed Amendments are consistent with this policy as the proposal is to rezone the property to a mixed-use designation. The proposal allows for the development of commercial uses consistent with the Newberg Comprehensive Plan.

4. Residential Areas Policies

a. The City will require buffering and landscaping to minimize impacts between housing and potentially conflicting uses.

Response:

The proposed Amendments and the Springbrook Master Plan provide for logical transitions between residential and other uses proposed for development of the subject property. The Applicant is proposing additional landscaping along the exterior of the "Low Density Residential Land Use District" to ensure compatibility with adjacent uses. Said landscaping includes the provision of a six (6) foot-tall masonry wall which will assist in visually and audibly buffering the residential uses of the subject property. The design of the site reflects and effort to ensure internal and external compatibility between uses. In many instances the street right-of-way and associated street trees and planter strips provide a good buffer between uses. In areas where residential uses will directly abut other uses, the Applicant has ensured compatibility through the special compatibility standards such as height restrictions, increased setbacks and provision of landscaping which are contained in the Springbrook Master Plan (Exhibit "B"). The proposed Amendments allow for development of the subject property pursuant to the Springbrook Master Plan which is consistent with this Comprehensive Plan policy.

b. The City will evaluate and encourage various innovative and alternative approaches to zoning, including but not limited to the following: zero lot lines, cluster and density zoning, planned unit developments, performance standards and condominiums.

Response:

The proposed Amendments will allow for the designation of approximately 450-acres as Springbrook District, a mixed use designation that is designed to allow for a multitude of different housing options and densities. The proposed development allows for the development of zero-lot line homes as well as condominiums consistent with this Comprehensive Plan policy.

c. Solar rights of residences should be protected where possible. Lot designs should provide for maximum design flexibility in landscaping and building.

Response:

Solar rights for residences are ensured through the implementation of development standards such as lot coverage, setbacks and height restrictions. The proposed Springbrook Master Plan (Exhibit "B") has provisions for these standards to ensure that the solar rights of future residences are protected consistent with this policy.

d. Special development and design standards shall be adopted in the Development Code to ensure that multi-family, attached single-family and manufactured home park/subdivision projects are aesthetically-pleasing and compatible with nearby lower-density residential development.

Response:

The proposed Amendments will allow for the development of the subject property pursuant to the Springbrook Master Plan (Exhibit "B"). The applicable design review provisions contained within the Newberg Development Code and those additional provisions set forth in the Springbrook Master Plan will ensure that multi-family and other dense residential development is compatible with adjacent lower density residential development consistent with this Comprehensive Plan policy.

7. Specific Plans

a. The city shall encourage the use of specific plans to coordinate development and create neighborhood identity. Specific plans are intended to serve as master plans for land development or redevelopment and may be applied to one parcel or multiple parcels. Specific plans will be used to promote coordinated planning concepts and pedestrian oriented mixed use development.

Response:

The Applicant considered utilizing the specific area plan provisions of the Newberg Development Code as vehicle to gain land use approval for their Master Plan. After review of the process and the City's code the Applicant elected to pursue the implementation of the Springbrook District as opposed to specific area plan. The criteria and standards provided for review are fairly similar for both; however, the Springbrook District appeared to be more appropriate for the overall development goals of this large 450-acre property. The Applicant felt that this would be a more straightforward approach to master planning the site. The Applicant has been coordinating their planning efforts for the subject property with the City of Newberg for over two (2) years and is confident the proposal contained within this report provides for a coordinated development of the subject property that will result in a pedestrian-friendly, mixed-use development consistent with this policy and intent of the Comprehensive Plan.

K. TRANSPORTATION

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

POLICY: Transportation improvements shall be used to guide urban development and shall be designed to serve anticipated future needs.

Response:

Lancaster Engineering prepared a Traffic Impact Study (TIS) in support of the proposed Comprehensive Plan and Zoning Map Amendments and Master Plan. The proposed TIS (Exhibit "F") demonstrates that the subject property could be developed as proposed which is consistent with the City of Newberg Transportation System Plan (TSP). The TIS assesses the traffic impact of the proposed development and sets forth proposed mitigation measures to ensure the transportation system continues to operate at an acceptable level of service. The TIS also examines the proposal according to the requirements of the Transportation Planning Rule (TPR), Oregon Administrative Rule 660-012-0060.

According to the TIS, the proposed Comprehensive Plan and Zoning Map Amendment developed pursuant to the Springbrook Master Plan would generate fewer trips than would be expected under a reasonable "worst-case" scenario with the existing zoning. The proposed development would not worsen the performance of the existing or planned transportation facilities, as such, the proposed development is not considered to have a "significant impact" on the transportation system as defined by the TPR. In order to ensure there is no "significant impact" the Applicant is proposing a trip cap of 2,744 net new trips during the evening peak hour. This will ensure that the proposed development does not generate traffic in excess of what could occur under the existing zoning. The anticipated transportation improvements necessary to accommodate planned development within the UGB are set forth in the City's TSP. The proposed development will not generate traffic in excess of what was originally anticipated at the time the TSP was completed. Therefore, the proposed Amendments and Master Plan will be served with adequate transportation facilities consistent with this Comprehensive Plan policy.

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

POLICIES:

a. Design the transportation system and related facilities to accommodate multiple modes of transportation where appropriate and encourage their integrated use; and

Response:

The proposed streets are designed consistent with City standards including the provision of sidewalks adjacent to all streets to allow for and promote pedestrian activity. All of the streets meet the minimum standards set forth by the City and in some instances the pedestrian facilities exceed those requirements such as those planned facilities along Mountainview Drive, Crestview Drive and some of the internal routes within the development. The design team provided for the development of specific local streets standards to create pedestrian-friendly transportation corridors (Exhibit "C", Transportation Plan - Street Cross Sections 2 "Pedestrian Route P"). These routes provide 8-foot wide sidewalks along with 5-foot wide planter strips along one side of the road. The cross section for Mountainview Drive includes the provision of an 8-foot wide meandering sidewalk (Exhibit "C", Transportation Plan - Street Cross Sections 1 "Mountainview Drive (C)"). The team has also provided for 8-foot wide sidewalks along Crestview Drive (Exhibit "C", Transportation Plan - Street Cross Sections 2 "Crestview DR - ³/₄ Improvement (D)" and "Crestview DR - Full Improvement (E)"). These pedestrian routes provide connections between open space, parks and other destination points within the district. They and were specifically designed and located to encourage pedestrian access to, from and about the site (see Exhibit "C", Transportation Plan Sheet). Proposed sidewalks to be constructed within the subject property range in size from 5-foot wide to 8-foot wide and provide adequate surface and shelter to provide for pedestrian connectivity throughout the development.

Bike lanes will be provided for on all streets classified as a Collector or Arterial including Villa Road, Aspen Way, Mountainview Drive, Crestview Drive and Zimri Drive. The local streets (Exhibit "C", *Transportation Plan – Street Cross Sections 2* "Local Road K") provide 14-foot wide travel lanes and are designed to be shared facilities that can accommodate both bicycle and vehicular traffic consistent with the Newberg Transportation System Plan and Newberg Development Code standards.

The development of the subject property will provide for the addition of bicycle facilities and sidewalks in Newberg which will provide for better pedestrian and bicyclist connectivity in and around the subject property. The proposed Amendment and Master Plan are consistent with this Comprehensive Plan policy.

- b. Modifications should be made to the City's land use plan and development ordinances that will decrease trip length and encourage non-auto oriented development.
 - 1) The City shall encourage neighborhood commercial development.
 - 2) The City shall encourage higher density development around commercial areas.

Response:

The proposed Amendments will rezone and redesignate the property to Springbrook District, a mixed-use zoning that will allow for development of the subject property consistent with this policy. The proposed Springbrook Master Plan (Exhibit "B") provides for two commercial areas within the subject property.

The commercial area proposed along College Street is located adjacent to existing and planned residential neighborhoods and strategically situated adjacent to arterials which provides good access via, foot, bicycle or automobile. The Applicant is proposing to develop approximately 12.4-acres of higher density residential adjacent the proposed commercial. This area due east of the neighborhood commercial is proposed to be developed as a "Mid-Rise Residential Land Use District".

The Applicant is proposing the redevelopment of the Springbrook Village which will contain some retail uses. Within the Village, the Applicant is proposing the development of townhomes and condominiums adjacent the proposed commercial area. The Springbrook Master Plan and associated Land Use Districts are strategically located within the subject property in such a manner as to provide opportunities for pedestrians and bicyclists to patronize commercial areas via enhanced infrastructure which is anticipated to reduce the amount and length of vehicle trips consistent with this Comprehensive Plan policy. Furthermore, the design team located denser residential development adjacent the proposed commercial areas which is consistent with the intent of this policy.

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

POLICIES:

a. Enhance the efficiency of the existing collector/arterial street system to move local traffic off the regional system.

Response:

The proposed Amendments and associated Master Plan will not significantly impact the existing and planned transportation system. As detailed in the TIS, the proposed development will not generate trips in excess of what the current zoning would allow and will not create a significant impact to the transportation system. The TIS identified transportation improvements that will enable the existing and planned transportation facilities within and adjacent to the subject property to continue to operate at an acceptable levels of service. In some cases the proposed improvements will increase the capacity of the system. The intersection of Villa Road and Mountainview Drive currently operates at a level of service "C" and the proposed intersection improvements will provide for a level of service "B" in the year 2025. Likewise, the intersection of Springbrook Road and Haworth Avenue currently operates a level of service "C" and the proposed intersection improvements & signal will provide for a level of service "B". Both of these instances account for the full build-out of the proposed development as well as a certain amount of development on adjacent properties. These improvements will assist in enhancing the collector/arterial system, thus enabling local traffic the opportunity to utilize local facilities in lieu of utilizing the state highway system. The proposed Amendments and

Master Plan are consistent with this Comprehensive Plan policy.

b. Provide for alternative routes for regional traffic.

Response:

The proposed Newberg-Dundee bypass will provide regional traffic an alternative route for vehicles with destinations beyond the City of Newberg. The proposed map Amendments and Master Plan do not negatively impact the viability of the Newberg-Dundee Bypass. The subject property is not located in the Limited-Use Bypass Overlay as implemented by the City of Newberg upon passage of Ordinance No. 2004-2602 in September of 2004. The community, county and ODOT have decided to pursue the "Modified Alternative 3J" which would follow a southern route and provide for two interchanges in the general vicinity of the Newberg City limits. In addition, the Applicant is proposing to limit the amount of trips that can be generated from the site to what could be generated given the existing zoning. This ensures that the proposed Map Amendments do not have a significant impact on the capacity of the bypass. The plan is consistent with this Comprehensive Plan policy.

k. For the purposes of compliance with the Transportation Planning Rule, OAR 660-12-0060 and in order to support the goal exception that Yamhill County must take to advance construction of the Bypass, the City of Newberg acknowledges that reliance upon the Bypass as a planned facility to support comprehensive plan amendments, zone changes or UGB expansions is premature.

Accordingly, proposed changes to lands already planned and zoned for urban uses inside the Newberg UGB or annexations or UGB expansions outside of designated Urban Reserve Areas approved as of August 1, 2004 shall be subject to the analysis and mitigation requirements of OAR 660-12-0060. Upon adoption of a Bypass financing plan by the Oregon Transportation Commission, those portions of the Bypass identified to be constructed within the 20-year planning horizon by the financial plan can be considered planned transportation facilities pursuant to OAR 660-12-0060. It is expected that the Oregon Transportation Commission will adopt a financing plan in approximately three years of adopting this plan policy.

Lands designated as Urban Reserve Areas as of August 1, 2004, and identified in Appendix A may or may not depend upon the transportation capacity of the future bypass or the improved capacity of Oregon 99W due to the future construction of the bypass. It is the policy of the City of Newberg to plan and zone those planned urban reserve areas that are outside the Interchange Area Management Plan Areas, as identified in Appendix A, to be compatible with the trip generation assumptions used to develop the Newberg 2025 Transportation Model when they are annexed into the City. For the purposes of this policy, compatibility means that trips estimated as attributable to planning and zoning in an Urban Reserve Area shall be no greater than 5 percent above the estimates used for that area in the Newberg 2025 Transportation Model. The trip generation assumptions for each Urban Reserve Area and a map illustrating these areas are provided in Appendix A and Table A-1. Annexation of the Urban Reserve Areas will not occur at a rate any greater than 30 percent of the total Urban Reserve Area in any five year period from the date of the adoption of this policy or until the adopted financing plan proposes construction of the bypass or portions of the bypass relied upon for capacity by the development proposal within the planning horizon. This assumption addresses assumed capacity on Oregon 99W only; development in these Urban Reserve Areas will continue to be subject to OAR 660-012-0060 for impacts to transportation facilities other than Oregon 99W.

Those planned Urban Reserve Areas located within the Bypass Interchange Overlay District shall be subject to the provisions of the Overlay District in the interim period before the City of Newberg and the Oregon Transportation Commission adopt Interchange Area Management Plans for the Oregon 219 and East Newberg Interchanges. Upon adoption, the IAMPs will guide land use and capacity issues for purposes of complying with OAR 660-012-0060.

Response:

The Applicant has completed a Traffic Impact Study (TIS) in support of the Development Agreement and associated land use applications. The TIS concludes that the proposed Amendments and Master Plan will not generate any more additional trips than would be allowed under the existing zoning. In order to ensure the trip generation from the development is consistent with the estimates contained within the 2005 Transportation System Plan the Applicant is proposing a Trip Cap on the property. This cap of 2,744 net new trips during the evening peak hour will ensure consistency with this Comprehensive Plan policy by limiting the amount of trips that can be generated from the site to that number of trips that would be permitted from the site under the existing zoning. This ensures that the proposal will not have a negative impact on the existing and planned transportation system within the City of Newberg. Therefore, the plan is consistent with the intent of this policy.

n. To enable the City and ODOT to adequately plan land uses and local circulation for the interchange areas, the City of Newberg will retain existing base zoning within the Interchange Overlay District in the interim period before IAMPs are prepared and adopted. Annexations will be allowed if the associated zone change is consistent with the acknowledged Newberg Comprehensive Plan designation for the property in effect at the date of adoption of the Interchange Overlay. Permitted and conditional uses that are authorized under existing base city zones will generally be allowed within the Interchange Overlay, with certain limitations on commercial uses in the industrial zones.

Response:

According to the City of Newberg Zoning Map produced on January 19, 2007, the subject property is not located within the Interchange Overlay District, as such this policy does not apply to the proposed Comprehensive Plan and Zoning Map Amendments.

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

a. The City shall provide safe, convenient and well-maintained bicycle and pedestrian transportation systems.

Response:

All of the proposed bicycle and pedestrian facilities will be designed and built consistent with City standards, including provisions of minimum five-foot wide sidewalks along all streets, minimum five-foot wide bike lanes on collector and arterials streets and shared travel lanes to accommodate vehicles and bicyclists on local streets. The proposed plan will allow for the development of the subject property consistent with this Comprehensive Plan policy.

b. Bicycle parking facilities shall be required for all new and improved commercial, institutional, office, industrial, and multi-family development.

Response:

Appropriate facilities required by the City will be determined at the time of development. The Applicant seeks to create a vibrant community that embraces bicyclists and pedestrians. Development within the proposed Springbrook District for commercial, institutional, office, industrial, and multi-family development will be required to undergo design review at which point in time City staff will ensure that adequate bicycle parking facilities are provided pursuant to the Newberg Development Code.

c. All new and improved commercial, office, institutional, and multi-family development shall be conveniently and directly accessible from the public right-of-way by bicycle and on foot.

Response:

Appropriate facilities and access required by the City will be determined at the time of development. The Applicant seeks to create a vibrant community that embraces bicyclists and pedestrians. Development within the proposed Springbrook District for commercial, institutional, office, industrial, and multi-family development will be required to undergo design review at which point in time City staff will ensure that adequate provisions to ensure direct and convenient access of pedestrians and bicyclists are provided pursuant to the Newberg Development Code consistent with this policy.

d. Public sidewalks shall be provided along all public street frontages. Pedestrian traffic shall be separated from automobile traffic whenever possible.

Response:

The Applicant is proposing to design and construct all streets consistent with City standards including provisions for sidewalks and planter strips (see Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2 and Transportation Plan - Street Cross Sections 3 included in Exhibit "C"). As previously mentioned the Applicant is proposing to construct sidewalks of varying widths from 5 feet to 8 feet wide with all proposed streets providing a minimum of 4.5 feet of separation from the travel lanes via a landscaped planter strip. The Applicant has also specifically designed a pedestrian oriented Local Street design (Exhibit "C", Transportation Plan - Street Cross Sections 2 "Pedestrian Route P") that provides for an 8-foot wide sidewalk on one side of the street to facilitate efficient and safe pedestrian movement throughout the development. Mountainview Drive will be constructed with a meandering path as detailed in Exhibit "C", Transportation Plan - Street Cross Sections 2 "Mountainview Drive C". The Applicant is also proposing to construct several pedestrian connections through the open space which will have no direct street frontage. The proposed Amendments and Master Plan are consistent with this policy through the provision of sidewalks that meet or exceed standards adjacent all streets.

e. All schools shall be serviced by pedestrian and bicycle systems.

Response:

Joan Austin Elementary School is adjacent to the subject area, south of Mountainview Drive, which has 6-foot wide bike lanes and an 8-foot wide meandering sidewalk that will provide safe and convenient pedestrian and bicycle access to the school. The Newberg High School, Mountainview Middle School and Mabel Rush Elementary School are located south of the subject property. Access to these schools from the subject area for pedestrians and bicyclists is provided via Springbrook Road and Hawthorne Avenue. The proposed plan provides for pedestrian and bicycle access to local schools consistent with

October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 20:

Being a part of the Donation Land Claim of Solomon Heater and wife, Notification No. 1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim being all that portion of the following described tract lying North of the Railroad right of way: Beginning at a point on the division line between the East and West halves of the aforesaid Donation Land Claim, said beginning point being the Northeast corner of a certain tract of land formerly owned by Albert Hoskins, where a stone is set in the center of the road; running thence North following said division line between the East and West halves of said Donation Land Claim, 18 chains; thence West 13.84 chains; thence South 18 chains; and thence East 13.84 chains to the place of beginning.

TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 20 by operation of law, if any.

EXCEPTING FROM Parcel 20, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, instrument No. 200624511, and recorded October 27, 2006, instrument No. 200624726, records of Yamhill County, Oregon

Parcel 21:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron pipe which is North 0 degrees 05' 20" West 2243.68 feet, more or less, and North 88 degrees 53' 13" West 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest corner of that property described in Film Volume 116, Page 1689, Yamhill County Deed Records; thence South 0 degrees 05' 20" East 15.87 feet to the true point of beginning; thence North 89 degrees 59' 02" West 18.75 feet more or less to a point; thence North 0 degrees 00' 58" East 163.12 feet more or less to an iron pipe on the South right of way of the Southern Pacific Railroad; thence South 42 degrees 50' 19" West 63.63 feet more or less, along sald Railroad right of way as described in Deed Book U, Page 385; thence South 57 degrees 20' 56" West 898.59 feet more or less along said railroad right of way to the Northwest corner of that 50 foot strip of land deeded to the O & C Railroad and described in Deed Book 34, Page 459; thence South 0 degrees 03' 54" East 59.33 feet more or less to the Southeast corner of said strip; thence South 0 degrees 11' 53" West 137.30 feet more or less to an iron rod; thence South 25 degrees 09' 59" West 308.23 feet more or less to an Iron rod; thence North 89 degrees 38' 54" West 81.78 feet more or less to an angle iron marking the Northeast comer of the Church lot; thence South 0 degrees 21' 41" West 109.83 feet more or less to an Iron rod at the Southeast corner of the Church lot, thence North 89 degrees 52' 58" West 167.98 feet more or less to an iron rod at the Southwest corner of the Church lot and being on the East right of way of Market Road No. 5; thence South 0 degrees 03' 54" West along said East right of way along said East right of way 194.70 feet more or less to the Southwest comer of that property described in Film Volume 74. Page 362; thence South 88 degrees 59' 37" East 1202.27 feet more or less, along the South line of said property to a point; thence North 0 degrees 05' 20" West 1168.74 feet more or less parallel to the East line of said Claim to the point of beginning.

TOGETHER with:

Escrow No: 21-30010 Title No: 21-30010

10423

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 21 by operation of law, if any.

EXCEPTING THEREFROM being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhili County, Oregon more particularly described as follows:
Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 168.82 feet more or less to an iron pipe; thence North 89 degrees 05' 40" West 1202.18 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 54" East 30.00 feet from the Southwest comer of the Church lot; thence South 0 degrees 03' 54" East 164.70 feet more or less to the point of beginning.

Parcel 22:

Being a part of the Solomon Heater and Wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 363, Yamhill County Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and North 89° 59' 37" West 828.99 feet more or less from the Southeast corner of said Clalm; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.06 feet more or less; thence on a curve right with a radius of 1000.00 feet and a central angle of 34° 10' 29" (chord bears South 72° 00' 27" East 587.66 feet) to a point; thence North 89° 05' 41" West 558.14 feet more or less to the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence North 0° 06' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 88° 59' 37" West 209.65 feet more or less to the point of beginning.

Parcel 23:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron pipe which is North 0° 05' 20" West 2243.68 feet more or less and North 88° 53' 13" West 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest corner of that property described in Film Volume 116, Page 1689, Yamhill County Deeds and Records; thence South 0° 05' 20" East 15.87 feet to the TRUE POINT OF BEGINNING; thence South 0° 05' 20" East 1168.74 feet more or less, parallel to the East line of said Claim, to a point on the South line of that property described in Film Volume 74, Page 362, Yamhill County Deeds and Records; thence South 88° 59' 37" East 209.65 feet to a point; thence South 0° 06' 24" East 5.51 feet more or less to an iron rod at the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence South 89° 05' 41" East 619.33 feet more or less to a point on the East line of said Claim; thence North 0° 05' 20" West along said East line 1187.48 feet more or less to a point; thence North 69° 59' 02" West 828.84 feet to the point of beginning.

EXCEPTING THEREFROM being a part of the Solomon Heater and wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon,

Escrow No: 21-30010 Tide No: 21-30010

11/23

more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 383, Yamhill County Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and North 88° 59' 37" West 828.99 feet more or less from the Southeast corner of said Claim; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.59 feet more or less; thence on a curve right with a radius of 1000.00 feet and a central angle of 34° 08' 39" (chord bears South 71° 59' 32" East 587.15 feet) to a point; thence North 89° 05' 41" West 558.14 feet more or less to the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence North 0° 08' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 88° 59' 37" West 209.65 feet more or less to the point of beginning.

Parcel 24:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon more particularly described as follows:

Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 168.82 feet more or less to an iron pipe; thence North 89 degrees 05' 40" West 1202.16 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 54" East 30.00 feet from the Southwest corner of the Church lot; thence South 0 degrees 03' 54" East 164.70 feet more or less to the point of beginning. TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 24 by operation of law, if any.

Parcol 25

Beginning at an iron pipe 1 inch in diameter, said iron pipe marking the Southeast corner of the Solomon Heater D.L.C. No. 48, Notification No. 1571, situated in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon; and running thence North a distance of 2245.32 feet to a point in the present County Road; thence West a distance of 451.06 feet to an iron pipe, said iron pipe marking the true point of beginning of this description; thence continuing West a distance of 398.38 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in Southeasterly right of way line of the Southern Pacific Railway; thence along a curve to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a point in the centerline of said County Road; thence following said center line of said County Road East 195.13 feet to a point; thence South 1°45'30" West a distance of 393.42 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion of land within the limits of the right of way of the present County Road lying immediately adjacent to the Northerly boundary line of the property herein described.

Parcel 26:

Beginning at a stake set on the East line of Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South, of Range 2 West of the Willamette Meridian, in

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Yamhill County, and State of Oregon, from which stake a fir 4 inches in diameter bears South 75° West 36 links, said stake being 34.02 chains North of the Southeast corner of said Claim; thence West 12.87 chains to stake from which an oak 8 inches in diameter bears North 16 links; thence North 2.45 chains to stake set on the South side of the Southern Pacific Railway right of way; thence North 42°57' East along the East line of said right of way 4.79 chains to stake set in County Road; thence East along road 9.806 chains to stake on the East line of the said Heater D.L.C. from which an oak 12 inches in diameter bears South 37°15' West 14 links, oak 12 inches in diameter bears South 45° West 50 links; thence South along the East line of said claim 5.96 chains to beginning.

EXCEPTING THEREFROM the tract conveyed to R.E. Chapman and Cecil Chapman, husband and wife, to Leonard E. Barton and Mildred Julia Barton, husband and wife, by deed recorded in Book 143, Page 250 of the Deed Records of Yamhill County described as follows:

Beginning at an iron pipe, 1 inch in diameter, said iron pipe marking the Southeast corner of the Solomon Heater Donation Land Claim No. 48, Notification No. 1471, situated in Township 3 South of Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and running thence North a distance of 2245.32 feet to a point in the present County Road; thence West a distance of 451.06 feet to an Iron pipe marking the True Point of Beginning of this description; thence continuing West a distance of 398.36 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in the Southeasterly right of way line of the Southern Pacific Railway; thence along a curve to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a point in the centerline of the present existing County Road; thence following said centerline of said County Road, East 195.13 feet to a point; thence South 1°46'30" West a distance of 393.42 feet to the True Point of Beginning of this description.

Parcel 27

Situate, lying and being in Yamhill County, Oregon, and particularly described as follows:

Beginning at a point 100 rods North and 70-8/33 rods West of the Southeast corner of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, said County and State, and running thence South 354.8 feet to the center of the County Road; thence South 57°15' West along center of said County Road, 270 feet to its intersection with Cherry Street, in the Town of Springbrook as platted; thence West along the center of said Cherry Street 340.4 feet to the Southwest corner of that certain tract of land conveyed by Matilda J. Hoskins, widow to Lindley M. Carey and Rosella Carey, husband and wife, by deed dated February 10, 1912; thence North 503.9 feet; and thence East 573 feet to the place of beginning.

Parcel 28:

A part of the East Half of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South of Range 2 West of the Willamette Meridian, in Yamhili County, Oregon, said part being particularly described as follows, to wit:

BEGINNING at a point on the North line of Cherry Street 40 feet North and 20 feet East of the Northwest corner of Lot 4, Block 1, TOWN OF SPRINGBROOK, as platted and of record in the office of the County Clerk for Yamhill County, Oregon, running thence North 466 feet to the South line of land now owned by the Springbrook Packing Company Cooperative; thence East along said South line of said land owned by the Springbrook Packing Company Cooperative 128 feet; thence North 48 feet to the South line of land owned by Fred Kincaid; thence East along said South line of said land owned by Fred Kincaid 192 feet; thence South 474 feet to the North line of said Cherry Street; thence West 320 feet to the place of beginning.

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Parcel 29:

(a) Part of the East half of the Solomon Heater Donation Land Claim in Section 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and part of Lots 2, 3 and 4 in Block 1 of the Town of Springbrook in Yamhill County, Oregon, described as follows:

Beginning at the Southwest corner of said Lot 2, Block 1 of the Town of Springbrook; thence North along the West line of Lots 3 and 4 and the West line of Cherry Street and the West line of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records, to the Northwest corner of said Baldwin tract; thence East along the North line of said Baldwin tract, 148 feet to the Northeast corner of that tract described as Parcel #3 in Deed to Springbrook Packing Co., recorded February 21, 1938 in Book 114, Page 2; thence South 48 feet; thence West parallel with the North line, 128 feet; thence South parallel with and 20 feet East of the West line of the herein described tract to the South line of said Lot 2, Block 1 of Springbrook; thence West 20 feet to the place of beginning.

Except that portion lying within public roads.

(b) Part of the East half of the Solomon Heater Donation Land Claim in Section 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the Northwest corner of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records which place of beginning is also the Southwest corner of that tract conveyed to William Kincaid, et ux, by deed recorded in Book 61, Page 531, Deed Records; thence North 148 feet; thence East 148 feet; thence South parallel with the West line, 148 feet to the South line of said Kincaid tract; thence West 148 feet to the place of beginning.

TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which Inure to the above described Parcel 29 by operation of law, if any.

Parcel 30:

Lots 1 and 2, Block 2, TOWN OF SPRINGBROOK, in Yamhill County, Oregon, according to the plat of said Recorder of Conveyances for Yamhill County, Oregon.

EXCEPTING 10 feet off of and from the East side of said Lots.

TOGETHER WITH that portion of vacated Cherry Street, by vacation ordinance No. 76-235, which incres by law.

Parcel 31:

Lots 1, 2, 3 and 4 in Block 1 in the TOWN OF SPRINGBROOK, in Yamhill County, Oregon.

EXCEPTING THEREFROM A tract conveyed to Springbrook Packing Company by deed recorded November 18, 1930 in Book 104, Page 377, Deed Records, Yamhill County, Oregon.

ALSO EXCEPTING THEREFROM a tract conveyed to Springbrook Packing Company Co-operative, a corporation, by deed recorded February 21, 1938 in Book 114, Page 2, Deed Records, Yamhill County, Oregon.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

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Parcel 32:

BEGINNING at a point 220 feet North and 20 feet East from the intersection of the North line of the P. & W. R.R. (now Southern Pacific Railroad) land with the West line of the East half of the Solomon Heater Donation Land Claim No. 48 in Section 9, Township 3 South, Range 2 West of the Willamette Meridian; thence East 100 feet; thence South 142.0 feet to the North line of said Railroad land; thence in a Southwesterly direction along the North line of said Railroad land 142.6 feet; thence North 171 feet, more or less, to the North Boundary of County Road; thence East 20 feet; thence North 49 feet, more or less, to the place of beginning. The said property being parts of Lots 1 and 2 of Block 1 of the TOWN OF SPRINGBROOK, in Yamhill County, Oregon.

TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which Inure to the above described Parcel 32 by operation of law, if any.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 33

- (a) Commencing at a point in the center of Market Road #5 at the Southwest comer of that certain tract described in deed from Cyrus E. Hoskins to Oregon and California Railroad Company by deed recorded in Book 34, Page 459, Deed Records; thence running South 9 rods 3 feet; thence East 12 rods; thence North 16 rods 15 feet to Southern line of said Oregon and California Railway; thence Southwesterly along the said Oregon and California Railway and 80 feet from center of same to the place of beginning, said land being a part of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim #48, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill, Oregon.
 EXCEPT that portion lying in Market Road #5.
- (b) Situate, lying and being in Yamhill County, Oregon, and being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, and the part thereof herein conveyed being particularly described as follows, to-wit: Beginning at a gas pipe at Southeast corner of the real property conveyed to School by deed recorded in Book 34, Page 288, Deed Records, in said Donation Land Claim; and running thence East 1.25 chains to a gas pipe; thence North 24° 57' East 4.67 chains to a gas pipe; thence South 57° 24' West 3.81 1/2 chains; and thence South 4.20 chains to the place of beginning.
- (c) Beginning at a point 14 rods South of the center of Southern Pacific Railroad and the center line of Market Road No. 5, being at the Southwest corner of the School grounds of School District No. 56 in Yamhill County, Oregon; thence running South 6 2/3 rods; thence East 12 rods; thence North 6 2/3 rods; thence West 12 rods to the place of beginning.

EXCEPT that portion lying in Market Road No. 5.

TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 33 by operation of law, if any.

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Parcel 34:

Part of the Solomon Heater Donation Land Claim No 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows:
Beginning at a point 8 chains North of the Southeast corner of said Claim; thence North 8 chains; thence West 618.25 feet to a point; thence South 8 chains; thence East 618.25 feet to the place of beginning.

Parcel 35:

Being a part of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part bounded and described as follows, to-wit:

BEGINNING at a point 8 chains North and 37 rods 8 1/2 feet West of the Southeast corner of said Claim; and running thence North 8 chains; thence West 343.75 feet to the Northwest corner of that tract conveyed to Amos Graves on July 21, 1911 by deed recorded in Book 59, Page 588, Deed Records; thence South along the West line of said Graves tract to the Southwest corner thereof; thence East 343.75 feet, more or less, to the place of beginning.

EXCEPTING THEREFROM THAT part conveyed to public for road purposes by deed recorded February 23, 1972, Book 62, Page 369, Deed Records.

Parcel 36:

Being a part of the Original Donation Land Claim of Solomon Heater, Notification #1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being particularly described as follows:

BEGINNING at a point which is 8 chains North and 58 rods and 5.5 feet West of the Southeast corner of said Claim; and running thence North 8 chains; thence West 7 rods; thence South 8 rods; thence West 6 rods and 10.5 feet; thence South 24 rods; and thence East 13 rods and 10.5 feet to the place of beginning.

Parcel 37:

- (a) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:

 Beginning at a point 16 chains North and 31.34 chains West of the Southeast corner of said Donation Land Claim, and running thence East, 15 chains; thence South 2 chains; thence West, 15 chains; and thence North 2 chains to the place of beginning.

 EXCEPTING THEREFROM the following described portion: A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05' 20" West 1056.00 feet and North 88° 59' 37" West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00' 23" West 120.00 feet; thence North 88° 59' 37" West 100.00 feet; thence North 01° 00' 23" East 120.00 feet; thence South 88° 59' 37" East 100.00 feet to the point of beginning.
- (b) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Williamette Meridian, in Yamhill County, Oregon, described as follows:
 Beginning at a point 11 chains North and 94 rods and 3 feet West of the Southeast corner of said Donation Land Claim, and running thence North, 12 rods; thence West, 31 rods and

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2 feet; thence South 12 rods; thence East, 31 rods and 2 feet to the place of beginning.

(c) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhili County, Oregon, described as follows:

The North one-half of a tract described as follows: Beginning at a point 8 chains North and 87 rods and 3 ½ feet West of the Southwest corner of said Donation Land Claim, and running thence North, 24 rods; thence West, 6 rods and 11 feet; thence South 24 rods; and thence East, 6 rods and 11 feet to the place of beginning.

- (d) Being a part of the East Half of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being more particularly bounded and described as beginning at a point 8 chains North and 71 rods and 16 feet West of the Southeast corner of said Claim, and running thence North 24 rods; thence West, 15 rods and 9 feet; thence South, 24 rods; and thence East, 15 rods and 9 feet to the place of beginning.
- (e) : A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05' 20" West 1056.00 feet and North 88° 59' 37" West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00' 23" West 120.00 feet; thence North 88° 59' 37" West 100.00 feet; thence North 01° 00' 23" East 120.00 feet; thence South 88° 59' 37" East 100.00 feet to the point of beginning. TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 37 by operation of law, if any.

EXCEPTING FROM Parcel 37, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhili County, Oregon

Parcel 38:

SITUATE, lying and being in the County of Yamhill and in the State of Oregon, and being a part of the East Half of the original Donation Land Claim of Solomon Heater, deceased, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, said part being bounded and particularly described as follows, to wit;

BEGINNING at a point 8 chains North and 87 Rods and 8 1/2 feet West of the Southeast corner of said Claim, and running thence West 24 Rods and Three feet; thence North 12 Rods; thence East 24 Rods and Three feet; thence South 12 Rods to the place of beginning. TOGETHER with:

those portions of vacated Crestview Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 38 by operation of law, if any.

EXCEPTING FROM Parcel 38 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhiil County, Oregon

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Parcel 39:

A portion of that certain tract of land in Solomon Heater Donation Land Claim No. 48 in the Northwest 1/4 Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhiil County, Oregon, described in deed to Leia R. Gulley, recorded March 5, 1937 in Deed Records, Yamhiil County, Oregon, said portion being more particularly described as follows: Commencing at a point on the South line of said Leia R. Gulley tract which bears North 528.00 feet and West 1843.00 feet from the Southeast corner of said Solomon Heater Claim and running thence North 30.00 feet and North 88°58'30" West 122.47 feet to the true point of beginning; thence continuing North 88°58'30" West 75.00 feet to the Easterly right-of-way of Market Road No. 5; thence along said Easterly right-of-way, North 100.00 feet; thence South 88°58'30" East, 75.00 feet; thence South 100.00 feet to the true point of beginning. TOGETHER with:

those portions of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 39 by operation of law, if any. EXCEPTING FROM Parcel 39, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 40:

Parcels 2 and 3 of PARTITION PLAT 92-62, recorded August 28, 1992 in Film Volume 3, Page 268 record of Plats of Yamhill County, Oregon.

TOGETHER with:

those portions of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623298, records of Yamhill County, Oregon, which inure to the above described Parcel 40 by operation of law, if any.

EXCEPTING FROM Parcel 40 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 41:

Being a part of the East half of the original Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being particularly described as follows, to-wit: BEGINNING at a point 75 rods West of the Southeast corner of said Claim and running thence North 32 rods; thence West 50 rods; thence South 32 rods; and thence East 50 rods to the place of beginning.

TOGETHER with:

those portions of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 41 by operation of law, if any.

EXCEPT the following described tract: Being a portion of lands described in Book 162, Page 522, Deed Records of Yamhill County, beginning at a point West 1237.5 feet from the Southeast corner of the Donation Land Claim of Solomon Heater and of Jane Heater, his wife, Notification #1471, Claim #48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, measured along the South line of said Claim, and being the Southwest corner of lands conveyed to Harold E. Baurer and Margaret J. Baurer, August 10, 1973, as recorded in Film Volume 95, Page 2120 Deed Records; thence North 0° 13' 16"

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West 531.36 feet to the Northeast comer of the tract of land described in Book 162, Page 522, said point being also the centerline of County Road #59; thence North 88° 50' 24" West along the center of said road 17.94 feet; thence South 1° 19' 14" East 531.71 feet; thence South 89° 07' 01" East 8.64 feet to the place of beginning.

ALSO EXCEPTING FROM Parcel 41 that portion described in Exhibit "A" of Instrument October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 42:

Part (a) A tract of land in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being part of that certain tract of land described as Parcel 1 and Parcel 9 in deed recorded in Film Volume 75, Page 1139, Deed and Mortgage Records, and being more particularly described as follows:

Beginning at an iron rod at the intersection of the West line of said Parcel 9 with the North line of Crestview Drive (formerly County Road); thence South 89° 44′ East along said North line and along the South line of said Parcel 1, a distance of 600.24 feet to an iron rod at the most Southerly Southeast corner of said Parcel 1; thence North along the Southerly portion of the East line of said Parcel 1 and its Northerly extension, 375.94 feet to an iron pipe; thence South 89° 53′ 40° East, 131.70 feet to an iron pipe at the Southwest corner of a building; thence North 00° 25′ 20° East 150.40 feet along the Westerly face of said building to an iron pipe at the Northwest corner of said building; thence North 35° 15′ 20° East 124.65 feet to the most Southerly corner of a building as the same is now located as of August 21, 1976; thence North 32° 41′ 40° West along the Westerly face of the Easterly building 159.38 feet to the Northerly line of said Parcel 9; thence South 57° 26′ West along said Northerly line and the Northerly line of said Parcel 9, a distance of 853.33 feet to an iron rod at the Northwest corner of said Parcel 9; thence South 299.89 feet to the point of beginning.

EXCEPTING THEREFROM the following described tract:

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast corner of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet to the South boundary line of the Southern Pacific Company right of way; thence South 57° 28' West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning. Part (b):

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast comer of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet to the South boundary line of the Southern Pacific Company right of way; thence South 57° 28' West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning.

FURTHER EXCEPTING from Parts (a) and (b) of Parcel 42 above described the following tract of land:

A tract of land in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and being more particularly described as follows: BEGINNING at the Southeast corner of that tract of land described in deed from AUSTIN to

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HEAD START OF YAMHILL COUNTY, INC., and recorded April 21, 2005, in instrument No. 200508033, Yamhill County Deed Records, said corner being a point on the Northerly margin of Crestview Drive (30 feet from centerline), from which an iron rod set in CSP-5819 bears West 0.72 feet and North 0.28 feet as shown on CS-11478; thence North 00° 02' 12" East 301.41 feet to the Northeast corner of said HEAD START tract, being a point on the Southerly margin of the Southern Pacific Railroad right of way from which as iron rod set in CSP-5819 bears South 59° 47' 56" West 2.60 feet; thence North 57° 12' 17" East 89.26 feet along said Railroad right of way to an iron rod; thence South 00° 02' 12" West 349.80 feet to an iron rod on said Northerly margin of Crestview Drive; thence North 89° 57' 48" West 75.00 feet to the POINT OF BEGINNING.

Part (c):

Part of the Solomon Heater and wife Donation Land Claim No. 48, Notification No. 1471, in Sections 9 and 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the intersection of the South line of the Oregon and California Railroad Company right of way, and the line between the East and West Halves of said Donation Land Claim; thence South along said line between the East and West Halves of said Donation Land Claim 721.1 feet; thence West 387.8 feet; thence South to the North line of county Road; thence West along the North line of said County Road, 516.6 feet to the East line of tract conveyed to Lilah R. Newby by Deed recorded May 7, 1943 in Book 121, Page 573, Deed Records; thence North along said Newby Tract to the South line of said Railroad right of way; thence Northeasterly along said Railroad right of way, 1074.5 feet to the place of beginning.

EXCEPT that portion lying in the County Road. ALSO EXCEPTING THEREFROM that portion conveyed to Yamhill County, by Deed recorded in Film Volume 93, Page 2288, Deed and Mortgage Records.

FURTHER EXCEPTING THEREFROM that portion conveyed to A-DEC, INC., an Oregon corporation in Deed recorded January 7, 1977 as Film Volume 117, Page 477, Deed and Mortgage Records.

Part (d):

Part of the Solomon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at the Northwest comer of land conveyed to Zimri Mills by deed recorded January 25, 1944 in Book 123, Page 429, Deed Records, and on the South line of land conveyed to the Springbrook Packing Company, in deed recorded May 23, 1944 in Book 124, Page 389, Deed Records; thence West along the South line of said Springbrook Packing Company tract, 183.4 feet; thence South parallel with the West line of said Mills tract to the center of the County Road; thence East along the center of the County Road to the Southwest corner of said Mills tract; thence North to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County, Oregon, for road purposes by deed recorded 9-21-1973 in Film Volume 91, Page 462. Part (e):

Being a part of the Solomon Heater and wife Donation Land Claim, Notification No. 1471, Claim No. 48 in Sections 9 and 16, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim hereby conveyed being particularly described as follows, to-wit:

Beginning at the Southeast corner of the Springbrook Packing Company Cooperative's land on the West line of Market Road No. 5; thence West 183.4 feet following the South boundary line of said Springbrook Packing Cooperative land; thence South parallel with said Market Road No. 5 to the center of the County Road as now established; thence East following the center of said County Road 183.4 feet to the West line of said Market Road No. 5; and thence North along the

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West line of said Market Road No. 5 to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County. Oregon, for road purposes by deed recorded August 30, 1972 in Film Volume 90, Page 2215, Deed and Mortgage Records.

TOGETHER with:

those portions of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 42 by operation of law, if any.

ALSO EXCEPTING FROM parcel 42 that portion described in Exhibit "A" of Instrument October 25, 2006, Instrument No. 200624511, and recorded October 27, 2008, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 43:

Part of the West half of the Solomon Heater Donation Land Claim in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being further described as follows:

Beginning at an iron pipe set 30 feet South of the Center of Growers Avenue, said point being North 576.54 feet and North 89° 40' West 586.47 feet from the Southeast corner of the West half of said Heater claim; thence North 89° 40' West 90.68 feet to an iron pipe; thence South 234.23 feet to an iron pipe; thence South 89° 40' East 90.68 to an Iron pipe; thence North 234.23 feet to the place of beginning, said tract also being Parcel 3 of CSP No. 6116.

Parcel 44:

Part of the West half of the Solomon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point that is 9.19 chains North and 495.79 feet North 89° 40' West from the Southeast comer of the West half of said Claim No. 48; thence North 89° 40' West 90.68 feet; thence South parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974, in Film Volume 102, Page 1990, Deed and Mortgage Records of Yamhill County 264.23 feet to a point on the North line of that tract conveyed to E. C. Green, et ux, by deed recorded December 20, 1943, in Book 123, Page 258, Deed Records; thence South 89° 40' East along said North line 90.68 feet; thence North parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974 in Film Volume 102, Page 1990, Deed and Mortgage Records 264.23 feet to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County by deed recorded August 30, 1972 in Film Volume 90, Page 2219, Deed and Mortgage Records of Yamhill County, Oregon.

Parcel 45:

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

Beginning at an iron rod that is North 606.62 feet North 89°40' West 138.16 feet and South 30 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 54 feet to an iron rod; thence South 89°40' East 12.36 feet to an Iron rod; thence South 37.48 feet to a 5/8" Iron rod; thence North 89°40' West 89.36 feet to an Iron rod; thence North 91.4 feet to a 5/8" iron rod; thence South 89°40' East 77.0 feet to the true point of beginning.

Escrow No: 21-30010 Title No: 21-30010

21/23

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 46:

A tract of land situated in the Northwest ¼ of Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows: Beginning at an iron rod that is North 606.62 feet, North 89° 40′ West 138.16 feet and South 30 feet from the Southeast corner of the West ½ of the Solomon Heater Donation Land Claim, THE TRUE POINT OF BEGINNING; thence South 54 feet to an iron rod; thence South 89° 40′ East 12.36 feet to an iron rod; thence South 37.48 feet to an iron rod; thence South 89° 40′ East 95.80 feet to an iron rod; thence North 91.48 feet to an iron rod; thence North 89° 40′ West 108.16 feet to an iron rod and the TRUE POINT OF BEGINNING. EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 47:

Part (a):

A tract of land situated in the Northwest Quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhili County, Oregon, more particularly described as follows:

Beginning at a point that is North 606.62 feet, North 89°40' West, 405.11 feet and South 30 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim; thence South 82.23 feet; thence South 89°40' East 94.95 feet (passing an iron rod at 5 feet) to an iron rod; thence North 82,23 feet to an iron rod; thence North 89°40' West 94.85 feet (Passing an iron rod to 89.95 feet) to the place of beginning.

An undivided 1/5 interest in the following property:

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

Beginning at an Iron rod that is North 606.62 feet, North 89°40' West, 285.16 feet and South 30.00 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim and the true point of beginning; thence North 89°40' West, 25.00 feet to a 5/8 inch iron rod; thence South 89°40' East, 25.00 feet; thence North 164.23 feet to the true point of beginning.

Parcel 48:

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

Beginning at an iron rod that is North 606.62 feet, North 89°40' West 215.16 feet and South 30.0 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 117.00 feet to an 1/2" iron rod; thence North 89°40' West 70.00 feet to a 5/8" iron rod; thence North 117.00 feet to a 5/8" iron rod; thence South 89°40' East 70 feet to the true point of beginning.

Parcel 49:

Escrow No: 21-30010 Title No: 21-30010

22-123

Being a part of the Donation Land Claim of Solomon Heater and Jane Heater, his wife, Notification No. 1471, Claim No. 48 in Sections 8, 9, 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being more particularly bounded and described as follows, to-wit:

Beginning at a point 26.72 chains North of the Quarter post on line between Sections 16 and 17 of said Township and Range; thence West 11.61 chains; thence North 18.063 chains; thence East 13.84 chains; thence South 18.063 chains; thence West 2.23 chains to the place of beginning.

TOGETHER with:

those portions of vacated Crestview Road, Aspen Way and Mountainview Drive described in Exhibit "B" of Instrument recorded October 10, 2008, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 49 by operation of law, if any.

EXCEPT that portion of the premises lying South of the North boundary of the Southern Pacific Railroad right of way.

ALSO EXCEPT that portion described in instrument recorded May 22, 1989 in Film Volume 0232, Page 0780, records of Yamhill County, Oregon.

ALSO EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

Parcel 50:

Parcel 3, PARTITION PLAT 2003-30, recorded December 3, 2003, Instrument No.: 200330511, records of Yamhill County, Oregon.

Parcel 51:

(Intentionally deleted)

Parcel 52:

Part of the Oliver J. Walker Donation Land Claim in Section 18, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at a point 4 rods West of the Section line between Sections 17 and 18 in said Township and Range, and 96 rods North of the South line of said Claim; thence North 160 feet to the TRUE point of beginning, which point is also the Northeast comer of that tract conveyed to Carl Johnson and Anna Johnson, by Deed recorded 11-30-53 in Book 171, Page 657, Deed Records: thence North 170 feet to the South line of that tract of land conveyed to Gordon J. Manary and Ruth H. Manary, by Deed recorded 1-7-47 in Book 140, Page 22, Deed Records; thence West along the South line of said Manary Tract 630 feet to the East line of the County Road: thence South 170 feet to the Northwest corner of said Johnson Tract: thence East along the North line of said Johnson Tract 630 feet to the TRUE point of beginning. EXCEPTING THEREFROM that portion conveyed to the State of Oregon by and through its State Highway Commission by Deed recorded 4-12-56 in Book 180, Page 468, Deed Records. AND FURTHER EXCEPTING that portion conveyed to Chester W. Emmert, et ux, by Deed recorded 5-20-59 in Film Volume 5, Page 216, Deed and Mortgage Records for Yamhill County, Oregon.

END OF LEGAL DESCRIPTION

Escrow No: 21-30010 Title No: 21-30010

*a3da*3

OWNERSHIP INFORMATION

Parcel Number : 030282

Q:NWR:02W T:03S S:16 QQ:NW

Ref Parcel

: R3216BB 00200

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 2102 N Springbrook Rd Newberg 97132

Mail Addres:

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

Document #

; 25139

Lender

Sale Price : \$140,000 Loan Type Interest Rate

Deed Type : Warranty % Owned ; 100

Vesting Type

; Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$110,866

Exempt Type

Mkt Structur:

Levy Code : 29.0

: \$110,866 Mkt Total

06-07 Taxes: \$880.76 05-06 Taxes: \$2,739.95

% Improved MEASURE 0

04-05

Taxes: \$2,880.01

Assd Land

:\$50,499

Assd Structu e

Assd Total

:\$50,499

PROPERTY DESCRIPTION

The mas Brothers : 713 F5

Cersus

: Tract: 301.00

Block: 3

Zoring

: 10 No Significance

Special District Neighborhood

: Nwn6 North Newberg

Lar d Use

: 100 Res, Vacant

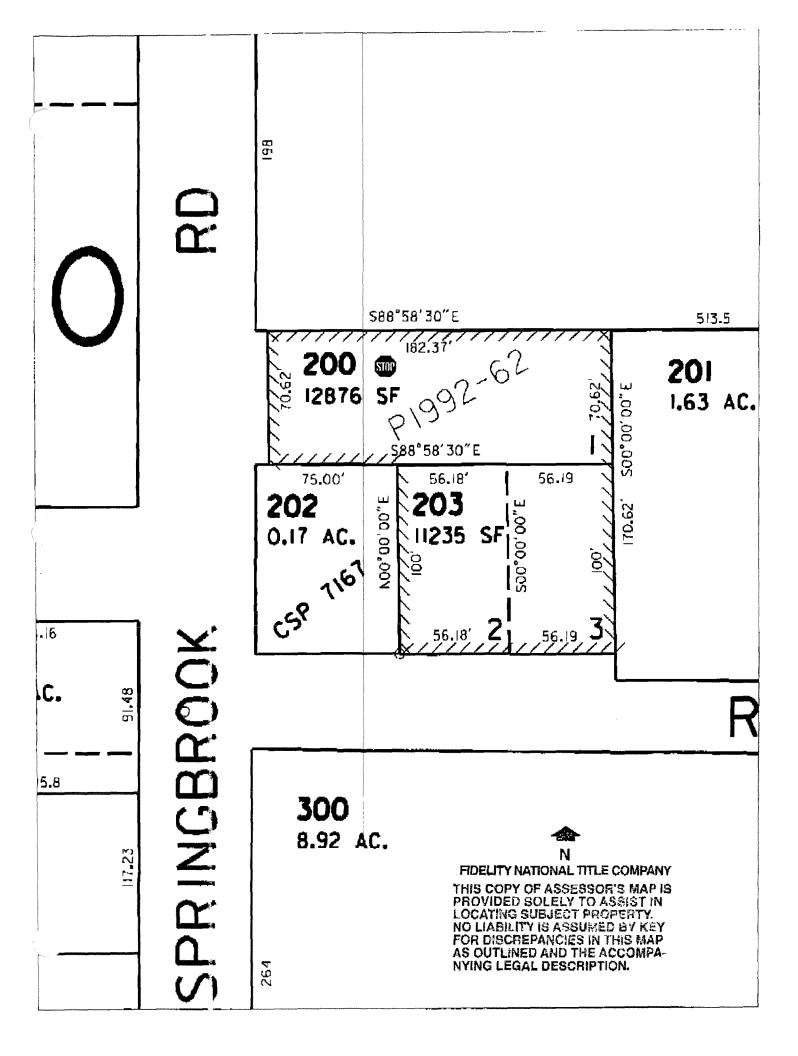
Leg al

: 012876 SQ FT IN SEC 16 T3S R2W

: PARCEL 1 P1992-62

Sul-division/Plat

Parcel Number : 030282 Lot APN MH APN 3 MH APN 1 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Lot Acres Building SF Bedrooms Lot SqFt Living SF Bathrooms Foundation 1st FloorSF Fireplace Wall Matl 2nd FloorSF Fireplace2 2nd+FloorSF : Roof Matl Heat/AC Roof Shape Heat/AC 2 Cellar SF BsmtTotalSF Floor Cvr Dishwasher Basement Type: Floor Base Hood/Fan Year Built Garage SqFt Microwave Garage Type Grbg Disp Stat Class : 133 TWO STORY **Appliances** Mobile Home Dimensions ID Number Skirt Title Make Units Farm Building s





Sonja Haugen

PO Box 1060 Newberg OR 97132

Sonja Haugen

PO Box 1060 Newberg OR 97132

After Recording Return To: Springbrook Properties Inc.

Send Tax Statement: To: Springbrook Properties Inc.

Fidelity National T

OFFICIAL YAMHILL COUNTY RECORDS JAN COLEMAN, COUNTY CLERK



\$31.00

3:29:10 PM 10/31/2006

Drag-DDrag Crit=1 Str \$10.90 \$15.00 \$11.00

Str=3 SUBJE

Title Order No. 21-29994

Escrow No. 21-29994 Tax Account No. R3216BB 00200:#30282

WARRANTY DEED

(OR\$ 93.850)

Jay-Kay LLC, an Oregon Limited Liability Company, Grantor, conveys and warrants to Springbrook Properties Inc., an Oregon corporation, Grantee, the following described real property free of encumbrances except as specifically set forth herein:

See Exhibit 'A' attached hereto and by reference made a part hereof.

BEFORE SIGNING OM ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD AQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IM VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITRE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PHANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30,#30 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNER: , IF ANY, UNDER OR8 197,352.

The true consideration for this conveyance is \$140,000.00.

Dated this Baltday if

ý: Joan D. Áustin, M⊮mber

JAYKAY LLC

State of OR, County o Yamhill)99.

This Instrumen was acknowledged before me on Ochter 3/

by Joan D. Austin, as #fember, of Jay-Kay LLC.

Notary Public

My commission expires: 628 2008

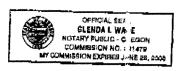


EXHIBIT 'A'

Legal Description:

Parcel 1 of Partition Plat No. 92-62, recorded August 29, 1992, Book 3, Page 0268, in Yamhill County, Oregon.

EXCEPTING FROM said Parcel 1 that portion described in Exhibit "A" of Instrument recorded October 25, 2008, Instrument No. 200624511, records of Yamhili County, Oregon

Subject to

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

Restrictive covenants regarding public improvements, including the terms and provisions thereof, and including among other things, a waiver of right of remonstrance.

Recorded:

August 28, 1992

Book:

0274 Page: 0298

In Yamhill County, Oregon.

A copy of the terms and provisions of the operating agreement of Jay-Kay LLC should be furnished for our examination prior to closing. Any conveyance or encumbrance of Jay-Kay LLC must be executed by all of the members unless otherwise provided for in the operation agreement. In addition, if there have been any changes in the membership from the date of original creation of the Jay-Kay LLC to the present date; copies of approval of withdrawal and acceptance of the new-members should be furnished for our examination.

OWNERSHIP INFORMATION

Parcel Number : 030326

R:02W T:03S S: 16 Q:NW QQ:NW

Ref Parcel

: R3216BB 00201

Owner

: Springbrook Properties Inc

CoOwner

Site Address : 3417 Crestview Dr Newberg 97132 Mail Address : PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred : 10/31/2006 Document # Sale Price

: 25137 Multi-parcel

Deed Type : Warranty % Owned

: \$76,700,000

: 100

Loan Amount

Lender : Seller Loan Type : Seller

Interest Rate Vesting Type

: Fixed : Corporation

: \$69,030

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$508,560

Exempt Type

Mkt Structure

: \$508,560

Levy Code : 29.0 06-07 Taxes: \$16.09

Mkt Total % Improved

05-06 Taxes: \$16.0504-05 Taxes: \$15.66

MEASURE: 0 :\$923 Assd Land

Aşşd Structus 2 Assd Total

:\$923

PROPERTY DESCRIPTION

Tho sas Brothers : 713 F5

Cen: us

: Tract: 301.00

Block: 3

Zon'ng

: 54 Farm Land, Unzoned

Special District

Neis hborhood : RIc6 City/Over 1 Acre Area 6

Lan! Use

: 540 Farm, Unzoned Farm Land, Vacant

Leg.1

: POTENTIAL ADDL TAX LIABILITY 1.63

: ACRES IN SEC 16 T3S R2W

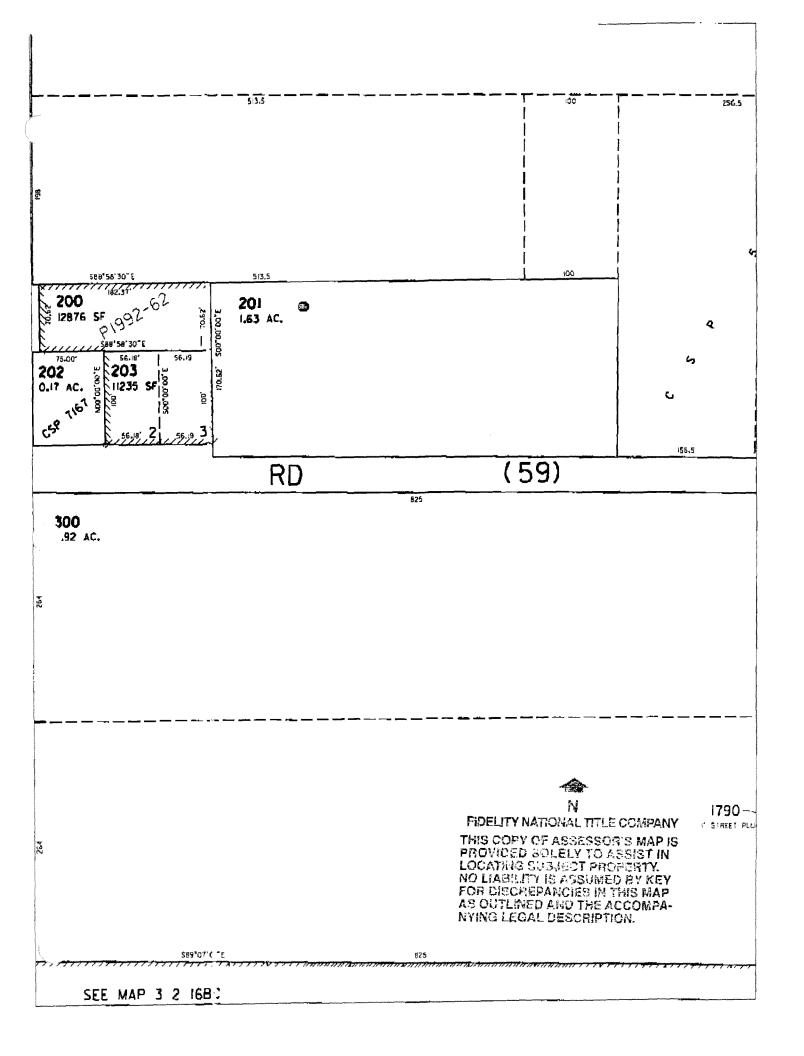
Sub. 'ivision/Plat

Parcel Number : 030326 MH APN 1 : MH APN 3 Lot APN MHAPN2: MH APN 4 PROPERTY CHARACTERISTICS Lot Acres : 1.63 Building SF Bedrooms Bathrooms Living SF Lot SqFt : 71,003 Foundation : 1st FloorSF Fireplace 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF : Root Matl Heat/AC Cellar SF Roof Shape Heat/AC 2 BsmtTotalSF Floor Cvr Dishwasher Basement Type: Finished Floor Base Hood/Fan Year Built Garage SqFt Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Skirt Title

<u>Units</u>

Make

Farm Buildings



OWNERSHIP INFORMATION

Parcel Number : 283017

R: 02W T: 03S S: 16 Q:NW QQ:NW

Ref Parcel

: R3216BB 00202

Owner

: Springbrook Properties Inc

CoOwner . Site Address

: 3301 Crestview Dr Newberg 97132 : PO Box 1060 Newberg Or 97132

Mail Addres: Telephone

: Owner :

Tenant:

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate

: Fixed

% Owned

: Warranty : 100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land Mkt Structure : \$94,900

Exempt Type

Levy Code

: 29.0

Mkt Total

: \$94,900

06-07

Taxes: \$722.54

% Improved

05-06

Taxes: \$1,899.52

MEASURE 50

04-05

Taxes: \$1,924.74

Assd Land :\$41,427

Assd Structur:

Assd Total

:\$41,427

PROPERTY DESCRIPTION

Thoraas Brothers : 713 F5

Cen. us

: Tract: 301.00

Block: 3

Zoning

: 10 No Significance

Spec al District

Neighborhood

Lanc Use

: Nwn6 North Newberg

: 100 Res, Vacant

Lege!

: .17 ACRES IN SEC 16 T3S R2W

Subcivision/Plat

Parcel Number : 283017

MH APN 1 : MH APN 3 : Lot APN

MHAPN2 : MHAPN4 :

PROPERTY CHARACTERISTICS

Bedrooms : Building SF : Lot Acres : .17
Bathrooms : Living SF : Lot SqFt : 7,405

Fireplace: Ist FloorSF: Foundation:
Fireplace2: 2nd FloorSF: Wall Math: Heat/AC: 2nd+FloorSF: Roof Math: :

 Heat/AC
 :
 2nd+FloorSF
 :
 Roof Matl
 :

 Heat/AC 2
 :
 Cellar SF
 :
 Roof Shape
 :

 Dishwasher
 :
 BsmtTotalSF
 :
 Floor Cvr
 :

 Hood/Fan
 :
 Basement Type
 : Traditional
 Floor Base
 :

Microwave: Garage SqFt: Year Built:

Grbg Disp : Garage Type :

Stat Class : 131 ONE STORY

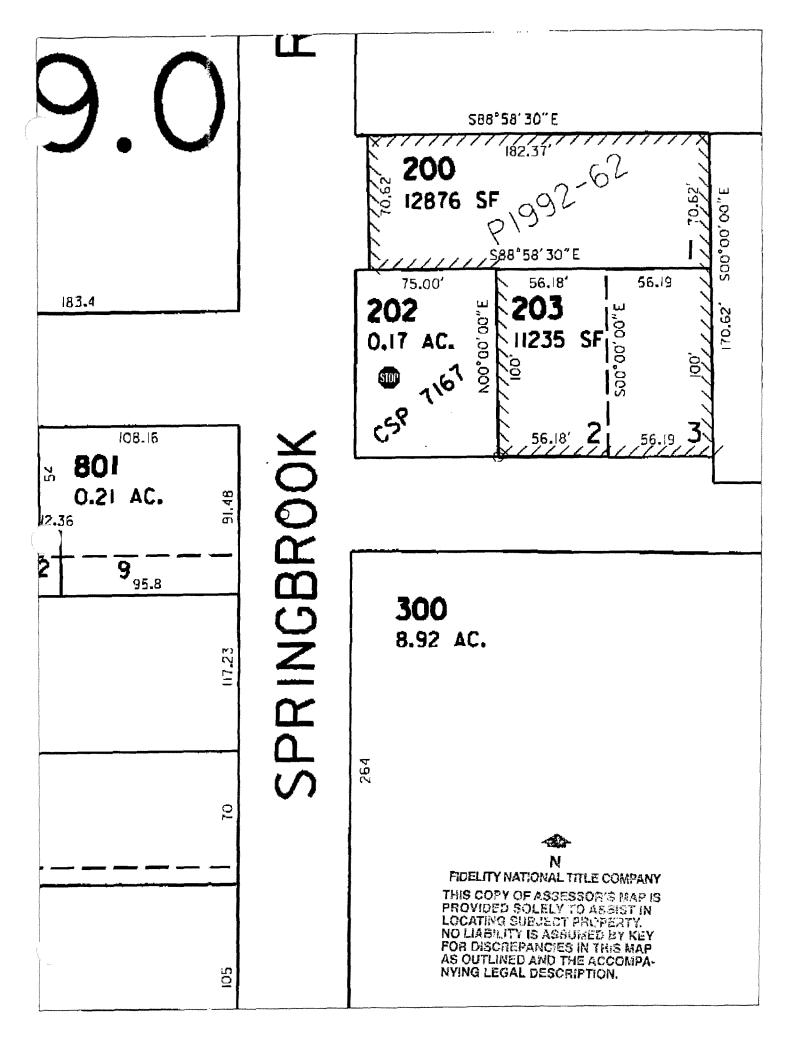
Appliances

Mobile Home

ID Number : Dimensions : Title : Skirt :

Make :

Farm Building: Units



OWNERSHIP INFORMATION

: 488464 Parcel Number

R:02W T:03S S:16

O: NW QQ: NW

Ref Parcel

: R3216BB 00203

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: *no Site Address*

Mail Addres.

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate

: Fixed

% Owned

: Warranty :100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$95.942

Exempt Type

Mkt Structure

: \$95,942

Levy Code : 29.0

Mkt Total

06-07

Taxes: \$675.08

% Improved

05-06

Taxes: \$653.28

MEASURE: 0

Assd Land

:\$38,706

:\$38,706

Assd Structur?

Assd Total

04-05

Taxes: \$637.65

PROPERTY DESCRIPTION

Thoraas Brothers :

Cenvus

: Tract:

Block:

Zon-1g

: 10 No Significance

: Nwn6 North Newberg

Special District

Neis hborhood

Lane Use

: 100 Res, Vacant

Lege!

: .26 ACRES IN SEC 16 T3S R2W PARCELS

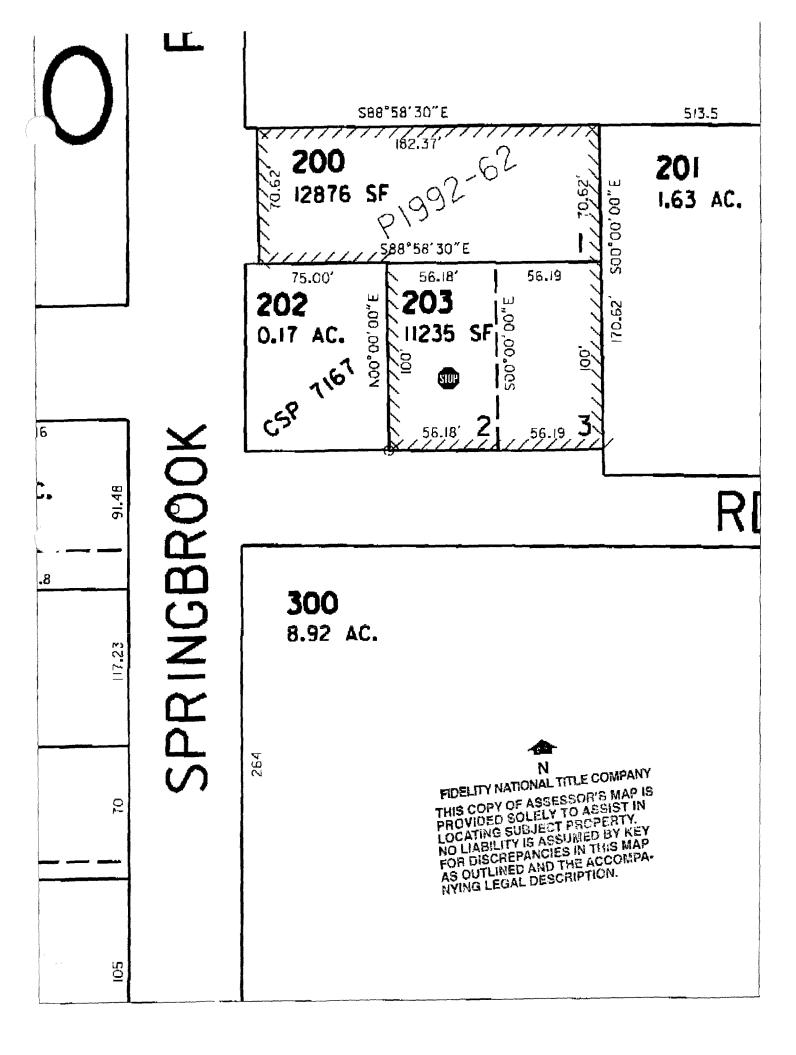
: 2 & 3 P1992-62

Subcivision/Plat

Parcel Number : 488464 MH APN I : MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Bedrooms Lot Acres : .26 **Bathrooms** Living SF Lot SqFt : 11,326 1st FloorSF Fireplace Foundation: 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Cellar SF Heat/AC 2 Roof Shape : BsmtTotalSF : Dishwasher Floor Cvr Hood/Fan Basement Type: Floor Base Year Built Microwave Garage SqFt Grbg Disp Garage Type Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

Units

Farm Building:



OWNERSHIP INFORMATION

Parcel Number : 030344 R:02W T:03S S:16 Q:NW **QQ: NW**

Ref Parcel

: R3216BB 00300

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 1908 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

: Warranty

Interest Rate Vesting Type

% Owned : 100

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,643,888

Exempt Type

: 29.0

Mkt Structure

: \$2,643,888

Levy Code 06-07

Taxes: \$63.99

Mkt Total

05-06

Taxes: \$63.78

% Improved

04-05

Taxes: \$62.28

MEASURE 5)

:\$3,669

Assd Structur!

Assd Total

Assd Land

:\$3,669

PROPERTY DESCRIPTION

Thoras Brothers : 713 F5

Census

: Tract: 301.00

Block: 3

Zoniag

: 54 Farm Land, Unzoned

Spec al District

Neigaborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Legc'

: POTENTIAL ADDL TAX LIABILITY 8.92

: ACRES IN SEC 16 T3S-R2W

Subc vision/Plat

Parcel Number : 030344

MH APN 1 : MH APN 3 : Lot APN :

MHAPN 2 : MHAPN 4 :

PROPERTY CHARACTERISTICS

Bedrooms:Building SF:Lot Acres: 7.92Bathrooms:Living SF:Lot SqFt: 344,995

Fireplace Ist FloorSF Foundation: Fireplace2 2nd FloorSF Wall Matl Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Roof Shape : BsmtTotalSF Dishwasher Floor Cvr Hood/Fan Basement Type: Floor Base Microwave Garage SqFt Year Built

Grbg Disp : Garage Type :

Stat Class : *UNKNOWN STAT CLASS*

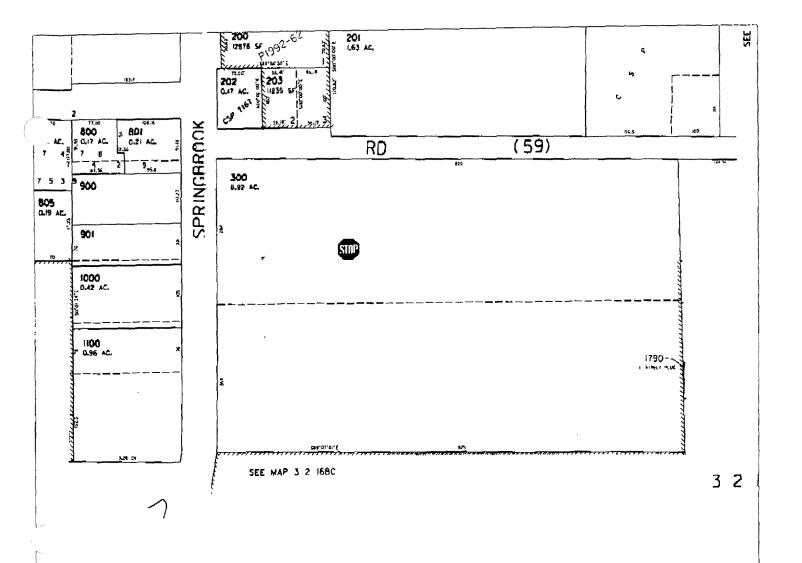
Appliances

Mobile Home

ID Number : Dimensions :
Title : Skirt :

Make :

Farm Building: Units



6

M

FIDELITY NATIONAL TITLE COMPANY
THIS COPY OF ASSESSOR'S MAP IS
PROVIDED SOLELY TO ASSIST IN
LOCATING SUBJECT PROPERTY.
NO LIABILITY IS ASSUMED BY KEY
FOR DISCREPANCIES IN THIS MAP
AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

OWNERSHIP INFORMATION

Parcel Nummer : 030353

R:02W T:03S S:16 Q:NW QQ:NW

Ref Parcel

: R3216BB 00400

Owner

: Springbrook Properties Inc

CoOwner .

:

Site Address

: 2201 N Springbrook Rd Newberg 97132

Mail Addres :

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000 : Warranty Loan Type Interest Rate

: Fixed

% Owned

: 100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,122,123

Exempl Type

Mkt Structur :

: \$939,835

Levy Code : 29.0

Mkt Total

: \$3,061,958

Taxes: \$32,119.85

% Improved : 31

06-07 05-06

Taxes: \$37,418.78

MEASURE 0

l

04-05

Taxes: \$36,524.72

Assd Land Assd Structu e :\$558,738

Assd Total

:\$1,282,891 :\$1,841,629

PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

Cersus

: Tract: 302.01

Block: 1

Zoning

: 30 No Significance

Special District

Nei hborhood

: Npr6

Lan I Use

: 301 Ind,Improved

LGN 4 Co

. 501 Ind, miproved

Legal

: 11.65 ACRES IN SEC 16 T38 R2W

•

Subdivision/Plat

Parcel Number : 030353

MH APN 1

MH APN 3

Lot APN

MH APN 2

MH APN 4

PROPERTY CHARACTERISTICS

Bedrooms

Building SF

Lot Acres : 12.20

Bathrooms

Living SF 1st FloorSF Lot SqFt : 531,432 Foundation:

Fireplace Fireplace2 Heat/AC Heat/AC 2

2nd FloorSF 2nd+FloorSF : Çellar SF BsmtTotalSF Basement Type:

Roof Matl Roof Shape Floor Cvr

Wall Matl

Dishwasher Hood/Fan Microwave Grbg Disp

Garage SqFt :

Floor Base Year Built

Garage Type

Stat Class

: 650 MANUFACTURING

Appliances

Mobile Home

ID Number

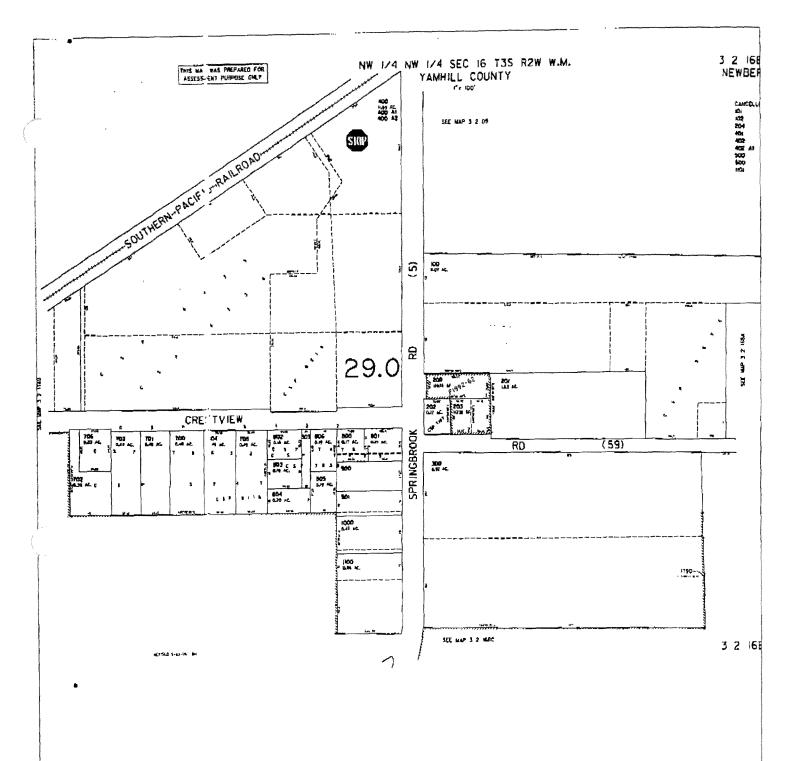
Dimensions

Title Make

Skirt

Farm Buildings

Units





N FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

OWNERSHIP INFORMATION

: 032921 Parcel Nummer

R:02W T:03S S: 17 QQ:

Q:

Ref Parcel

: R3217 00100

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: 2400 N Aspen Way Newberg 97132 : PO Box 1060 Newberg Or 97132

Mail Address Telephone

: Owner :

Tenani

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

: Warranty

Interest Rate

% Owned : 100 Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$1,537,808

Exempt Type

Mkt Structu e

Levy Code

: 29.0

Mkt Total : \$1,537,808 06-07

Taxes: \$10,105.81

% Improved

05-06

Taxes: \$9,779.39

MEASURE:50

04-05

Taxes: \$9,545.71

Assd Land

:\$579,428

Assd Struct: re

Assd Total

:\$579,428

PROPERTY DESCRIPTION

Thomas Brothers : 713 E5

: Tract: 302.01

Block: I

Ce usus Zo sing

: 30 No Significance

Sp cial District

Ne zhborhood

: Ind6 Industrial Area 6

Land Use

: 300 Ind, Vacant

Le tal

: 19.35 ACRES IN SEC 17 T3S R2W

Suadivision/Plat

Parcel Number : 032921

MH APN 1 : MH APN 3 : Lot APN :

MHAPN2 : MHAPN4 :

PROPERTY CHARACTERISTICS

Bedrooms:Building SF:Lot Acres: 19.35Bathrooms:Living SF:Lot SqFt: 842,886

Ist FloorSF Fireplace Foundation 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF : Heat/AC Roof Matl Cellar SF Heat/AC 2 Roof Shape : Dishwasher Bsm:TotalSF Floor Cvr Hood/Fan Basement Type: Floor Base Microwave Garage SqFt Year Built

Grbg Disp : Garage Type :

Stat Class : *UNKNOWN STAT CLASS*

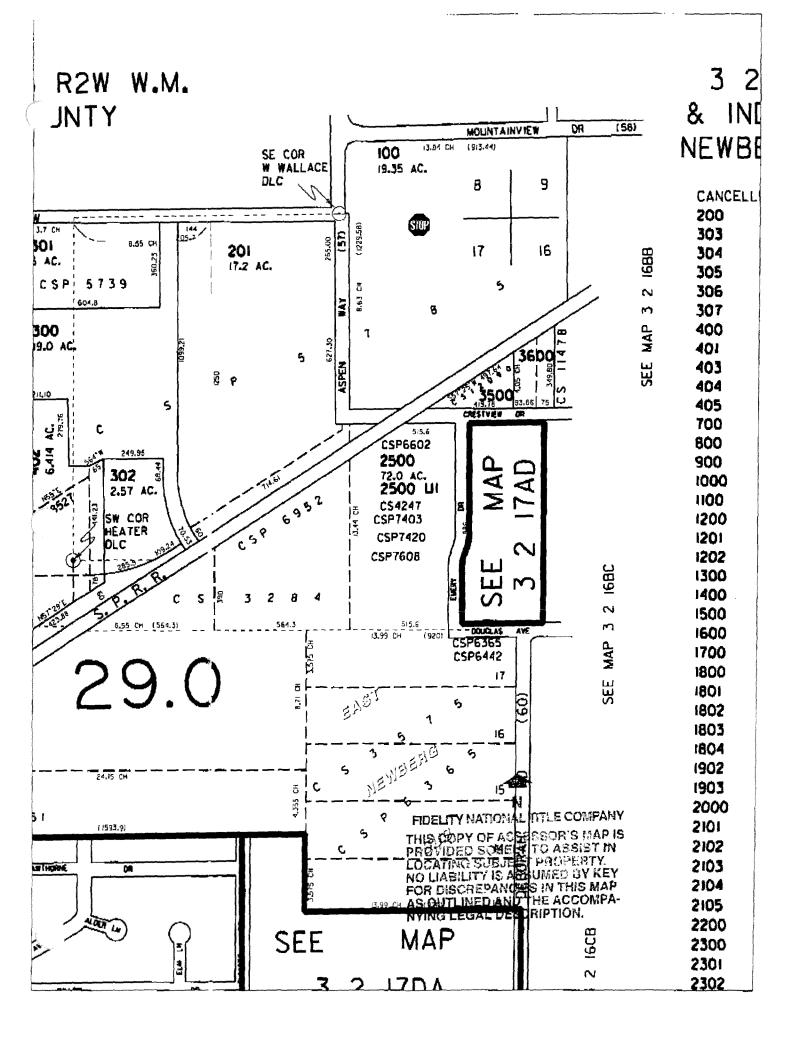
Appliances

Mobile Home

ID Number : Dimensions :
Title : Skirt :

Make :

Farm Building : Units



OWNERSHIP INFORMATION

Parcel Numrer : 033724

R:02W-T:03S

S: 17

Q:

QQ:

Ref Parcel

: R3217 01900

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: N College St Newberg

Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000 : Warranty

Loan Type Interest Rate

: Fixed

% Owned

: 100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$6,330,480

Exempt Type

Levy Code

: 29.0

Mkt Structur 1

: \$6,330,480

06-07

Taxes: \$1,428.15

Mkt Total % Improved

05-06

Taxes: \$1,384.45

MEASURE 10

04-05

Taxes: \$1,351.43

Assd Land

:\$81,883

Assd Structu e

Assd Total

:\$81,883

PROPERTY DESCRIPTION

The mas Brothers :

Cer sus

: Tract:

Block:

Zor ing

: 54 Farm Land, Unzoned

Spenial District

Neighborhood

: Rlc6 City/Over I Acre Area 6

Lat 1 Use

: 540 Farm, Unzoned Farm Land, Vacant

Leg al

: POTENTIAL ADDL TAX LIABILITY 20.29

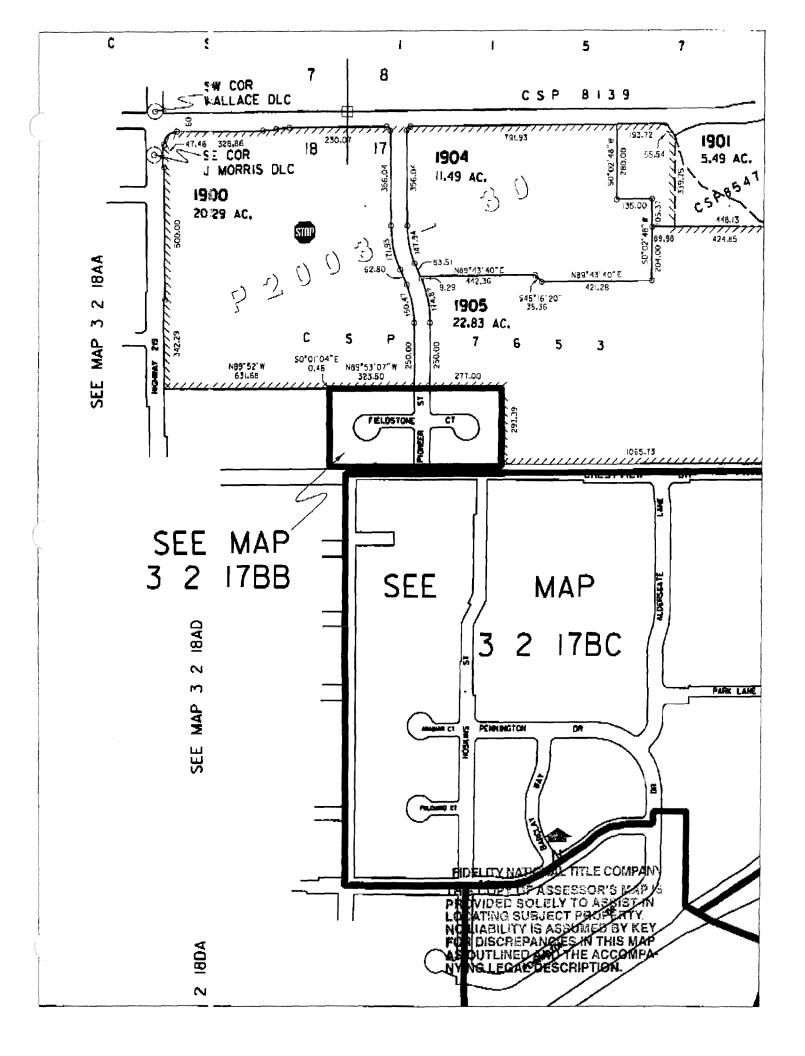
: ACRES IN SEC 17 T3S R2W

Sul division/Plat

Parcel Number : 033724 MH APN 1 MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Lot Acres : 19.29 Bedrooms : 840,272 Living SF Lot SqFt Bathrooms Fireplace 1st FloorSF Foundation Wall Matl Fireplace2 2nd FloorSF Heat/AC 2nd+FloorSF : Roof Matl Cellar SF Roof Shape Heat/AC 2 **BsmtTotalSF** Floor Cvr Dishwasher Floor Base Hood/Fan Basement Type: Finished Year Built Garage SqFt : Microwave Garage Type : Grbg Disp Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

<u>Units</u>

Farm Building :



OWNERSHIP INFORMATION

Parcel Numeer : 040075

R:02W T:03S S:18Q: NEQQ: NE

Ref Parcel

: R3218AA 00200

Owner

: Springbrook Properties Inc

CoOwner .

: N College St Newberg

Site Address

: PO Box 1060 Newberg Or 97132

Mail Addres Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document # Sale Price

: 25137 Multi-parcel

Lender Loan Type : Seller : Seller

Deed Type

: \$76,700,000 : Warranty

Interest Rate

: Fixed

% Owned

: 100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$698,880

Exempt Type

Levy Code : 29.0

Mkt Structur: Mkt Total

06-07 Taxes: \$25.27

: \$698,880

05-06 Taxes: \$25.19

% Improved MEASURE 0

04-05

Taxes: \$24.63

Assd Land

Assa Structu.e

:\$1,449

Assd Total

:\$1,449

PROPERTY DESCRIPTION

The mas Brothers :

Cer sus

: Tract:

Block:

Zor ing

: 54 Farm Land, Unzoned

Special District Nei shborhood

: Rlc6 City/Over 1 Acre Area 6

Lar & Use

: 540 Farm, Unzoned Farm Land, Vacant

Leg al

: POTENTIAL ADDL TAX LIABILITY 2.24

: ACRES IN SEC 18 T3S R2W

Sul division/Plat

Parcel Number : 040075

MH APN 1 : MH APN 3 : Lot APN

MH APN 2 : MH APN 4 :

PROPERTY CHARACTERISTICS

Bedrooms: Building SF: Lot Acres: 2.24

Bathrooms : Living SF : Lot SqFt : 97,574
Fireplace : Ist FloorSF : Foundation :
Fireplace2 : 2nd FloorSF : Wall Matl :

Heat/AC2nd+FloorSFRoof MatlHeat/AC 2Cellar SFRoof ShapeDishwasherBsmtTotalSFFloor CvrHood/FanBasement TypeFloor Base

Hood/Fan: Basement Type: Floor Base:

Microwave : Garage SqFt : Year Built : Grbg Disp : Garage Type :

Stat Class : *UNKNOWN STAT CLASS*

<u>Appliances</u>

<u>Mobile Home</u>

ID Number:Dimensions:Title:Skirt:

Make :

Farm Buildin; 5 Units

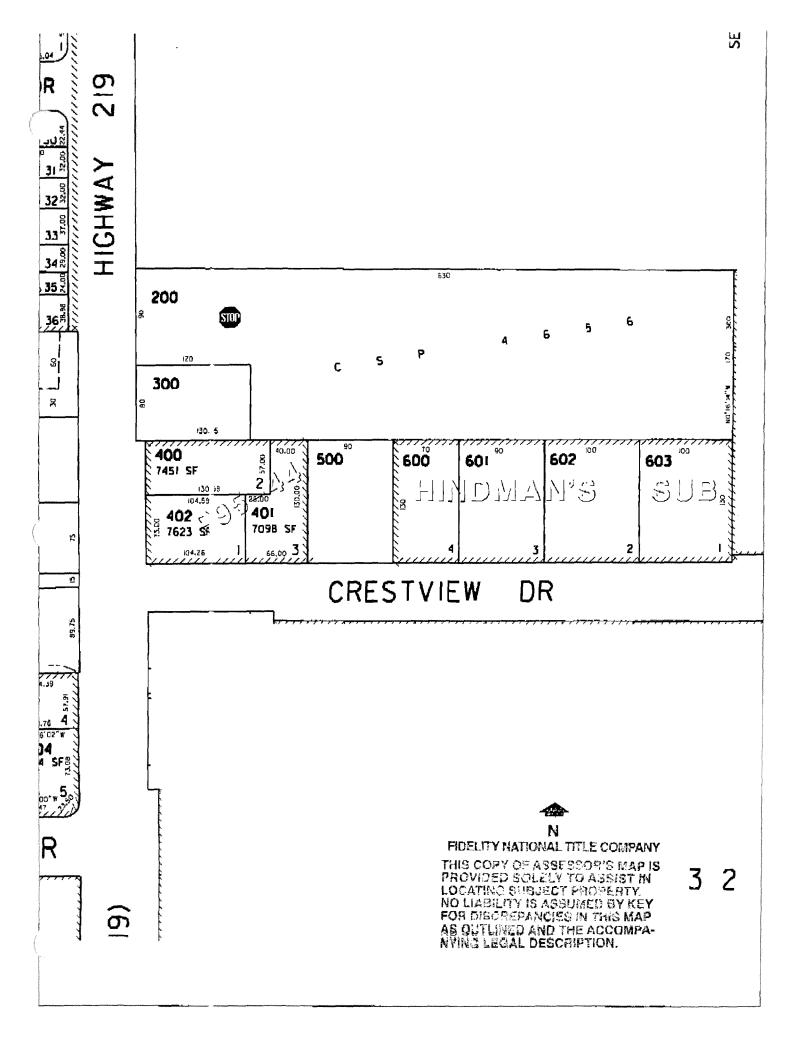


EXHIBIT F

TRAFFIC IMPACT ANALYSIS



SPRINGBROOK

Traffic Impact Study

NEWBERG, OREGON

PREPARED BY LANCASTER ENGINEERING

MAY 2007



SPRINGBROOK

Traffic Impact Study

Newberg, Oregon



Prepared By

MICHAEL ARD, P.E.

May, 2007



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Location Description	5
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Trip Distribution	14
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EXECUTIVE SUMMARY

- **1.** The Springbrook Conceptual Master Plan proposes development of approximately 450 acres of property in northern Newberg with up to 1,167 single-family dwellings, 264 condos/townhouses, a 110-room resort hotel, 342,000 square feet of retail commercial space and 667,000 square feet of employment/office space. It is anticipated that construction of the proposed facilities would be completed within 6 to 7 years.
- 2. The trip generation calculations show that the proposed development could generate a total of 1,969 trips during the morning peak hour with 1,141 entering and 828 exiting the development area. The evening peak hour is expected to result in a total of 2,566 trips with 1,128 entering and 1,438 exiting the development area. A weekday total of 24,354 trips is expected with half entering and half exiting.
- **3.** Development under the proposed Springbrook plan will generate fewer trips than could be generated with reasonable worst-case development under the existing zoning designations for the subject property. The proposed Springbrook plan will not worsen the performance of existing or planned transportation facilities, and will not significantly affect the transportation system as defined by the Transportation Planning Rule. A trip cap of 2,744 net new trips during the evening peak hour is proposed to ensure that site traffic volumes do not exceed levels allowable under the existing zoning.
- **4.** The intersections of Mountainview Drive at Villa Road, Mountainview Drive at Aspen Way and Springbrook Road at Haworth Avenue should be signalized in order to maintain acceptable operation upon development of the project area. The new signals should be installed when signal warrants are met at each intersection.
- **5.** The intersection of College Street at Mountainview Drive should have a northbound right-turn lane added. This improvement will ensure that the intersection will continue to operate acceptably and that traffic volumes will not exceed intersection capacity.
- **6.** The intersection of College Street at East Hancock Street (Highway 99W) is projected to require construction of a southbound right-turn lane prior to 2013 in order to prevent traffic volumes from exceeding intersection capacity. This improvement is not required, however, under year 2025 traffic conditions since completion of the Newberg-Dundee bypass will significantly reduce traffic volumes on Highway 99W. In order to minimize potential impacts to existing businesses in the vicinity of the intersection, it is recommended that the southbound right-turn lane be constructed just prior to reaching intersection capacity. To determine the optimum timing for the proposed improvement, additional analysis should be undertaken when Springbrook is within one year of 50% completion.



INTRODUCTION

The Springbrook Conceptual Master Plan proposes development of approximately 450 acres of property in northern Newberg with a resort/inn as well as residential, commercial and employment land uses. Specifically, the plan could result in development of the property with up to 1,167 single-family dwellings, 264 condos/townhouses, a 110-room resort hotel, 342,000 square feet of retail commercial space and 667,000 square feet of employment/office space. It is anticipated that construction of the proposed facilities would be completed within 6 to 7 years.

The purpose of this study is to assess the traffic impacts of the proposed development and to determine what transportation mitigation measures will be appropriate. This traffic study will examine built-out (year 2013) traffic conditions as well as the planning horizon year (2025) traffic conditions.

Detailed information on level of service definitions, traffic counts, trip generation and distribution calculations, and level of service calculations is included in the technical appendix to this report.



LOCATION DESCRIPTION

Springbrook is composed of several large parcels with an irregular border, but is generally located within the City of Newberg's Urban Growth Boundary, east of College Street, west of Putnam Road, south of Bell Road and north of Crestview Drive. The site is bordered by residential and light industrial land uses to the west and south, and by rural land to the north and east.

As requested by the City of Newberg, this study includes traffic counts and evening peak hour analysis at fourteen intersections in the vicinity of the proposed development. The intersections are as follows:

- 1. Bell Road at Aspen Way
- 2. Bell Road at Zimri Drive
- 3. College Street at Foothills Drive
- 4. College Street at Mountainview Drive
- 5. Mountainview Drive at Villa Road
- 6. Mountainview Drive at Aspen Way
- 7. Mountainview Drive at Zimri Drive
- 8. Springbrook Road at Crestview Drive
- 9. Springbrook Road at Benjamin Road
- 10. E Hancock Street at College Street11. Highway 99W at Villa Road
- 12. Highway 99W at Springbrook Road
- 13. Springbrook Road at Haworth Avenue
- 14. Highway 99W at Providence Drive/Crestview Drive

An area map showing the site location is on page eight and a vicinity map showing the nearby street system and the configuration of the study area intersections is shown in Figure 1 on page nine.

The intersection of Bell Road at Aspen Way is a 3-legged intersection that is stop controlled on the northbound Aspen Way approach. Bell Road is a two-lane road-way under the jurisdiction of Yamhill County. It is classified by the County as an Arterial and has a posted speed of 45 mph in the vicinity of Aspen Way. Aspen Way is a two-lane roadway with a posted speed of 45 mph. It is classified as a Major Collector from Bell Road to Villa Road, and as a Minor Collector from Villa Road to Mountain-view Drive.

The intersection of Bell Road at Zimri Drive is also a 3-legged intersection that is stop controlled on the northbound Zimri Drive approach. Bell Road has a posted



speed of 45 mph in the vicinity of the intersection. Zimri Drive is classified by the city of Newberg as a Major Collector and has a posted speed of 45 mph.

College Street at Foothills Drive is a controlled by stop signs on the Foothills Drive approaches. College Street/Highway 219 is a two-lane District Highway under the jurisdiction of the Oregon Department of Transportation (ODOT). It has a posted speed of 35 mph at Foothills Drive, however the speed limit increases to 40 mph starting 250 feet north of Foothills Drive. Foothills Drive is a two-lane Major Collector with a posted speed of 25 mph.

College Street at Mountainview Drive is controlled by a traffic signal. Each intersection approach has a left-turn lane and a shared through/right lane. College Street/Highway 219 has a posted speed of 35 mph in the vicinity of the intersection. Mountainview Drive is classified by the City of Newberg as a Major Collector with a posted speed of 25 mph west of College Street and as a Minor Arterial with a posted speed of 35 mph east of College Street.

Mountainview Drive at Villa Road is a three-legged intersection that is stop-controlled on the northbound Villa Road approach. The eastbound intersection approach on Mountainview Drive has a dedicated right-turn lane. Mountainview Drive has a posted speed of 35 mph in the vicinity of the intersection. Villa Road is a two-lane Major Collector under the jurisdiction of the City of Newberg and has a posted speed of 25 mph.

The intersection of Mountainview Drive at Aspen Way is stop controlled on the Aspen Way approaches. Aspen Way has a posted speed of 45 mph north of Mountainview Drive and 35 mph south of Mountainview Drive. Mountainview Drive has a posted speed of 35 mph west of Aspen Way and a basic rule speed of 55 mph east of Aspen Way.

Mountainview Drive at Zimri Drive is a three-legged intersection and is stop controlled on the southbound Zimri Drive approach. Mountainview Drive has a basic rule speed of 55 mph in the vicinity of the intersection, and Zimri Drive has a posted speed of 45 mph.

Springbrook Road at Crestview Drive is an offset intersection that is stop controlled on the Crestview Drive approaches. The west leg is located approximately 75 feet north of the east leg of the intersection. Through traffic on Springbrook Road does not stop. The west leg of Crestview Drive is paved and has a posted speed of 25 mph. The east leg is a gravel road with no posted speed.



Springbrook Road at Benjamin Road is a three-legged intersection and is stop controlled on the Benjamin Road approach. Railroad tracks run parallel and adjacent to Springbrook Road on the south side of the intersection, so traffic must stop on as it enters and leaves the intersection on Benjamin Road. Benjamin Road is classified by Yamhill County as an Arterial, and has a basic rule speed of 55 mph.

East Hancock Street at College Street is controlled by a traffic signal. East Hancock Street serves as the westbound travel lanes of Highway 99W through the downtown couplet extending from River Street to Harrison Street. It is classified by ODOT as a Statewide Highway and a Freight Route. It consists of three westbound travel lanes and has a posted speed of 25 mph. Parking is available on the south side of E Hancock Street. College Street also has a posted speed of 25 mph in the vicinity of E Hancock Street.

The intersection of Highway 99W at Villa Road is controlled by an eight-phase traffic signal. Highway 99W has three westbound and two eastbound travel lanes at the intersection, as well as left-turn lanes on each approach. It has a posted speed of 35 mph in the vicinity of Villa Road. Villa Road has a posted speed of 25 mph, and has three lanes on each intersection approach. North of Highway 99W, Villa Road is classified as a Major Collector. South of Highway 99W Villa Road is classified as a Major Arterial, since it serves as an extension of Highway 219. The northbound approach has two left-turn lanes and a shared through/right lane. The southbound approach has a left turn lane, a through lane and a right turn lane.

Highway 99W at Springbrook Road is also controlled by an eight-phase traffic signal. Highway 99W has a posted speed of 40 mph in the vicinity of the intersection and has a left-turn lane, two through lanes and a yield-controlled right-turn lane on each Highway 99W approach. Springbrook Road has a posted speed of 25 mph north of Highway 99W and 35 mph south of Highway 99W. The Springbrook Road intersection approaches each have two left-turn lanes, one through lane, and a right-turn lane.

Springbrook Road at Haworth Avenue is a four-way stop-controlled intersection with a posted speed of 25 mph on all approaches. The east leg of the intersection serves as a driveway access for Safeway and has a single approach lane. All other intersection approaches have a left-turn lane and a shared through/right lane. Haworth Avenue is classified by the City of Newberg as a Major Collector.

Highway 99W at Providence Drive is currently a 3-legged intersection controlled by a traffic signal. The northbound Providence Drive approach has a left-turn lane and a right-turn lane. The eastbound approach on Highway 99W has two through lanes and a right-turn lane. The westbound approach has a left-turn lane and two through lanes. It is anticipated that Crestview Drive will be extended in the future to

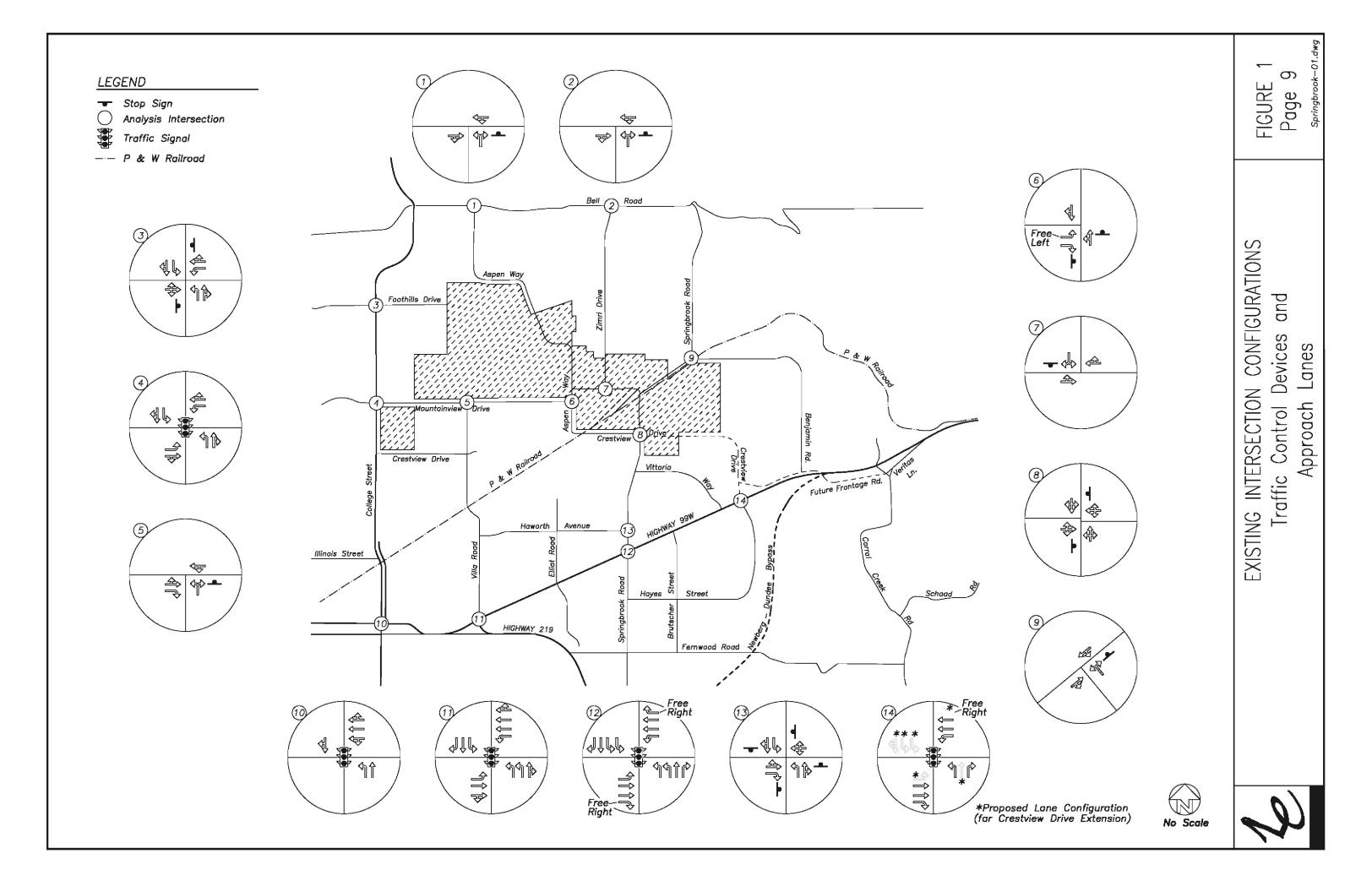


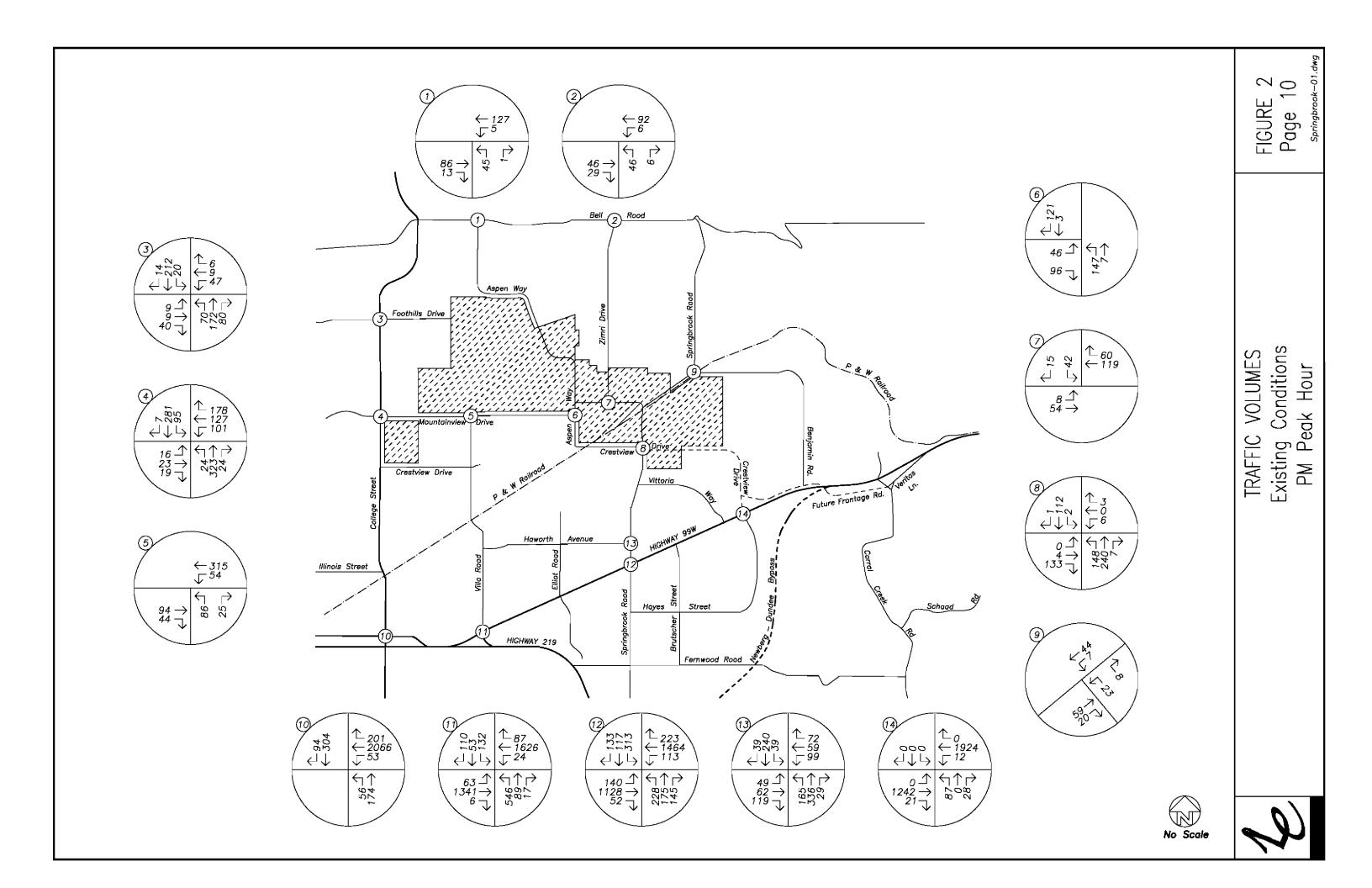
intersect Highway 99W at Providence Drive. The Crestview Drive extension will be classified as a Major Collector.

Manual turning movement counts were done in June of 2006 from 4:00 to 6:00 PM. The peak hour was approximately 5:00 to 6:00 PM weekdays. The existing traffic volumes at the study area intersections are shown in Figure 2 on page ten. Detailed traffic count data is also included in the appendix to this report.



FIGURE 1 Area Map







TRIP GENERATION

To estimate the number of trips that could be generated by the proposed Spring-brook development, the trip rates from *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers, were examined.

The following ITE land-use categories and trip rates were used to estimate the trip generation:

Residential Development: Single-Family Detached Housing (210)

Residential Condominium/Townhouse (230)

Resort: Resort Hotel (330)
Retail Development: Shopping Center (820)

Employment: General Office Building (710)

The trip generation rate for the residential land uses is based on the number of dwelling units. The trip generation for the resort hotel is based on the number of rooms. All other trip generation rates are based on the square footage of the buildings.

Detailed trip generation calculations including internal trip capture calculations are included in the appendix to this report.

WEEKDAY TRIP GENERATION SUMMARY

Springbrook

		AM F		l Peak Hour		PM Peak Hour				Weekday	1	
	Size	In	Out	Total		ln	Out	Total		ln	Out	Total
Single Family Residential	1,167	207	619	826		616	362	978		4,984	4,984	9,968
Multi-Use/Internal (12%)		50	50	100		59	59	118		598	598	1,196
Townhouse/Condominium	264	19	93	112		89	44	133		732	732	1,464
Multi-Use/Internal (12%)		7	7	14		8	8	16		88	88	176
Resort Hotel	110	24	10	34		20	26	46		230	230	460
Shopping Center	342	375	240	615		676	733	1,409		7,551	7,551	15,102
Multi-Use/Internal (12%)		37	37	74		85	85	170		906	906	1,812
Pass-By Trips (34%)		92	92	184		211	211	422		2,259	2,259	4,518
General Office Building	667	753	103	856		140	686	826		2,876	2,876	5,752
Multi-Use/Internal (12%)		51	51	102		50	50	100		345	345	690
Total Trips		1,378	1,065	2,443		1,541	1,851	3,392		16,373	16,373	32,746
Multi-Use/Internal		145	145	290		202	202	404	П	1,937	1,937	3,874
Total Driveway Trips		1,233	920	2,153		1,339	1,649	2,988		14,436	14,436	28,872
Pass-by Trips		92	92	184		211	211	422		2,259	2,259	4,518
Net New Trips		1,141	828	1,969		1,128	1,438	2,566		12,177	12,177	24,354



In order to quantify the traffic impacts of the proposed Springbrook development relative to the existing zoning, a comparison was made between the trips generated under the proposed conceptual master plan and the trips generated by worst-case development under the existing zoning designations.

The following ITE land-use categories and trip rates were used to estimate the potential trip generation under the current zoning:

Residential Development: Single-Family Detached Housing (210)

Retail Development: Shopping Center (820)

Industrial Development: General Light Industrial (110)

Detailed trip generation calculations for the existing zoning designations are included in the appendix of this report.

WEEKDAY TRIP GENERATION SUMMARY

Springbrook: Maximum Development Under Existing Zoning Desigations

		AM Peak Hour			PM Peak Hour				Weekday			
	Size	In	Out	Total		ln	Out	Total	ln	Out	Total	
Single Family Residential	1,762	311	932	1243		893	525	1418	7,282	7,282	14,564	
Multi-Use/Internal (9%)		56	56	112		64	64	128	655	655	1,310	
Shopping Center	210	280	179	459		491	531	1,022	5,501	5,501	11,002	
Multi-Use/Internal (9%)		21	21	42		46	46	92	495	495	990	
Pass-By Trips (34%)		71	71	142		158	158	316	1,702	1,702	3,404	
General Light Industrial	857	694	95	789		101	739	840	2,987	2,987	5,974	
Total Trips		1,285	1,206	2,491		1,485	1,795	3,280	15,770	15,770	31,540	
Multi-Use/Internal		77	77	154		110	110	220	1,150	1,150	2,300	
Total Driveway Trips		1,208	1,129	2,337		1,375	1,685	3,060	14,620	14,620	29,240	
Pass-by Trips		71	71	142		158	158	316	1,702	1,702	3,404	
Net New Trips		1,137	1,058	2,195		1,217	1,527	2,744	12,918	12,918	25,836	

A comparison of the trip generation totals under the existing zoning designations and under the proposed Springbrook Conceptual Master Plan reveals that fewer trips will be generated by Springbrook than would be allowed under the existing zoning. Specifically, site trips are reduced by 10 percent during the morning peak hour and by 6 percent during the evening peak hour. The daily trip generation is also reduced by 6 percent under the proposed Springbrook Conceptual Master Plan.



Under Oregon Administrative Rule 660-012-0060, the Transportation Planning Rule, "A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- (b) Change standards implementing a functional classification system; or
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
 - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan."

The Springbrook development would not change the functional classification of nearby streets. It will also not change the standards implementing the functional classification system. As detailed on the previous pages, the proposed conceptual master plan will result in an overall reduction in traffic as compared to a reasonable worst-case development scenario under the existing zoning designations. As such, the proposed plan will not worsen the performance of existing or planned transportation facilities, and will not significantly affect the transportation system as defined by the Transportation Planning Rule.

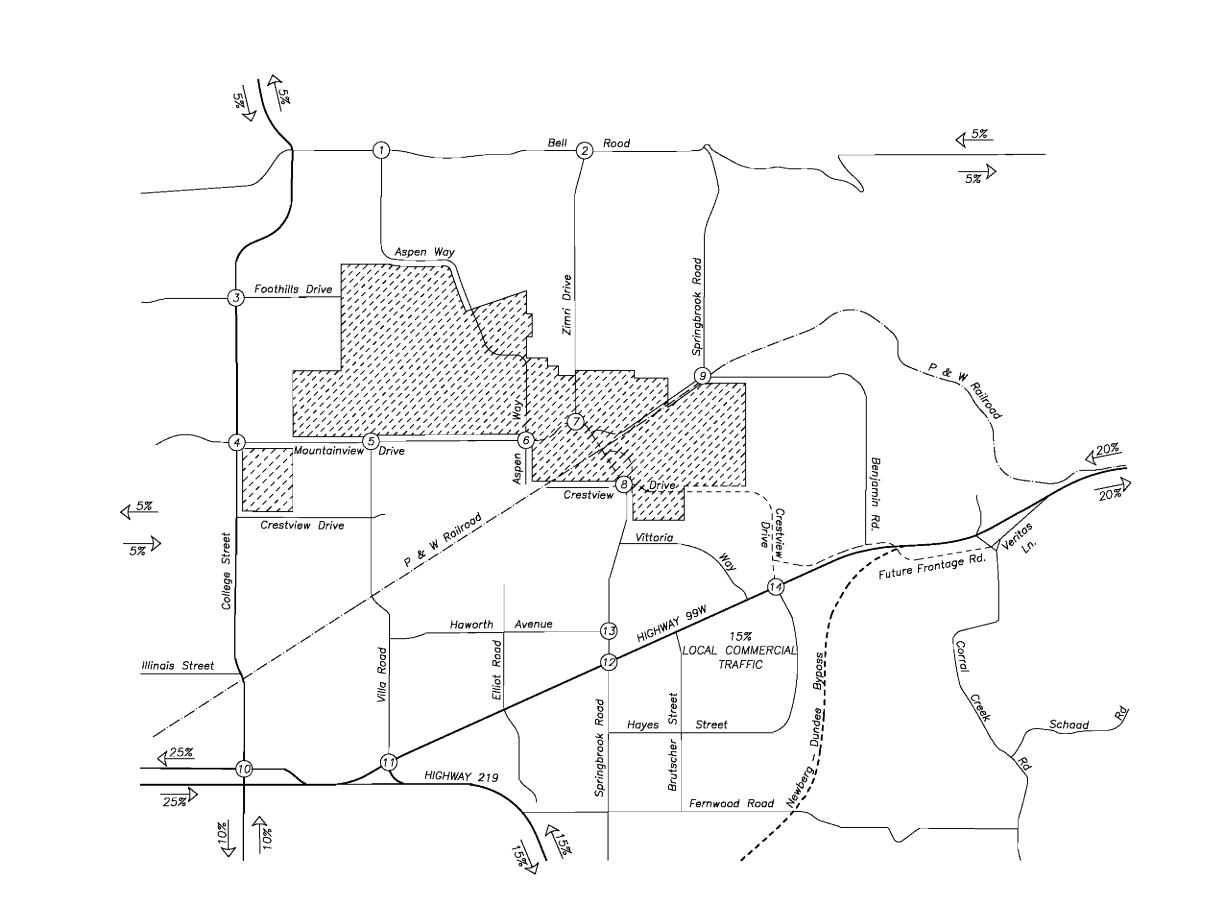
In order to ensure that the proposed development levels will not exceed those allowed under the existing zoning designations, a trip cap is proposed for the Springbrook area. Since traffic impacts are generally most significant during the evening peak hour, this trip cap should limit development within Springbrook to a maximum of 2,744 net new trips during the evening peak hour. The projected trip generation for the full Springbrook Conceptual Master Plan is within the proposed trip cap.



TRIP DISTRIBUTION

The distribution of the site trips to and from the proposed development was determined using data from the City of Newberg's Transportation System Plan, the locations of surrounding development and roadway infrastructure and emme/2 model data provided by the Oregon Department of Transportation's Transportation Planning Analysis Unit (TPAU). The impacts of planned improvements in the vicinity were also considered in developing the final trip distribution.

Figure 3 on page 15 shows the distribution of site trips from the proposed development. Figure 4 on page 16 shows the assignment of site trips to the surrounding street system.



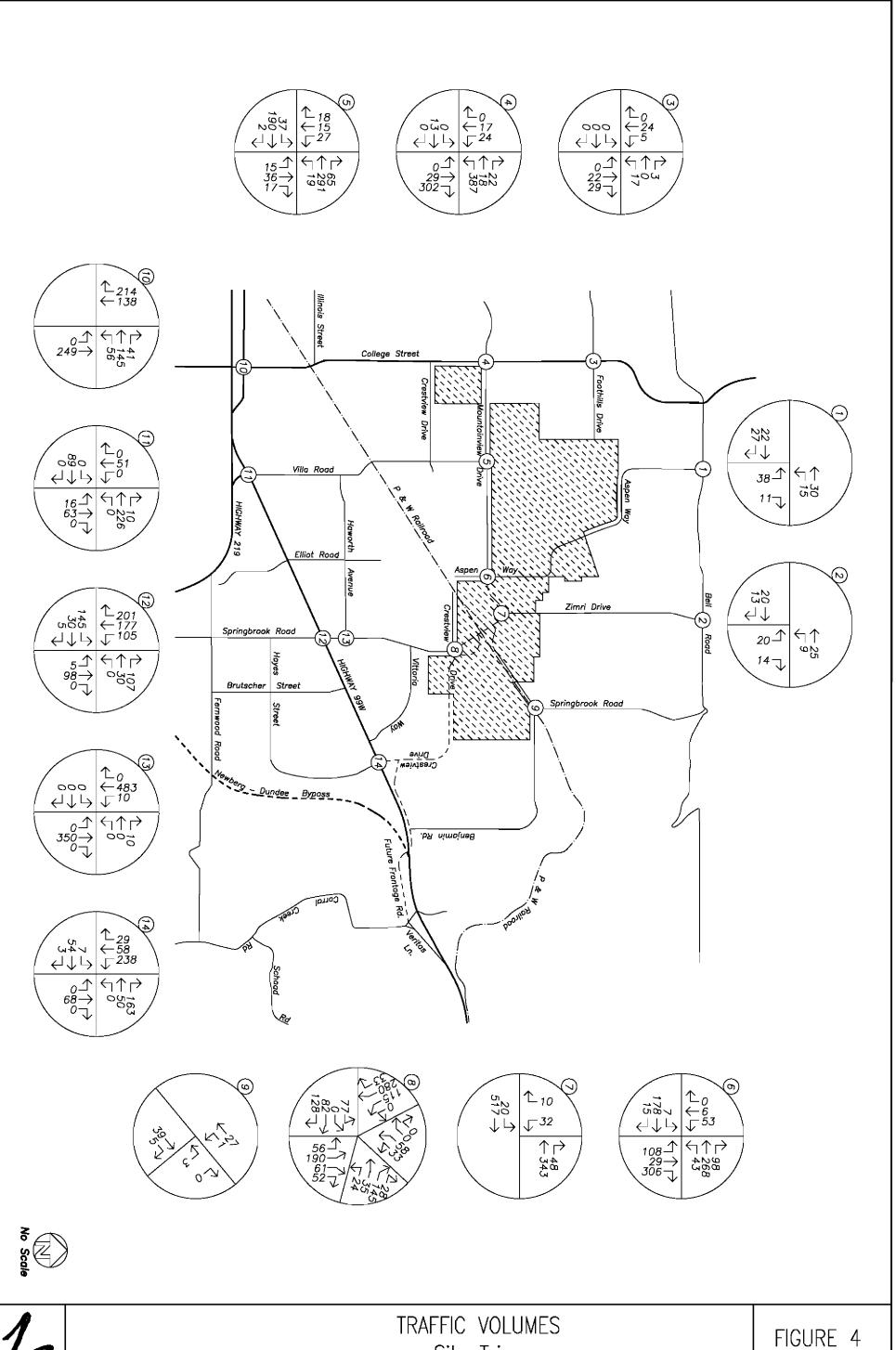


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SITE TRIP DISTRIBUTION Inbound and Outbound Percentages

15

FIGURE Page 1





Site Trips PM Peak Hour

Page 16



OPERATIONAL ANALYSIS

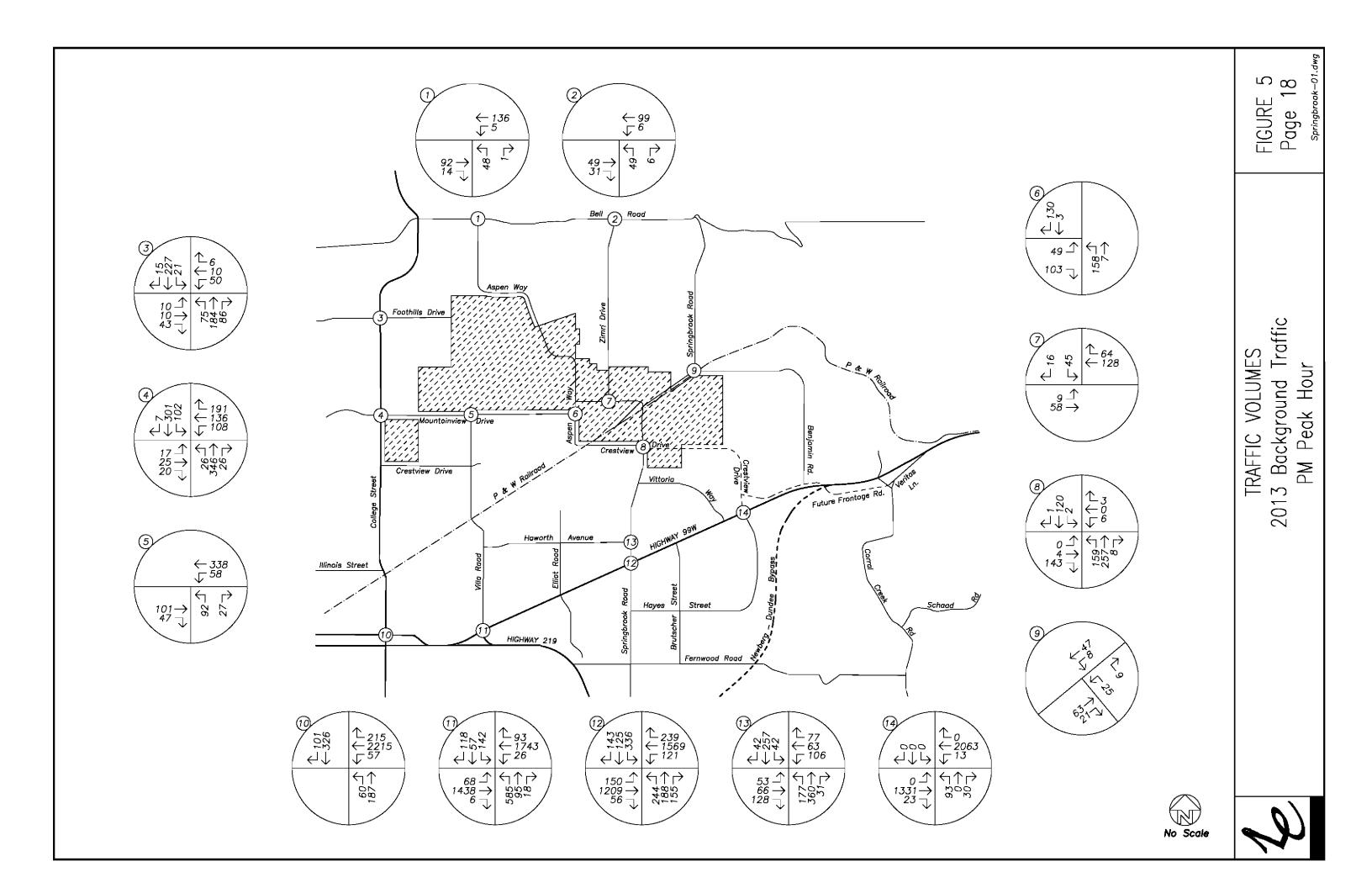
Background Traffic

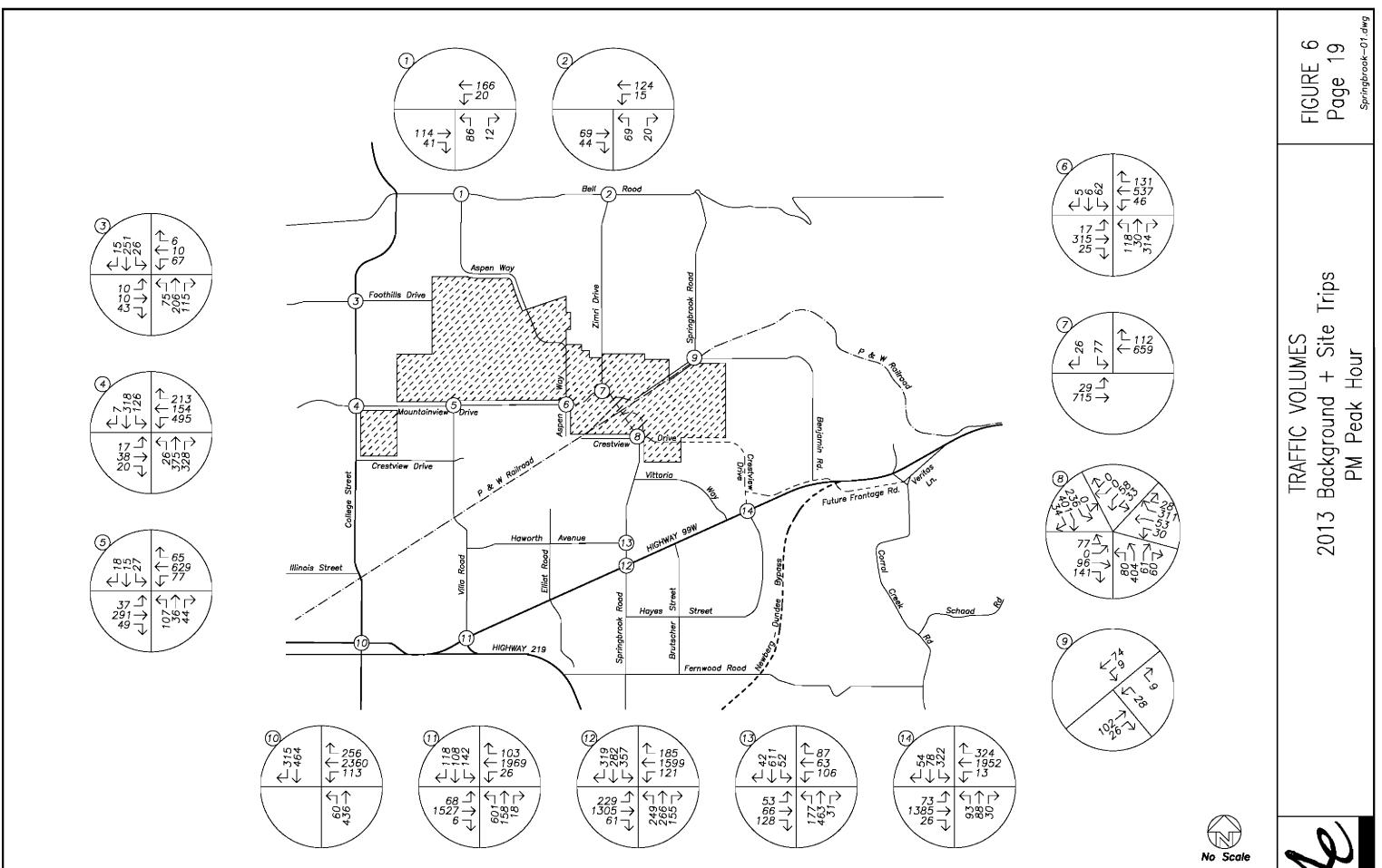
Prior to assigning the site trips to the study intersections, the existing volumes were increased in order to account for anticipated growth in the study area. Based on historical traffic volumes in the site vicinity and on the Highway 99W corridor, a one percent growth rate was applied to the existing year 2006 traffic volume data. It is expected that this site could be developed and occupied by 2013, so the growth rate was applied over a period of seven years to generate year 2013 background traffic volumes.

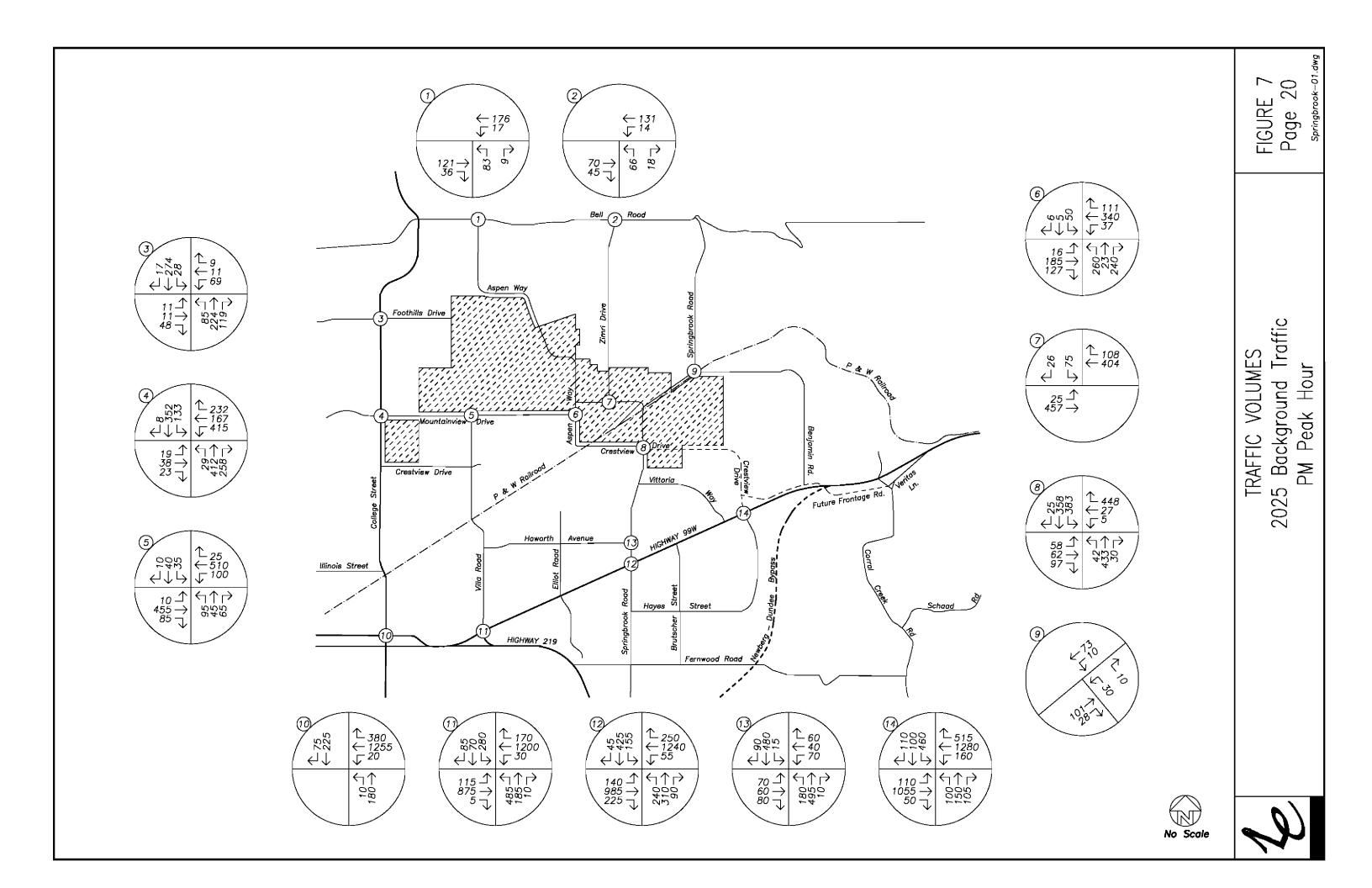
In addition to the build-out year analysis, a long-term analysis was undertaken in order to determine the impacts of full development under the proposed Springbrook Conceptual Master Plan through the City of Newberg's planning horizon. The current Transportation System Plan (TSP) identifies the planning horizon year as 2025. In order to determine year 2025 background traffic volumes, intersection turning movement volumes were taken from the TSP. These volumes were derived based on ODOT's emme/2 model for the City of Newberg. The year 2025 planning model accounts for diversion of some through traffic from Highway 99W to the Newberg-Dundee Bypass, which is expected to be completed prior to year 2025.

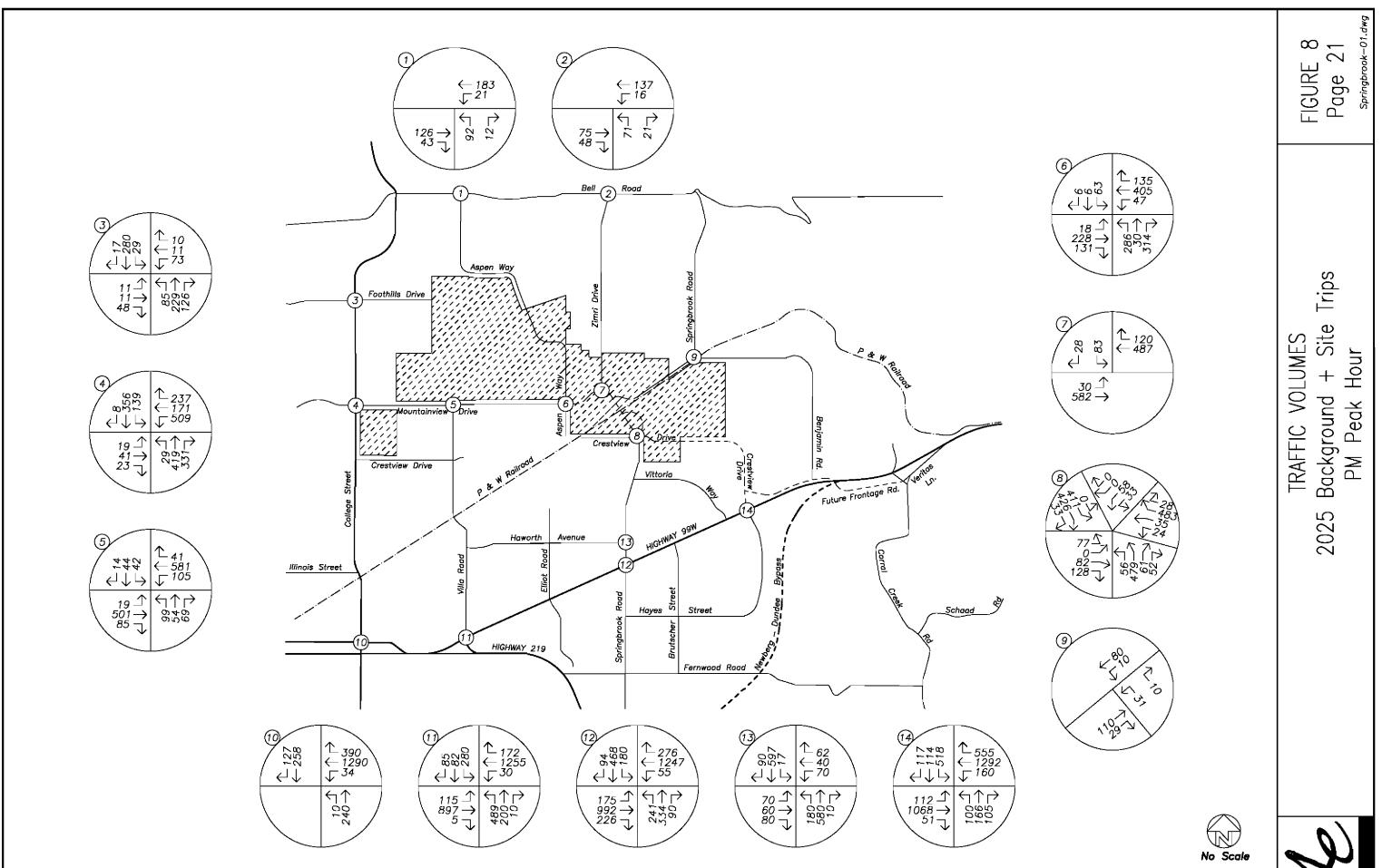
The anticipated year 2013 background traffic volumes are shown in Figure 5 on page 18. The sum of the background traffic volumes and all site-generated traffic from the proposed Springbrook development is shown in Figure 6 on page 19.

Background traffic volumes for the year 2025 planning horizon are shown in Figure 7 on page 20. The total year 2025 traffic volumes with full development of Springbrook are illustrated in Figure 8 on page 21.











Capacity Analysis

To determine the level of service at the fourteen intersections that were studied, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. Level of service D is generally considered to be the minimum acceptable level of service for signalized intersections. For unsignalized intersections, level of service E is generally considered to be the minimum operational standard.

The levels of service at unsignalized intersections described in this report refer only to traffic on the stop-controlled approach with the highest delay. Through traffic does not stop and is not assessed a level of service.

The intersections were analyzed using the HCS+ version of the Highway Capacity Software, which is based on the procedures outlined in the *HIGHWAY CAPACITY MANUAL* published by the Transportation Research Board.

The intersection of Bell Road at Aspen Way is currently operating at level of service B during the evening peak hour. This intersection is projected to continue to operate at level of service B through year 2025 either with or without the addition of site traffic from the proposed development.

The intersection of Bell Road at Zimri Drive is currently operating at level of service A during the evening peak hour. Under year 2013 background traffic conditions the intersection is projected to continue to operate at level of service A. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service B. The intersection is also projected to operate at level of service B under year 2025 traffic conditions either with or without the addition of site traffic from the proposed development.

The intersection of College Street at Foothills Drive is currently operating at level of service C during the evening peak hour. Under year 2013 traffic conditions, the intersection is projected to continue to operate at level of service C either with or without the addition of site traffic from the proposed development. The intersection is projected to operate at level of service D under year 2025 traffic conditions either with or without site traffic from the proposed development.

The intersection of College Street at Mountainview Drive is currently operating at level of service B during the evening peak hour. Under year 2013 background traffic conditions the intersection is projected to continue to operate at level of service B. With the addition of site traffic from the proposed development, the intersection would be projected to operate at level of service E. Under year 2025 background traffic con-



ditions, the intersection is projected to operate at level of service D. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service E and with volumes exceeding intersection capacity. Construction of a northbound right turn lane would improve intersection operation to level of service D for both year 2013 and year 2025 traffic conditions and restore intersection operation to within capacity.

The intersection of Mountainview Drive at Villa Road is currently operating at level of service C. Under year 2013 background traffic conditions, the intersection is projected to continue to operate at level of service C. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service F. If a traffic signal is installed at the intersection, operation would be improved to level of service B. Under year 2025 traffic conditions, the intersection is projected to operate at level of service F either with or without the addition of site traffic from the proposed development. With a traffic signal in place, however, the intersection is projected to operate at level of service B.

The intersection of Mountainview Drive at Aspen Way is currently operating at level of service B during the evening peak hour. Under year 2013 background traffic conditions, the intersection is projected to continue to operate at level of service B. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service F. If a traffic signal is installed at the intersection, operation would be improved to level of service C. Under year 2025 traffic conditions, the intersection is projected to operate at level of service F either with or without the addition of site traffic from the proposed development. With a traffic signal in place, however, the intersection is projected to operate at level of service C.

The intersection of Mountainview Drive at Zimri Drive is currently operating at level of service B during the evening peak hour. Under year 2013 background traffic conditions, the intersection is projected to continue to operate at level of service B. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service F. Based on the preliminary warrant analysis, it is unlikely that a traffic signal could be installed to mitigate this condition, although it is expected that the nearby traffic signal at the intersection of Mountainview Drive and Aspen Way will provide gaps in the traffic stream and improve operation at this intersection somewhat. Under year 2025 traffic conditions, the intersection is projected to operate at level of service F either with or without the addition of site traffic from the proposed development. Traffic signal warrants may be met for this intersection under year 2025 traffic conditions. If a traffic signal can be installed, the intersection is projected to operate at level of service B.



The intersection of Springbrook Road at Mountainview Drive is currently operating at level of service C during the evening peak hour. Under year 2013 background traffic conditions the intersection is projected to continue to operate at level of service C. It is anticipated that with development of Springbrook and completion of the Crestview Drive extension, the intersection will experience increased traffic volumes in the future. A roundabout has been proposed for the intersection in order to accommodate these increased traffic volumes. Under year 2013 traffic conditions, the intersection is expected to operate with a v/c ratio of 0.71 with the addition of site traffic from the proposed development. Under year 2025 background traffic conditions, the intersection is projected to operate with a v/c ratio of 0.73. With the addition of site traffic from the proposed development, the intersection is projected to operate with a v/c ratio of 0.91.

The intersection of Springbrook Road at Benjamin Road is currently operating at level of service A during the evening peak hour. This intersection is projected to continue to operate at level of service A through year 2025 either with or without the addition of site traffic from the proposed development.

The intersection of College Street at East Hancock Street (Highway 99W) is currently operating at level of service B during the evening peak hour. Under year 2013 background traffic conditions, the intersection is projected to continue to operate at level of service B. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service E and with volumes exceeding intersection capacity. Construction of a southbound right-turn lane would improve the level of service to D and restore intersection operation to within capacity. The projected year 2025 intersection operation is acceptable even without the proposed southbound right-turn lane addition since the completion of the Newberg-Dundee Bypass will substantially reduce through traffic volumes on Highway 99W. Under year 2025 traffic conditions the intersection is projected to operate at level of service B either with or without the addition of site traffic from the proposed development.

The addition of a southbound right-turn lane on the College Street approach to Highway 99W would require acquisition of right-of-way and widening on College Street. The proposed improvement at this location is likely to impact at least one existing business in the vicinity of the intersection. In order to minimize impacts, it is recommended that the improvements be constructed just prior to when intersection volumes are projected to exceed capacity. In the event that the Newberg-Dundee Bypass is completed prior to reaching intersection capacity, no improvements would need to be constructed at this location. Based on projected growth and the current Springbrook Conceptual Master Plan, it is anticipated that intersection volumes will reach capacity once development of approximately 50% of Springbrook has been completed. To determine the optimum timing for construction of this improvement, it is recommended



that additional analysis be undertaken at this intersection when Springbrook is within one year of 50% completion.

The intersection of Highway 99W at Villa Road is currently operating at level of service C. Under year 2013 traffic conditions, the intersection is projected to continue to operate at level of service C either with or without the addition of site traffic from the proposed development. Under year 2025 background traffic conditions, the intersection is projected to operate at level of service C. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service D.

The intersection of Highway 99W at Springbrook Road is currently operating at level of service D. Under year 2013 traffic conditions, the intersection is projected to continue to operate at level of service D either with or without the addition of site traffic from the proposed development. Under year 2025 traffic conditions, the intersection is also projected to operate at level of service D either with or without the addition of site traffic from the proposed development.

The intersection of Springbrook Road at Haworth Avenue is currently operating at level of service C. Under year 2013 background traffic conditions the intersection is projected to operate at level of service D. With the addition of site traffic from the proposed development, the intersection is projected to operate at level of service F. If a traffic signal were installed at this intersection, however, operation would be projected to improve to level of service B. This intersection has been previously identified for future signalization in the Newberg Transportation System Plan. Consequently it was assumed that the intersection would be signalized by the year 2025 either with or without the proposed development. The signalized intersection is projected to operate at level of service B under year 2025 traffic conditions either with or without the addition of site traffic from the proposed development.

The intersection of Highway 99W at Providence Drive is currently operating at level of service A. Under year 2013 background traffic conditions and prior to the completion of the Crestview Drive extension, the intersection is projected to continue to operate at level of service A. With the addition of site traffic from the proposed Springbrook development and completion of the Crestview Drive extension, the intersection is projected to operate at level of service C. Under year 2025 traffic conditions, the intersection is projected to operate at level of service D either with or without the addition of site trips from the proposed Springbrook development.

The results of the capacity analysis, including the levels of service and delay are shown in the following table. Detailed calculations, as well as tables showing the relationships between delay and level of service are included in the appendix to this report.



CAPACITY ANALYSIS SUMMARY Springbrook PM PEAK HOUR LOS Delay Bell Road at Aspen Way **Existing Traffic** В 10" 2013 Background В 10" 2013 Background + Site Traffic В 11" 2025 Background B 12" 2025 Background + Site Traffic В 12" Bell Road at Zimri Drive Existing Traffic 10" Α 2013 Background A 10" 2013 Background + Site Traffic В 10" В 10" 2025 Background 2025 Background + Site Traffic В 11" College Street at Foothills Drive \mathbf{C} Existing Traffic 18" C 20" 2013 Background \mathbf{C} 23" 2013 Background + Site Traffic D 2025 Background 28" 29" 2025 Background + Site Traffic D College Street at Mountainview Drive* В Existing Traffic 12" 2013 Background В 12" 2013 Background + Site Traffic E 59" 2013 Background + Site Traffic (w/ NBRT lane) D 41" D 50" 2025 Background 2025 Background + Site Traffic E 74" D 2025 Background + Site Traffic (w/ NBRT lane) 41" * Signalized Intersection



	PM PEAR	Z HOIID
	LOS	Delay
		•
Mountainview Drive at Villa Road	~	4.60
Existing Traffic	C	16"
2013 Background	C	17"
2013 Background + Site Traffic	F	547"
2013 Background + Site Traffic*	В	11"
2025 Background	F	309"
2025 Background + Site Traffic	F	929"
2025 Background + Site Traffic*	В	11"
Mountainview Drive at Aspen Way		
Existing Traffic	В	11"
2013 Background	В	11"
2013 Background + Site Traffic	F	315"
2013 Background + Site Traffic*	C	24"
2025 Background	F	203"
2025 Background + Site Traffic	F	470"
2025 Background + Site Traffic*	С	34"
Mountainview Drive at Zimri Drive		
Existing Traffic	В	10"
2013 Background	В	10"
2013 Background + Site Traffic	F	85"
2025 Background	F	58"
2025 Background + Site Traffic	F	112"
2025 Background + Site Traffic*	В	11"
Springbrook Road at Crestview Drive		
Existing Traffic	С	20"
2013 Background	$\overset{\circ}{\mathbf{C}}$	22"
2013 Background + Site Traffic**	v/c = 0.71	13"
2025 Background**	v/c = 0.73	11"
2025 Background + Site Traffic**	v/c = 0.91	41"
* Signalized Intersection		
** Roundabout		
Nouridabout		



	DM DEA	K HOUR
	LOS	Delay
Springbrook Road at Benjamin Road		
Existing Traffic	Α	9"
2013 Background	A	9"
2013 Background + Site Traffic	A	10"
2025 Background	Α	10"
2025 Background + Site Traffic	A	10"
East Hancock Street (Hwy. 99W) at College Street*		
Existing Traffic	В	18"
2013 Background	В	20"
2013 Background + Site Traffic	E	84"
2013 Background + Site Traffic (Mitigated)	D	39"
2025 Background	В	12"
2025 Background + Site Traffic	В	14"
Highway 99W at Villa Road*		
Existing Traffic	C	28"
2013 Background	C	29"
2013 Background + Site Traffic	\mathbf{C}	31"
2025 Background	\mathbf{C}	34"
2025 Background + Site Traffic	D	35"
Highway 99W at Springbrook Road*		
Existing Traffic	D	36"
2013 Background	D	40"
2013 Background + Site Traffic	D	53"
2025 Background	D	43"
2025 Background + Site Traffic	D	46"
* Signalized Intersection		



	PM PEA	K HOUR
	LOS	Delay
Springbrook Road at Haworth Avenue		
Existing Traffic	\mathbf{C}	23"
2013 Background	Ď	47"
2013 Background + Site Traffic	F	323"
2013 Background + Site Traffic*	В	16"
2025 Background*	В	11"
2025 Background + Site Traffic*	В	17"
Highway 99W at Providence Drive/Crestview Drive*		
Existing Traffic	A	8"
2013 Background	A	8"
2013 Background + Site Traffic	C	26"
2025 Background	D	37"
2025 Background + Site Traffic	D	40"
* Signalized Intersection		



Traffic Signal Warrants

To determine whether traffic signal warrants are or will be met at the unsignalized intersections, a traffic signal warrant analysis was performed. The warrants used were those from the 2003 Edition of the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, published by the Federal Highway Administration. The warrants examined were Warrant 1, Eight-Hour Vehicular Volume and Warrant Three, Peak Hour. These warrants were examined because they are the warrants that are most likely to be met at these intersections.

The warrant comparison was made by converting the peak-hour volumes to daily volumes, assuming that the peak-hour volume is approximately ten percent of the daily volume. The eighth highest hour was then estimated using a factor of 5.6 percent of the daily volume.

The intersection of Mountainview Drive at Villa Road does not currently meet traffic signal warrants. Under year 2013 traffic conditions with the addition of site traffic from the proposed development the intersection is expected to meet Warrant 3, *Peak Hour*. Under year 2025 traffic conditions with the addition of site traffic from the proposed development, the intersection is projected to meet Warrant 1, *Eight-Hour Vehicular Volume* as well as the Peak Hour warrant.

The intersection of Mountainview Drive at Aspen Way also does not currently meet signal warrants. Under year 2013 traffic conditions with the addition of site traffic from the proposed development the intersection is projected to meet Warrant 1, *Eight-Hour Vehicular Volume* and Warrant 3, *Peak Hour*. The intersection will also meet these warrants under year 2025 traffic conditions with the addition of site traffic from the proposed development.

The intersection of Mountainview Drive at Zimri Drive does not meet traffic signal warrants under existing conditions and is not projected to meet traffic signal warrants under year 2013 traffic conditions either with or without the addition of site traffic from the proposed development. Under year 2025 background traffic conditions, signal warrants are also not expected to be met at this location. With completion of the proposed development, the intersection is projected to meet Warrant 3, *Peak Hour*.

The intersection of Springbrook Road and Haworth Avenue currently does not meet traffic signal warrants, but is projected to meet Warrant 1, *Eight-Hour Vehicular Volume* and Warrant 3, *Peak Hour* under year 2013 traffic conditions with the addition of site traffic from the proposed development.

The following table summarizes the results of the signal warrant analysis.



TRAFFIC SIGNAL WARRANTS

✓ = Warrant is met All warrants were examined based on PM peak hour data.

	Warrant 1A	Warrant 1B	Combination	Warrant 3
Mountainview & Villa				
Existing Traffic				
2013 Background				
2013 Background + Site				✓
2025 Background				✓
2025 Background + Site		✓		✓
Mountainview & Aspen				
Existing Traffic				
2013 Background				
2013 Background + Site	✓		✓	✓
2025 Background				✓
2025 Background + Site	✓		✓	✓
Mountainview & Zimri				
Existing Traffic				
2013 Background				
2013 Background + Site				
2025 Background				
2025 Background + Site				✓
Springbrook & Haworth				
Existing Traffic				
2013 Background				
2013 Background + Site			✓	✓
2025 Background				
2025 Background + Site			✓	✓



Recommendations and Conclusions

Based on the traffic signal warrant analysis, it is recommended that the intersections of Mountainview Drive at Villa Road, Mountainview Drive at Aspen Way and Springbrook Road at Haworth Avenue have traffic signals installed. These improvements will assure that the intersections continue to operate with acceptable levels of service upon build-out of the Springbrook development and through the planning horizon.

Based on the operational analysis, it is recommended that the intersection of College Street at Mountainview Drive have a northbound right-turn lane added. This improvement will ensure that the intersection operates acceptably and that traffic volumes will not exceed intersection capacity.

A southbound right-turn lane is recommended for the intersection of College Street at East Hancock Street (Highway 99W). This lane addition is required in order to prevent year 2013 traffic volumes from exceeding intersection capacity. The improvement is not required under year 2025 traffic conditions since completion of the Newberg-Dundee bypass will significantly reduce the through traffic volumes on Highway 99W as vehicles move to the bypass facility. In order to minimize impacts to existing nearby businesses, it is recommended that this improvement be constructed just prior to when intersection volumes are projected to exceed capacity. To determine the optimum timing for construction of this improvement, it is recommended that additional analysis be undertaken at this intersection when Springbrook is within one year of 50% completion.

All other intersections are projected to operate acceptably under future traffic conditions either with or without the addition of site traffic from the proposed Springbrook development. No further mitigations are recommended.



APPENDIX



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

The Market of the Contract of	
LEVEL	CONTROL DELAY
OF	PER VEHICLE
SERVICE	(Seconds)
A	< 10
В	10-20
С	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL	CONTROL DELAY
OF	PER VEHICLE
SERVICE	(Seconds)
A	< 10
В	10-15
С	15-25
D	25-35
Е	35-50
F	> 50



Location BELL ROAD AT ASPEN WAY
Date 6/28/2006

Day of Week Wednesday Time Begin 16:00 Reviewed By: DH

	Ea	stbound	1	W	estbound	i	No	orthbound	d	So	uthbound	i	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	4	28	0	0	31	1	0	0	6	0	0	0	70
16:15 - 16:30	3	17	0	0	30	3	1	0	11	0	0	0	65
16:30 - 16:45	4	20	0	0	35	1	0	0	12	0	0	0	72
16:45 - 17:00	2	21	0	0	31	0	0	0	16	0	0	0	70
17:00 - 17:15	4	15	0	0	32	0	0	0	15	0	0	0	66
17:15 - 17:30	5	7	0	0	40	0	2	0	8	0	0	0	62
17:30 - 17:45	6	16	0	0	26	0	0	0	14	0	0	0	62
17:45 - 18:00	6	12	0	0	35	0	0	0	2	0	0	0	55
Movement Totals	34	136	0	0	260	5	3	0	84	0	0	0	522
Enter Totals		170			265			87			0		
Exit Totals		139			344			0			39		
_													
Two-Hour Totals													
Light Trucks	1	6	0	0	2	0	0	0	3	0	0	0	12

1	6	0	0	2	0	0	0	3	0	0	0	12
1	0	0	0	0	0	0	0	1	0	0	0	2
Ō	0	0	0	0	0	0	0	0	0	0	0	0
5.9%	4.4%	NA	NA	0.8%	0.0%	0.0%	NA	4.8%	NA	NA	NA	2.7%
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	1
	1 0 5.9% 0	1 0 0 0 5.9% 4.4% 0 0	1 0 0 0 0 0 0 5.9% 4.4% NA 0 0 0 0	1 0 0 0 0 0 0 0 5.9% 4.4% NA NA 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 5.9% 4.4% NA NA 0.8% 0.0% 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 6 0 0 2 0 0 0 3 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Pedestrians

South

West

East

North

0

Peak Hour Information

Peak Hour 16:00 17:00

	E	astbound	d	w	estbound	1	N	orthboun	d	s	outhbour	nd	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	13	86	0	0	127	5	1	0	45	0	0	0	277
Peak Hour Factor	0.81	0.77	NA	NA	0.91	0.42	0.25	NA	0.70	NA	NA	NA	0.96
										,			
Enter Totals		99			0			46			132		
Peak Hour Factor		0.77			NA			0.72			0.92		
							_				172		
Exit Totals		87			18			0					
Peak Hour Factor		0.78			18 0.75			NA					
r													
Light Trucks	0	6	0	0	1	0	0	0	1	0	0	0	
Medium Trucks	1	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	7.7%	7.0%	NA	NA	0.8%	0.0%	0.0%	NA	2.2%	NA	NA	NA	3.2%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	1	0	0	0	0	0	0	0	0	0	0	1
											North		
		South			Meet		Fact						

Pedestrians

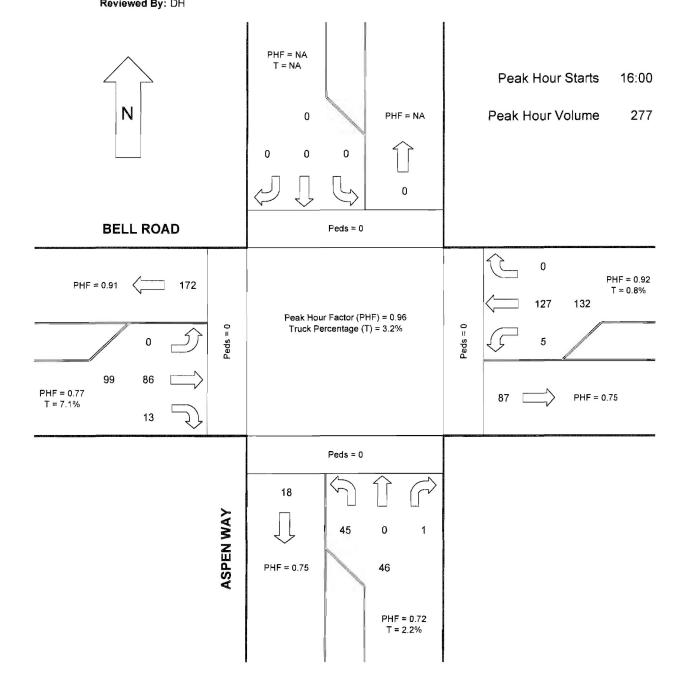
outh O West 0 Eas

North 0



Intersection Turning Movement Peak Hour Diagram

Location BELL ROAD AT ASPEN WAY Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH





Location BELL ROAD AT ZIMRI DRIVE Date 6/28/2006 Day of Week Wednesday

Time Begin 16:00 Reviewed By: DH

	Ea	stbound		W	estboun	d	No	orthbound		So	uthbound		
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	8	13	0	0	23	0	1	0	15	0	0	0	60
16:15 - 16:30	5	12	0	0	24	0	2	0	12	0	0	0	55
16:30 - 16:45	7	13	0	0	18	2	2	0	12	0	0	0	54
16:45 - 17:00	9	8	0	0	27	4	1	0	7	0	0	0	56
17:00 - 17:15	11	4	0	0	18	1	0	0	13	0	0	0	47
17:15 - 17:30	2	5	0	0	26	4	2	0	11	0	0	0	50
17:30 - 17:45	6	9	0	0	20	0	1	0	11	0	0	0	47
17:45 - 18:00	5	11	0	0	20	4	3	0	18	0	0	0	61
Movement Totals	53	75	0	0	176	15	12	0	99	0	0	0	430
Enter Totals		128		191			111			0			
Evit Totale		07			275			Λ			69		

Two-Hour Totals													
Light Trucks	1	3	0	0	1	1	0	0	0	0	0	0	6
Medium Trucks	1	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	3.8%	4.0%	NA	NA	0.6%	6.7%	0.0%	NA	0.0%	NA	NA	NA	1.6%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

South West East North
Pedestrians 0 0 0 0

Peak Hour Information

Peak Hour 16:00 17:00

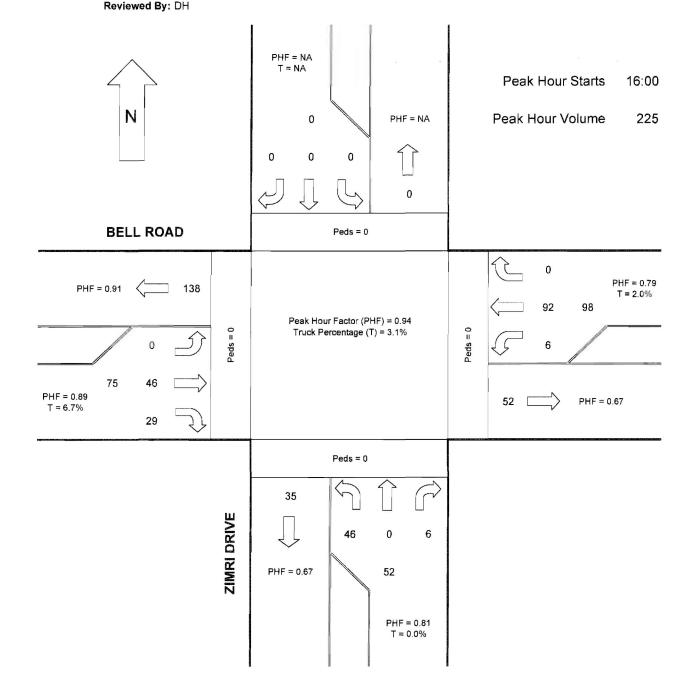
Pedestrians

	Ę	astbound	ĺ	W	estbound	i i	N ₂	orthboun	d	S	outhbour	nd	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	29	46	0	0	92	6	6	0	46	0	0	0	225
Peak Hour Factor	0.81	0.88 NA		NA	0.85	0.38	0.75	NA	0.77	NA	NA	NA	0.94
E4 #-4-1- [76											
Enter Totals		75		0 NA				52			98		
Peak Hour Factor		0.89						<u>0.81</u>			0.79		
Exit Totals		52			35			0			138		
Peak Hour Factor		0.87		35 0.67				NA					
													
Light Trucks	1	3	0	0	1	1	0	0	0	0	0	0	6
Medium Trucks	1	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	6.9%	6.5%	ÑΑ	NA	1.1%	16.7%	0.0%	NA	0.0%	NΑ	NA	NA	3.1%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
,		South			West		-,	East	-	- 1	North		



Peak Hour Diagram

Location BELL ROAD AT ZIMRI DRIVE Date 6/28/2006 Day of Week Wednesday Time Begin 16:00 Reviewed By: DH





Location FOOTHILLS DRIVE AT COLLEGE STREET **Date** 6/29/2006

Day of Week Thursday
Time Begin 16:00
Reviewed By: BV

	E	astboun	d l	V	estboun	d	N	orthboun	id	S	outhboun	ıd	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	5	1	1	2	1	10	16	31	18	3	4 6	2	136
16:15 - 16:30	7	1	1	4	1	5	7	62	6	2	58	1	155
16:30 - 16:45	14	1	0	1	1	6	16	64	12	1	55	3	174
16:45 - 17:00	6	1	2	2	2	13	15	57	7	2	56	4	167
17:00 - 17:15	10	0	0	2	1	11	18	40	17	2	63	4	168
17:15 - 17:30	11	3	5	•	4	6	25	36	11	2	50	3	157
17:30 - 17:45	8	3	4	3	4	14	22	42	20	5	48	7	180
17:45 - 18:00	11	3	0	0	0	16	15	54	22	5	51	6	183
Movement Totals	72	13	13	15	14	81	134	386	113	22	427	30	1320
Enter Totals		98			110			633			479		
Exit Totals		177			149			414			580		

Two-Hour Totals													
Light Trucks	1	0	0	1	1	2	1	11	1	0	8	1	27
Medium Trucks	Ō	0	0	0	0	0	0	1	0	0	0	Ō	1
Heavy Trucks	0	0	0	0	0	0	0	0	Ō	0	0	0	0
% Trucks[1.4%	0.0%	0.0%	6.7%	7.1%	2.5%	0.7%	3.1%	0.9%	0.0%	1.9%	3.3%	2.1%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	1

South West East North
Pedestrians 0 0 3 2

Peak Hour Information

Peak Hour 17:00 18:00

	Ę	astbound		W	estbound	d	No	orthboun	d	So	uthbound	1	
	Right	Thru	Left	Totals									
Movement Total	40	9	9	6	9	47	80	172	70	14	212	20	688
Peak Hour Factor	0.91	0.75	0.45	0.50	0.56	0.73	0.80	0.80	0.80	0.70	0.84	0.71	0.94
_		500											
Enter Totals		58			246			322			62		
Peak Hour Factor		0.76			0.89			0.88			0.74		
-													
Exit Totals		109			299			187					
Peak Hour Factor		0.85			0.89			0.87			0.80		
_													
Light Trucks	0	0	0	0	1	1	0	3	1	0	3	0	9
Medium Trucks	0	0	0	0	0	0	0	1	0	0	0	0	1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0.0%	0.0%	0.0%	0.0%	11.1%	2.1%	0.0%	2.3%	1.4%	0.0%	1.4%	0.0%	1.5%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	1

South West East North
Pedestrians 0 0 1 0



Location MOUNTAIN VIEW DRIVE AT COLLEGE STREET
Date 6/29/2006

Day of Week Thursday Time Begin 16:00 Reviewed By: BV

	E	astboun	d	٧	estboun	d	N	orthbour	ıd	S	outhboun	ıd	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	12	8	3	38	15	22	7	75	7	3	58	24	272
16:15 - 16:30	2	9	2	27	20	31	6	79	9	2	66	26	279
16:30 - 16:45	4	7	1	39	45	49	5	85	3	1	69	23	331
16:45 - 17:00	6	9	2	50	31	19	3	78	3	1	72	20	294
17:00 - 17:15	4	2	3	40	22	24	9	83	10	2	77	29	305
17:15 - 17:30	5	5	10	49	29	9	7	77	8	3	63	23	288
17:30 - 17:45	1	20	7	41	22	13	4	73	9	1	76	28	295
17:45 - 18:00	11	9	3	51	38	15	5	73	8	3	65	34	315
Movement Totals	45	69	31	335	222	182	46	623	57	16	546	207	2379
Enter Totals		145	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		739			726			769		
Exit Totals		322			295			989	<i></i>		773		

Two-Hour Totals													
Light Trucks	1	2	1	. 1	2	0	2	11	1	0	12	1	34
Medium Trucks	0	0	0	0	0	0	0	1	0	0	1	0	2
Heavy Trucks	0	0	0	0	0	1	0	0	0	0	0	0	1
% Trucks	2.2%	2.9%	3.2%	0.3%	0.9%	0.5%	4.3%	1.9%	1.8%	0.0%	2.4%	0.5%	1.6%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicvcles	ol	1	0	3	0	0	1	2	0	0	2	0	9

Pedestrians 5 0

South

Peak Hour Information

East

North

West

Peak Hour 16:30 17:30

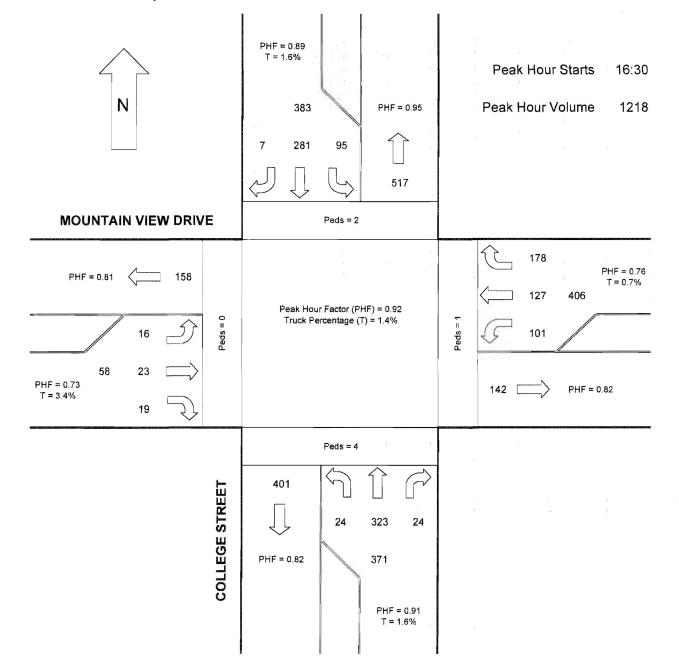
Pedestrians

	E	astbound		W	estbound	i	No	orthbound	d	So	uthbound	1	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	19	23	16	178	127	101	24	323	24	7	281	95	1218
Peak Hour Factor	0.79	0.64	0.40	0.89	0.71	0.52	0.67	0.95	0.60	0.58	0.91	0.82	0.92
											·	_	
Enter Totals		58			383			371			406		
Peak Hour Factor		0.73			0.89			0.91			0.76		
_													
Exit Totals		142 0.89			401			517			158		
Peak Hour Factor		142 0.89			0.82	*****		0.95			0.81		
		0.89											
Light Trucks	1	0	1	1	1	0	2	4	0	0	6	0	16
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0	0	0	1	0	0	0	0	0	0	1
% Trucks[5.3%	0.0%	6.3%	0.6%	0.8%	1.0%	8.3%	1.2%	0.0%	0.0%	2.1%	0.0%	1.4%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	3	0	0	1	1	0	0	0	0	5
		South			West			East			North		



Peak Hour Diagram

Location MOUNTAIN VIEW DRIVE AT COLLEGE STREET
Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: BV





Location MOUNTAIN VIEW DRIVE AT ZIMRI DRIVE **Date** 6/29/2006

Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By; BV

	E	astboun	d	V	Vestboun	ď	N	orthboun	d	S	outhbour	nd	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	0	12	0	16	26	0	0	0	0	1	0	6	61
16:15 - 16:30	0	10	1	10	25	0	0	0	0	3	0	6	55
16:30 - 16:45	0	18	2	15	23	0	0	0	0	3	0	13	74
16:45 - 17:00	0	13	3	18	24	0	0	0	0	1	0	9	68
17:00 - 17:15	0	10	1	13	33	0	0	0	0	3	0	7	67
17:15 - 17:30	0	13	2	14	39	0	0	0	0	8	0	13	89
17:30 - 17:45	0	10	2	17	25	0	0	0	0	0	0	7	61
17:45 - 18:00	0	21	0	8	34	0	0	0	0	3	0	4	70
Movement Totals	0	107	11	111	229	0	0	0	0	22	0	65	545
Enter Totals		118			340			0			87		
Exit Totals		172			251			122			0		

Two-Hour Totals													
Light Trucks	0	3	Ö	- 3	3	0	0	0	0	Ō	0	0	9
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	NA	3.7%	0.0%	2.7%	1.3%	NA	NA	NA	NA	0.0%	NA	0.0%	1.8%
Stopped Buses		0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

 South
 West
 East
 North

 Pedestrians
 0
 0
 0
 1

Peak Hour Information

Peak Hour 16:30 17:30

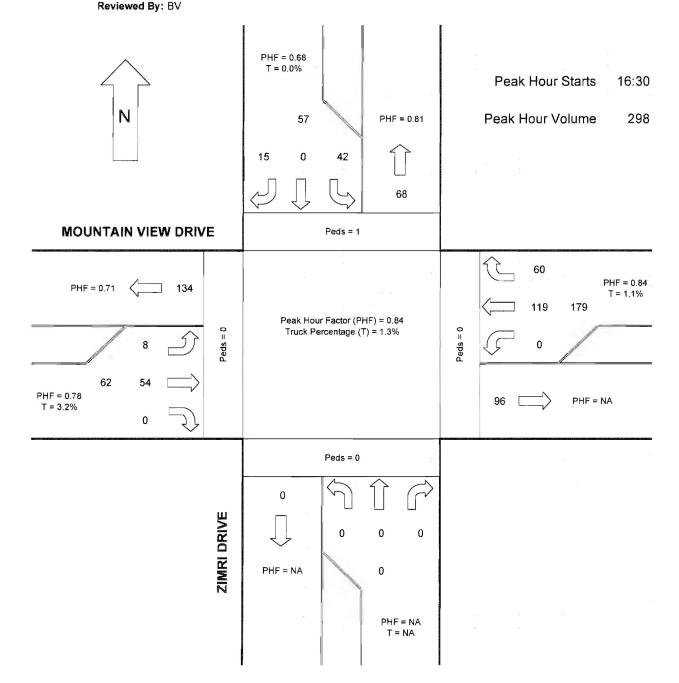
Pedestrians

	E	astbound	- 1	· W	estbound	d	N	orthboun	ıd	Sc	outhbound	1	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	0	54	8	60	119	0	0	0	0	15	0	42	298
Peak Hour Factor	NA	0.75	0.67	0.83	0.76	NA	NA	NA	NA	0.47	NA	0.81	0.84
	,												
Enter Totals		62			57			0			179		
Peak Hour Factor		0.78			0.68			NA			0.84		
_													
Exit Totals		96						68			134		
Peak Hour Factor		96 0.77			NA			0.81			0.71		
Light Trucks	0	2	0	0	2	0	0	0	0	0	0	0	4
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks[NA	3.7%	0.0%	0.0%	1.7%	NA	NA	NA	NA	0.0%	NA	0.0%	1.3%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles[0	0	0	0	0	0	0	0	0	0	0	0	0
		South			West			East			North		



Peak Hour Diagram

Location MOUNTAIN VIEW DRIVE AT ZIMRI DRIVE
Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: BV





Summary Report

Location NE BENJAMIN ROAD AT NE SPRINGBROOK ROAD
Date 6/28/2006
Day of Week Wednesday

Time Begin 16:00
Reviewed By: BV

	E	astbound	d	W	estboun	d	No	rthboun	d	Sc	uthboun	d	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	4	10	0	0	9	1	3	0	4	0	0	0	31
16:15 - 16:30	2	10	0	0	8	2	2	0	3	0	0	0	27
16:30 - 16:45	3	16	0	0	10	3	3	0	8	0	0	0	43
16:45 - 17:00	3	12	0	0	7	0	0	0	3	0	0	0	25
17:00 - 17:15	2	7	0	0	12	2	0	0	5	0	0	0	28
17:15 - 17:30	5	19	0	0	10	1	3	0	8	0	0	0	46
17:30 - 17:45	12	16	0	0	12	3	0	0	4	0	Ō	0	47
17:45 - 18:00	1	17	0	0	10	1	5	0	6	0	0	0	40
Movement Totals	32	107	0	0	78	13	16	0	41	0	0	0	287
Enter Totals		139			91			57			0		
Exit Totals		123			119			0			45		
Two-Hour Totals	•						_						
Light Trucks	0	1	0	0	0	1	0	0	1	0	0	0	3
Medium Trucks	1	0	0	0	0	0	0	0	1	0	0	0	2
Heavy Trucks	0	0	0	0	0	0	0	0	0	ō	0	0	0
% Trucks	3.1%	0.9%	NA	NA	0.0%	7.7%	0.0%	NA	4.9%	NA	NA	NA	1.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Biovolos	0	ñ	<u> </u>	0	Λ	n	Λ	0		Λ	Λ	0	0

	South	West	East	North	
Pedestrians	0	0	0	0	(

Peak Hour Information

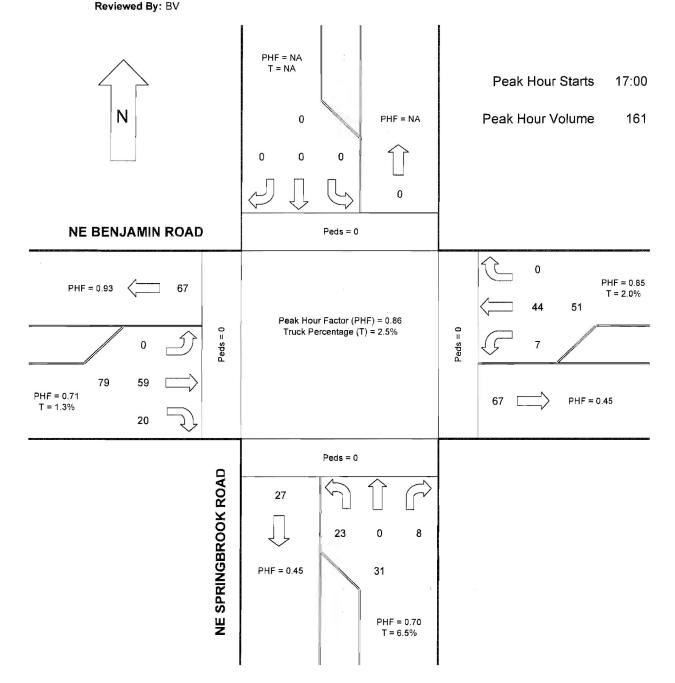
Peak Hour 17:00 18:00

1	E	astbound		W	estboun	d	N	orthboun	d	So	uthbour	nd	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	20	59	0	0	44	7	8	0	23	0	0	0	161
Peak Hour Factor	0.42	0.78 N	A I	NA	0.92	0.58	0.40	NA	0.72	NA [NΑ	NA	0.86
Enter Totals		79			0			31			51		
Peak Hour Factor		0.71			NA			0.70			0.85		
Exit Totals		67	— т		27			0			67		
Peak Hour Factor		0.76			0.45			NA NA			0.93		
_													
Light Trucks	0	1	0	0	0	1	0	0	1	0	0	0	3
Medium Trucks	0	0	0	0	0	0	0	0	1	0	0	0	1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0.0%	1.7%	NΑ	NĀ	0.0%	14.3%	0.0%	NA	8.7%	NA	NA	NA	2.5%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
		South			West			East			North		
Pedestrians		0			0			0			D		0



Peak Hour Diagram

Location NE BENJAMIN ROAD AT NE SPRINGBROOK ROAD
Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV





Summary Report

Location MOUNTAIN VIEW DRIVE AT VILLA ROAD

Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: BV

	E	astbound	ı	W	/estboun	d	N-	orthboun	d	Sc	uthboun	d	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	9	31	0	0	62	11	4	0	14	0	0	0	131
16:15 - 16:30	13	24	0	0	70	11	7	0	16	0	0	0	141
16:30 - 16:45	10	23	0	0	115	24	9	0	18	0	0	0	199
16:45 - 17:00	13	19	0	0	65	8	8	0	30	0	0	0	143
17:00 - 17:15	8	28	0	0	65	11	1	0	22	0	0	0	135
17:15 - 17:30	10	18	0	0	66	11	9	0	17	0	0	0	131
17:30 - 17:45	16	29	0	0	64	4	4	0	16	0	0	0	133
17:45 - 18:00	13	32	0	0	70	7	5	0	32	0	0	0	159
Movement Totals	92	204	0	0	577	87	47	0	165	0	0	0	1172
Enter Totals		296			664	511111111111111111111111111111111111111		212			0		
Fyit Totals		251			742			<u> </u>			179		

Two-Hour Totals													
Light Trucks	1	2	0	0	1	0	1	0	3	0	0	0	8
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0	0	0	0	Ī	0	1	0	0	0	2
% Trucks	1.1%	1.0%	NΑ	NA	0.2%	0.0%	4.3%	NA	2.4%	NΑ	NA	NA	0.9%
Stopped Buses	0	0	0	0	0	Ō	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	0	0	0	0	0	1

South West East North
Pedestrians 3 0 0 0

Peak Hour Information

Peak Hour 16:15 17:15

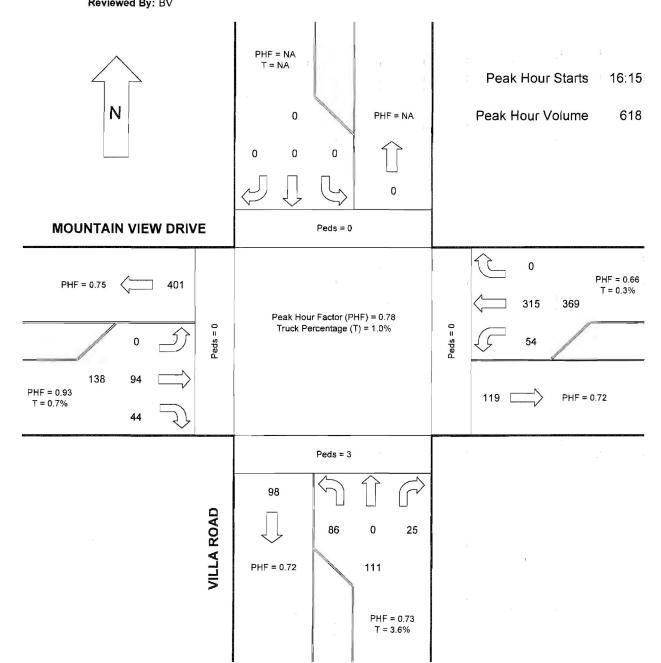
Pedestrians

	Ęa	stbound	- 1	W	estboun	d	N	orthboun	d	S	outhbour	nd	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	44	94	0	0	315	54	25	0	86	0	0	0	618
Peak Hour Factor	0.85	0.84 NA		NA	0.68	0.56	0.69	NA	0.72	NA	NA	NA	0.78
Enter Totals		138 0.93			0	1		111			369		
Peak Hour Factor		0.93			NA			0.73			0.66		
Exit Totals					98			0			401		
Peak Hour Factor					0.72			ΝA			0.75		
Light Trucks	ol	1	0	0	1	0	1	0	2	0	0	0	5
Medium Trucks	ō	Ö	0	ō	Ö	<u></u>	Ö	0	0	0	0	0	Ō
Heavy Trucks	0	0	0	0	0	0	0	0	1	0	0	0	1
% Trucks	0.0%	1.1%	NA	NA	0.3%	0.0%	4.0%	NA	3.5%	NA	NA	NA	1.0%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	0	0	0	0	0	1,
		South			West			Fast			North		



Intersection Turning Movement Peak Hour Diagram

Location MOUNTAIN VIEW DRIVE AT VILLA ROAD
Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: BV





Location HIGHWAY 99 AT NE SPRINGBROOK ROAD
Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH

ĺ	Е	astbound	1	W	estboun	d	N	orthbour	ıd	So	outhboun	d	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	16	292	41	47	277	34	26	35	58	34	12	77	949
16:15 - 16:30	19	306	36	48	379	28	18	37	41	32	25	70	1039
16:30 - 16:45	21	264	26	47	391	13	35	55	74	48	39	85	1098
16:45 - 17:00	6	285	37	64	337	35	57	40	58	25	18	71	1033
17:00 - 17:15	6	273	41	64	357	37	35	43	55	28	35	87	1061
17:15 - 17:30	5	270	43	64	346	21	30	55	68	33	37	49	1021
17:30 - 17:45	17	262	35	58	353	28	14	46	77	44	31	86	1051
17:45 - 18:00	9	262	38	76	357	20	25	61	51	45	26	67	1037
Movement Totals	99	2214	297	468	2797	216	240	372	482	289	223	592	8289
Enter Totals		2610			3481			1094			1104		
Exit Totals		3046			3568			1137			538		

Two-Hour Totals													
Light Trucks	2	53	7	2	36	9	13	3	3	6	1	4	139
Medium Trucks	1	10	0	0	12	Ō	0	0	. 0	0	0	1	24
Heavy Trucks	1	22	4	0	18	2	3	2	0	0	2	3	57
% Trucks	4.0%	3.8%	3.7%	0.4%	2.4%	5.1%	6.7%	1.3%	0.6%	2.1%	1.3%	1.4%	2.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	2	1	0	U	0	0	0	0	3

South West East North
Pedestrians 0 0 0 0 0

Peak Hour Information

Peak Hour 16:15 17:15

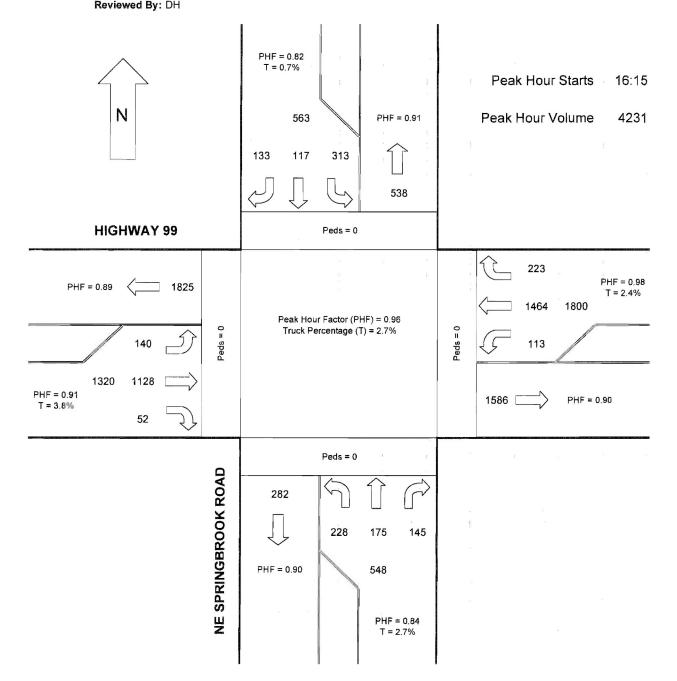
ĺ	Ea	astbound	1	W	estbound	d	No	orthbound	i i	So	uthboun	d	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	52	1128	140	223	1464	113	145	175	228	133	117	313	4231
Peak Hour Factor	0.62	0.92	0.85	0.87	0.94	0.76	0.64	0.80	0.77	0.69	0.75	0.90	0.96
F-4 T -4-1- [4000			500			F40			4000		
Enter Totals		1320			563			548			1800		
Peak Hour Factor		0.91			0.82			0.84			0.98		
_													
Exit Totals		1586			282			538			1825		
Peak Hour Factor		1586 0.96			0.90			0.91			0.89		
_													
Light Trucks	2	28	2	2	22	5	11	2	0	1	1	1	77
Medium Trucks	1	8	0	0	9	0	0	0	0	0	0	0	18
Heavy Trucks	1	6	2	0	6	0	2	0	0	0	0	1	18
% Trucks	7.7%	3.7%	2.9%	0.9%	2.5%	4.4%	9.0%	1.1%	0.0%	0.8%	0.9%	0.6%	2.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	2	1	0	0	0	0	0	0	3

South West East North
Pedestrians 0 0 0 0 0



Peak Hour Diagram

Location HIGHWAY 99 AT NE SPRINGBROOK ROAD
Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH





Location HIGHWAY 99 AT VILLA ROAD

Date 6/29/2006 Day of Week Thursday Time Begin 16:00 Reviewed By: BV

	E	astbound		w	estboun	d	N	orthbour	ıd	Se	outhboun	d [
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	3	310	16	19	372	9	6	15	118	30	14	32	944
16:15 - 16:30	2	294	20	27	395	8	9	24	143	17	15	25	979
16:30 - 16:45	4	280	20	29	370	6	8	24	148	28	13	30	960
16:45 - 17:00	2	334	16	26	399	9	5	19	158	33	21	33	1055
17:00 - 17:15	0	331	18	24	406	8	3	28	116	32	12	40	1018
17:15 - 17:30	2	349	9	18	417	5	5	20	135	26	11	22	1019
17:30 - 17:45	2	327	20	19	404	2	4	22	137	19	9	37	1002
17:45 - 18:00	1	295	18	30	348	5	3	27	131	23	12	26	919
Movement Totals	16	2520	137	192	3111	52	43	179	1086	208	107	245	7896
Enter Totals		2673			3355			1308			560		
Evit Totale		2808			4405			508			175		

Two-Hour Totals													1
Light Trucks	0	50	1	0	38	Ö	2	2	24	2	- 5	3	127
Medium Trucks	0	19	0	0	14	0	O	0	10	0	1	0	44
Heavy Trucks	0	11	0	1	17	1	2	0	19	0	1	0	52
% Trucks	0.0%	3.2%	0.7%	0.5%	2.2%	1.9%	9.3%	1.1%	4.9%	1.0%	6.5%	1.2%	2.8%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Ricycles	n	2	0	1	1	Λ	0	<u> </u>	<u> </u>	n	3	_	7

South West East North
Pedestrians 3 7 2 6 18

Peak Hour Information

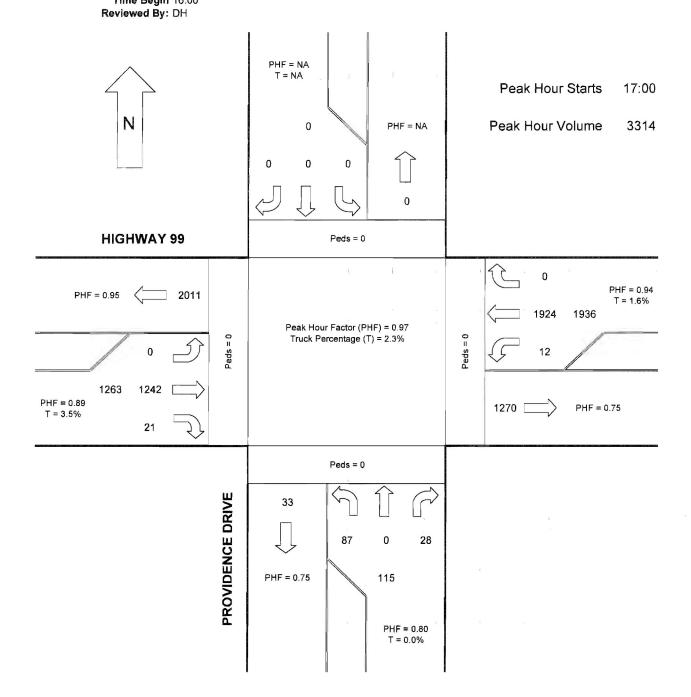
Peak Hour 16:45 17:45

	Ę	astbound	i	W	estbound	l	N	orthboun	d	Sc	outhbound	d	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	6	1341	63	87	1626	24	17	89	546	110	53	132	4094
Peak Hour Factor	0.75	0.96	0.79	0.84	0.97	0.67	0.85	0.79	0.86	0.83	0.63	0.83	0.97
Enter Totale	_	4.440			205			CEO			4707		
Enter Totals		1410			295			652			1737		
Peak Hour Factor		0.98			0.85			0.90			0.99		
Exit Totals		1490			83			239		nest warmen and a	2282		
Peak Hour Factor		0.99			0.65			0.85			0.97		
reak noui racioi		0.99			0.00			0.00			Ų.97		
Light Trucks	0	20	1	0	20	0	1	2	9	0	2	2	57
Medium Trucks	0	9	0	0	8	0	0	0	3	0	0	0	20
Heavy Trucks	0	6	0	1	3	1	1	0	7	0	0	0	19
% Trucks	0.0%	2.6%	1.6%	1.1%	1.9%	4.2%	11.8%	2.2%	3.5%	0.0%	3.8%	1.5%	2.3%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	1
		Courth			10/0-4			Cont			North		
		South			West			East			North		
Pedestrians		3			6			0			5		14



Peak Hour Diagram

Location HIGHWAY 99 AT PROVIDENCE DRIVE
Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: DH





Location HIGHWAY 99 WB AT COLLEGE STREET Date 6/29/2006 Day of Week Thursday

Time Begin 16:00 Reviewed By: DH

	Ea	stbound		W	estbound	j	No	rthbound	d	So	uthbound		
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	0	0	0	59	389	13	0	28	13	34	58	0	594
16:15 - 16:30	0	0	0	69	473	14	0	34	8	40	57	0	695
16:30 - 16:45	0	0	0	43	443	3	0	36	11	35	70	1	642
16:45 - 17:00	0	0	0	49	509	12	0	38	7	40	85	0	740
17:00 - 17:15	0	0	Ö	43	530	17	0	43	13	18	79	0	743
17:15 - 17:30	0	0	0	51	546	11	0	43	20	19	56	0	746
17:30 - 17:45	0	0	0	58	481	13	0	50	16	17	84	0	719
17:45 - 18:00	0	0	0	40	435	4	0	66	11	30	68	0	654
Movement Totals	0	Ō	0	412	3806	87	0	338	99	233	557	1	5533
Enter Totals		0			4305			437			791		
Exit Totals		1		4138				750			644		

Two-Hour Totals													
Light Trucks	0	0	0	12	75	2	0	6	3	4	12	0	114
Medium Trucks	0	0	0	2	14	0	0	0	0	0	3	0	19
Heavy Trucks	0	0	0	0	39	0	0	1	0	_0	2	0	42
% Trucks	NA	NA	NA	3.4%	3.4%	2.3%	NA	2.1%	3.0%	1.7%	3.1%	0.0%	3.2%
Stopped Buses	0	0	Ō	0	0	0	0	0	0	0	0	0	0
Bicycles[0	Ō	0	0	7	0	0	0	0	0	0	0	7

East

North

16

South 2 West 2 Pedestrians

Peak Hour Information

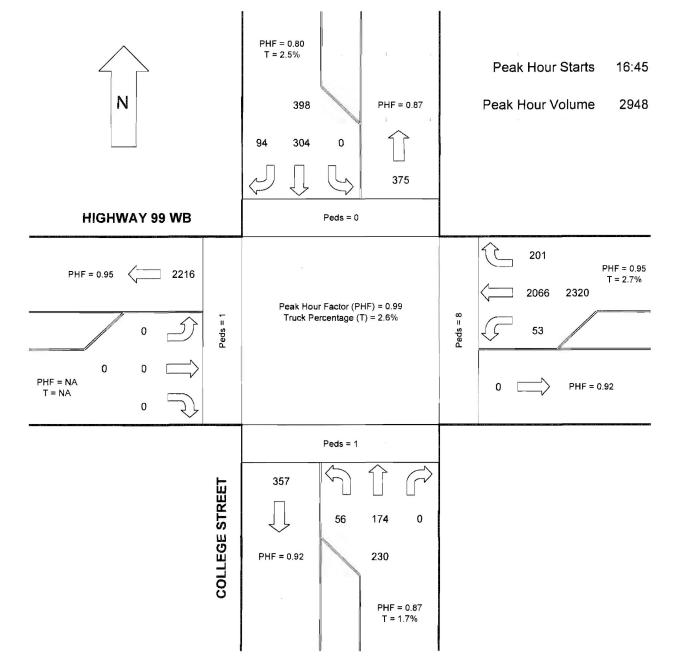
	E	astbour	nd	W	estbound	l	No.	orthbound	i i	So	uthbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	0	0	0	201	2066	53	0	174	56	94	304	0	2948
Peak Hour Factor	NA	NA	NA	0.87	0.95	0.78	NA	0.87	0.70	0.59	0.89 N	4	0.99
Enter Totals		0			398			230			2320		
Peak Hour Factor		ŊA			0.80			0.87			0.95		
Exit Totals		0			357			375			2216		
Peak Hour Factor		NA			0.92			0.87			0.95		
Light Trucks	ō	0	0	3	41	1	0	3	0	2	7	0	57
Medium Trucks	0	0	0	1	4	0	0	0	0	0	1	0	6
Heavy Trucks	0	0	0	0	13	0	0	1	0	0	0	0	14
% Trucks	NA	NA	NA NA	2.0%	2.8%	1.9%	NA	2.3%	0.0%	2.1%	2.6%	NA	2.6%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	3	0	0	0	0	0	0	0	3
		South			West			Fast			North		

10 Pedestrians



Peak Hour Diagram

Location HIGHWAY 99 WB AT COLLEGE STREET
Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: DH





Location HIGHWAY 99 AT PROVIDENCE DRIVE

Date 6/29/2006 Day of Week Thursday Time Begin 16:00 Reviewed By: DH

1	E	astbound	1	W	estbound	d	No	rthbound	i i	Sou	ıthbound	1	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	9	280	0	0	432	2	7	0	18	0	0	C	748
16:15 - 16:30	5	315	0	0	468	2	9	0	17	0	0	0	816
16:30 - 16:45	7	291	0	0	438	0	11	0	16	0	0	0	763
16:45 - 17:00	2	309	0	0	409	4	8	0	27	0	0	0	759
17:00 - 17:15	7	348	0	0	472	4	9	0	15	0	0	0	855
17:15 - 17:30	6	328	0	0	464	2	6	0	30	0	0	0	836
17:30 - 17:45	2	300	0	0	513	4	5	0	18	0	0	0	842
17:45 - 18:00	6	266	0	0	475	2	8	0	24	0	0	0	781
Movement Totals	44	2437	0	0	3671	20	63	0	165	0	0	0	6400
Enter Totals		2481			3691			228			0		
Exit Totals		2500			3836			0			64		
Two-Hour Totals													
Light Trucks	0	73	0	0	41	1	0	0	1	0	0	0	116
Medium Trucks	0	9	0	0	9	Ō	0	0	0	0	0	0	18
Heavy Trucks	0	21	0	0	20	0	0	0	0	0	0	0	41
% Trucks	0.0%	4.2%	NA	NA	1.9%	5.0%	0.0%	NA	0.6%	NA	NA	NA	2.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	1	0	0	1	0	0	0	0	0	0	0	2
Pedestrians		South 0			West 0			East 0			North 0		0
Cacamana		v			•			U			•		U

Peak Hour Information

Peak Hour 17:00 18:00

	E	Eastbound	d	w	estbound	í	N	orthboun	d	S	outhbour	nd	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	21	1242	0	0	1924	12	28	0	87	0	0	0	3314
Peak Hour Factor	0.75	0.89	NA	NA	0.94	0.75	0.78	NA	0.73	NA	NA	NA	0.97
- [4000									7.55		
Enter Totals		1263			0		. ,	115			1936		
Peak Hour Factor		0.89 NA 0.80 0.9					0.94						
Exit Totals		1270			33			0			2011		
Peak Hour Factor		0.89			0.75			NA			0.95		
Light Trucks	0	29	0	0	20	0	0	0	0	0	0	0	49
Medium Trucks	0	5	0	0	5	0	0	0	0	0	0	0	10
Heavy Trucks	0	10	0	0	6	0	0	0	0	0	0	0	16
% Trucks	0.0%	3.5%	NA	NA	1.6%	0.0%	0.0%	NA	0.0%	NA	NA	NA	2.3%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles [0	0	0	0	1	0	0	0	0	0	0	0	1
		.			West								
		South				East			North		_		
Pedestrians		0			0			0			0		0



Summary Report

Location CRESTVIEW DRIVE AT NE SPRINGBROOK ROAD

Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: BV

1	E	astbound	ı [V	/estboun	d l	No	orthboun	d	So	uthboun	d	
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	36	1	0	0	1	1	4	37	25	1	24	1	131
16:15 - 16:30	36	2	0	0	1	0	0	43	25	0	21	*	129
16:30 - 16:45	68	1	2	0	1	4	0	51	24	1	29	1	182
16:45 - 17:00	25	0	0	2	3	1	0	54	27	0	25	0	137
17:00 - 17:15	43	2	0	0	0	1	3	45	34	0	28	0	156
17:15 - 17:30	37	0	0	3	0	0	1	63	46	0	26	1	177
17:30 - 17:45	30	0	0	0	0	4	0	61	27	0	31	0	153
17:45 - 18:00	23	2	0	0	0	1	3	7′	41	1	27		170
Movement Totals	298	8	2	5	6	12	11	425	249	3	211	5	1235
Enter Totals		308	Ī		23			685			219		
Exit Totals		24			258			432			521		
Two-Hour Totals													
Light Trucks	3	0	0	0	0	6	5	5	3	0	6	0	28
Medium Trucks	1	0	1	0	0	0	0	0	2	0	0	0	4
Heavy Trucks	1	0	0	0	0	0	0	0	3	0	0	0	4
% Trucks	1.7%	0.0%	50.0%	0.0%	0.0%	50.0%	45.5%	1.2%	3.2%	0.0%	2.8%	0.0%	2.9%
Stopped Buses	0	0	0	0	0	Ci	C	C	C	0	0	0	0
Bicycles	2	0	0	0	0	0	0	0	1	Ō	0	0	3
Pedestrians		South 0			West 0			East 0			North 0		0
i caccinans		J			J			U					U

Peak Hour Information

Peak Hour 17:00 18:00

Pedestrians

	E	astbound	i l	Westbound		N-	orthboun	nd	S	outhbound	<u>.</u>		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	133	4	0	3	0	6	7	240	148	1	112	2	656
Peak Hour Factor	0.77	0.50	NA	0.25	NA	0.38	0.58	0.85	0.80	0.25	0.90	0.50	0.93
_													
Enter Totals		137			115			395			9		
Peak Hour Factor		0.76			0.93			0.86			0.56		
_													
Exit Totals		13			251			243			149		
Peak Hour Factor		0.54			0.87			0.86			0.81		
_													
Light Trucks	1	0	0	0	0	4	2	2	2	0	1	0	12
Medium Trucks	1	0	0	0	0	0	0	0	1	0	0	0	2
Heavy Trucks	1	0	0	0	0	0	0	0	3	0	0	0	4
% Trucks	2.3%	0.0%	NA	0.0%	NA	66.7%	28.6%	0.8%	4.1%	0.0%	0.9%	0.0%	2.7%
Stopped Buses	0	0	С	0	0	0	C	0	0	0	0	0	0
Bicycles	2	0	0	0	0	0	0	0	1	0	0	0	3
		South			West			East			North		

0

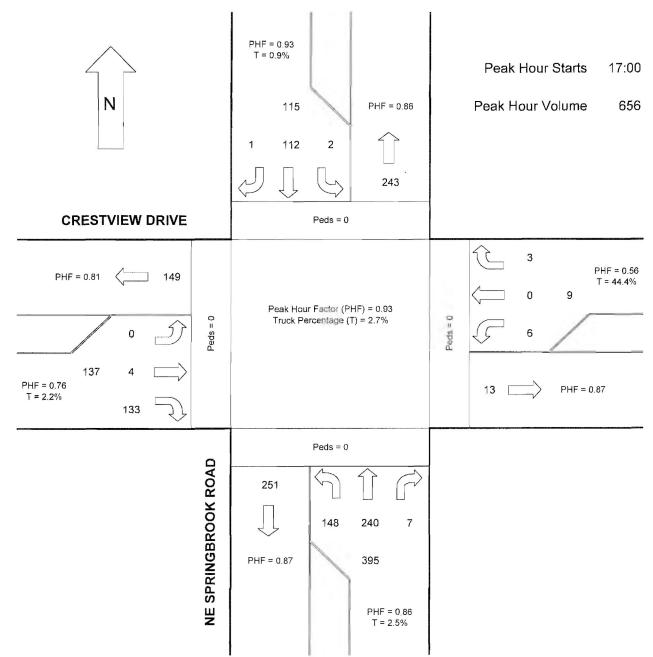
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Peak Hour Diagram

Location CRESTVIEW DRIVE AT NE SPRINGBROOK ROAD Date 6/28/2006 Day of Week Wednesday Time Begin 16:00

Reviewed By: BV





Location HAWORTH AVENUE AT NE SPRINGBROOK ROAD

Date 6/28/2006
Day of Week Wednesday
Time Begin 16:00
Reviewed By: DH

	E	astbound	ı	V\	estbound	i i	N	orthboun	d	So	uthbound	.	
Time Period	Right	Thru	Left	Totals									
16:00 - 16:15	19	16	6	15	9	20	3	63	: 31	8	68	10	268
16:15 - 16:30	29	14	12	11	18	34	7	64	27	6	53	10	285
16:30 - 16:45	33	10	12	10	16	23	6	62	41	9	78	17	317
16:45 - 17:00	28	13	10	19	22	28	5	68	30	7	55	8	293
17:00 - 17:15	32	18	7	20	18	20	9	75	: 35	7	61	12	314
17:15 - 17:30	27	17	14	23	18	29	7	91	42	17	65	8	358
17:30 - 17:45	30	12	17	15	14	28	8	69	45	11	56	10	315
17:45 - 18:00	30	15	11	14	9	22	5	101	43	4	58	9	321
Movement Totals	228	115	89	127	124	204	50	593	294	69	494	84	2471
Enter Totals	,	432			455			937			647	_	
Exit Totals		249			487			809			926		
		_											
Two-Hour Totals									ě.				
Light Trucks	0	0	0	0	0	3	0	12	2	1	13	1	32
Medium Trucks	0	0	0	0	0	1	0	0	0	0	0	0	1
Heavy Trucks	•	0	0	0	0	0	0	6	0	0	3	0	10
% Trucks	0.4%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	3.0%	0.7%	1 4%	3.2%	1 2%	1 7%

Heavy Trucks	1	0	0	0	0	0	0	6	0	0	3	D	10
% Trucks	0.4%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	3.0%	0.7%	1.4%	3.2%	1.2%	1.7%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	4	1	0	2	0	0	1	0	0	0	1	9
•													

Pedestrians

South 1 West

East

North

Peak Hour Information

Peak Hour 17:00 18:00

	E	astbound	I [W	estbound	d	N	orthboun	d	Sc	outhboun	d	
	Right	Thru	Left	Totals									
Movement Total	119	62	49	72	59	99	29	336	165	39	240	39	1308
Peak Hour Factor	0.93	0.86	0.72	0.78	0.82	0.85	0.81	0.83	0.92	0.57	0.92	0.81	0.91
Enter Totals		230			318			530			230		
Peak Hour Factor		0.97			0.88			0.89			0.82		
_				~			5						
Exit Totals		130			458			457			263		
Peak Hour Factor		0.83			0.95			0.89			0.85		
_													
Light Trucks	0	0	0	0	0	2	0	5	0	1	4	0	12
Medium Trucks	0	0	0	0	0	1	0	0	0	0	0	0	1
Heavy Trucks	1	0	0	0	0	0	0	4	0	0	2	0	7
% Trucks	0.8%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.7%	0.0%	2.6%	2.5%	0.0%	1.5%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles [0	3	1	0	1	0	0	0	0	0	0	1	6

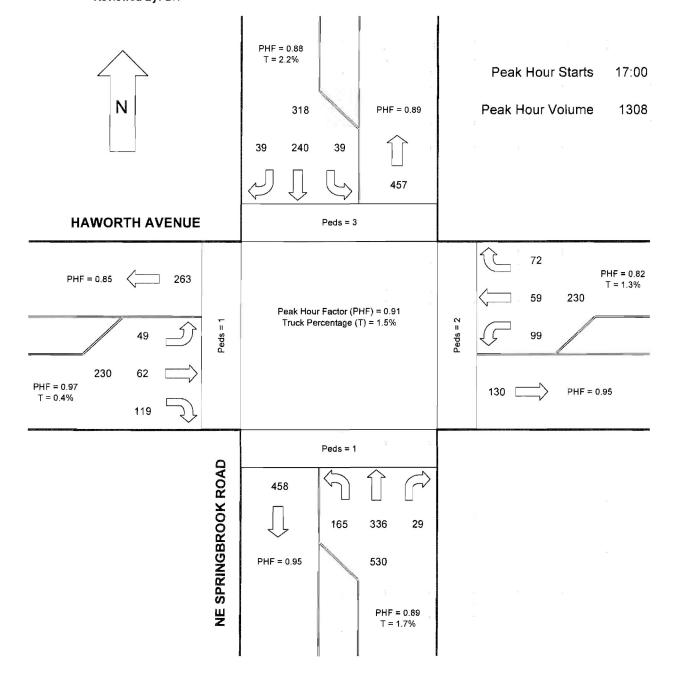
	South	West	East	North
Pedestrians	1	1	2	3



Peak Hour Diagram

Location HAWORTH AVENUE AT NE SPRINGBROOK ROAD Date 6/28/2006

Day of Week Wednesday Time Begin 16:00 Reviewed By: DH





Location HIGHWAY 99 EB AT COLLEGE STREET

Date 6/29/2006 Day of Week Thursday Time Begin 16:00 Reviewed By: DH

	Ea	stbound		w	estbound		No	rthbound	i	Soi	uthbound		
Time Period	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
16:00 - 16:15	11	316	25	0	0	0	4	15	0	0	25	38	434
16:15 - 16:30	6	413	20	0	0	0	3	13	0	0	30	40	525
16:30 - 16:45	7	383	27	0	0	0	2	19	0	0	26	46	510
16:45 - 17:00	10	362	25	C	0	0	6	16	0	0	33	59	511
17:00 - 17:15	7	416	27	0	0	0	3	31	1	0	39	54	578
17:15 - 17:30	2	377	24	0	0	0	2	25	0	0	31	40	501
17:30 - 17:45	5	340	36	0	0	0	4	25	0	0	43	50	503
17:45 - 18:00	7	340	32	0	0	0	3	36	0	0	22	43	483
Movement Totals	55	2947	216	0	0	0	27	180	1	0	249	370	4045
Enter Totals		3218			0			208			619		
Exit Totals		3344			1			396			304		
Two-Hour Totals			_										
Light Trucks	4	88	3	0	0	0	0	2	0	0	6	8	111
Medium Trucks	0	23	1	0	0	0	0	0	0	0	0	2	26
Heavy Trucks	0	56	1	0	0	0	0	0	0	0	0	2	59
% Trucks [7.3%	5.7%	2.3%	NA	NA	ΝĀ	0.0%	1.1%	0.0%	NA	2.4%	3.2%	4.8%
Stopped Buses	0	0	0	0	0	Ō	0	0	0	0	0	0	0
Bicycles	0	6	0	0	0	0	0	0	0	0	1	0	7
Pedestrians		South 42			West			East			North 16		92

17 17 16

Peak Hour Information

Peak Hour 16:15 17:15

	Ę	astbound	i	Westbound		Northbound			Southbound				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	30	1574	99	0	0	0	14	79	1	0	128	199	2124
Peak Hour Factor[0.75	0.95	0.92	NA	NA	NA	0.58	0.64	0.25	NA	0.82	0.84	0.92
Cutor Totale		4700			207		I	04		<u></u>			
Enter Totals		1703			327			94			0		
Peak Hour Factor		0.95			0.88			0.67			NA		
Exit Totals		1787			158			178			1		
Peak Hour Factor		0.94			0.86			0.77			0.25		
_													
Light Trucks	3	56	1	0	0	0	0	1	0	0	3	5	69
Medium Trucks	0	15	1	0	0	0	0	0	0	0	0	2	18
Heavy Trucks	0	30	1	0	0	0	0	0	0	0	0	2	33
% Trucks	10.0%	6.4%	3.0%	NA	NA	NA	0.0%	1.3%	0.0%	NA	2.3%	4.5%	5.6%
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles[0	4	0	0	0	0	0	0	0	0	0	0	4

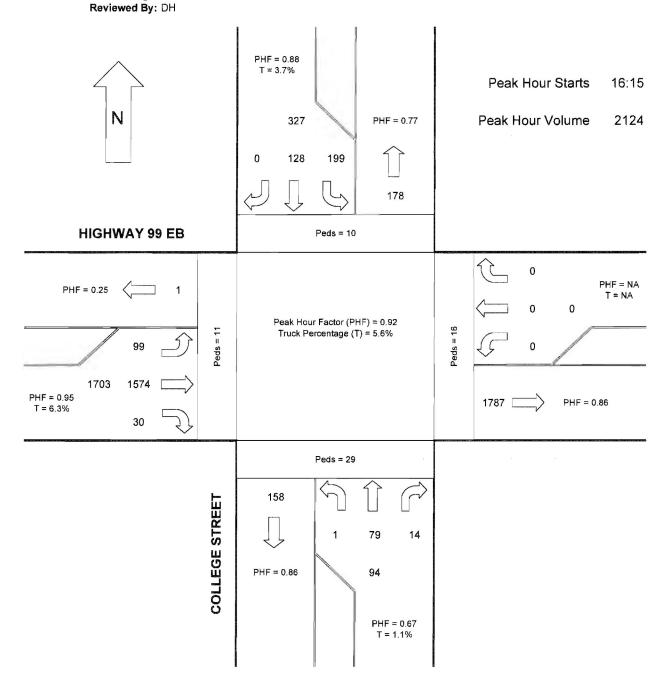
	South	West	East	North	
Pedestrians	29	11	16	10	66



Intersection Turning Movement Peak Hour Diagram

Location HIGHWAY 99 EB AT COLLEGE STREET

Date 6/29/2006 Day of Week Thursday Time Begin 16:00





Location MOUNTAIN VIEW DRIVE AT ASPEN WAY

Date 6/29/2006
Day of Week Thursday
Time Begin 16:00
Reviewed By: BV

Ea	stbound		W	estboun	d l	N	orthbound	d	So	uthbound	1	
Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
0	0	0	6	0	21	12	1	0	0	3	0	43
0	0	0	9	0	19	7	3	. 0	0	1	4	43 56
0	0	0	4	0	22	18	9	0	0	1	2	56
0	0	0	4	0	21	14	4	0	0	3	2	48
0	0	0	9	0	: 28	10	6	0	0	1	1	: 55
0	0	0	10	0	31	12	. 0	0	0	0	. 3	56 44
0	0	0	4	0	25	11	2	0	0	0	2	44
0	0	0	8	0	: 28	19	3	0	0	4	2	64
0	0	0	54	0	195	103	28	: 0	0	13	16	409
	0			249			131			29		
	119			0	,		82			208		
0	0	0	0	0[2	2	0	0	0	0	1	5
0	0	0	0	0	. 0	. 0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	1
NA	NA	NA	0.0%	NA	1.0%	2.9%	0.0%	- NA	NA	0.0%	6.3%	1.5%
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
	South			West 0		7	East 3			North 0		3
	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Thru Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 119 0 0 0 0 0 0 0 0 0 0 0 0 0 0 NA NA NA NA NA NA South South	Right Thru Left Right 0 0 0 6 0 0 0 9 0 0 0 4 0 0 0 4 0 0 0 10 0 0 0 4 0 0 0 8 0 0 0 54 0 0 0 54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 NA NA NA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Thru Left Right Thru 0 0 0 6 0 0 0 0 9 0 0 0 0 4 0 0 0 0 4 0 0 0 0 10 0 0 0 0 4 0 0 0 0 4 0 0 0 0 8 0 0 0 0 54 0 0 0 0 54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Thru Left Right Thru Left 0 0 0 6 0 21 0 0 0 9 0 19 0 0 0 4 0 22 0 0 0 4 0 21 0 0 0 9 0 28 0 0 0 10 0 31 0 0 0 4 0 25 0 0 0 4 0 25 0 0 0 8 0 28 0 0 0 54 0 195 0 0 249 0 0 0 119 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Thru Left Right Thru Left Right 0 0 0 6 0 21 12 0 0 0 9 0 19 7 0 0 0 4 0 22 18 0 0 0 4 0 21 14 0 0 0 9 0 28 10 0 0 0 10 0 31 12 0 0 0 0 25 11 0 0 0 0 28 19 0 0 0 195 103 0 0 0 195 103 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td< td=""><td>Right Thru Left Right Thru Left Right Thru 0 0 0 6 0 21 12 1 0 0 0 9 0 19 7 3 0 0 0 4 0 22 18 9 0 0 0 4 0 21 14 4 0 0 0 9 0 28 10 6 0 0 0 10 0 31 12 0 0 0 0 4 0 25 11 2 0 0 0 0 8 0 28 19 3 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0 0 0 0 0 0 <t< td=""><td>Right Thru Left Right Thru Left Right Thru Left 0 0 0 6 0 21 12 1 0 0 0 0 9 0 19 7 3 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 21 14 4 0 0 0 0 9 0 28 10 6 0 0 0 0 10 0 31 12 0 0 0 0 0 4 0 25 11 2 0 0 0 0 8 0 28 19 3 0 0 0 0 0 <td< td=""><td>Right Thru Left Right Thru Left Right Thru Left Right 0 0 0 0 0 21 12 1 0 0 0 0 0 9 0 19 7 3 0 0 0 0 0 4 0 22 18 9 0 0 0 0 0 4 0 21 14 4 0 0 0 0 0 9 0 28 10 6 0 0 0 0 0 10 0 31 12 0 0 0 0 0 0 4 0 25 11 2 0 0 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0</td><td>Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Thru 0 0 0 0 6 0 21 12 1 0 0 3 0 0 0 0 19 7 3 0 0 11 0 0 0 4 0 22 18 9 0 0 11 0 0 0 4 0 21 14 4 0 0 3 0 0 0 9 0 28 10 6 0 0 11 0 0 0 10 0 31 12 0 0 0 0 0 0 0 8 0 28 19 3 0 0 0 0 0 13 <t< td=""><td>Right Thru Left Right D D A D D A D</td></t<></td></td<></td></t<></td></td<>	Right Thru Left Right Thru Left Right Thru 0 0 0 6 0 21 12 1 0 0 0 9 0 19 7 3 0 0 0 4 0 22 18 9 0 0 0 4 0 21 14 4 0 0 0 9 0 28 10 6 0 0 0 10 0 31 12 0 0 0 0 4 0 25 11 2 0 0 0 0 8 0 28 19 3 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0 0 0 0 0 0 <t< td=""><td>Right Thru Left Right Thru Left Right Thru Left 0 0 0 6 0 21 12 1 0 0 0 0 9 0 19 7 3 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 21 14 4 0 0 0 0 9 0 28 10 6 0 0 0 0 10 0 31 12 0 0 0 0 0 4 0 25 11 2 0 0 0 0 8 0 28 19 3 0 0 0 0 0 <td< td=""><td>Right Thru Left Right Thru Left Right Thru Left Right 0 0 0 0 0 21 12 1 0 0 0 0 0 9 0 19 7 3 0 0 0 0 0 4 0 22 18 9 0 0 0 0 0 4 0 21 14 4 0 0 0 0 0 9 0 28 10 6 0 0 0 0 0 10 0 31 12 0 0 0 0 0 0 4 0 25 11 2 0 0 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0</td><td>Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Thru 0 0 0 0 6 0 21 12 1 0 0 3 0 0 0 0 19 7 3 0 0 11 0 0 0 4 0 22 18 9 0 0 11 0 0 0 4 0 21 14 4 0 0 3 0 0 0 9 0 28 10 6 0 0 11 0 0 0 10 0 31 12 0 0 0 0 0 0 0 8 0 28 19 3 0 0 0 0 0 13 <t< td=""><td>Right Thru Left Right D D A D D A D</td></t<></td></td<></td></t<>	Right Thru Left Right Thru Left Right Thru Left 0 0 0 6 0 21 12 1 0 0 0 0 9 0 19 7 3 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 22 18 9 0 0 0 0 4 0 21 14 4 0 0 0 0 9 0 28 10 6 0 0 0 0 10 0 31 12 0 0 0 0 0 4 0 25 11 2 0 0 0 0 8 0 28 19 3 0 0 0 0 0 <td< td=""><td>Right Thru Left Right Thru Left Right Thru Left Right 0 0 0 0 0 21 12 1 0 0 0 0 0 9 0 19 7 3 0 0 0 0 0 4 0 22 18 9 0 0 0 0 0 4 0 21 14 4 0 0 0 0 0 9 0 28 10 6 0 0 0 0 0 10 0 31 12 0 0 0 0 0 0 4 0 25 11 2 0 0 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0</td><td>Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Thru 0 0 0 0 6 0 21 12 1 0 0 3 0 0 0 0 19 7 3 0 0 11 0 0 0 4 0 22 18 9 0 0 11 0 0 0 4 0 21 14 4 0 0 3 0 0 0 9 0 28 10 6 0 0 11 0 0 0 10 0 31 12 0 0 0 0 0 0 0 8 0 28 19 3 0 0 0 0 0 13 <t< td=""><td>Right Thru Left Right D D A D D A D</td></t<></td></td<>	Right Thru Left Right Thru Left Right Thru Left Right 0 0 0 0 0 21 12 1 0 0 0 0 0 9 0 19 7 3 0 0 0 0 0 4 0 22 18 9 0 0 0 0 0 4 0 21 14 4 0 0 0 0 0 9 0 28 10 6 0 0 0 0 0 10 0 31 12 0 0 0 0 0 0 4 0 25 11 2 0 0 0 0 0 54 0 195 103 28 0 0 0 0 0 0 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Thru 0 0 0 0 6 0 21 12 1 0 0 3 0 0 0 0 19 7 3 0 0 11 0 0 0 4 0 22 18 9 0 0 11 0 0 0 4 0 21 14 4 0 0 3 0 0 0 9 0 28 10 6 0 0 11 0 0 0 10 0 31 12 0 0 0 0 0 0 0 8 0 28 19 3 0 0 0 0 0 13 <t< td=""><td>Right Thru Left Right D D A D D A D</td></t<>	Right Thru Left Right D D A D D A D

Peak Hour Information

Peak Hour 17:00 18:00

	E	astboun	di	Westbound		N	orthbour	nd	S	d			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals
Movement Total	0	0	0	31	0	112	52	11	0	0	5	- 8	219
Peak Hour Factor	NA A	NA	NA	0.78	NA	0.90	0.68	0.46	NA	NA	0.31	0.67	0.86
-										,			
Enter Totals		0			13			63			143	:	
Peak Hour Factor		NA			0.54			0.72			0.87	¢	
_													
Exit Totals		60			117			42			0		
Peak Hour Factor		0.71			0.91			0.70			NA		
				e min									
Light Trucks	0	0	0	0	0	0	2	. 0	0	0	0	1	3
Medium Trucks	0	0	0	0	0	0	0	0	. 0	0	0	0	0
Heavy Trucks	0	0	0	0	0	0	1	0	0	0	0	0	1
% Trucks	NĀ	NA	NA	0.0%	NA	0.0%	5.8%	0.0%	NA	NA	0.0%	12.5%	1.8%
Stopped Buses	0	0	0	0	Ō	0	0	0	. 0	0	0	0	0
Bicycles [0	0	0	0	Ō	0	0	0	0	0	0	0	0
		South			West			East			North		

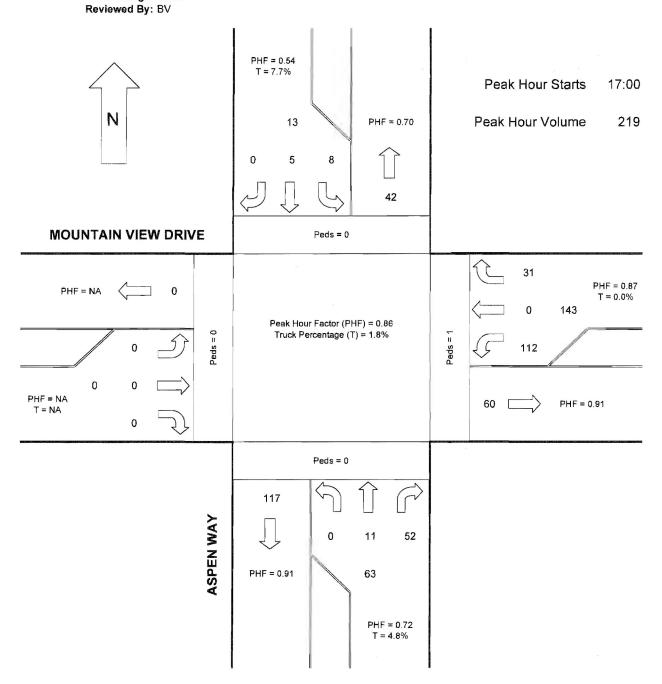
Pedestrians 0 0 1 1 0 1



Peak Hour Diagram

Location MOUNTAIN VIEW DRIVE AT ASPEN WAY

Date 6/29/2006 Day of Week Thursday Time Begin 16:00





Land Use: Single-Family Detached Housing

Land Use Code: 210

Variable: Dwelling Units

Variable Value: 1167

AM PEAK HOUR

Trip Equation: T = 0.70(X) + 9.43

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	207	619	826

PM PEAK HOUR

Trip Equation: Ln(T)=0.90 Ln(X)+0.53

	Enter	Exit	Total
Directional Distribution	63 %	37%	
Trip Ends	616	362	978

WEEKDAY

Trip Equation: Ln(T) = 0.92 Ln(X) + 2.71

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	4,984	4,984	9,968

SATURDAY

Trip Equation: Ln(T) = 0.94 ln(X) + 2.63

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5,299	5,299	10,598



Land Use: Residential Condominium/Townhouse

Land Use Code: 230

Variable: Dwelling Units

Variable Value: 264

AM PEAK HOUR

Trip Equation: Ln(T) = 0.80Ln(X) + 0.26

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	19	93	112

PM PEAK HOUR

Trip Equation: Ln(T) = 0.82Ln(X) + 0.32

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	89	44	133

WEEKDAY

Trip Equation: Ln(T) = 0.85Ln(X) + 2.55

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	732	732	1,464

SUNDAY

Trip Equation: T = 3.13(X) + 357.26

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	592	592	1,184



Land Use: Resort Hotel

Land Use Code: 330

Variable: Rooms

Variable Value: 110

AM PEAK HOUR

Trip Rate: 0.31

_	Enter	Exit	Total
Directional Distribution	72%	28%	
Trip Ends	24	10	34

PM PEAK HOUR

Trip Rate: 0.42

	Enter	Exit	Total
Directional Distribution	43%	57%	
Trip Ends	20	26	46

SATURDAY

Trip Rate: N/A

	Enter	Exit	Total
Directional			
Distribution			
Trip Ends	N/A	N/A	N/A



Land Use: Shopping Center

Land Use Code: 820

Variable: 1,000 Sq Ft Gross Leasable Area

Variable Value: 342.0

AM PEAK HOUR

Trip Rate: Ln(T) = 0.60Ln(X) + 2.29

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	375	240	615

PM PEAK HOUR

Trip Rate: Ln(T) = .66Ln(X) + 3.40

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	676	733	1,409

WEEKDAY

Trip Rate: Ln(T) = .65Ln(X) + 5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	7551	7551	15,102

SATURDAY

Trip Rate: Ln(T) = .63Ln(X) + 6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	10024	10024	20,048



Land Use: Shopping Center

Land Use Code: 820

Variable: 1,000 Sq Ft Gross Leasable Area

Variable Value: 142.0

AM PEAK HOUR

Trip Rate: Ln(T) = 0.60Ln(X) + 2.29

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	221	142	363

PM PEAK HOUR

Trip Rate: Ln(T) = .66Ln(X) + 3.40

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	379	410	789

WEEKDAY

Trip Rate: Ln(T) = .65Ln(X) + 5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	4265	4265	8,530

SATURDAY

Trip Rate: Ln(T) = .63Ln(X) + 6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5762	5762	11,524



Land Use: Shopping Center

Land Use Code: 820

Variable: 1,000 Sq Ft Gross Leasable Area

Variable Value: 200.0

AM PEAK HOUR

Trip Rate: Ln(T) = 0.60Ln(X) + 2.29

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	271	174	445

PM PEAK HOUR

Trip Rate: Ln(T) = .66Ln(X) + 3.40

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	475	514	989

WEEKDAY

Trip Rate: Ln(T) = .65Ln(X) + 5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5328	5328	10,656

SATURDAY

Trip Rate: Ln(T) = .63Ln(X) + 6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	7149	7149	14,298



Land Use: General Office Building

Land Use Code: 710

Variable: 1000 Sq Ft Gross Floor Area

Variable Value: 667.0

AM PEAK HOUR

Trip Equation: Ln(T) = 0.80Ln(X) + 1.55

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	753	103	856

PM PEAK HOUR

Trip Equation: T = 1.12(X) + 78.81

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	140	686	826

WEEKDAY

Trip Equation: Ln(T) = 0.77Ln(X) + 3.65

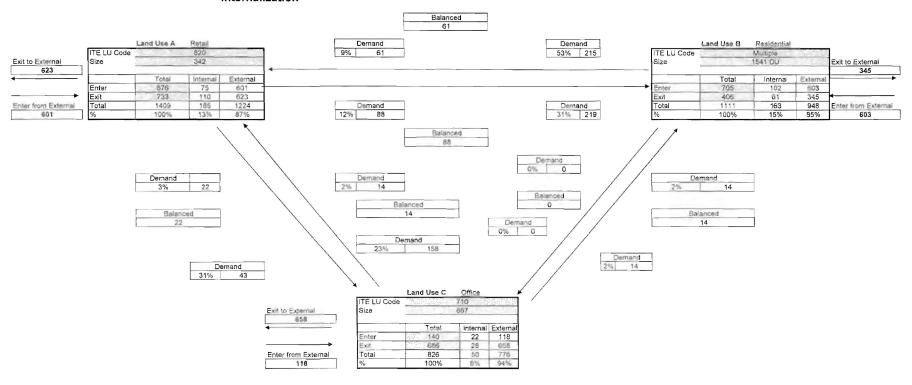
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	2,876	2,876	5,752

SATURDAY

Trip Equation: T = 2.14(X) + 18.47

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	723	723	1,446

Internalization



Net External Trips for Mulit-Use Development					
	Land Use A	Land Use B	Land Use C	Total	
Enter	601	603	118	1322	
Eet	623	345	658	1626	
Total	1224	948	776	2948	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	1409	1111	826	3346	12%



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing

Land Use Code: 210

Variable: Dwelling Units

Variable Value: 1762

AM PEAK HOUR

PM PEAK HOUR

Trip Equation: T = 0.70(X) + 9.43Trip Equation: Ln(T) = 0.90 Ln(X) + 0.53

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	311	932	1243

	Enter	Exit	Total
Directional Distribution	63 %	37%	
Trip Ends	893	525	1418

WEEKDAY

Trip Equation: Ln(T) = 0.92 Ln(X) + 2.71Trip Equation: Ln(T) = 0.94 ln(X) + 2.63

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	7,282	7,282	14,564

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	7,806	7,806	15,612

SATURDAY

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: Shopping Center

Land Use Code: 820

Variable: 1,000 Sq Ft Gross Leasable Area

Variable Value: 210.1

AM PEAK HOUR

Trip Rate: Ln(T) = 0.60Ln(X) + 2.29

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	280	179	459

PM PEAK HOUR

Trip Rate: Ln(T) = .66Ln(X) + 3.40

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	491	531	1,022

WEEKDAY

Trip Rate: Ln(T) = .65Ln(X) + 5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5501	5501	11,002

SATURDAY

Trip Rate: Ln(T) = .63Ln(X) + 6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	7374	7374	14,748

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: General Light Industrial

Land Use Code: 110

Variable: 1,000 Square Feet

Variable Quantity: 857.2

AM PEAK HOUR

Trip Rate: 0.92

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	694	95	789

PM PEAK HOUR

Trip Rate: 0.98

	Enter	Exit	Total
Directional Distribution	12%	88%	
Trip Ends	101	739	840

WEEKDAY

Trip Rate: 6.97

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	2,987	2,987	5,974

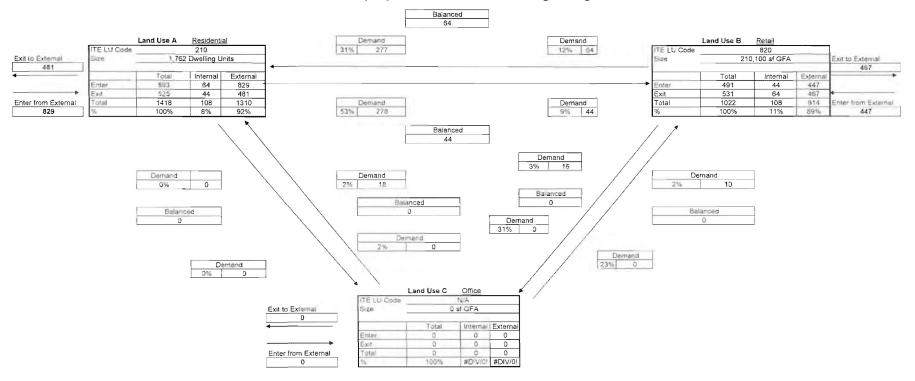
SATURDAY

Trip Rate: 1.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	566	566	1,132

Source: TRIP GENERATION, Seventh Edition

Internalization: Austin Property - Worst Case Under Existing Zoning



Net Ex	Net External Trips for Mulit-Use Development							
	Land Use A	Land Use B	Land Use C	Total	l			
Enter	829	447	. 0	1276				
Exit	481	467	0	948				
Total	1310	914	. 0	2224	INTERNAL CAPTURE			
Single-Use Trip Gen. Est.	1418	1022	0	2440	9%			

Canada Information	**************************************		6:4-1	Carrier - Ar		NAME OF TAXABLE PARTY.	NAME OF TAXABLE PARTY.	C2702712601
General Information Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Ho	our	Interse Jurisdic Analysi	tion	on	Bell & Aspe City of New Existing		
Project Description Austin Pro	operties		[
East/West Street: Bell Road Intersection Orientation: East-	Most			outh Stree eriod (hrs	et: Aspen Wa	<i>y</i>	wearanin	
			Study F	enou (ms). 0.23	10 20 1 20		71.00
Vehicle Volumes and Adju Major Street	stments	Eastbound				Westbour	od.	
Movement	1	2	3		4	5	1	6
	L	Т	R		L	Т		R
Volume (veh/h)		86	13		5	127		
Peak-Hour Factor, PHF	0.96	0.96	0.96		0.96	0.96		0.96
Hourly Flow Rate, HFR (veh/h)	0	89	13		5	132		0
Percent Heavy Vehicles	0				1			
Median Type	9			Undiv	ided			
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0	- 77			0		
Minor Street		Northbound				Southbour	nd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
Volume (veh/h)	45		1					
Peak-Hour Factor, PHF	0.96	0.96	0.96		0.96	0.96		0.96
Hourly Flow Rate, HFR (veh/h)	46	0	1		0	0		0
Percent Heavy Vehicles	2	0	2		0	0		0
Percent Grade (%)		0				0		
Flared Approach	ļ	N				N		
Storage		0						
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration		LR						
Delay, Queue Length, and Lev							2. 11.1	5.011,80
Approach	Eastbound	Westbound		Northbo			Southbound	
Viovement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR				
/ (veh/h)		5		47				
C (m) (veh/h)		1496		751				
//c		0.00	-	0.06				
95% queue length		0.01	A	0.20				
Control Delay (s/veh)		7.4		10.1				
LOS		A		В				
Approach Delay (s/veh)			······	10.1				
Approach LOS				В				

		TWO-WAY STO	P CONTRO	LSUMMA	RY			
General Information		2012/23	Site Inf	ormation				
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	lour	Intersed Jurisdic Analysis	tion		Bell & Asper City of Newl 2013 Backg	perg	
Project Description Austin P	roperties						_	
East/West Street: Bell Road	4 14/o o 4	<u> </u>			Aspen Way	-		
Intersection Orientation: Eas			Study Pi	eriod (hrs):	0.25		Country Co.	A PERSONAL DESIGNATION
Vehicle Volumes and Adj	ustments			A KING	-San 1997	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		
Major Street Movement	1	Eastbound 2	3			Westboun 5	a	6
Niovement	1	T	R		4 L	T		R
Volume (veh/h)	-	92	14		5	136	-	
Peak-Hour Factor, PHF	0.96	0.96	0.96		0.96	0.96		0.96
Hourly Flow Rate, HFR (veh/h)	0	95	14		5	141	, , , , , , , , , , , , , , , , , , ,	0
Percent Heavy Vehicles	0				1			
Median Type	Total Contraction			Undivide	d		<u>'</u>	
RT Channelized	A Andrews		0					0
Lanes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0				0		
Minor Street		Northbound				Southbour	ıd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
Volume (veh/h)	48		1		0.96	0.00		0.00
Peak-Hour Factor, PHF	0.96	0.96		0.96		0.96 0.96 0 0		0.96
Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles	50	0	2			0 0		0
Percent Grade (%)		0						
Flared Approach		N		_				
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration		LR						
Delay, Queue Length, and Le	vel of Service	The land the line of					DESCRIPTION OF THE PERSON OF T	2000
Approach	Eastbound	Westbound		Northbound	t	9	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		51				
C (m) (veh/h)		1488		737				
v/c		0.00		0.07				
95% queue length		0.01	ĺ	0.22				
Control Delay (s/veh)		7.4		10.2				
LOS		A		В				
Approach Delay (s/veh)				10.2				······································
Approach LOS	_			В				
			·	- U				

		TWO-WAY STO	P CONTRO	OL SUMMA	ARY				
General Information			Site In	formation			100		
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	our	Jurisdio	Intersection Jurisdiction Analysis Year			Bell & Aspen City of Newberg 2013 Background + Site Traffic		
Project Description Austin Pr	operties								
East/West Street: Bell Road Intersection Orientation: East	Most			outh Street: eriod (hrs):	Aspen Way			unii.	
			Study F	enou (ms).	0,23				
Vehicle Volumes and Adju Major Street	stments	Eastbound			ALCOHOLD STREET	Westbound	-		
Movement	1	2	3		4	5		6	
	L	T	R		L	T		R	
Volume (veh/h)		114	41		20	166			
Peak-Hour Factor, PHF	0.96	0.96	0.96	3	0.96	0.96		0.96	
Hourly Flow Rate, HFR (veh/h)	0	118	42		20	172		0	
Percent Heavy Vehicles	0				1				
Median Type				Undivid	ed		!		
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration			TR		LT				
Upstream Signal		0				0			
Minor Street		Northbound				Southbound	20.00	200 022 022 2270	
Movement	7	8	9		10	11		12	
	L	Т	R		L	Т		R	
Volume (veh/h)	86	0.00	12			0.00		0.00	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	0.96 89	0.96	0.96)	0.96 0	0.96		0.96 0	
Percent Heavy Vehicles	2	0	2		0	0		0	
Percent Grade (%)		0			<u> </u>	0			
Flared Approach		N				N N			
Storage		0				0			
RT Channelized		0	0				-	0	
Lanes	0	0	0		0	0	1	0	
Configuration		LR	-		<u>~</u>	, , , , , , , , , , , , , , , , , , ,		-	
Delay, Queue Length, and Lev	vel of Service		1	<u> </u>		500	SALES E		
Approach	Eastbound	Westbound		Northbour	nd	Sou	uthbound		
Movement	1	4	7	8	9	10	11	12	
ane Configuration		LT		LR					
/ (veh/h)		20		101					
C (m) (veh/h)		1425		660					
//c		0.01		0.15					
95% queue length	THE COLUMN TO TH	0.04		0.54			•••		
Control Delay (s/veh)		7.6		11.4				1	
Johnson Dolay (Jiveli)		7.0	I	1 11.7	1	1		-1	

Α

Approach Delay (s/veh)

Approach LOS

LOS

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В 11.4

В

		TWO-WAY STO	P CONTRO	L SUMMAI	RY	· · · · · · · · · · · · · · · · · · ·		
General Information	r vojava klasti		Site In	formation				
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak H	'our	Intersed Jurisdid Analysi	ction ction		Bell & Aspe City of New 2025 Backs	berg	
Project Description Austin Pr	operties							
East/West Street: Bell Road					Aspen Way		-	
Intersection Orientation: East	-West		Study P	eriod (hrs):	0.25			
Vehicle Volumes and Adju	stments							
Major Street		Eastbound				Westbour	nd	
Movement	11	2	3		4	5		6
Values a (uale/b)	L	T 121	R		L	176		R
Volume (veh/h) Peak-Hour Factor, PHF	0.95	121 0.95	36 0.95	_	0.95	176 0.95		0.95
Hourly Flow Rate, HFR (veh/h)	0.93	127	37	<u>'</u>	17	185		0.95
Percent Heavy Vehicles	0		_		2	165		
	0			I I a alia si al a				
Median Type			1 .	Undivide				
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration			TR		LT			
Upstream Signal		0				0		ALLES OF THE ORIGINAL PROPERTY.
Minor Street	Personal distriction	Northbound				Southbou	nd	
Movement	7	8	9		10	11		12
Volume (veh/h)	83	T	R 9		<u> L</u>	Т		R
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95
Hourly Flow Rate, HFR (veh/h)	87	0	9		0	0		0
Percent Heavy Vehicles	2	0	2		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized	114		0					0
Lanes	0	0	0		0	0		0
Configuration		LR						
Delay, Queue Length, and Lev	el of Service		State (SA)		NEW TRIBE			
Approach	Eastbound	Westbound		Northbound		Line of Line of the Line of th	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR			***	
v (veh/h)		17		96				
C (m) (veh/h)		1414		645		7		
v/c		0.01		0.15				
95% queue length	-	0.04		0.52				
Control Delay (s/veh)		7.6		11.6				
				B				
LOS		A						
Approach Delay (s/veh)				11.6				
Approach LOS				В				

TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst MTA Intersection Bell & Aspen Agency/Co. Lancaster Jurisdiction City of Newberg 2025 Background + Site Traffic Date Performed 7/31/2006 Analysis Year Analysis Time Period PM Peak Hour Project Description Austin Properties East/West Street: Bell Road North/South Street: Aspen Way Intersection Orientation: East-West Study Period (hrs): 0.25 Vehicle Volumes and Adjustments Major Street Eastbound Westbound Movement 3 4 6 R T R T L Volume (veh/h) 126 43 21 183 Peak-Hour Factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 Hourly Flow Rate, HFR (veh/h) 0 132 45 22 192 0 Percent Heavy Vehicles 0 2 ---__ --Median Type Undivided RT Channelized 0 0 0 1 0 0 1 0 Configuration TR LTUpstream Signal 0 0 Minor Street Southbound Northbound Movement 7 9 10 11 12 8 L Т R L T R Volume (veh/h) 92 12 Peak-Hour Factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 Hourly Flow Rate, HFR (veh/h) 0 0 96 0 12 0 2 0 2 0 0 0 Percent Heavy Vehicles 0 Percent Grade (%) 0 Flared Approach Ν Ν 0 0 Storage RT Channelized 0 0 0 0 0 0 0 Lanes 0 LR Configuration Delay, Queue Length, and Level of Service Southbound Eastbound Westbound Northbound Approach 9 10 11 12 Movement 1 4 7 8 LR Lane Configuration LT108 22 v (veh/h) 1399 626 C (m) (veh/h) v/c 0.02 0.17 0.05 0.62 95% queue length 7.6 11.9 Control Delay (s/veh) В LOS Α 11.9 Approach Delay (s/veh) --Approach LOS

TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst MTAIntersection Bell & Zimri Agency/Co. Lancaster Jurisdiction City of Newberg Date Performed 7/20/2006 Analysis Year Existing Analysis Time Period PM Peak Hour Project Description Austin Properties East/West Street: Bell Road North/South Street: Zimri Drive Intersection Orientation: East-West Study Period (hrs): 0.25

Vehicle Volumes and Adjus	tments	Note that the same of the same						
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		46	29	6	92			
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	48	30	6	97	0		
Percent Heavy Vehicles	0			2				
Median Type			Una	livided				
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street		Northbound	Section 1997		Southbound			
Movement	7	8	9	10	11	12		
	L	Т	R	L	Т	R		
Volume (veh/h)	46		6					
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	48	0	6	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0	-		
Flared Approach		N			N	- 23 2 2222		
Storage		0	*		0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						

Delay, Queue Length, and	Level of Service	See English	22/16/28	NINT BE	Lay Telling	Lat. William	EMUDIE.	
Approach	Eastbound	Westbound		Northbound		Southbound		
Movement	1	4	7 8 9		10	11	12	
Lane Configuration		LT		LR			•	
v (veh/h)		6		54				
C (m) (veh/h)		1520		837				
v/c		0.00		0.06				
95% queue length		0.01		0.21				
Control Delay (s/veh)		7.4		9.6				
LOS		A		Α				
Approach Delay (s/veh)				9.6				
Approach LOS				Α				0.000

TWO-WAY STOP CONTROL SUMMARY								
General Information		Site Information						
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Hour	Intersection Jurisdiction Analysis Year	Bell & Zimri City of Newberg 2013 Background					
Project Description Austin F East/West Street: Bell Road	Properties	North/South Street: Zimr	i Drive					
Intersection Orientation: Eas	st-West	Study Period (hrs): 0.25						

Vehicle Volumes and Adjus	unents					
Major Street		Eastbound			Westbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)		49	31	6	99	
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)	0	52	32	6	105	0
Percent Heavy Vehicles	0			2		
Median Type			Una	livided		
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	A CONTRACTOR OF THE PROPERTY O	Northbound	10 15 15 10 10 10 10 10 10 10 10 10 10 10 10 10		Southbound	WALLSON TO 1 - FRANCI DE TOTAL STATE OF THE
Movement	7	8	9	10	11	12
		T	R	L	T	R
						ļ
Volume (veh/h)	49		6			
Volume (veh/h) Peak-Hour Factor, PHF	49 0.94	0.94		0.94	0.94	0.94
		0.94	6	0.94	0.94	0.94
Peak-Hour Factor, PHF	0.94	 	6 0.94		-	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	0.94 52	0	6 0.94 6	0	0	0
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles	0.94 52	0	6 0.94 6	0	0	0
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Percent Grade (%)	0.94 52	0 0 0	6 0.94 6	0	0 0 0	0
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Percent Grade (%) Flared Approach	0.94 52	0 0 0 N	6 0.94 6	0	0 0 0 N	0
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Percent Grade (%) Flared Approach Storage	0.94 52	0 0 0 N	6 0.94 6 0	0	0 0 0 N	0 0

Delay, Queue Length, and	Level of Service	THE STATE OF STATE						
Approach	Eastbound	Westbound		Northbound	ound Southbo			uthbound
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		6		58				
C (m) (veh/h)		1513		823				
v/c		0.00		0.07				
95% queue length		0.01		0.23			1	890
Control Delay (s/veh)		7.4		9.7				
LOS		Α		Α				
Approach Delay (s/veh)				9.7				
Approach LOS				A				
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TWO-WAY STOP CONTROL SUMMARY

General Information Site Information

Analyst MTA Intersection Bell & Zimri
Agency/Co. Jurisdiction City of Newberg

Date Performed 7/20/2006 Analysis Year 2013 Background + Site Traffic Analysis Time Period PM Peak Hour

Project Description Austin Properties

East/West Street: Bell Road North/South Street: Zimri Drive
Intersection Orientation: East-West Study Period (hrs): 0.25

Movement 1 2 3 4 5 6 Volume (veh/h) 69 44 15 124 124 Peak-Hour Factor, PHF 0.95	Vehicle Volumes and Adjustn Major Street		Eastbound			Westbound	
Configuration Configuratio		1	1	3	4		6
Peak-Hour Factor, PHF 0.95		L			-	<u> </u>	
Hourly Flow Rate, HFR (ven/h) 0 72 46 15 130 0 Percent Heavy Vehicles 0 2 Median Type	Volume (veh/h)		69	44	15	124	
Percent Heavy Vehicles	Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Median Type Undivided RT Channelized 0 0 0 Lanes 0 1 0 0 1 0 Configuration TR LT Upstream Signal 0 </td <td>Hourly Flow Rate, HFR (veh/h)</td> <td>0</td> <td>72</td> <td>46</td> <td>15</td> <td>130</td> <td>0</td>	Hourly Flow Rate, HFR (veh/h)	0	72	46	15	130	0
RT Channelized 0 0 0 Lanes 0 1 0 0 1 0 Configuration TR LT LT Upstream Signal 0	Percent Heavy Vehicles	0			2		
Lanes 0 1 0 0 1 0 Configuration TR LT LT Configuration TR LT LT Configuration Description Configuration Description Description <th< td=""><td>Median Type</td><td></td><td>-</td><td>Und</td><td>ivided</td><td></td><td></td></th<>	Median Type		-	Und	ivided		
Configuration TR LT Upstream Signal 0 0 Minor Street Northbound Southbound Movement 7 8 9 10 11 12 L T R L T R Volume (veh/h) 69 20	RT Channelized			0			0
Upstream Signal 0 Southbound Minor Street Northbound Southbound Movement 7 8 9 10 11 12 L T R L T R Volume (veh/h) 69 20	Lanes	0	1	0	0	1	0
Minor Street Northbound Southbound Movement 7 8 9 10 11 12 L T R L T R Volume (veh/h) 69 20	Configuration			TR	LT		
Movement 7 8 9 10 11 12 L T R L T R Volume (veh/h) 69 20	Upstream Signal		0			0	
L T R L T R R L T R R R R R R R R R R	Minor Street		Northbound	and the second		Southbound	70 Pt - 5 Her - 7 Ct - 7 (2007) A 12 ST - 10
Volume (veh/h) 69 20 Peak-Hour Factor, PHF 0.95 0		7	8		10	11	12
Peak-Hour Factor, PHF 0.95		L	Т	R	L	T	R
Hourly Flow Rate, HFR (veh/h) 72 0 21 0 0 0 0 Percent Heavy Vehicles 0 0 0 0 0 0 0 0 Percent Grade (%) 0 0 0 0 0 0 Flared Approach N N N N N N N N N N N N N N N N N N N							
Percent Heavy Vehicles 0 0 0 0 0 Percent Grade (%) 0 0 0 0 Flared Approach N N N N Storage 0 0 0 0 RT Channelized 0 0 0 0 0 Lanes 0 0 0 0 0 0	Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Percent Grade (%) 0 0 Flared Approach N N Storage 0 0 RT Channelized 0 0 Lanes 0 0 0	Hourly Flow Rate, HFR (veh/h)	72	0	21	0	0	0
N	Percent Heavy Vehicles	0	0	0	0	0	0
Storage 0 0 RT Channelized 0 0 Lanes 0 0 0 0	Percent Grade (%)		0			0	
RT Channelized 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Flared Approach		N			N	
Lanes 0 0 0 0 0 0	Storage		0			0	
24.105	RT Channelized			0			0
Configuration LR	Lanes	0	0	0	0	0	0
	Configuration		LR				
Delay, Queue Length, and Level of Service			307 0	N		0 11	l

Approach	Eastbound	Westbound		Northbound		;	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	And an annual an a	LT		LR				
v (veh/h)		15		93				
C (m) (veh/h)		1470		7 7 3				
v/c		0.01		0.12				
95% queue length		0.03		0.41				
Control Delay (s/veh)		7.5		10.3				
LOS		Α		В				
Approach Delay (s/veh)				10.3				
Approach LOS				В				

TWO-WAY STOP CONTROL SUMMARY General Information Site Information MTAIntersection Bell & Zimri Analyst City of Newberg Agency/Co. Lancaster Jurisdiction Date Performed 7/20/2006 Analysis Year 2025 Background Analysis Time Period PM Peak Hour Project Description Austin Properties East/West Street: Bell Road North/South Street: Zimri Drive Intersection Orientation: Study Period (hrs): East-West 0.25 Vehicle Volumes and Adjustments Major Street Eastbound Westbound Movement 2 3 4 6 Т R Т R L L Volume (veh/h) 70 45 14 131 Peak-Hour Factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 Hourly Flow Rate, HFR (veh/h) 0 0 73 47 14 137 Percent Heavy Vehicles 0 ----2 __ Undivided Median Type RT Channelized 0 0 0 0 0 0 1 Lanes 1 Configuration TR LTUpstream Signal 0 0 Minor Street Northbound Southbound Movement 9 10 12 11 8 Т R L Т R L Volume (veh/h) 66 18 0.95 0.95 0.95 0.95 Peak-Hour Factor, PHF 0.95 0.95 Hourly Flow Rate, HFR (veh/h) 69 0 18 0 0 0 Percent Heavy Vehicles 2 0 2 0 0 0 Percent Grade (%) 0 0 Flared Approach Ν N 0 Storage 0 RT Channelized 0 0 Lanes 0 0 0 0 0 0 Configuration LR

Delay, Queue Length, and	Level of Service	The second section of the second seco					THE SERVICE	SOUTH THE
Approach	Eastbound	Westbound		Northbound		;	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		14		87				
C (m) (veh/h)		1468		760				
v/c		0.01		0.11				
95% queue length		0.03		0.39				
Control Delay (s/veh)		7.5		10.3				
LOS		А		В				
Approach Delay (s/veh)				10.3				
Approach LOS				В				
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General Information			Site Int	formation	SHOTE MARK	The state of the s		TOTAL N		
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	lour	Intersed Jurisdic Analysis	ction tion		Bell & Zimri City of Newberg 2025 Background + Site Traffic				
Project Description Austin Pr	operties									
East/West Street: Bell Road	14/4				Zimri Drive					
Intersection Orientation: East			Study P	eriod (hrs):	0.25	C-21		G-150-10		
Vehicle Volumes and Adju	istments	Eastbound				Westbour		8 7 10		
Major Street Movement	1	2	3		4	vvestbour 5	lu	6		
Wiovernent	Ė		R		L	 		 R		
Volume (veh/h)		75	48		16	137				
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95		
Hourly Flow Rate, HFR (veh/h)	0	78	50	9 0 00000000000000000000000000000000000	16	144		0		
Percent Heavy Vehicles	0				2			~~		
Median Type				Undivide	ed					
RT Channelized			0					0		
Lanes	0	1	0		0	1		0		
Configuration			TR		LT					
Upstream Signal	0					0				
Minor Street		Northbound			DOMESTIC CONTRACTOR	Southbou	nd			
Movement	7	8	9		10	11		12		
	L	Т	R			Т		R		
Volume (veh/h)	71		21							
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95 0		
Hourly Flow Rate, HFR (veh/h)	74	0	22		0	0		0		
Percent Heavy Vehicles		0			<u> </u>	0				
Percent Grade (%)		0								
Flared Approach		N				N 0				
Storage RT Channelized	00000	0	0			0		0		
Lanes	0	0	0		0	0	_	0		
Configuration	0	LR								
Delay, Queue Length, and Lev	ral of Santian					UE TO THE PROPERTY.		10.76		
Approach	Eastbound	Westbound		Northboun	d		Southbound			
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		LT	,	LR	,	10				
v (veh/h)		16		96						
C (m) (veh/h)		1458		748						
//c		0.01		0.13						
95% queue length		0.03		0.13				-		
Control Delay (s/veh)		7.5		10.5						
LOS		A		B 40.5]	00000				
Approach Delay (s/veh)				10.5						
Approach LOS	В									

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		TWO-WAY STO	PCONTRO	LSUMMA	AKY				
General Information			Site Inf	ormation					
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Ho	our	Intersed Jurisdic Analysis	tion		College & F ODOT Existing	Foothills		
Project Description Austin Pr									
East/West Street: Foothills Dri					College Street	t			
Intersection Orientation: Norti			Study Po	eriod (hrs):	0.25				
Vehicle Volumes and Adju	stments						99-1996		
Major Street		Northbound				Southbou	nd	-	
Movement	1	2	3		4	5		6	
N - L (/L - \	L	T	R		L	T		R	
Volume (veh/h) Peak-Hour Factor, PHF	70 0.94	0.94	80 0.94			212 0.94		14 0.94	
Hourly Flow Rate, HFR (veh/h)	74			-		225		14	
		182	85		21	223			
Percent Heavy Vehicles	2				1				
Median Type				Undivid	ed				
RT Channelized			0					0	
Lanes	1	1	0		1	1		0	
Configuration	L		TR		L			TR	
Upstream Signal	al					0			
Minor Street		Eastbound			- /s.to	Westbour	nd	PRODUCTION AND A THE WAY BEING	
Movement	7	8	9		10	11		12	
	L	T	R		L	Т		R	
Volume (veh/h)	9	9	40		47	9		6	
Peak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94		0.94	
Hourly Flow Rate, HFR (veh/h)	9	9	42		50	9		6	
Percent Heavy Vehicles	0	0	0		3	3		3	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0			-	0		_	
RT Channelized			0					0	
Lanes	0	1	0		1	1		0	
Configuration		LTR			L			TR	
Delay, Queue Length, and Lev	el of Service								
Approach	Northbound	Southbound		Westbour	nd		Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L	L		TR		LTR		
v (veh/h)	74	21	50		15		60		
C (m) (veh/h)	1328	1303	324		461		581		
ı/c	0.06	0.02	0.15		0.03		0.10		
95% queue length	0.18	0.05	0.54		0.10		0.34		
Control Delay (s/veh)	7.9	7.8	18.1		13.1		11.9		
LOS	Α	Α	С		В		В		
Approach Delay (s/veh)				17.0			11.9		
Applicació Delay (diven)							-		

Approach LOS

В

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	Control of the Contro	TWO-WAY STO	P CONTROL	SUMMARY				and the state of t			
General Information	1911		Site Infe	ormation							
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	dour	Intersec Jurisdict Analysis	ion		College & Foothills ODOT 2013 Background					
Project Description Austin Project Description											
East/West Street: Foothills Dr				uth Street: Col		et	<u> </u>				
Intersection Orientation: Nort			Study Pe	riod (hrs): 0.25				00.00			
Vehicle Volumes and Adju	ustments				1 1 1	0 41	The second second				
Major Street		Northbound	2			Southbou	ind	6			
Movement	1 L	2 	3 R		4 L	5 T		R			
Volume (veh/h)	75	184	86		21	227		15			
Peak-Hour Factor, PHF	0.94	0.94	0.94		.94	0.94		0.94			
Hourly Flow Rate, HFR (veh/h)	79	195	91		22	241	15				
Percent Heavy Vehicles	2				1						
Median Type				Undivided							
RT Channelized			0					0			
Lanes	1	1	0		1	1		0			
Configuration	L		TR		L			TR			
Upstream Signal		0				0					
Minor Street	Eastbound					Westbou	nd				
Movement	7 8 9			10	11		12				
	L	Т	R		<u>L</u>	Т		R			
Volume (veh/h)	10	10	43		50 .94	10 0.94		6 0.94			
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	0.94	0.94	0.94 45		.94 53	10		6			
Percent Heavy Vehicles	0	0	0		3	3	-	3			
Percent Grade (%)		0				0					
Flared Approach						N					
Storage		0				0		-			
RT Channelized			0					0			
Lanes	0	1	0		1	1		0			
Configuration		LTR			L			TR			
Delay, Queue Length, and Le	vel of Service										
Approach	Northbound	Southbound		Westbound			Eastbound				
Movement	1	4	7	8	9	10	11	12			
Lane Configuration	L	L	L		TR		LTR				
v (veh/h)	79	22	53		16		65				
C (m) (veh/h)	1309	1282	298		428	550		(MX MX NX			
v/c	0.06	0.02	0.18		0.04		0.12				
95% queue length	0.19	0.05	0.64		0.12		0.40				
Control Delay (s/veh)	7.9	7.9	19.7		13.7		12.4				
LOS	A	A	С		В		В				
Approach Delay (s/veh)				18.3		12.4					
Approach LOS				С		В					

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		TWO-WAY STO	OP CONTRO	L SUMMA	₹Y					
General Information	المرافق المرافق		Site In	formation						
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Ho	our	Interse Jurisdio Analysi	ction		College & Foothills ODOT 2013 Background				
Project Description Austin Pr										
East/West Street: Foothills Dri						t				
Intersection Orientation: North			Study P	eriod (hrs):	0.25					
Vehicle Volumes and Adju	stments			Ulay Sadd				Service L		
Major Street	4	Northbound			4	Southbour	nd			
Movement	1 L	2 	3 R		4 L	5 T		6 R		
Volume (veh/h)	75	184	86		21	227		15		
Peak-Hour Factor, PHF	0.94	0.94	0.94	!	0.94	0.94		0.94		
Hourly Flow Rate, HFR (veh/h)	79	195	91		22	241		15		
Percent Heavy Vehicles	2				1			~-		
Median Type				Undivide	d					
RT Channelized			0					0		
Lanes	1	1	0		1	1		0		
Configuration	L		TR		L			TR		
Upstream Signal		0				0				
Minor Street	Address to the second s	Eastbound	4. 1. 1. 2. W. 1. V. 1. V. 1. W. 1. V. V. V.			Westbour	ıd			
Movement	7	8	9		10	11		12		
Volume (veh/h)	10	10	R 43		L 50	10		R		
Peak-Hour Factor, PHF	0.94	0.94	0.94		0.94	0.94		0.94		
Hourly Flow Rate, HFR (veh/h)	10	10	45		53	10		6		
Percent Heavy Vehicles	0 0		0			3		3		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	1	0		1	1		0		
Configuration		LTR			L			TR		
Delay, Queue Length, and Lev	el of Service			211				01930		
Approach	Northbound	Southbound		Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	L	L	L		TR		LTR			
v (veh/h)	79	22	53		16		65			
C (m) (veh/h)	1309	1282	298		428		550			
v/c	0.06	0.02	0.18		0.04		0.12			
95% queue length	0.19	0.05	0.64		0.12		0.40			
Control Delay (s/veh)	7.9	7.9	19.7		13.7		12.4			
LOS	Α	A	С		В		В			
Approach Delay (s/veh)	ach Delay (s/veh)				18.3 12.4					
Approach LOS	СВ									

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	i i i i i i i i i i i i i i i i i i i	TWO-WAY STO	P CONTRO	L SUMMA	RY			And the state of t			
General Information			Site Int	ormation			DAWAY B	0.570			
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	our	Intersed Jurisdic Analysis	tion tion		College & F ODOT 2013 Backg	oothills ground + Site	Traffic			
Project Description Austin Pro					•	,		-			
East/West Street: Foothills Driv					College Stree	t					
Intersection Orientation: North-			Study P	eriod (hrs):	0.25						
Vehicle Volumes and Adjus	stments										
Major Street Movement	4	Northbound				Southbou	nd				
Movement	1 L	2 	3 R		4 L	5 T		6 R			
Volume (veh/h)	75	206	115		26	251		15			
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95			
Hourly Flow Rate, HFR (veh/h)	78	216	121		27	264		15			
Percent Heavy Vehicles	2				1						
Median Type				Undivide	ed						
RT Channelized			0					0			
Lanes	1	1	0		1	1		0			
Configuration	L		TR		L	<u> </u>		TR			
Upstream Signal		0				0					
Minor Street		Eastbound	See			Westbou	nd				
Movement	7	8	9		10	11		12			
	L	Т	R		L	Т		R			
Volume (veh/h)	10	10	43		67	10		6 0.95			
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	0.95	0.95	0.95 45		0.95 70	0.95		6			
Percent Heavy Vehicles	0	0	0		3	3		3			
Percent Grade (%)	0	0				0					
Flared Approach		N			<u> </u>	N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	1	0		1	1		0			
Configuration		LTR			L			TR			
Delay, Queue Length, and Leve	el of Service	***************************************									
Approach	Northbound	Southbound		Westbound	d		Eastbound				
Movement	1	4	7	8	9	10	11	12			
Lane Configuration	L	L	L		TR		LTR				
v (veh/h)	78	27	70		16	16 65					
C (m) (veh/h)	1284	1228	266		393		510				
v/c	0.06	0.02	0.26		0.04		0.13				
95% queue length	0.19	0.07	1.03		0.13		0.43				
Control Delay (s/veh)	8.0	8.0 8.0			14.5		13.1				
LOS	A A				В	В					

Approach Delay (s/veh)

Approach LOS

21.7

C

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13.1

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TWO-WAY STOP CONTROL SUMMARY

General Information Site Information

Analyst MTAIntersection College & Foothills Agency/Co. Lancaster Jurisdiction ODOT

Date Performed 7/31/2006 Analysis Year 2025 Background Analysis Time Period PM Peak Hour

Project Description Austin Properties

East/West Street: Foothills Drive North/South Street: College Street Intersection Orientation: North-South Study Period (hrs): 0.25

Vehicle Volumes and Adjus	tments					
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)	85	224	119	28	274	17
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	89	235	125	29	288	17
Percent Heavy Vehicles	2			2		
Median ⊤ype			Und	ivided		
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	
Minor Street		Eastbound	4 4 3 CH2 4 3 7 4 4 3 CH 10 CH		Westbound	and the state of t
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
Volume (veh/h)	11	11	48	69	11	9
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	11	11	50	72	11	9
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Heavy Vehicles Percent Grade (%)	2	2	2	2	0	2
Percent Grade (%)	2		2	2		2
	2	0	2	2	0	2
Percent Grade (%) Flared Approach	2	0 N	0	2	0 N	0
Percent Grade (%) Flared Approach Storage	0	0 N		1	0 N	

Approach	Northbound	Southbound		Westbound		Eastbound				
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	L	L	L		TR		LTR			
v (veh/h)	89	29	72		20		72			
C (m) (veh/h)	1256	1199 231			382		468			
v/c	0.07	0.02	0.31		0.05	1				
95% queue length	0.23	0.07	1.28		0.17		0.54			
Control Delay (s/veh)	8.1	8.1	27.5		14.9		14.1			
LOS	А	А	D		В		В			
Approach Delay (s/veh)				24.8			14.1			
Approach LOS		C		С			В	· · · · · ·		
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		TWO-WAY STO	P CONTRO	DL SUMMA	\RY					
General Information			Site In	formation		7. A. A. A.	TO THE STATE OF	TIE.		
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak H	lour	Interse Jurisdi Analys			College & F ODOT 2025 Backs	Foothills ground + Site	: Traffic		
Project Description Austin Pr			N 11 10		0 " 0"					
East/West Street: Foothills Dr. Intersection Orientation: North				outh Street: Period (hrs):	College Stree 0.25	t		-		
			Study I	enou (ma).	0.23					
Vehicle Volumes and Adju Major Street	stments	Northbound		CELLEVANA.		Southbou	nd			
Movement	1	2	3		4	5	- IIu	6		
Movement	Ĺ		R		L	T		R		
Volume (veh/h)	85	229	126		29	280		17		
Peak-Hour Factor, PHF	0.95	0.95	0.9	5	0.95	0.95		0.95		
Hourly Flow Rate, HFR (veh/h)	89	241	132	2	30	294		17		
Percent Heavy Vehicles	2				2					
Median Type				Undivide	ed					
RT Channelized			0					0		
Lanes	1	1	0		1	1		0		
Configuration	L		TR		L			TR		
Upstream Signal		0				0				
Minor Street		Eastbound			7	Westbou	nd			
Movement	7	8	9		10	11		12		
	L	T	R		L	T		R		
Volume (veh/h)	11	11	48		73	11		10		
Peak-Hour Factor, PHF	0.95	0.95	0.98		0.95	0.95		0.95		
Hourly Flow Rate, HFR (veh/h)	11	11	50		76	11		10		
Percent Heavy Vehicles	2	2	2		2	2		2		
Percent Grade (%)		0				0		***************************************		
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	1 170	0			1		0 TR		
Configuration		LTR			L			/ <i>R</i>		
Delay, Queue Length, and Lev				Epsis.						
Approach	Northbound	Southbound		Westboun			Eastbound	1		
Movement	1	4	7	8	9	10	11	12		
_ane Configuration	L	L	L		TR		LTR			
v (veh/h)	89	30	76		21		72			
C (m) (veh/h)	1249	1185	224		383		459			
ı/c	0.07	0.03	0.34		0.05		0.16			
95% queue length	0.23	0.08	1.43		0.17		0.55			
Control Delay (s/veh)	8.1	8.1	29.1		14.9		14.3			
OS	Α	Α	D		В		В			
Approach Delay (s/veh)				26.0			14.3			
Approach LOS				D		В				

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General Inform									rmatio	_	N. C.				DK A	5.00		
Analyst	MTA						Inters					ainview &	Colle	ge				
Agency or Co.	Lancaster						Area -	-				er areas						
Date Performed							Jurisd				ODOT							
Time Period	PM Peak H	our					Analy			,	Existin	g						
							Projec	ct II	D		Austin	Propertie	s			_		
Volume and Ti	ming Input		461		(97)(5)			-10	MESSE					19	SECTION AND PROPERTY.			
			_	EB			WE			_		NB	1 _			SB	т	
Number of Lan	- N.	L.		TH	RT	LT	TH		RT	_	LT	TH	R		LT	TH	RT	
Number of Lane	es, IN1	1 L		1 TR	0	1	1 TR		0		1 L	1 TR	0		1 L	1 TR	0	
Volume, V (vph	`	1	6	23	19	101	127	,	178		24	323	24	1	95	281	7	
% Heavy Vehic	,	3		3	3	1	1		1		2	2	2.		2	2	2	
Peak-Hour Fact	2	0.9	2	0.92	0.92	0.92	0.92		0.92	- (0.92	0.92	0.9		0.92	0.92	0.92	
Pretimed (P) or		A		Α	A	A	A		Α		A	A	A		Α	A	A	
Start-up Lost Ti		2.0)	2.0		2.0	2.0				2.0	2.0			2.0	2.0		
Extension of Eff	ective Green, e	2.0)	2.0		2.0	2.0				2.0	2.0			2.0	2.0		
Arrival Type, Al		3		3		3	3				3	3			3	3		
Unit Extension,	UE	3.0)	3.0		3.0	3.0				3.0	3.0			3.0	3.0		
Filtering/Meterir	ıg, l	1.0	00	1.000		1.000	1.00	0		1	.000	1.000		_	1.000	1.000		
Initial Unmet De	emand, Qb	0.0)	0.0		0.0	0.0				0.0	0.0			0.0	0.0		
Ped / Bike / RT	OR Volumes	0		0	0	0	0		0		0 0 0 0				0	0		
Lane Width		12.0)	12.0		12.0	12.0				2.0	12.0			12.0	12.0		
Parking / Grade		N		0	N	N	0		N		N	0	N		N	0	N	
Parking Maneuv					-											ļ		
Buses Stopping		0		0		0	0				0	0			0	0		
Min. Time for Pe			3.2			3.2	_				3.2				3.2			
Phasing	EW Perm	02			03	_)4			erm		06		07			08	
Timing	G = 25.0	G = 0.0		G = (G = 0		-	G = 27.0						= 0.0 G = 0.0			
D	Y = 4	Y = 0		Y = (Y = 0			Y = 4			= 0		Y =		Y = 0		
Duration of Ana		D - (110	0.0-1-							C)	cle Lengt	n, C =	= 60	0.0			
Lane Group Ca	pacity, Control	Delay, and		S Deter EB	minatio	П	WB					NB				SB		
		LT		TH	RT	LT	TH	T	RT	L	Γ	TH	RT	•	LT	TH	RT	
Adjusted Flow F	late, v	17		46		110	331			20	5	377			103	313		
Lane Group Cap	pacity, c	364	7	16		570	715			42	6	829			372	835		
v/c Ratio, X		0.05	0.	06		0.19	0.46			0.00	5	0.45			0.28	0.37		
Total Green Rat	io, g/C	0.42	0.	42		0.42	0.42	Γ		0.43	5	0.45			0.45	0.45		
Uniform Delay, o	2	10.4	10	0.5		11.1	12.6			9.3		11.4			10.4	10.9		
Progression Fac		1.000	1.	000		1.000	1.000			1.0	00	1.000			1.000	1.000		
Delay Calibratio		0.11	0.	11		0.11	0.11			0.1		0.11			0.11	0.11		
Incremental Dela		0.1		0.0		0.2	0.5	_		0.		0.4			0.4	0.3		
Initial Queue De	lay, d ₃	0.0		.0		0.0	0.0	_		0.0		0.0			0.0	0.0		
Control Delay		10.5		0.5		11.3	13.1	-		9.4	4	11.8			10.8	11.2		
Lane Group LOS	<u> </u>	В		3		В	B			A		В			B	B		
Approach Delay Approach LOS			0.5				2.7		11.7						11.1 B			
Intersection Dela	ıv		B 1 R				B 0.46							 В				
mersedion Des	7	11.8				$X_c = 0.46$ In				Intersection LOS						06 7:21 DM		

					HC	S+" DET	-1									
General Inform	mation MTA		Rela	1545				-	rmatio		11	Aminoday, 0	Callana			
Analyst Agency or Co.	Lancaster							secti				tainview &	College			
Date Performed							Area Juris				All Oll ODO	ner areas T				
Time Period	n 772072000 PM Peak H	lour											٠.			
Time Feriod	FIVI FEAK FI	our					Proje	•	Year			Backgroun n Properties				
Values and T	imalmas tanas va	11 15	V 5 10 7	1 00 22	WATER TO		Proje	SUL IL	J	-	Austii	i Propertie:		200000	10 See 11 See	
Volume and T	iming input	22.0	1	EB			١٨	/B			(SA)	NB			SB	
			LT	TH	RT	LT	Ti		RT		LT	TH	RT	LT	TH	RT
Number of Lan	es, N ₁		1	1	0	1	1		0		1	1	0	1	1	0
Lane Group	· · · · · · · · · · · · · · · · · · ·		L	TR		L	TR				L	TR		L	TR	
Volume, V (vph	1)		17	25	20	108	13	16	191		26	346	26	102	301	7
% Heavy Vehic	les, %HV		3	3	3	1	1		1		2	2	2	2	2	2
Peak-Hour Fac	tor, PHF		0.93	0.93	0.93	0.93	0.9	3	0.93	0	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed (P) or	Actuated (A)	_	Α	A	A	A	A		Α		Α	A	Α	A	Α	Α
Start-up Lost Ti	ime, Iı		2.0	2.0		2.0	2.0)			2.0	2.0		2.0	2.0	
Extension of Ef	fective Green, e		2.0	2.0		2.0	2.0)			2.0	2.0		2.0	2.0	
Arrival Type, A	Т		3	3		3	3				3	3		3	3	
Unit Extension,	UE		3.0	3.0		3.0	3.0)			3.0	3.0		3.0	3.0	
Filtering/Meteri	tering/Metering, I 1.000 1					1.000	1.0	00		1	1.000	1.000		1.000	1.000	
Initial Unmet De	emand, Q _b		0.0	0.0		0.0	0.0)			0.0	0.0		0.0	0.0	
Ped / Bike / RT	like / RTOR Volumes 0 0				0	0	0		0		0	0	0	0	0	0
Lane Width			12.0	12.0		12.0	12.0	0		1	2.0	12.0		12.0	12.0	
Parking / Grade	e / Parking		N	0	N	N	0		N		N	0	N	N	0	N
Parking Maneu	vers, Nm															
Buses Stopping	J, Nв		0	0		0	0				0	0		0	0	
Min. Time for P	edestrians, Gp			3.2			3.2	2				3.2			3.2	
Phasing	EW Perm		02		03	C	14		NS Pe	erm		06		07	(08
Timina	G = 25.0	G =	0.0	G =	0.0	G = 0	.0	G	S = 27.	0	G	= 0.0	G =	= 0.0	G = 0	1.0
Timing	Y = 4	Y =	0	Y =)	Y = 0		Υ	′ = 4		Υ	= 0	Y =	0	Y = 0	
Duration of Ana	lysis, T = 0.25										С	ycle Lengtl	n, C =	60.0		
Lane Group Ca	apacity, Control	Delay	, and L		minatio	n	346	UZ!	1				9 123			
			LT	EB TH	RT	LT	WB TH		RT	L		NB TH	RT	LT	SB TH	RT
Adjusted Flow F	Rate. v		18	49	N1	116	351		KI	28		400	IX I	110	332	KI
Lane Group Ca			347	717		568	715	_		40		829	20100	353	835	
v/c Ratio, X		_		0.07	-	0.20	0.49			0.07		0.48		0.31	0.40	
Total Green Rat	tio, g/C	_		0.42		0.42	0.42			0.45		0.45		0.45	0.45	
Uniform Delay,				10.5		11.2	12.8			9.4		11.6		10.6	11.1	
Progression Fac	<u> </u>			1.000		1.000	1.000		-	1.00	00	1.000		1.000	1.000	
Delay Calibratio	n, k	0.	11	0.11		0.11	0.11			0.11	1	0.11		0.11	0.11	
Incremental Del	ay, d ₂	(0.1	0.0		0.2	0.5		-	0.	1	0.4		0.5	0.3	
Initial Queue De	elay, d ₃	0	.0	0.0		0.0	0.0			0.0		0.0		0.0	0.0	
Control Delay		1	0.5	10.5		11.3	13.4			9.4	4	12.0		11.1	11.4	
Lane Group LOS					В	В			A		В		В	В		
Approach Delay 10.5					12	2.9			11.9		1.9			11.3		
Approach LOS B						3		В					В			
Intersection Dela	ay		12.0)		X _c = (0.49			Inte	rsecti	on LOS			В	
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	5.00				HC	S+™ Di	ETA	ILEDR	2.50	10000000	St. 100 A 100 A	Allenan			O and the			
General Infor	mation MTA		No.	1	500		3.	Site In	-			au r	tainview &	Coll	900			ler lette in
Agency or Co.					Area T					rairiview & ner areas	Coll	ege						
Date Performe								Jurisdi				DO						
Time Period	PM Peak H	lour						Analys			_		r Backaroun	<i>~</i> _	Sito 7	Troffic		
Time Fenou	r W F Gak T	ioui						Projec					n Propertie:		one i	Tanic		
Volume and	Timing Innut		7 30	S ASSESSED	TACWY	CHEN 2	701 L	Frojec	טו			usu	rroperue	10.0	odk		District Co.	V (2000)
voiume and	inning input			EB				WB					NB				SB	
		LT		TH	RT	L	т_	TH		RT		LT	TH	F	 ?T	LT	TH	RT
Number of Lar	nes, N ₁	1		1	0		1	1		0		1	1	-)	1	1	0
Lane Group		L		TR		L	-	TR				 L	TR			L	TR	
Volume, V (vp	h)	17		38	20	4	95	154		213		26	375	3	28	126	318	7
% Heavy Vehi	cles, %HV	3		3	3	1	1	1		1		2	2	2	2	2	2	2
Peak-Hour Fa	ctor, PHF	0.95		0.95	0.95	0.9	95	0.95		0.95	0.	95	0.95	0.	95	0.95	0.95	0.95
Pretimed (P) o	or Actuated (A)	A		A	Α	1	4	Α		А		4	A	1	4	А	A	Α
Start-up Lost	Γime, I ₁	2.0		2.0		2.	0	2.0			2	.0	2.0			2.0	2.0	
Extension of E	ffective Green, e	2.0		2.0		2.	0	2.0			2	.0	2.0			2.0	2.0	
Arrival Type, A	AT .	3		3		3	3	3				3	3			3	3	
Unit Extension	ı, UE	3.0		3.0		3.	0	3.0			3	0	3.0		-	3.0	3.0	
Filtering/Meter	ing, I	1.00	0	1.000		1.0	200	1.000	,		1.	000	1.000			1.000	1.000	
Initial Unmet D	emand, Qb	0.0		0.0		0.	0	0.0			0	.0	0.0			0.0	0.0	
Ped / Bike / R	TOR Volumes	0		0	0	0)	0		0)	0	()	0	0	0
Lane Width	ane Width			12.0		12	.0	12.0			12	2.0	12.0			12.0	12.0	
Parking / Grad	e / Parking	N		0	N	۸	I	0		N	1	V	0	^	V	N	0	N
Parking Maneu	uvers, Nm																	
Buses Stoppin	g, N _B	0		0		0)	0				0	0			0	0	
Min. Time for F	Pedestrians, Gp			3.2				3.2					3.2				3.2	
Phasing	EB Only	WB Only	,)3		04	1		SB O	nly		Thru & RT		N	B Only		08
	G = 6.0	G = 33.0		G = 0	.0	G =	= 0.0)	G	= 8.4		G	= 33.2		G =	13.4	G =	
Timing	Y = 4	Y = 4		Y = 0		Y =	: 0		Υ	= 4		Y	= 0		Y =	4	Y =	
Duration of An	alysis, T = 0.25								-			С	ycle Lengtl	h, C	= 1	10.0		
Lane Group C	apacity, Control	Delay, and	LOS	Detern	ninatio	n		= 3) [Y					E. C. C. W. W. C.		0111/4-014-01			
<u> </u>				В				WB					NB				SB	
A -11	Data	LT	T		RT	LT		TH	!	RT	LT		TH	R	Ţ	LT	TH	RT
Adjusted Flow		18	6			521	_	386			27		740			133	342	1
Lane Group Ca	арасіту, с	96	9			536		515			216		734			135	770	-
v/c Ratio, X	otio a/C	0.19	0.6			0.97		0.75	-		0.13		1.01			0.99	0.44	-
Total Green Ra	- 10.000	0.05	0.0			0.30		0.30	_		0.12		0.42			0.08	0.41	
Uniform Delay,		49.7	50.		_	38.0		34.8			43.1		31.7			50.7	23.1	
Progression Fa		1.000	1.0			1.000		1.000			1.00	<i>-</i>	1.000			1.000	1.000	
Delay Calibrati		0.11	0.2			0.48	_	0.30			0.11		0.50			0.49 72.7	0.11	-
Incremental De		0.9	13			31.7		6.0			0.3		35.2 0.0			0.0	0.4	
Initial Queue D	elay, u ₃	0.0	0.0			0.0		0.0				,						
Control Delay Lane Group LC	<u> </u>	50.6	64	.σ		69.8 E	-	40.8	_		43.3		66.9 E			123.5 F	23.5 C	
Approach Dela		D 61	E				F.7	D			D	6				<u> </u>	51.5	
Approach LOS	-	_	. 6	-	_		57. E						5.1 E				57.5 D	
		E				V					Intore							
intersection De	ersection Delay		59.3			, – U.	0.97			Intersection LOS E								

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						HC.	S+™ DET										
General Infor		Mic-		03			14.			natio				8 6 3	312/5		
Analyst	MTA								sectio			ıntainview &	c Coi	lege			
Agency or Co.									Туре			other areas					
Date Performe		•							diction		OD						
Time Period	PM Peak H	lour							ysis Y	ear		3 BK + Site	-	gated			
								Proje	ect ID		Aus	tin Propertie	es				
Volume and	Timing Input		959,		FD		100000		(D			ND				CD	
		,	LT		EB TH	ПТ			/B	DT		NB TH		DT	 	SB	DT
Number of Lar	nee Na		1		1	RT 0	LT 1	1		RT	LT 1	1	_	RT 1	LT 1	1	RT 0
Lane Group	1103, 141				TR		L	TF	,		- '-	T	_	<u>'</u> R	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	TR	U
Volume, V (vp	h)		17		38	20	495		-	213	26	375		328	126	318	7
% Heavy Vehi			3	_	3	3	1	1	14	1	20	2	_	2	2	2	2
Peak-Hour Fa			0.95		 0.95	0.95	0.95	0.9	F.	0.95	0.95		_	<u>-</u> .95	0.95	0.95	0.95
	or Actuated (A)		0.95 A			_		0.9 A	5				_				_
Start-up Lost			2.0	_	A 2.0	A	2.0	2.0	, +	_ <u>A</u>	2.0	2.0		A 2.0	2.0	2.0	A
	ffective Green, e		2.0		2.0		2.0	2.0			2.0	2.0		2.0	2.0	2.0	
Arrival Type, A			3		3		3	3	'		3	3	_	3	3	3	1
Unit Extension			3.0	-	3 3.0	-	3.0	3.0			3.0	3.0		.0	3.0	3.0	
Filtering/Meter			1.000	—	3.0 1.000	-	1.000				1.00		-	.000	1.000	1.000	
	<u> </u>			—									-				
	tial Unmet Demand, Qь d / Bike / RTOR Volumes		0.0	_	0.0		0.0	0.0			0.0	0.0	-	0.0	0.0	0.0	
•			0	_	0	0	0	0	_	0	0	0	_	0	0	0	0
	ane Width		12.0	- -	12.0		12.0	12.	0		12.0	12.0	_	2.0	12.0	12.0	1
	arking / Grade / Parking		N	_	0	N	N	0		N	N	0		N	N	0	N
Parking Maneu				_						_			-				1
Buses Stoppin			0		0	.]	0	0			0	0		0	0	0	
	Pedestrians, Gp	<u> </u>		1	3.2			3.2	7-			3.2		1	<u></u>	3.2	
Phasing	EB Only		Only			03		04	_	SB Or		Thru & R	Γ		B Only		80
Timing	G = 10.0	G = 4	T119000 300075	_	G = 0	-	G = (= 12.0		G = 28.0		-	14.0	G =	
	Y = 4	Y = 4			Y = 0		Y = ()	Υ =	= 4		Y = 0		Y =		Y =	
	alysis, T = 0.25									_		Cycle Leng	th, C	; = 1.	20.0		
Lane Group C	Capacity, Control	Delay,	and L	_		ninatio	n)A/D	3.43			ND				SB	
			T	E Th		RT	LT	WB TH	F	RT	LT	NB TH	R	RT	LT	TH	R
Adjusted Flow	Rate, v		8	61		111	521	386	+-'`	``	27	395		45	133	342	
Lane Group Ca			46	14			596	572			207	652	_	54	177	681	
v/c Ratio, X		0.1	_	0.42	-		0.87	0.67			0.13	0.61	0.6		0.75	0.50	1
Total Green Ra	atio, g/C	0.0		0.08			0.33	0.33			0.12	0.35	0.3		0.10	0.37	1
Uniform Delay,		50.		52.2			37.6	34.4			47.5	32.2	32.		52.5	29.5	
Progression Fa			000	1.00			1.000	1.000			1.000	1.000	-	000	1.000	1.000	<u> </u>
Delay Calibrati		0.1		0.11		-	0.40	0.25			0.11	0.19	0.2		0.31	0.11	
ncremental De	elay, d ₂	0.		1.9			13.6	3.1			0.3	1.6	2	.2	16.4	0.6	
		0.0		0.0			0.0	0.0			0.0	0.0	0.0	0	0.0	0.0	
nitial Queue D							51.2	37.6			47.8	33.8	34	1.6	69.0	30.1	
	-	51	.3	54.	2		31.2									 	
Control Delay	os	51 D		54. D	2			D	+		D	С	C	;	E	С	
Control Delay Lane Group LC				D	2		D					C 34.6	С		E	41.0	
Initial Queue D Control Delay Lane Group LC Approach Dela Approach LOS	у			D 5	2		D 4	D					_ C		E		

					0,030,000	HC	S+™ DET	AILED	RE	PORT		- <u>10 10 10 10 17</u> 47	1,9			168 44 W	
General Inform	nation					******				ormatio	n						5 500
Analyst	MTA							Inter	sect	tion	M	ounta	ainview &	College			
Agency or Co.	Lancaster							Area	Тур	ре	AI.	othe	er areas				
Date Performed	d 7/31/2006							Juris	dicti	ion	Ol	DOT					
Time Period	PM Peak H	lour						Anal	ysis	Year	20	25 E	Background	d			
								Proje	ect II	D	Αι	ıstin	Properties	3			
Volume and T	iming Input										1				1		
			LT		EB TH	RT	LT		VB	DT		т	NB TH	ПТ	LT	SB	ОТ
Number of Lan-	es N1		1		1	0	1	1		RT 0	1	Т	1	RT 0	1	1	RT 0
Lane Group			L		TR	1	L	TF		-			TR		L	TR	+ -
Volume, V (vph	1)		19		38	23	415			232	_	9	412	258	133	352	8
% Heavy Vehic			3	_	3	3	1	1		1	2		2	2	2	2	2
Peak-Hour Fac			0.95	_	0.95	0.95	0.95	0.9	5	0.95	0.9		0.95	0.95	0.95	0.95	0.95
Pretimed (P) or			A		A	A	0.93 A	0.9 A		A	A		A A	A	0.93	A A	A
Start-up Lost Ti			2.0	\dashv	2.0	17	2.0	2.0		1-	2.		2.0	/1	2.0	2.0	
•	fective Green, e		2.0		2.0		2.0	2.0			2.		2.0		2.0	2.0	+
	,		3	\dashv	3	-	3	3			3		3	-	3	3	-
Arrival Type, A Unit Extension,			3.0	_	3.0	-	3.0	3.0					3.0			3.0	-
			ļ			-	_				3.0				3.0		-
Filtering/Metering			1.000	,	1.000	-	1.000				1.0		1.000		1.000	1.000	-
Initial Unmet De			0.0		0.0	-	0.0	0.0			0.0		0.0		0.0	0.0	
Ped / Bike / RT	OR Volumes		0		0	0	0	0	_	0	0		0	0	0	0	0
Lane Width			12.0	_	12.0		12.0	12.			12.		12.0		12.0	12.0	
Parking / Grade			N		0	N	N	0		N	N		0	N_	N	0	N
Parking Maneu				_											100		-
Buses Stopping			0		0		0	0			()	0		0	0	
Min. Time for P	edestrians, Gp	,			3.2			3	2			_	3.2			3.2	
Phasing	EB Only	Wi	B Only		C)3		04		Excl. l	_eft		NS Perm		07		08
Timing	G = 10.0	G =	32.0		G = 0	.0	G = (0.0	(G = 10.	0	G	= 52.0	G =	0.0	G = (0.0
	Y = 4	Y =	4		Y = 0		Y = 0)	`	Y = 4		Υ:	= 4	Y =	0	Y = 0)
Duration of Ana	llysis, T = 0.25											Су	cle Length	n, C =	120.0		
Lane Group Ca	apacity, Control	Delay	, and	LOS	Detern	ninatio	п								1		
				_	:B			WB		D.T.		_	NB	D.T.	1.7	SB	
Adjusted Flow F	Poto v		LT	TI		RT	LT	TH		RT	LT	\dashv	TH	RT	LT 140	7H	RT
Adjusted Flow F			20	6.			437	420	_		31	-	706		140	379	-
Lane Group Ca	расну, с		46	14			477	458	+		463		761		223	805	
v/c Ratio, X	· 10		14	0.4			0.92	0.92	- -		0.07		0.93		0.63	0.47	-
Total Green Rat			08	0.0			0.27	0.27	\dashv		0.55		0.43		0.55	0.43	<u> </u>
Uniform Delay,			1.0	52.			42.7	42.7	_		13.8		32.2		23.1	24.2	
Progression Fac			000	1.0			1.000	1.000	_		1.000	—-	1.000		1.000	1.000	
Delay Calibratio			11	0.1			0.43	0.44			0.11		0.44		0.21	0.11	
incremental Del			0.4	2.			22.5	23.3			0.1	_	17.5		5.5	0.4	
nitial Queue De	elay, d ₃	_	.0	0.0)		0.0	0.0			0.0		0.0		0.0	0.0	-
Control Delay			1.4	54	.5		65.2	66.0			13.8		49.7		28.6	24.6	
Lane Group LO)	D			E	E			В		D		С	С	<u></u>
Approach Delay	1		53	.8				5.6			48.2				25.7		
Approach LOS			D)				E				D	_			С	
ntersection Dela	ay		49	.9			X _c =	0.88			Interse	ectio	n LOS			D	

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				HC	S+™ DET	AILED R	EPORT		00.00.00.00.00.00.00.00.00.00.00.00.00.		<u></u>	THE COLUMN TWO IS NOT THE OWNER.			
General Inform							formatio		11/200		COL	TISKE A	WHI.		
Analyst	MTA					Interse	ection	Mo	untainview 8	& College					
Agency or Co.	Lancaster					Area T	ype	All	other areas						
Date Performed	7/31/2006					Jurisdi	ction	OD	OT						
Time Period	PM Peak H	our				Analys	is Year	202	5 Backgrou	nd + Site	Traffic				
						Projec	t ID	Aus	stin Propertie	∍s					
Volume and Ti	ming Input			702.70			STATE OF	No. of the							
			EB			WB			NB			SB			
	. I	LT	TH	RT	LT	TH	RT	LT		RT	LT	TH	RT		
Number of Lane	es, N1	1	1	0	1	1	0	1	1	0	1	1	0		
Lane Group	,	L	TR		L	TR		L	TR		L	TR			
Volume, V (vph) % Heavy Vehicle		19	3	23	509	171	237		419	331	139	356 2	8		
Peak-Hour Fact		0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95		
Pretimed (P) or		0.93 A	0.93 A	0.93 A	A	A	0.93 A	A	0.93 A	A A	0.93 A	A A	0.93 A		
Start-up Lost Tir		2.0	2.0		2.0	2.0		2.0		1	2.0	2.0	1 / 1		
Extension of Eff	ective Green, e	2.0	2.0		2.0	2.0		2.0		1	2.0	2.0			
Arrival Type, AT	-	3	3		3	3		3	3		3	3			
Unit Extension,	UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0			
Filtering/Meterin	ng, I	1.00	0 1.000)	1.000	1.000)	1.00	00 1.000		1.000	1.000			
Initial Unmet De	mand, Q _b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0			
Ped / Bike / RT0	Ped / Bike / RTOR Volumes		0	0	0	0	0	0	0	0	0	0	0		
Lane Width		12.0	12.0		12.0	12.0		12.0	_		12.0	12.0			
Parking / Grade	- 101 III.	N N	0	N	N	0	N	N	0	_ N	N	0	N		
Parking Maneuv		0			0	0	-	0	0		0	0	-		
Buses Stopping Min. Time for Pe			3.2		0	3.2		- 0	3.2		U	3.2			
		14/5 0 1									07		00		
Phasing	EB Only G = 10.0	WB Only G = 32.0		03		04	Excl.		NS Perm		0.0	G = (08		
Timing	Y = 4	$\frac{G = 32.0}{Y = 4}$	G = Y =		G = 0 Y = 0		G = 10. $Y = 4$.0	G = 52.0 $Y = 4$	Y =		Y = 0			
Duration of Anal			1,-		1 - 0		7 - 7		Cycle Leng			1 - 0			
	pacity, Control	Delav. and	LOS Dete	rminatio	п	U. STANS		(SHALE)	Gydio Eding	111, 0 7		-1-7	10380		
		7	EB		V0000000000000000000000000000000000000	WB			NB			SB			
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Adjusted Flow R		20	67		536	429		31	789		146	383			
Lane Group Cap	pacity, c	146	146		477	458		460	754		210	805			
v/c Ratio, X		0.14	0.46		1.12	0.94		0.07	1.05	_	0.70	0.48	-		
Total Green Rat		0.08	0.08		0.27	0.27		0.55	0.43		0.55	0.43			
Uniform Delay, o	1	51.0	52.4		44.0	43.0		13.8	34.0		25.4	24.3			
Progression Fac		1.000	1.000		1.000 0.50	1.000 0.45		0.11	1.000 0.50		0.26	1.000 0.11			
Incremental Dela		0.11	0.11 2.3		79.6	26.9		0.11	45.6	Turning Control	9.6	0.11			
Initial Queue De		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0			
Control Delay		51.4	54.7		123.6	69.9		13.9	79.6	1	35.0	24.7			
Lane Group LOS	 S	D	D		F	E		В	E	1	D	С			
Approach Delay		53	3.9		9	9.8	1	77.1			27.6		,		
Approach LOS	110.00	L)			F			E	_		С			
Intersection Dela	зу	74	1.4		X _c =	1.01		Interse	ction LOS			Intersection LOS E			

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						HC	S+" DET	AILED	REI	PORT						
General Inform	nation				2.00	Olean				rmatio	n	TE YEAR				V 76
Analyst	MTA							Inters	ecti	on	Mo	untainview	& College			
Agency or Co.	Lancaster							Area	Тур	е	All	other areas				
Date Performe	d 7/31/2006							Juriso	lictio	on	OE	OT				
Time Period	PM Peak I	Hour						Analy	sis '	Year	202	25 BK + Site	(Mitigated)		
								Proje	ct ID)	Au	stin Properti	es			
Volume and T.	iming Input	41.0		803/4	No. 194	1.0					NEW I	MANUTE STATE	161. 741.01		es in	T GREET
					EB	*****		W	В			NB			SB	
			LT		TH	RT	LT	TH		RT	L-	тн	RT	LT	TH	RT
Number of Lan	es, N ₁		1		1	0	1	1		0	1	1	1	1	1	0
Lane Group			L		TR		L	TR			L	T	R	L	TR	
Volume, V (vph	n)		19		41	23	509		1	237	29	419	331	139	356	8
% Heavy Vehic			3	-	3	3	1	1		1	2	2	2	2	2	2
Peak-Hour Fac			0.95		0.95	0.95	0.95	0.95		0.95	0.9		0.95	0.95	0.95	0.95
Pretimed (P) or			0.93 A		0.93 A	0.95 A	0.95 A	0.93 A		0.95 A	0.93	0.95 A	0.95 A	0.95 A	A.	0.93 A
Start-up Lost T										 ^						A
			2.0		2.0		2.0	2.0	***		2.0		2.0	2.0	2.0	
	fective Green, e	:	2.0	_	2.0		2.0	2.0			2.0		2.0	2.0	2.0	
Arrival Type, A			3	_	3		3	3			3	3	3	3	3	-
Unit Extension,			3.0		3.0		3.0	3.0			3.0		3.0	3.0	3.0	
Filtering/Meteri	ng, l		1.000)	1.000		1.00	0 1.00	0		1.00	00 1.000	1.000	1.000	1.000	
Initial Unmet De	emand, Qb		0.0		0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RT	OR Volumes		0		0	0	0	0		0	0	0	0	0	0	0
Lane Width			12.0		12.0		12.0	12.0			12.0	12.0	12.0	12.0	12.0	
Parking / Grade	arking / Grade / Parking		N		0	N	N	0		N	N	0	N	N	0	N
Parking Maneu	vers, Nm															
Buses Stopping	 1, Nв	_	0		0		0	0			0	0	0	0	0	
Min. Time for P					3.2			3.2		1		3.2			3.2	
Phasing	EB Only	۱۸/۱	B Only)3		04	T	Excl. I	oft	NS Perr	2	07		08
masing	G = 12.0	G =			G = 0	10.000	G =		1	S = 12.		G = 40.0		0.0	G = (
Timing									-	_	0					
	Y = 4	Y =	4		Y = 0		Y = (,	ΥΥ	' = 4		Y = 4	Y =		Y = 0	/
Duration of Ana									0.0000			Cycle Len	gth, $C = 7$	20.0		
Lane Group Ca	apacity, Contro	l Delay	, and i	LOS		ninatio	n	WB				NB		G Laborat	SB	X 14
			LT	Th	-	RT	LT	TH		RT	LT	TH	RT	LT	TH	RT
Adjusted Flow F	Rate, v		20	67	1	.,.	536	429			31	441	348	146	383	
ane Group Ca	_		75	17			596	572			363	621	528	319	619	1
//c Ratio, X			11	0.38			0.90	0.75	_		0.09	0.71	0.66	0.46	0.62	
Fotal Green Ra	tio. a/C		10	0.10			0.33	0.73			0.47	0.33	0.33	0.47	0.33	
Uniform Delay,		-	9.2	50.5			38.1	35.6			19.4	34.9	34.2	21.9	33.6	
Progression Fac								-	-						_	
			000	1.00			1.000	1.000	-		1.000	1.000	1.000	1.000	1.000	ļ
Delay Calibratio		_	11	0.11			0.42	0.31	-		0.11	0.27	0.23	0.11	0.20	_
ncremental Del			0.3	1.4			16.6	5.5	-		0.1	3.8	3.0	1.0	1.9	_
nitial Queue De	elay, d ₃		.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0	0.0	
Control Delay			9.5	51.	9		54.7	41.0			19.5	38.7	37.2	23.0	35.5	
ane Group LO	S)	D			D	D			В	D	D	С	D	
Approach Delay			51.	4			4	8.6				37.3			32.0	
Approach LOS			D					D				D			С	_
ntersection Del	31/		41.	2			X =	0.76			Interne	ction LOS			D	

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		TWO-WAY STO	P CONTRO	LSUMMA	RY			
General Information			Site Int	formation				
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak He	our	Intersed Jurisdic Analysi	tion		Mountainvion City of New Existing		
Project Description Austin Pro								
East/West Street: Mountainvie	NOT THE REAL PROPERTY.	2 239 202 542 2		outh Street:				
Intersection Orientation: East-			Study P	eriod (hrs):	0.25			
Vehicle Volumes and Adju	stments							
Major Street		Eastbound				Westbour	nd I	
Movement	1 L	2 	3 R		4 	5 T		6 R
Volume (veh/h)	<u> </u>	94	44		 54	315		N
Peak-Hour Factor, PHF	0.78	0.78	0.78		0.78	0.78		0.78
Hourly Flow Rate, HFR (veh/h)	0	120	56		69	403		0
Percent Heavy Vehicles	0				0			~~
Median Type		J.		Undivide	d			
RT Channelized			0					0
Lanes	0	1	1		0	1		0
Configuration		T	R		LT			
Upstream Signal		0				0		
Minor Street		Northbound				Southbou	nd	the most of the Address of the American Control of the control of
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
Volume (veh/h) Peak-Hour Factor, PHF	86 0.78	0.78	25 0.78		0.78	0.78		0.78
Hourly Flow Rate, HFR (veh/h)	110	0.78	32		0.70	0.78		0.70
Percent Heavy Vehicles	4	0	0		1	0		0
Percent Grade (%)		0				0	I	
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration		LR						
Delay, Queue Length, and Lev	el of Service							
Approach	Eastbound	Westbound		Northbound	ł		Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		69		142				
C (m) (veh/h)		1412		462				
v/c		0.05		0.31				
95% queue length		0.15		1.29				
Control Delay (s/veh)		7.7		16.2				
LOS		А		С				
Approach Delay (s/veh)				16.2				
Approach LOS				С				
			4					

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	,	TWO-WAY STO	P CONTROL SUM	MARY		
General Information			Site Informat	ion	E MALE THE	
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Hou	r	Intersection Jurisdiction Analysis Year		Mountainview & V City of Newberg 2013 Background	
Project Description Austin Prop East/West Street: Mountainview			North/South Str	eet: Villa Road		
Intersection Orientation: East-W			Study Period (h	The state of the s		
Vehicle Volumes and Adjust	tments		4.4comment	MENT YES		a testina
Major Street		Eastbound			Westbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)		101	47	58	338	
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	0	126	58	72	422	0
Percent Heavy Vehicles	0			0		
Median Type			Und	ivided		
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	
Minor Street		Northbound			Southbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
Volume (veh/h)	92	2.22	27	0.00	0.00	0.00

Configuration		Τ	R	LT		
Upstream Signal		0			0	
Minor Street		Northbound			Southbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
Volume (veh/h)	92		27			
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80
Hourly Flow Rate, HFR (veh/h)	114	0	3 3	0	0	0
Percent Heavy Vehicles	4	0	0	1	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and	Level of Service	SALDE AVENUE	4.10				0.5	No. of Street,
Approach	Eastbound	Westbound		Northbound		;	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		72		147				
C (m) (veh/h)		1403		444				
v/c		0.05		0.33				
95% queue length		0.16		1.43				
Control Delay (s/veh)		7.7		17.1				
LOS		Α		С				
Approach Delay (s/veh)				17.1				
Approach LOS				С				
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TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst MTAIntersection Mountainview & Villa Agency/Co. Lancaster Jurisdiction City of Newberg Date Performed 7/20/2006 Analysis Year 2013 Background + Site Traffic Analysis Time Period PM Peak Hour Project Description Austin Properties North/South Street: Villa Road East/West Street: Mountainview Drive

Study Period (hrs):

0.25

Vehicle Volumes and Adjus	tments					
Major Street		Eastbound			Westbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)	37	291	49	77	629	65
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	43	342	57	90	739	76
Percent Heavy Vehicles	2			2		
Median Type			Una	livided		
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		
Upstream Signal		0			0	
Minor Street	a Charles Control of Balling Control of Charles and Charles Control of	Northbound	10 mart conscional for a first our and allegatives as an exist associative		Southbound	
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	107	36	44	27	15	18
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	125	42	51	31	17	21
Percent Heavy Vehicles	4	4	4	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			Ν	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and	Level of Service							
Approach	Eastbound	Westbound		Northbound		5	Southbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LTR		LTR		L		TR
v (veh/h)	43	90		218		31		38
C (m) (veh/h)	812	1160		109		59		177
v/c	0.05	0.08		2.00		0.53		0.21
95% queue length	0.17	0.25		18.13		2.08		0.78
Control Delay (s/veh)	9.7	8.4		546.5		120.0		30.8
LOS	А	A		F		F		D
Approach Delay (s/veh)				546.5			70.9	
Approach LOS				F	_		F	

Intersection Orientation: East-West

TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Mountainview Drive Minor Street: Villa Road

2013 Background + Site Trips

	Lanes for Moving		Major St.		Minor St.
Traffic on	Each Approach:	(total of both	approaches)	(higher-volu	me approach)
$\underline{\mathbf{W}}\mathbf{A}$	RRANT 1				
CON	DI <u>TION A</u>				
Major St.	Minor St.	100 %	70%	100%	70%
		Warrants	<u>Warrants</u>	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CON	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9.300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	11,480	8,850	
Minor Street*	1	1,760	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	11,480	13,300	
Minor Street*	1	1,760	1,350	No
Combination Warrant				
Major Street	1	11,480	10,640	
Minor Street*	1	1,760	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,148		
Minor Street*	1	176	160	Yes

^{*} Minor street right-turning traffic volumes reduced by 25%

matian	772-00	15,0-1462	U Samuel	HC	5+″ DE7						E-1 - 2 - 2 - 2		
				4-1-4					unto incluio 4	illo			
•													
	Jour												
Time Period PM Peak Hour										wiiigaied	1		
		A111.0-3	_			Projec	שוא	Aus	tin Property				
iming Input		T) A /F		18 E (Paris 17	NE CONTRACT	078-672		0.0	
												_	
			_			_				_			R
nes, N1		0		0	0					0			0
							_						
						629	65	107	11/10/00	44	27	15	18
		0	0	0	0	0	0	0	0	0	0	0	0
ctor, PHF		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.8
r Actuated (A)		Α	Α	Α	A	А	A	А	А	Α	Α	Α	Α
ime, l1			2.0			2.0		2.0	2.0		2.0	2.0	
ffective Green, e			2.0			2.0		2.0	2.0		2.0	2.0	
Т			3			3		3	3		3	3	
, UE			3.0			3.0		3.0	3.0		3.0	3.0	
ing, I			1.00	0		1.000	0	1.00	00 1.000		1.000	1.000	
emand, Qb			0.0			0.0		0.0	0.0		0.0	0.0	
OR Volumes		0	0	0	0	0	0	0	0	0	0	0	0
Lane Width			12.0			12.0		12.0	12.0		12.0	12.0	1
Parking / Grade / Parking		N	0	N	N	0	N	N	0	N	N	0	N
		-											
			0			0		0	0		0	0	-
7		03		03			NC E	Porm			07		08
					C =								
	-							2.0					
	1 -	0	1 -	· 0		0 1-4						1 - 0	
	D 1		00.0	1 mark of 24 0					Cycle Leng	tn, C =	60.0		77
apacity, Control	Delay	, and L		erminatio	n	\A/B		1	NR	H. C. L.		SR	
		LT 1		RT	LT		RT	LT		RT	LT		R
Rate, v		1	444			907	<u> </u>	126	94		32	39	1
pacity, c			1099			1150		278	348		265	349	
											0.12	0.11	-
itio, g/C						0.67		0.20	_		0.20	0.20	1
				_			<u> </u>	_					†
<u> </u>							 	_					
									_				
	\neg						_				_		
								-					
Jiay, uz	_					-		-					-
	_					1					_	19.8 B	+-
ัง			Α			B		С	C		В		
		4.8			10.8		21.6			19.8			
4		4.8 A		<u></u>	1	10.8 B			C C			B	
	d 7/21/2006 PM Peak F iming Input les, N1 les, N1 les, %HV stor, PHF r Actuated (A) ime, I1 ffective Green, e T I UE Ing, I I emand, Qb IOR Volumes le / Parking vers, Nm IG, NB ledestrians, Gp EW Perm IG = 40.0 I = 4 Insulated (A) I	MTA Lancaster d 7/21/2006 PM Peak Hour les, N1 les, N1 les, WHV ctor, PHF r Actuated (A) ime, I1 ffective Green, e T UE ng, I emand, Qb OR Volumes e / Parking vers, Nm g, NB edestrians, Gp EW Perm G = 40.0 Y = 4 Palysis, T = 0.25 apacity, Control Delay Rate, v pacity, c tio, g/C d1 ctor, PF on, k lay, d2 elay, d3	### A Lancaster d	MTA Lancaster d 7/21/2006 PM Peak Hour Iming Input EE LT TH les, N1 0 1 LTR 37 291 cles, %HV 0 0 ctor, PHF 0.85 0.85 r Actuated (A) A A ime, I1 2.0 ffective Green, e 2.0 T 3.0 lemand, Qb 0.0 COR Volumes 0 0 I 2.0 emand, Qb 0.0 COR Volumes 0 0 I 2.0 ey / Parking N 0 edestrians, Gp 3.2 EW Perm 02 G = 40.0 G = 0.0 G = 0.0 Y = 4 Y = 0 Y = 0 alysis, T = 0.25 apacity, Control Delay, and LOS Detector, PF 1.000 tio, g/C 0.67 d1 4.6 ctor, PF 1.000 clay, d2 0.2 elay, d3 0.0 elay, d3 0.0	######################################	### MTA Lancaster d 7/21/2006 PM Peak Hour	MTA	MTA Lancaster d 7/21/2006 PM Peak Hour EB	MTA Intersection Mora Area Type All to	Matter Site Information Intersection Area Type All other areas Jurisdiction City of Newberg Analysis Year 2013 BK + Site Analysis Year 2014 BK	Site Information	Site Information	MTA Lancaster Area Type All other areas All other areas

		TWO-WAY STO	P CONTRO	LSUMM	ARY					
General Information	(E) (100 To 100		Site Inf	formatio	n	Contract Contract				
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	Lancaster			Intersection Jurisdiction Analysis Year			Mountainview & Villa City of Newberg 2025 Background		
Project Description Austin P			J					1000		
East/West Street: Mountainvi					t: Villa Road					
Intersection Orientation: Eas			Study P	eriod (hrs)	: 0.25					
Vehicle Volumes and Adj	ustments							P. C.		
Major Street		Eastbound				Westbou	nd			
Movement	1	2	3		4	5		6		
Valuma (vah/h)	10	T	R		L	510		25		
Volume (veh/h) Peak-Hour Factor, PHF	0.91	455 0.91	85 0.91		100 0.91	0.91		0.91		
Hourly Flow Rate, HFR (veh/h)		499	93		109	560		27		
Percent Heavy Vehicles	2				2	300				
Median Type				 Undivid						
RT Channelized			0	Ondivid				0		
Lanes	0	1	1		0	1		0		
Configuration	LT		R		LTR	1		-		
Upstream Signal		0			LIK	0				
The state of the s		Northbound				Southbou	nd			
Minor Street Movement	7	8	9		10	11	riu	12		
Wovement	L	T	R		L	T		R		
Volume (veh/h)	95	45	65		35	40		10		
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91		0.91		
Hourly Flow Rate, HFR (veh/h)	104	49	71		38	43	43 10			
Percent Heavy Vehicles	4	4	4		2	2		2		
Percent Grade (%)		0				0				
Flared Approach		N				N _				
Storage		0				0				
RT Channelized			0					0		
Lanes	11	1	0		1	1		0		
Configuration	L		TR		L			TR		
Delay, Queue Length, and Le	vel of Service						SWILL			
Approach	Eastbound	Westbound		Northbound			Southbound	oound		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	LT	LTR	L		TR	L		TR		
v (veh/h)	10	109	104		120	38		53		
C (m) (veh/h)	988	984	78		234	61		135		
v/c	0.01	0.11	1.33		0.51	0.62		0.39		
95% queue length	0.03	0.37	8.08		2.66	2.60		1.67		
Control Delay (s/veh)	8.7	9.1	308.7		35.5	133.3		47.9		
LOS	А	A	F		E	F		Ε		
Approach Delay (s/veh)			1	162.4			83.6			
Approach LOS	~-			F			F			
Application Loc				•			-			

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TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Mountainview Drive Minor Street: Villa Road

2025 Background

	anes for Moving Each Approach:	ADT on l (total of both	3	ADT on M (higher-volume		
WAR	RANT 1					
CONI	DITION A					
Major St.	Minor St.	100%	70%	100%	70%	
		Warrants	Warrants	Warrants	Warrants	
1	1	8,850	6,200	2,650	1,850	
2 or more	1	10,600	7,400	2,650	1,850	
2 or more	2 or more	10,600	7,400	3,550	2,500	
1	2 or more	8,850	6,200	3,550	2,500	
CONI	DITION B					
1	1	13,300	9,300	1,350	950	
2 or more	1	15,900	11,100	1,350	950	
2 or more	2 or more	15,900	11,100	1,750	1,250	
1	2 or more	13,300	9,300	1,750	1,250	

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	11,850	8,850	
Minor Street*	1	1,890	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	11,850	13,300	
Minor Street*	1	1,890	1,350	No
Combination Warrant				
Major Street	1	11,850	10,640	
Minor Street*	1	1,890	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,185		
Minor Street*	1	189	150	Yes

^{*} Minor street right-turning traffic volumes reduced by $25\,\%$

		TWO-WAY STO	OP CONTRO	LSUMMAR	₹Y					
General Information			Site In	formation	NAME OF STREET					
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	Lancaster			Intersection Jurisdiction Analysis Year			Mountainview & Villa City of Newberg 2025 Background + Site Traffic		
Project Description Austin P			·					1		
East/West Street: Mountainvi				outh Street:						
Intersection Orientation: Eas			Study P	eriod (hrs):	0.25					
Vehicle Volumes and Adj	ustments			S. 1457-1546		1.0				
Major Street	1	Eastbound 2	2			Westbou	na 	6		
Movement	1L		3 R		4 	5 T		R		
Volume (veh/h)	37	501	85		105	581		65		
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93		
Hourly Flow Rate, HFR (veh/h)		538	91		112	624		69		
Percent Heavy Vehicles	2				2					
Median Type				Undivided	d		J.			
RT Channelized			0					0		
Lanes	0	1	1		0	1		0		
Configuration	LT	_	R		LTR					
Upstream Signal		0				0		-		
Minor Street		Northbound	e.ma=30n,=300,000 4 e/5-000,000 500 00		00000 0 10 5 - 0 00000 PO (40000 1000 1000 1000 1000 1000 1000 10	Southbou				
Movement	7	8	9		10	11		12		
	L	Т	R		L	Т		R		
Volume (veh/h)	99	54	69		42	44				
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93 15		
Hourly Flow Rate, HFR (veh/h)		58	74		45	-				
Percent Heavy Vehicles	4	4	4		2	0		2		
Percent Grade (%)		0 N				N				
Flared Approach	_	0				0				
Storage RT Channelized		0	0			U		0		
Lanes	1	1	0		1	1		0		
Configuration	Ĺ		TR		 L	'		TR		
Delay, Queue Length, and Le								1.241		
Approach	Eastbound	Westbound		Northbound		Southbound				
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	LT	LTR	L		TR	L		TR		
v (veh/h)	39	112	106		132	45		62		
C (m) (veh/h)	902	953	41		163	28		101		
v/c	0.04	0.12	2.59		0.81	1.61		0.61		
95% queue length	0.14	0.40	11.56		5.36	5.31		2.97		
Control Delay (s/veh)	9.2	9.3	928.5		83.7	604.3		85.7		
_OS	A	Α	F		F	F		F		
Approach Delay (s/veh)				459.9			303.8	,		
Approach LOS				F			F			
A •			E:							

Major Street: Mountainview Drive Minor Street: Villa Road

2025 Background + Site Trips

	anes for Moving	ADT on M	3	ADT on M	
Traffic on E	Each Approach:	(total of both a	approaches)	(higher-volume	e approach)
WAR	RANT 1				
COND	DITION A				
Major St.	Minor St.	100 %	70%	100%	70%
		<u>Warrants</u>	Warrants	<u>Warrants</u>	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
COND	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	13,320	8,850	
Minor Street*	1	2,050	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	13,320	13,300	
Minor Street*	1	2,050	1,350	Yes
Combination Warrant				
Major Street	1	13,320	10,640	
Minor Street*	1	2,050	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,332		
Minor Street*	1	205	125	Yes

^{*} Minor street right-turning traffic volumes reduced by 25%

Cananalinta	man nella m	VMOOVS	23.4555	200	7,50000	HCS	+™ DET	Α	ILED F	-				Links of Publication	100		2000	angen Lien	
General Info. Analyst	MTA	200			230		33.55	-	Interse	_	rmatio		Mou	ntainview/V	illo		5000	A SELLE	
Agency or Co									Area T					namview, v. her areas	ilia				
Date Perform									Jurisdi	•									
Time Period		1											•	of Newberg					
Time Fellou	PM Peak i	TOU							Analys				2025 BK + Site Mitigated						
			_						Project	נוו : ==)		Austi	n Property					
Volume and	Timing Input	Berth.			En	3/3/	2000		14.65		100			LID.					
					EB	1		_	WB	_		_		NB_				SB	1
			LT	_	TH	RT	LT	_	TH		RT		LT	TH		RT	LT	TH	RT
Number of La	nes, N1		0		1	0	0	_	1	_	0		1	1		0	1	1	0
Lane Group				_	LTR		-		LTR			_	L	TR			L	TR	
Volume, V (vr			37	_ _	501	85	105	;	581	_	65		99	54		69	42	44	14
% Heavy Veh			0		0	0	0		0		0	_	0	0	1	0	0	0	0
Peak-Hour Fa	ctor, PHF		0.93		0.93	0.93	0.93		0.93		0.93		0.93	0.93	0.	93	0.93	0.93	0.93
	or Actuated (A)		Α		Α	A	A		Α		Α		Α	A	/	4	Α	Α	A
Start-up Lost	Time, I1				2.0				2.0				2.0	2.0			2.0	2.0	
Extension of E	Effective Green, e	2			2.0				2.0				2.0	2.0			2.0	2.0	
Arrival Type,	AT				3				3				3	3			3	3	
Unit Extension	ı, UE				3.0				3.0				3.0	3.0			3.0	3.0	
Filtering/Mete	ring, I				1.000				1.000	,			1.000	1.000			1.000	1.000	
Initial Unmet [Demand, Qь				0.0				0.0				0.0	0.0		100	0.0	0.0	
Ped / Bike / R	TOR Volumes		0		0	0	0		0		0		0	0	7	0	0	0	0
Lane Width					12.0				12.0	\neg			12.0	12.0			12.0	12.0	1
Parking / Grad	de / Parking		N	7	0	N	N		0	\neg	N		N	0	1	v	N	0	N
Parking Mane				+		1	1	_		\neg									1
Buses Stoppir				7	0				0	\neg			0	0	_		0	0	1
	Pedestrians, G _P				3.2				3.2		ļ			3.2		•		3.2	
Phasing	EW Perm		02			03		04		Т	NS Pe	orm		06			07		08
1 masnig	G = 40.0	G =			G = (G = (-		-	3 = 12.			3 = 0.0		G =		G = (
Timing	Y = 4	Y =	_	_	Y = 0		Y = (-	$\frac{3-12.}{3-4}$			t = 0.0		Y =		Y = (
Duration of An	alysis, T = 0.25				1 - 0		1 - 0				- 4				h C			1 – 0	
		(Dalas		00	0-4									Cycle Lengi	in, C	= 0	0.0		-
Lane Group C	Capacity, Contro	пенау	, and L		Deteri B	nination		- 3 - 3	WB				-	NB			1	SB	
		-	LT	Т		RT	LT	T	TH		RT	L	Т	TH	R	Т	LT	TH	RT
Adjusted Flow	Rate, v			67					808			10		132			45	62	
Lane Group C				11			-	+-	1053	_		27		348			256	366	+
v/c Ratio, X				0.5	_			-	0.77			0.3		0.38			0.18	0.17	
Total Green R	atio, g/C			0.6				-	0.67		-	0.2		0.20			0.20	0.20	
Uniform Delay				5.4				_	6.8	_		20.		20.8			19.9	19.9	
Progression F			-	1.0				-	.000			1.0		1.000			1.000	1.000	_
Delay Calibrat				0.1				-	0.32			0.1		0.11		-	0.11	0.11	-
Incremental De				0.1				+	3.5	_		0.1		0.11	_		0.11	0.11	
Initial Queue D		_		0.0				-	0.0			0.0		0.7			0.0	0.0	+
	reiay, u ₃							┧─		—									
Coritrol Delay	ne			6.				ــــــ	10.3				.7	21.5			20.2	20.1	
Lane Group LO				A					В			С		C			С	C	
Approach Dela		_	6.1				1	10.3						1.6				20.2	
Approach LOS			Α					В						C					
ntersection De	elay	tighta Rac	10.	8			X _c =	0.	68			Inte	rsect	ion LOS				B	

General Information			Site Information						
Analyst Agency/Co. Date Performed Analysis Time Period	C Sumrain Lancaster 7/20/2006 PM Peak		Intersed Jurisdic Analysi	ction ction		Mountainview/Aspen Newberg Existing (2006)			
Project Description Austin Pro									
East/West Street: Mountainvier Intersection Orientation: East-					Aspen Way	-			
		WW.254 A. C.	Sludy F	eriod (hrs):	0.25	19 (F. 1940) - An C. March (M. 1940) - C. March (M.	minima m.mma		
Vehicle Volumes and Adju Major Street	stments	Eastbound			A TOTAL STATE	Westbou	<u> </u>		
Movement	1	2	3		4	5 VVestbou	na	6	
1000 CITICIN	L	T	R		L			 R	
Volume (veh/h)		46	96		3	121			
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91		0.91	
Hourly Flow Rate, HFR (veh/h)	О	50	105		3	132		0	
Percent Heavy Vehicles	0				2				
Median Type				Undivide	ed				
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
			TR		LT				
Configuration Upstream Signal		0	- IN		LI	0			
						hard adams bear a construction			
Minor Street Movement	7	Northbound 8	9		10	Southbou 11	na	12	
WIOVEITICH	L	T	R		L	T		R	
Volume (veh/h)	147		7						
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91		0.91	
Hourly Flow Rate, HFR (veh/h)	161	0	7		0	0		0	
Percent Heavy Vehicles	1	0	1		0	0		0	
Percent Grade (%)		0				0			
Flared Approach		<u>N</u>				N		-	
Storage		0				0			
RT Channelized			0					0	
Lanes	0	0	0		0	0		0	
Configuration		LR							
Delay, Queue Length, and Lev	el of Service								
Approach	Eastbound	Westbound		Northboun			Southbound		
Movement	11	4	7	8	9	10	11	12	
_ane Configuration		LT		LR					
/ (veh/h)		3		168					
C (m) (veh/h)		1425		755					
ı/c		0.00		0.22					
95% queue length		0.01		0.85					
Control Delay (s/veh)	-	7.5		11.1					
				В				_	
.OS		A							
Approach Delay (s/veh)				11.1	_				
Approach LOS				В					

		TWO-WAY STO	P CONTRO	L SUMMAF	RY				
General Information	in the desired		Site Inf	formation	A COLUMN	VA 200	TABLE OF		
Analyst Agency/Co. Date Performed Analysis Time Period	C Sumrain Lancaster 7/20/2006 PM Peak		Intersed Jurisdic Analysi	tion		Mountainview/Aspen Newberg Background (2013)			
Project Description Austin F									
East/West Street: Mountainvi	***************************************			outh Street:					
Intersection Orientation: Eas	t-West		Study P	eriod (hrs): (0.25				
Vehicle Volumes and Adj	ustments			100-110				(S) 21 (S)	
Major Street		Eastbound	T			Westbour	nd		
Movement	1	2	3		4	5		6	
Volume (veh/h)	L L	T	R 103		L 	130		R	
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91		0.91	
Hourly Flow Rate, HFR (veh/h)		53	113		3	142		0	
Percent Heavy Vehicles	0				2				
Median Type				Undivided	W0 - U0				
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration			TR		LT				
Upstream Signal		0				0			
Minor Street		Northbound	TANK BERMANA NI METANTANIANA NI METANTANIANA PENA			Southbour	nd	911 - 17 192 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 193 - 17 19	
Movement	7	8	9		10	11		12	
	L	T	R		L	Т		R	
Volume (veh/h)	158	0.04	7		0.04	0.04		0.04	
Peak-Hour Factor, PHF	0.91	0.91	0.91 7		0.91	0.91		0.91 0	
Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles	1/3	0	1		0	0		0	
Percent Grade (%)		0			•	0			
Flared Approach		N							
		0				0			
Storage RT Channelized		0	0			U		0	
Lanes	0	0	0		0	0		0	
Configuration		LR		=					
	vel of Service								
Delay, Queue Length, and Le Approach	Eastbound	Westbound		Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT		LR					
v (veh/h)		3		180					
C (m) (veh/h)		1412		738					
v/c		0.00		0.24					
95% queue length		0.01		0.95					
Control Delay (s/veh)		7.6		11.4					
LOS		A		В					
Approach Delay (s/veh)				11.4					
Approach LOS				В					

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General Information	New Polymer Carry	No. of Contract of	Site Infe	ormation					
Analyst Agency/Co. Date Performed Analysis Time Period	C Sumrain Lancaster 7/20/2006 PM Peak		Intersect Jurisdict Analysis	tion ion		Mountainview/Aspen Newberg Background + Site (2013)			
Project Description Austin Project Street: Mountainview Intersection Orientation: East-V	/ Drive			uth Street:	Aspen Way				
Vehicle Volumes and Adjus					District A		50 S (00 F)		
Major Street		Eastbound				Westbou	nd		
Movement	1	2	3		4	5		6	
	L	T	R		L	Т		R	
Volume (veh/h)	17	315	25		46	537		131	
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93	
Hourly Flow Rate, HFR (veh/h)	18	338	26		49	577		140	
Percent Heavy Vehicles	2				2				
Median Type		Undivided							
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration	LTR				LTR			<u> </u>	
Upstream Signal		0				0			
Minor Street		Northbound	260m80 - 500m82 - 187 m 2 - 187 m 2 - 187 m 2			Southbou	nd		
Movement	7	8	9		10	11	110	12	
	L	T	R		L	Т		R	
Volume (veh/h)	118	30	314		62	6		5	
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93	
Hourly Flow Rate, HFR (veh/h)	126	32	337		66	6		5	
Percent Heavy Vehicles	2	2	2		2	2		2	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0			1		0	
anes	0	1	0		0	1		0	
Configuration		LTR				LTR			
Delay, Queue Length, and Leve	of Service	Service Street						130	
Approach	Eastbound	Westbound		Northbound	<u> </u>		Southbound		
Movement	1	4	7	8	9	10	11	12	
ane Configuration	LTR	LTR		LTR			LTR		
(veh/h)	18	49		495			77		
C (m) (veh/h)	884	1195		338			61		
ı/c	0.02	0.04		1.46			1.26		
95% queue length	0.06	0.13		26.60			6.47		
Control Delay (s/veh)	9.2	8.1		254.1			315.4		
.OS	А	А		F			F		
Approach Delay (s/veh)				254.1			315.4		
7 (/			F F						

Major Street: Mountainview Drive Minor Street: Aspen Way

2013 Background + Site Trips

	anes for Moving ach Approach:		Major St.	ADT on 1	
Traffic on E	асп Арргоасп.	(total of both	approaches)	(mgner-voiu	ne approach)
WAR	RANT 1				
COND	ITION A				
Major St.	Minor St.	100%	70%	100%	70%
		Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
COND	ITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	10,710	8,850	
Minor Street*	1	3,840	2,650	Yes
Condition B: Interruption of Continuous Traffic				
Major Street	1	10,710	13,300	
Minor Street*	1	3,840	1,350	No
Combination Warrant				
Major Street	1	10,710	10,640	
Minor Street*	1	3,840	2,120	Yes
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,071		
Minor Street*	1	384	178	Yes

^{*} Minor street right-turning traffic volumes reduced by 25%

					HCS	S+™ DET	AILED F	REP	ORT			77, Addit 8, 41					
General Inform	nation								mation	1				Mil			
Analyst	MTA			•			Interse	ctio	n	Mo	unta	inview&A	spen				
Agency or Co.	Lancaster						Area T	ype	!	AII	othe	r areas					
Date Performed	7/20/2006						Jurisdi	ctior	n	Cit	y of I	Vewberg					
Time Period	PM Peak H	our					Analys	Analysis Year 2013 BK + Site Mitigated									
<u> </u>							Project ID Austin Properties										
Volume and Ti	iming Input				Part I										T		
		_		EB			WE	3				NB				SB	
Niverban of Land	- N		LT	TH	RT	LT	TH		RT		_T	TH		RT .	LT	TH	RT
Number of Lane	es, N1		0	1	0	0	1		0	()	1)	0	1	0
Lane Group			17	LTR	25	46	LTR	_	424		40	LTR				LTR	
Volume, V (vph % Heavy Vehic			17 2	315	25	46	537	_	131		18	30	2	14	62	6	5 2
Peak-Hour Fact			0.93	0.93	0.93	0.93	0.93	_	0.93	0.9		0.93	0.9		0.93	0.93	0.93
Pretimed (P) or	*		A	A	A	A	A	\dashv	A	-		A	1		A	A	A
Start-up Lost Ti				2.0			2.0					2.0				2.0	
Extension of Eff	fective Green, e			2.0			2.0					2.0				2.0	
Arrival Type, A7				3			3					3				3	
Unit Extension,	UE			3.0			3.0					3.0				3.0	
Filtering/Metering	ng, I			1.000			1.000)				1.000				1.000	
Initial Unmet De				0.0			0.0					0.0	ļ			0.0	
Ped / Bike / RT0	OR Volumes		0	0	0	0	0	_	0)	0	()	0	0	0
Lane Width				12.0			12.0					12.0	-		-	12.0	
Parking / Grade			N	0	N	N	0	_	N	^		0	^		N	0	N
Parking Maneu				0			0					0	-			0	
Buses Stopping Min. Time for Pe				3.2		_	3.2			_		3.2			-	3.2	
			20	3.2	02			T	NC D-				T		07		
Phasing	EW Perm G = 36.0	G = 0)2	G =	03	G = 0	04	+	NS Pe		-	= 0.0		G =	07	G = 0	08
Timing	Y = 4	Y = 0		Y =		Y = 0		-	= 20.0 = 4	<u> </u>		- 0.0 		Y =		Y = 0	
Duration of Ana				-		1 - 0		1			<u> </u>	cle Lengtl	h C			1 - 0	
	pacity, Control	Delav.	and L	OS Dete	rminatio	7				allan manna and		oro corrigi.	., •				
				EB			WB					NB				SB	
		L	Т.	TH	RT	LT	TH	F	RT	LT		TH	R	T	LT	TH	RT
Adjusted Flow F				384			767	_			_	497				78	
Lane Group Cap	pacity, c			911			894	<u> </u>				562				389	
v/c Ratio, X				0.42			0.86	<u> </u>				0.88				0.20	
Total Green Rat				0.51			0.51	_				0.37				0.37	
Uniform Delay, o	·			10.5			14.8	<u> </u>				20.6			1	14.9	
Progression Fac				1.000			1.000	_				1.000				1.000	
Delay Calibratio				0.11			0.39	ļ				0.41				0.11	1
Incremental Dela		_		0.3			8.4	-				15.5				0.3	
Initial Queue De	iay, d ₃			0.0			0.0					0.0				0.0	
Control Delay Lane Group LOS	3			10.9 B			23.1 C				-	36.1 D				15.2 B	
Approach Delay			10.				3.1	<u></u>			36					15.2	J
Approach LOS			B				C			36.1 D				15.2 B			
Intersection Dela	av		23.			X _c =				Inters		n LOS				С	
meisection Dete	^y		23.	U			0.07			miers	CUID	II LUO					1

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		TWO-WAY STO	P CONTRO	LSUMMAR	RY			7.000
General Information	Carlo Par	- 1 TE 10 10	Site In	formation		511(EXX) 530 B		
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak		Intersed Jurisdid Analysi	ction ction		Mountainview/Aspen Newberg 2025 Background		
Project Description Austin Pr	roperty			-		,		
East/West Street: Mountainvie				outh Street:				
Intersection Orientation: East	-West		Study P	eriod (hrs):	0.25			
Vehicle Volumes and Adju	istments				active (long)			
Major Street		Eastbound				Westbour	nd	
Movement	1	2	3		4	5		6
	L	Т	R		L	T		R
Volume (veh/h)	16	185	127		37	340		111
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95
Hourly Flow Rate, HFR (veh/h)		194	133		38	357		116
Percent Heavy Vehicles	2				2			
Median Type			Undivided					
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration	LTR				LTR			
Upstream Signal		0				0		
Minor Street		Northbound		A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	544 - 27 - 20 - 24 - 24 - 24 - 24 - 24 - 24 - 24	Southbou	nd	5 CO
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
Volume (veh/h)	260	23	240		50	5		6
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	-	0.95
Hourly Flow Rate, HFR (veh/h)	273	24	252		52	5		6
Percent Heavy Vehicles	2	2	2		2	2		2
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage RT Channelized		0				0		0
	0	1	0		0	1		0
Lanes	0	LTR	U			LTR		<u> </u>
Configuration		LIK				LIK		
Delay, Queue Length, and Lev Approach	Eastbound	Westbound	STATE OF	Northbound	and the second		Southbound	All phases
Movement	1	4	7	8	9	10	11	12
Lane Configuration					9	10	LTR	12
	LTR	LTR		LTR				1
v (veh/h)	16	38		549			63	
C (m) (veh/h)	1089	1233		405			171	+
v/c	0.01	0.03		1.36			0.37	-
95% queue length	0.04	0.10		25.94			1.57	
Control Delay (s/veh)	8.4	8.0		202.6			37.8	
LOS	Α	Α		F			E	
Approach Delay (s/veh)				202.6			37.8	

Approach LOS

Ε

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		WO-WAY STOR	CONTROL SUM	MARY				
General Information			Site Informati	on		i de la compania del compania del compania de la compania del la compania de la compania della c		
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak		Intersection Mountainview/Aspen Jurisdiction Newberg Analysis Year 2025 Background + Si					
Project Description Austin Prop								
East/West Street: Mountainview ntersection Orientation: East-W			North/South Stre Study Period (hr	eet: Aspen Way				
Vehicle Volumes and Adjust			July 1 Street (III	<u> </u>				
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	Т	R	L	Т	R		
/olume (veh/h)	18	228	131	47	405	135		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	18	240	137	49	426	142		
Percent Heavy Vehicles	2			2				
Median Type	,		Undi	vided				
RT Channelized			0			0		
anes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Jpstream Signal		0			0			
Minor Street	Northbound				Southbound			
Movement	7	8	9	10	11	12		

Lanes	U	, i	U	U	,	U
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	300, 000.000.000.000	Northbound			Southbound	
Movement	7	8	9	10	11	12
	Ĺ	Т	R	L	Т	R
Volume (veh/h)	286	30	314	63	6	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	301	31	330	66	6	6
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and			F 511				Southbound	
Approach	Eastbound	Westbound		Northbound				
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	18	49		662			78	
C (m) (veh/h)	1004	1181	100	337			95	
v/c	0.02	0.04		1.96			0.82	
95% queue length	0.05	0.13		46.02			4.45	
Control Delay (s/veh)	8.7	8.2		470.4			127.6	
LOS	А	Α		F			F	
Approach Delay (s/veh)				470.4			127.6	
Approach LOS				F			F	
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	ATTENNA				HCS	+" DET	AILED F	EPORT		dam'de (************************************				
General Inform	nation				BELL	KIE	and the second	formatio	400					
Analyst	MTA						Interse	ction	Mou	ntainview&/	Ispen			
Agency or Co.	Lancaster						Area T	ype	All o	ther areas				
Date Performe	d 7/31/2006						Jurisdi	ction	City	of Newberg				
Time Period	PM Peak F	lour					Analys	is Year	202	5 BK + Site I	Mitigated			
							Project	l ID	Ausi	in Propertie	S			
Volume and T	iming Input			MA ZI			1.66/4/4	MAKE	EQ.		S 100 100			
				EB	,		WE	3		NB			SB	,
			LT	TH	RT	LT	TH	RT	L7	TH	RT	LT	TH	RT
Number of Lan	es, N1		0	1	0	0	1	0	0	1	0	0	1	0
Lane Group				LTR			LTR			LTR			LTR	
Volume, V (vpf	1)		18	228	131	47	405	135	28	5 30	314	63	6	6
% Heavy Vehic	cles, %HV		2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Fac	tor, PHF	(0.95	0.95	0.95	0.95	0.95	0.95	0.98	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or	r Actuated (A)		Α	А	Α	Α	Α	Α	А	Α	A	Α	Α	Α
Start-up Lost T	ime, lı			2.0			2.0			2.0			2.0	
Extension of Ef	ffective Green, e			2.0			2.0			2.0			2.0	
Arrival Type, A	T			3			3			3			3	
Unit Extension,	UE			3.0			3.0			3.0			3.0	
Filtering/Meteri	ng,			1.000			1.000)		1.000			1.000	
Initial Unmet De	emand, Qb			0.0			0.0			0.0			0.0	
Ped / Bike / RT	OR Volumes		0	0	0	0	0	0	0	0	0	0	0	0
Lane Width				12.0			12.0			12.0		1	12.0	
Parking / Grade	e / Parking		N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneu														
Buses Stopping				0			0			0			0	
Min. Time for P				3.2	—		3.2			3.2			3.2	
Phasing	EW Perm	0:	2		03		04	NS P	erm	06		07		08
	G = 36.0	G = 0.		G =		G = (G = 46		G = 0.0	G =	0.0	G = (
Timing	Y = 4	Y = 0		Y =		Y = 0		Y = 4		$\frac{C}{Y = 0}$	Y =		Y = 0	
Duration of Ana		1 - 0			<i></i>	1 = 0		1 - 7		Cycle Leng			1 - 0	
	apacity, Control	Delay :	and I f	ns Deter	mination	•				- Cycle Leng	111, 0 - 3	0.0	La carre	100000
Lane Group Ca	араску, сонног	Delay, c	mu L	EB	imiauoi		WB			NB			SB	
		LT	Γ	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow F	Rate, v			397			617			664			78	
Lane Group Ca	pacity, c			687			683			725			531	
v/c Ratio, X			(0.58			0.90			0.92			0.15	
Total Green Ra	tio, g/C		(0.40			0.40			0.51			0.51	
Uniform Delay,	d ₁		2	21.1			25.4			20.2			11.6	
Progression Fa	ctor, PF		1	1.000			1.000			1.000			1.000	
Delay Calibratio	n, k		_	0.17			0.42			0.43		1	0.11	
Incremental Del	lay, d ₂			1.2			15.4			16.4			0.1	
Initial Queue De	elay, d ₃			0.0			0.0			0.0			0.0	
Control Delay	-			22.3			40.8	_	1	36.6			11.8	
Lane Group LO	S			С			D		1	D			В	
Approach Delay			22.3			4	10.8	1		36.6			11.8	
Approach LOS			С				D			D			В	
Intersection Del	ay		33.7	1		X. =	0.91		Interse	ction LOS				
	•		55.7			. С	which it		,	_,			-	

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		TWO-WAY STO	P CONTRO	L SUMMAI	₹Y		A STATE OF THE STA	Allow the many managers of the control
General Information		15 THE SECTION	Site Inf	ormation		V2/10/2011	Hystopia.	KIS IN SEC
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	our	Intersed Jurisdic Analysis	tion		Mountainvie City of New Existing		
Project Description Austin P	roperty				-			
East/West Street: Mountainvi					Zimri Drive			
Intersection Orientation: Eas			Study Po	eriod (hrs):	0.25			
Vehicle Volumes and Adj	ustments			·····				
Major Street		Eastbound				Westbour	nd	
Movement	1	2 	3		4	5		6
Volume (veh/h)	8	54	R		L	119		60
Peak-Hour Factor, PHF	0.84	0.84	0.84		0.84	0.84		0.84
Hourly Flow Rate, HFR (veh/h)		64	0		0	141		71
Percent Heavy Vehicles	3				0			
Median Type	3			Undivido				
RT Channelized			Undivided 0					0
Lanes	0	1	0		0	1		0
	LT	,	0			1		TR
Configuration Upstream Signal	LI	0				0		- TK
								and the second second second second second
Minor Street Movement	7	Northbound 8	9		10	Southbou 11	na 	12
Wovement	Ĺ	T	R		L	T		R
Volume (veh/h)					42			15
Peak-Hour Factor, PHF	0.84	0.84	0.84		0.84	0.84		0.84
Hourly Flow Rate, HFR (veh/h)	0	0	0		50	0		17
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0	,			0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration						LR		
Delay, Queue Length, and Le							0 41 1	
Approach	Eastbound	Westbound		Northbound		 	Southbound	T
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					-	LR	
v (veh/h)	9						67	
C (m) (veh/h)	1352						761	
v/c	0.01					-	0.09	
95% queue length	0.02					,	0.29	
Control Delay (s/veh)	7.7						10.2	
LOS	А						В	
Approach Delay (s/veh)							10.2	
						T. Control of the Con		

Approach LOS

В

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Analysis		**10**********************************	TWO-WAY STO	P CONTRO	SUMMA	RY			
Agency/Co	General Information			Site Inf	ormation				
East/West Street Mountain/ew Drive Intersection Crientation: East-West Study Period (firs): 0.25 Study P	Agency/Co. Date Performed Analysis Time Period	Lancaster 7/20/2006 PM Peak H	lour	Jurisdict	tion		City of New	berg	
Intersection Orientation: East-West				h		/ D :			
Westbound West									
Major Street Eashbound Westbound Movement 1 2 3 4 5 6 Volume (veh/h) 9 58 L T R L T R Percent Peack-Hour Factor, PHF 0.85				Ottady / C	inou (m <i>s</i>).	0.25		1000	N. C. C. C.
Movement		ustments	Easthound				Westhou	nd	
L T R L T R R R R R R R R R		1		3		4		iiu	6
Peak-Hour Factor, PHF				_					
Hourly Flow Rate, HFR (veh/h) 10 88 0 0 0 150 75 Percent Heavy Vehicles 3 0 0	Volume (veh/h)	9	58				128		64
Percent Heavy Vehicles	Peak-Hour Factor, PHF	0.85	0.85	0.85		0.85	0.85		0.85
Median Type	Hourly Flow Rate, HFR (veh/h)	10	68	0		0	150		75
Canter Channelized Canter Cante	Percent Heavy Vehicles	3				0			
Lanes	Median Type		Undivided						_
Configuration	RT Channelized			0					0
Dipstream Signal 0	Lanes	0	1	0		0	1		0
Minor Street Northbound Southbound Movement 7	Configuration	LT							TR
Movement	Upstream Signal		0			-	0		-
Movement	Minor Street		Northbound	* manaha garap ayan dan oʻmay me-ki	and a state of the second seco	A THE STREET STREET, S	Southbou	nd	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT
Volume (veh/h)	Movement	7	8	9		10			
Peak-Hour Factor, PHF 0.85		L	Т	R		<u>L</u>	Т		
Hourly Flow Rate, HFR (veh/h) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0.05	0.05			0.05	_	
Percent Heavy Vehicles				_				-	_
Percent Grade (%) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				_					
Storage		0		0					
Storage 0		_							-
RT Channelized									-
Configuration Configuratio			U				0		
Configuration LR		0							
Delay, Queue Length, and Level of Service		0	0	0			_		
Approach Eastbound Westbound Northbound Southbound Movement 1 4 7 8 9 10 11 12 Lane Configuration LT Image: Configuration of the configura					1000		LR		
Movement 1 4 7 8 9 10 11 12 Lane Configuration			AA/ - Ib I		No allele e con			Cauthhairad	
Lane Configuration				_	·····	1		1	10
v (veh/h) 10 C (m) (veh/h) 1338 v/c 0.01 05% queue length 0.02 Control Delay (s/veh) 7.7 LOS A Approach Delay (s/veh) 10.3 10.3		-	4	7	8	9	10	-	12
C (m) (veh/h) 1338 746 0.01 0.09 0.5% queue length 0.02 0.31 Control Delay (s/veh) 7.7 10.3 Approach Delay (s/veh) 10.3	Lane Configuration						_		ļ
10.09 10.0	v (veh/h)	10						-	-
25% queue length	C (m) (veh/h)	1338						-	
Control Delay (s/veh) 7.7 10.3 COS A B B 10.3 Approach Delay (s/veh) 10.3	v/c	0.01						0.09	
Approach Delay (s/veh) 10.3	95% queue length	0.02						0.31	
Approach Delay (s/veh) 10.3	Control Delay (s/veh)	7.7						10.3	
approach both (even)	LOS	A						В	
Approach LOS B	Approach Delay (s/veh)							10.3	
	Approach LOS							В	

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Major Street: Mountainview Drive Minor Street: Zimri Drive

2013 Background + Site Trips

	Lanes for Moving Each Approach:		Major St. approaches)	ADT on (higher-volument)	Minor St. me approach)
WAI	RRANT 1				
CON	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
		Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CON	<u>DITION B</u>				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	15,150	8,850	
Minor Street*	1	970	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	15,150	13,300	
Minor Street*	1	970	1,350	No
Combination Warrant				
Major Street	1	15,150	10,640	
Minor Street*	1	970	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,515		
Minor Street*	1	97	100	No

^{*} Minor street right-turning traffic volumes reduced by $25\,\%$

	TWO-WAY	STOP CONTROL SUMMARY	
General Information	Manager Benefit	Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak Hour	Intersection Jurisdiction Analysis Year	Mountainview&Zimri City of Newberg 2013 Background + Site Traffic
Project Description Austin F			
East/West Street: Mountainvi Intersection Orientation: Eas		North/South Street: Zimri Study Period (hrs): 0.25	Drive
Vehicle Volumes and Adj	ustments		

Vehicle Volumes and Adjus	tments					
Major Street		Eastbound			Westbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)	29	715			659	112
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	30	752	0	0	693	117
Percent Heavy Vehicles	3			0		
Median Type			Und	divided		•
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	
Minor Street		Northbound	and the second s		Southbound	
Movement	7	8	9	10	11	12
	Ł	Т	R	L	Т	R
Volume (veh/h)				77		26
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	81	0	27
Percent Heavy Vehicles	0	0	0	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized	_		0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (veh/h)	30					81		27
C (m) (veh/h)	811					118		412
v/c	0.04					0.69		0.07
95% queue length	0.12					3.66		0.21
Control Delay (s/veh)	9.6					85.0		14.3
LOS	Α					F		В
Approach Delay (s/veh)					-		67.3	
Approach LOS							F	

Major Street: Mountainview Drive Minor Street: Zimri Drive

2025 Background

	Lanes for Moving Each Approach:		T on Major St. f both approaches)	ADT on I	Minor St. ne approach)
	RRANT 1	(total o	i both approaches)	(mgner-voidi	пс арргоасп)
participates of the second of the second	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
_		Warrar	uts Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,60	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CONI	DITTON B				
1	1	13,30	9,300	1,350	950
2 or more	1	15,90	11,100	1,350	950
2 or more	2 or more	15,900	0 11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used
70 percent of standard warrants used due to 85th percentile speed in e

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant I				
Condition A: Minimum Vehicular Volume				
Major Street	1	13,640	8,850	
Minor Street*	1	950	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	13,640	13,300	
Minor Street*	1	950	1,350	No
Combination Warrant				
Major Street	1	13,640	10,640	
Minor Street*	1	950	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,364		
Minor Street*	1	95	122	No

^{*} Minor street right-turning traffic volumes reduced by $25\,\%$

TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst MTAIntersection Mountainview&Zimri Agency/Co. Lancaster Jurisdiction City of Newberg Date Performed 2025 Background 7/31/2006 Analysis Year Analysis Time Period PM Peak Hour Project Description Austin Property East/West Street: Mountainview Drive North/South Street: Zimri Drive Intersection Orientation: East-West Study Period (hrs): 0.25

Vehicle Volumes and Adjustn	nents					
Major Street		Eastbound			Westbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)	25	615			616	108
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	27	668	0	0	669	117
Percent Heavy Vehicles	3			0		
Median Type	-		Und	livided		
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	
Minor Street		Northbound			Southbound	Comp site
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
Volume (veh/h)				75		26
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	0	0	0	81	0	28
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Approach	Eastbound	Westbound		Northbound		Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT						LR		
v (veh/h)	27			demonstration of the second of			109		
C (m) (veh/h)	828						170		
v/c	0.03						0.64		
95% queue length	0.10						3.63		
Control Delay (s/veh)	9.5						57.8		
LOS	А						F		
Approach Delay (s/veh)			_	-	-		57.8	· -	
Approach LOS				•			F		

Major Street: Mountainview Drive Minor Street: Zimri Drive

2025 Background + Site

Number of La	anes for Moving	ADT on M	ajor St.	ADT on Minor St.			
Traffic on E	ach Approach:	(total of both a	pproaches)	(higher-volume	approach)		
WAR	RANT 1						
COND	ITION A						
Major St.	Minor St.	100%	70%	100%	70%		
		<u>Warrants</u>	Warrants	<u>Warrants</u>	Warrants		
1	1	8,850	6,200	2,650	1,850		
2 or more	1	10,600	7,400	2,650	1,850		
2 or more	2 or more	10,600	7,400	3,550	2,500		
1	2 or more	8,850	6,200	3,550	2,500		
COND	OITION B						
1	1	13,300	9,300	1,350	950		
2 or more	1	15,900	11,100	1,350	950		
2 or more	2 or more	15,900	11,100	1,750	1,250		
1	2 or more	13,300	9,300	1,750	1,250		

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used
70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	15,890	8,850	
Minor Street*	1	1,040	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	15,890	13,300	
Minor Street*	1	1,040	1,350	No
Combination Warrant				
Major Street	1	15,890	10,640	
Minor Street*	1	1,040	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,589		
Minor Street*	1	104	100	Yes

^{*} Minor street right-turning traffic volumes reduced by $25\,\%$

TWO-WAY STOP CONTROL SUMMARY											
General Information		Site Information									
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak Hour	Intersection Jurisdiction Analysis Year	Mountainview&Zimri City of Newberg 2025 Background + Site Traffic								
Project Description Austin	Property										
East/West Street: Mountains	riew Drive	North/South Street: Zimri	i Drive								
Intersection Orientation: Ea											
Vehicle Volumes and Ad	justments										
Major Street	Eastbou	nd	Westbound								

wajor Street		Eastbound			vvestbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	R
Volume (veh/h)	30	740			699	120
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	31	778	0	0	735	126
Percent Heavy Vehicles	3			0		
Median Type			Und	livided		
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	
Minor Street	Northbound				Southbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	T	R
Volume (veh/h)				83		28
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	87	0	29
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	discount dis
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Approach	Eastbound	Westbound		Northbound	Southbound			
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	31						116	
C (m) (veh/h)	776						132	
v/c	0.04						0.88	
95% queue length	0.12						5.67	
Control Delay (s/veh)	9.8						112.4	
LOS	А						F	
Approach Delay (s/veh)							112.4	
Approach LOS							F	

HCS+™ DETAILED REPORT									
General Informat	ion	Site Information		100					
Analyst	MTA	Intersection	Zimri&Mountainview						
Agency or Co.	Lancaster	Area Type	All other areas						
Date Performed	7/31/2006	Jurisdiction	City of Newberg						
Time Period	PM Peak Hour	Analysis Year	2025 BK + Site (Mitigated)						
		Project ID	Austin Property						

Volume and 1	Timing Input	191	733AN		0.47137		A CHAIN		10000		SALE BY			
				EB			WB			NB			SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lar	nes, N1		0	1			1	0				0		0
Lane Group				LT			TR						LR	
Volume, V (vp	h)		30	740			699	120				83		28
% Heavy Vehi	cles, %HV		0	0			0	0				0		0
Peak-Hour Fa	ctor, PHF	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.95	0.95			0.95	0.95				0.95		0.95
Pretimed (P) o	or Actuated (A)		Α	Α			Α	A				A		Α
Start-up Lost 7	Γime, l1			2.0			2.0				,		2.0	
Extension of E	ffective Green, e)		2.0			2.0						2.0	
Arrival Type, A	ΛT			3			3						3	
Unit Extension	, UE			3.0			3.0						3.0	
Filtering/Meter	ing, I			1.000			1.000						1.000	
Initial Unmet D	emand, Qb			0.0			0.0						0.0	
Ped / Bike / R	TOR Volumes		0	0		0	0	0				0	0	0
Lane Width				12.0			12.0						12.0	
Parking / Grad	e / Parking	3	Ν	0	N	N	0	N				N	0	N
Parking Maneu	uvers, Nm													
Buses Stoppin	g, NB			0			0						0	
Min. Time for F	Pedestrians, Gp			3.2			3.2						3.2	
Phasing	EW Perm		02	00	3	04		SB Only		06		07		08
	G = 37.0	G = 0	0.0	G = 0.0)	G = 0.0		G = 15.0	G:	= 0.0	G =	0.0	G = (0.0
Timing	Y = 4	Y = 0		Y = 0		Y = 0		Y = 4	Υ =	= 0	Y =	0	Y = ()
Duration of Ana	alysis, T = 0.25	*	,						Су	cle Length	, C = 6	0.0		

Lane Group Capacity, Contro	I Delay, and	LOS Dete	rminatio	n	and the same	Ta de		TRIA 3		A Dist	A STORY	Files
		EB			WB			NB			SB	- 1 - 7 - 7 -
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		811			862						116	
Lane Group Capacity, c		1119			1149						443	
v/c Ratio, X		0.72			0.75						0.26	
Total Green Ratio, g/C		0.62			0.62						0.25	
Uniform Delay, d ₁		8.0			8.2						18.1	
Progression Factor, PF		1.000			1.000						1.000	
Delay Calibration, k		0.29			0.31						0.11	
Incremental Delay, d ₂		2.4			2.8						0.3	
Initial Queue Delay, d ₃		0.0			0.0						0.0	
Control Delay		10.3			11.0						18.4	
Lane Group LOS		В			В						В	
Approach Delay	1	0.3			11.0				_;		18.4	
Approach LOS		В			В						В	
Intersection Delay	1	1.2	_	X_c	= 0.61		Intersec	tion LOS			В	

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General Information				Site Information							
Analyst Agency/Co. Date Performed Analysis Time Period	C Sumrain Lancaster 7/20/2006 PM Peak	Intersec Jurisdict Analysis	tion tion		Newberg	Crestview/Springbrook Newberg Existing (2006)					
Project Description Austin Pro	roject Description Austin Property										
East/West Street: Crestview D.			Springbrook F	Road							
Intersection Orientation: North	-South		Study Pe	eriod (hrs): (0.25						
Vehicle Volumes and Adju	stments										
Major Street		Northbound				Southbou	nd				
Movement	1	2	3		4	5 T		6			
Volume (veh/h)	148	T	R 7		L 	112		R 1			
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93			
Hourly Flow Rate, HFR (veh/h)	159	258	7		2	120		1			
Percent Heavy Vehicles	4				0						
Median Type	7	,		Undivided	7/2						
				Unavided				0			
RT Channelized			0	_							
Lanes	0	1	0		0	1		0			
Configuration	LTR				LTR						
Upstream Signal		0			3.10. Victory	0		COCYCLAND AND AND AND AND AND AND AND AND AND			
Minor Street		Eastbound				Westbour	nd	- 10			
Movement	7	- 8 T	9 R		10 L	11 T		12 R			
Volume (veh/h)	0	4	133		6	0		3			
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93			
Hourly Flow Rate, HFR (veh/h)	0	4	143		6	0		3			
Percent Heavy Vehicles	0	0	2		67	0		0			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	1	0		0	1		0			
Configuration		LTR				LTR		_			
Delay, Queue Length, and Lev	el of Service					CONTRACTOR OF THE SECTION OF THE SEC		***********			
Approach	Northbound	Southbound		Westbound			Eastbound				
Movement	1	4	7	8	9	10	11	12			
Lane Configuration	LTR	LTR		LTR			LTR				
v (veh/h)	159	2		9			147				
C (m) (veh/h)	1454	1311		249			884				
ı/c	0.11	0.00		0.04			0.17				
95% queue length	0.37	0.00		0.11			0.59				
Control Delay (s/veh)	7.8	7.8		20.0	1		9.9	1			
OS	Α	A		C			A				
Approach Delay (s/veh)				20.0	-		9.9				
Approach LOS				С			Α _				

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	TWO-WAT STOR			.K 1				
45.00	PROPERTY.	Site Inf	ormation					
						Springbrook		
		12 13 100000 00000						
		Analysis	i cai		Dackyroun	(2010)		
			<u></u>		-104		<u>_</u>	
rive		North/Sc	uth Street:	Springbrook	Road			
-South		Study Pe	eriod (hrs):	0.25				
stments		THE RESERVE OF THE PARTY OF THE		(haterano tambando distributo)			****	
	Northbound				Southbou	nd		
1	2	3		4	5		6	
L		R		L			R	
							1	
		1					0.93	
170	276	8			129		1	
4			0					
			Undivide	ed				
		0					0	
0	1	0		0	1		0	
LTR				LTR				
	0				0			
	Eastbound		I		Westbou	nd		
7	8	9		10	11		12	
L	T	R		L			R	
ļ <u></u>							3	
-	1						0.93 3	
							0	
0								
	0				0	_	0	
	1	-		0	1		0	
0		U					<u> </u>	
	LIK				LIR		4.33.00.00.00.00.00.00.00	
				Kildle Texas				
Northbound	Southbound		Westbound			1	1	
1	4	7	8	9	10	11	12	
LTR	LTR		LTR			LTR		
170	2		9			157		
1443	1290		223			872		
0.12	0.00		0.04			0.18		
0.40	0.00		0.13			0.65	<u></u>	
7.8	7.8		21.8			10.0		
A	А	,	С			В		
			21.8			10.0		
			С			В		
	1	C Sumrain Lancaster 7/20/2006 PM Peak perty ive -South Stments Northbound 1	C Sumrain Intersect Jurisdict Analysis Pperty Pive North/So Study Pession St	Site Information Intersection Lancaster T/20/2006 PM Peak PM Pea	Intersection Jurisdiction Jurisdiction Jurisdiction Analysis Year Perty Preserved Pres	Site Information	Site Information	

Single-lane roundabout

Analyst: MTA

Number of Exit Lanes

Project: Austin Property

Intersection: Springbrook & Mountainview Scenario: 2013 Background + Site

Time Period: PM Peak Hour Date: 8/2/2006

	. 0,2,200						
			RT 34	TH 401	LT 236	U-turn 0	
	U-turn	0		T (C)			339 RT
	LT	77		Traffic vo	olumes		53 TH
	TH	96		PHF	0.92		88 LT
					0.52		
	RT	141	0	80	465	60	33 U-turn
			U-turn	LT	TH	RT	
			O turn	<u></u> '		131	
Analysis Time period	Т	1 h	٦r				
Inscribed circle diameter	D	40 r					
Entry radius	r _e	20 r					
Entry angle	ф		degrees				
Approach half width	V	4 r					
Entry width Effective flare length	e l'	4 r 40 r					
Effective flare length	F	EB 40 1	WB	NB	SB		
Truck / Bus percent		2%	2%	2%	2 %		
Pedestrian Reduction Factor	M	1.00	1.00	1.00	1.00		
	need to det	ermine pede	strian redu	ction factor	from Exhib	it 4-7 (Roundabou	its: An Informational Guide)
Sharpness of flare	S	0					
	t_D	1,440399					
	x_2	4					
	F	1212					
	f _c	0.544471					
	k	1					
		Eastbo		Westbo		Northbound	Southbound
Circulating flow	Q_c	840 p	ce/h	690 p	ce/h	490.0435 pce/h	282 pce/h
Entry capacity	Q_e	754 p	ce/h	837 p	ce/h	945 pce/h	1059 pce/h
Actual entry volume	V_e	348.1304 p	ce/h	569 p	ce/h	671 pce/h	744 pce/h
Exit Volume	V_{ex}	185 p	ce/h	471.1957 p	ice/h	698 pce/h	977 pce/h
Degree of Saturation		0.46		0.68		0.71	0.70
Delevi	, la	0.0 -	hanh	422	heah	12 D 2/42h	11.3 s/veh
Delay Total Intersection Delay	d	8.8 s 11.9 s		13.3 s	/ven	13.0 s/veh	11.5 S/VeII
Total Intersection Delay		11.0 5	, vCII				
Average Queue Length	L	0.9 v	eh	21 v	eh	2.4 veh	2.3 veh
95th Percentile Queue Length	Q_{95}	2.5 v	eh	6.1 v	eh	7.0 veh	6.8 veh

1 lane

1 lane

1 lane

1 lane

General Inform	ation		Site Information						
Analyst Agency/Co. Date Performed Time Period	MTA Lancaster 8/2/2006 PM Peak Hour		Intersection Jurisdiction Analysis Year	Springbrook&Crest City of Newberg 2013 Background + Sit	g				
Project Descriptio	n Austin Property								
Volume Adjust	ments	ALL STREET, ST			A STATE OF THE STA				
		EB	WB	NB	SB				
,	Volume, veh/h	77	88	80	269				
_T Traffic	PHF	0.92	0.92	0.92	0.92				
	Flow rate, veh/h	83	95	86	292				
	Volume, veh/h	96	53	465	401				
TH Traffic	PHF	0.92	0.92	0.92	0.92				
	Flow rate, veh/h	104	57	505	435				
	Volume, veh/h	141	339	60	34				
RT Traffic	PHF	0.92	0.92	0.92	0.92				
	Flow rate, veh/h		368	65	36				
Approach Flow	Computation	MATERIAL STATES							
	Approach Flow (veh/h)			Va (veh/h)					
	Vae Vaw			340 520					
	V aw Van		656						
	Vas			763					
	w Computation	THE THE STATE OF		SET TENNENDAMENT					
	Approach Flow (veh/h)			Vc (veh/h)					
	Vce Vcw			822 674					
	Vcn			479					
	Vcs			238					
Capacity Comp	utation				SELECTION OF THE SE				
	-	EB	WB	NB	SB				
Capacity	Upper bound	719	811	949	1149				
Сарасну	Lower bound	566	646	768	947				
v/c Ratio	Upper bound	0.47	0.64	0.69	0.66				
V/C RATIO	Ratio Lower bound	0.60	0.80	0.85	0.81				

Single-lane roundabout

Analyst: MTA

Total Intersection Delay

Average Queue Length

Number of Exit Lanes

95th Percentile Queue Length

Project: Austin Property

Intersection: Springbrook & Mountainview

Scenario: 2025 Background Time Period: PM Peak Hour Date: 8/2/2006

Date:	8/2/2006										
			RT	25	TH 358	Ľ	T 383	U-turn 0			
		_		25	330		303	U			
	U-turn	0			Traffic v	volun	nes			18 RT	
	LT	58							2	27 TH	
	TH	62			PHF	0.9	92			5 LT	
	RT	97								0 U-turn	
				0	42		433	30			
			U-tur	'n	LT	TI	Н	RT			
Analysis Time period	Т	1	hr								
Inscribed circle diameter	D		m								
Entry radius	r_{e}		m								
Entry angle	ф		degree	S							
Approach half width	V		m								
Entry width	e		m								
Effective flare length	Ι'		m		ND		n				
Truck / Due necest		EB 2%	WB		NB 28/	SI					
Truck / Bus percent Pedestrian Reduction Factor	М	1.00	2% 1.00		2% 1.00	2% 1.0					
								t 4-7 (Rou	ndahouts	: An Informational	Guide)
Sharpness of flare	S	0		ledu	ction facto	ii iioiii	CAIIIDI	14-7 (110u	luabouts	. All informational	oulde)
Charpiness of hare	t _D	1.440399									
	x_2	4									
	F	1212									
	f _c	0.544471									
	k	1									
		F			10/			N1		Southboun	
0:	0		oound			bound			bound		
Circulating flow	Q_c		pce/h			pce/h		557.6739	•	82 pce/l	
Entry capacity	Q_e	762	pce/h		890	pce/h		908	pce/h	1167 pce/l	1
Actual entry volume	$V_{\rm e}$	240.587	pce/h		532	pce/h		560	pce/h	849 pce/	า
Exit Volume	V_{ex}	104	pce/h		526.6304	pce/h		510	pce/h	1041 pce/	1
Degree of Saturation		0.32			0.60			0.62		0.73	
Delay	d	6.9	s/veh		10.0	s/veh		10.3	s/veh	11.2 s/veł	1

1.5 veh

4.4 veh

1 lane

1.6 veh

4.7 veh

1 lane

2.6 veh

7.6 veh

1 lane

10.2 s/veh 0.5 veh

1.4 veh

1 lane

L

 Q_{95}

General Informat	ion		Site Information		
Analyst Agency/Co. Date Performed Time Period	MTA Lancaster 8/2/2006 PM Peak Hour		Intersection Jurisdiction Analysis Year	Springbrook&Cres City of Newber 2025 Backgroui	g
Project Description	Austin Property			жини	
Volume Adjustme					
		EB	WB	NB	SB
	Volume, veh/h	58	5	42	383
LT Traffic	PHF	0.94	0.94	0.94	0.94
	Flow rate, veh/h	61	5	44	407
	Volume, veh/h	62	27	433	358
TH Traffic	PHF	0.94	0.94	0.94	0.94
	Flow rate, veh/h	65	28	460	380
	Volume, veh/h	97	448	30	25
RT Traffic	PHF	0.94	0.94	0.94	0.94
	Flow rate, veh/h	103	476	31	26
Approach Flow C		C. Mary 1920			
Ар	proach Flow (veh/h)			Va (veh/h)	
	Vae Vaw			229 509	
	Van			535	
	Vas			813	
Circulating Flow				14 (14)	
Ар	proach Flow (veh/h) Vce			Vc (veh/h) 792	
	Vcw			565	
	Vcn			533	
Cit- Ct	Vcs	No. of the State o		77	(A.V.) (1.10 (A.V.) (2.10 (A.V.)
Capacity Comput	auon	ЕВ	WB	NB	SB
	Unner bound	-			1303
Capacity	Upper bound	737	886	909	
	Lower bound	582	712	732	1087
v/c Ratio	Upper bound	0.31	0.57	0.59	0.62
VIO INDIO	Lower bound	0.39	0.71	0.73	0.75

Single-lane roundabout

Analyst: MTA

95th Percentile Queue Length

Number of Exit Lanes

 Q_{95}

2.9 veh

1 lane

Project: Austin Property Intersection: Springbrook & Mountainview Scenario: 2025 Background + Site

Time Period: PM Peak Hour Date: 8/2/2006

Date	. 0/2/2006						
			RT 33	TH 426	LT 411	U-turn 0	
	U-turn	0		T 66:	-1		511 RT
	LT	77		Traffic v	olumes		35 TH
	TH	82		PHF	0.92		82 LT
	RT	128					33 U-turn
	13.1	120	0	56	540	52	oo a tam
			U-turn	LT	TH	RT	
Analysis Time period	Т	1	hr				
Inscribed circle diameter	D	40					
Entry radius	٢ _e	20					
Entry angle	ф		degrees				
Approach half width	V	4 :					
Entry width Effective flare length	e ''	40					
Lifective flate length		EB	WB	NB	SB		
Truck / Bus percent		2%	2%	2%	2%		
Pedestrian Reduction Factor	M	1.00	1.00	1.00	1.00		
			estrian red	uction factor	from Exhib	it 4-7 (Roundabo	outs: An Informational Guide)
Sharpness of flare	S	0					
	t_D	1.440399					
	x_2	4					
	F	1212					
	f_c	0.544471					
	k	1					
		Eastb	ound	Westb	ound	Northbound	Southbound
Circulating flow	Q_c	1055	pce/h	746	oce/h	668.5435 pce/h	228 pce/h
Entry capacity	Q_{ε}	637	pce/h	806	oce/h	848 pce/h	1088 pce/h
Actual entry volume	V	318.1957	nce/h	733 ι	nce/h	718 pce/h	965 pce/h
Exit Volume	V _{ex}	137		640.8261		705 pce/h	
EXIL VOIUME	V _{ex}	137	pce/II	040.0201	oce/II	ros pcen	1231 pce/11
Degree of Saturation		0.50		0.91		0.85	0.89
Delay Total Intersection Delay	d	11.2 s 28.6 s		41.1 8	s/veh	26.1 s/veh	26.6 s/veh
Total intersection belay		20.0	J, • O11				
Average Queue Length	L	1.0 \	veh	8.4 \	/eh	5.2 veh	7.1 veh

19.6 veh

1 lane

13.7 veh

1 lane

18.2 veh

2 lanes

General Inform	ation		Site Information		
Analyst Agency/Co. Date Performed Time Period	MTA Lancaster 8/2/2006 PM Peak Hour		Intersection Jurisdiction Analysis Year	Springbrook&Crest City of Newberg 2025 Background + Sit	g
Project Description	n Austin Property				
Volume Adjusti	ments				
		EB	WB	NB	SB
	Volume, veh/h	77	82	56	444
LT Traffic	PHF	0.95	0.95	0.95	0.95
	Flow rate, veh/h	81	86	58	467
	Volume, veh/h	82	35	540	426
TH Traffic	PHF	0.95	0.95	0.95	0.95
	Flow rate, veh/h	86	36	568	448
	Volume, veh/h	128	511	52	33
RT Traffic	PHF	0.95	0.95	0.95	0.95
Flow rate, veh/h		134	537	54	34
Approach Flow	Computation				
	Approach Flow (veh/h)			Va (veh/h)	
	Vae Vaw			301	
	V aw Van			659 680	
	Vas			949	
Circulating Flow		Micro The Co.	New York Company		
/	Approach Flow (veh/h)			Vc (veh/h)	
	Vce			1001	
	Vcw Vcn			707 634	
	Vcs			180	
Capacity Comp					
		EB	WB	NB	SB
Cit	Upper bound	621	790	838	1202
Capacity	Lower bound	482	628	670	996
/a Dakia	Upper bound	0.48	0.83	0.81	0.79
v/c Ratio	Lower bound	0.62	1.05	1.01	0.95

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		TWO-WAY STO	P CONTRO	L SUMMAF	RY		te da a la communidad de la communidad d			
General Information			Site In	formation						
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	our	Intersed Jurisdid Analysi	tion		Springbrooi City of New Existing				
Project Description Austin I										
East/West Street: Benjamin					Springbrook I	Road				
Intersection Orientation: No.			Study P	Study Period (hrs): 0.25						
Vehicle Volumes and Ad	justments		Programme.				HE LINE	CT SEE		
Major Street		Northbound				Southbou	nd			
Movement	1 L	2 	3 R		4	5 T		6 R		
Volume (veh/h)	L L	59	20			44		<u> </u>		
Peak-Hour Factor, PHF	0.86	0.86	0.86	i	0.86	0.86		0.86		
Hourly Flow Rate, HFR (veh/h		68	23		8	51		0		
Percent Heavy Vehicles	0				2	~-				
Median Type				Undivided	1					
RT Channelized			0					0		
Lanes	0	1	0		0	1		0		
Configuration			TR		LT					
Upstream Signal		0				0				
Minor Street		Eastbound				Westbour	nd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	Т		R		
Volume (veh/h)		0.00			23			8		
Peak-Hour Factor, PHF	0.86	0.86	0.86		0.86	0.86		0.86		
Hourly Flow Rate, HFR (veh/h Percent Heavy Vehicles	0 0	0	0		26 2	0		9		
		0				0				
Percent Grade (%)										
Flared Approach		N				N O				
Storage RT Channelized		0	0			0		0		
Lanes	0	0	0		0	0		0		
Configuration						LR				
				maki shikalin n ina ka		In /	+C2C_027(3/2)	and the second second		
Delay, Queue Length, and L. Approach	Northbound	Southbound		Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		LT		LR						
v (veh/h)		8		35						
C (m) (veh/h)		1504		873						
v/c		0.01		0.04						
95% queue length		0.02		0.13						
Control Delay (s/veh)		7.4		9.3						
LOS		Α		Α						
Approach Delay (s/veh)				9.3						
Approach LOS				Α			100			

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TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst MTAIntersection Springbrook/Benjamin Agency/Co. Lancaster Jurisdiction City of Newberg Date Performed 7/20/2006 Analysis Year 2013 Background Analysis Time Period PM Peak Hour Project Description Austin Property East/West Street: Benjamin Road North/South Street: Springbrook Road Intersection Orientation: North-South Study Period (hrs): 0.25

Vehicle Volumes and Adjustr	nents	warowarowania retur	reservice according to the control of the control o	Beller, Will		
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6
	L	T	R	L	Т	R
Volume (veh/h)	-	63	21	8	47	
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	0	73	24	9	54	0
Percent Heavy Vehicles	0			2		
Median Type			Und	ivided		
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street		Eastbound	TO A LONG TO A L		Westbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	T	R
Volume (veh/h)				25		9
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	0	0	0	29	0	10
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)		0			0	
Flared Approach	***************************************	N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Approach	Northbound	Southbound		Westbound				
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		9		39				
C (m) (veh/h)		1496		862				
v/c		0.01		0.05				
95% queue length		0.02		0.14				
Control Delay (s/veh)		7.4		9.4				
LOS		Α		А				
Approach Delay (s/veh)				9.4				
Approach LOS		*-		Α				

	, on the second of the second	TWO-WAY STO	P CONTRO	L SUMMA	ARY						
General Information			Site In	formation	(15 E)						
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/20/2006 PM Peak H	our 'our	Intersed Jurisdid Analysi	tion		Springbrook City of New 2013 Backg		Traffic			
Project Description Austin P											
East/West Street: Benjamin F			North/South Street: Springbrook Road Study Period (hrs): 0.25								
Intersection Orientation: Nort			Study Feliou (IIIs). 0.25								
Vehicle Volumes and Adju	ustments						CHAPTER.				
Major Street Movement		Northbound				Southbound					
Wovement	1 L	2 	3 R		4 L	5 		6 R			
Volume (veh/h)		102	26		9	74		- 1			
Peak-Hour Factor, PHF	0.88	0.88	0.88	1	0.88	0.88		0.88			
Hourly Flow Rate, HFR (veh/h)	0	115	29		10	84		0			
Percent Heavy Vehicles	0				2			-			
Median Type			Undivided			_					
RT Channelized			0		-			0			
Lanes	0	1	0		0	1		0			
Configuration			TR		LT						
Upstream Signal		0				0					
Minor Street		Eastbound				Westbour	nd				
Movement	7	8			10	11		_12			
	L	Т	R		L	Т		R			
Volume (veh/h)			0.00		28	2.00		9			
Peak-Hour Factor, PHF	0.88	0.88	0.88		0.88	0.88		0.88			
Hourly Flow Rate, HFR (veh/h)	0	0 0	0		31	0		2			
Percent Heavy Vehicles		0				0					
Percent Grade (%)	_					N					
Flared Approach		N				0					
Storage RT Channelized		0	0			0		0			
Lanes	0	0	0		0	0		0			
Configuration						LR					
Delay, Queue Length, and Le	vol of Sancica		E3840/E3/49		AND THE SECOND	No constitution	Victoria (Alberta				
Approach	Northbound	Southbound		Westboun	id		Eastbound				
Movement	1	4	7	8	9	10	11	12			
Lane Configuration		LT		LR		-					
v (veh/h)		10		41							
C (m) (veh/h)		1438		785			-				
v/c		0.01		0.05							
95% queue length		0.02		0.17							
Control Delay (s/veh)		7.5		9.8							
LOS		A		Α							
Approach Delay (s/veh)				9.8							
Approach LOS		-		Α			_				

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		TWO-WAY STO	P CONTRO	LSUMMA	RY				
General Information	2.75191	Section Description	Site Int	formation			100	and the same	
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak H	lour	Intersed Jurisdid Analysi	ction		Springbrook/Benjamin City of Newberg 2025 Background			
Project Description Austin Project									
East/West Street: Benjamin Ro Intersection Orientation: North				outh Street: eriod (hrs):		Road			
			Study P	erioù (mrs):	0.25			Section in the	
Vehicle Volumes and Adju	stments	No adda barrar d				C	- 4	10 J. T.	
Major Street Movement	1	Northbound 2	3			Southbound 5			
NIOVEITIETIK	L	T	R			T		6 R	
Volume (veh/h)		101	28		10	73			
Peak-Hour Factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90	
Hourly Flow Rate, HFR (veh/h)	0	112	31		11	81		0	
Percent Heavy Vehicles	0				2				
Median Type				Undivide	ed	· · · · · · · · · · · · · · · · · · ·			
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration			TR		LT			_	
Upstream Signal		0				0			
Minor Street		Eastbound				Westbour	nd	y grani and a section of subligation and a subligation of sublinary consists which	
Movement	7	8			10	11		12	
	L	Т	R		L	Т		R	
Volume (veh/h)					30			10	
Peak-Hour Factor, PHF	0.90	0.90	0.90)	0.90	0.90		0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0		33	0		11	
Percent Heavy Vehicles	0	0	0		2	0		2	
Percent Grade (%)		0				0			
Flared Approach		N	_			N			
Storage		0	-			0		0	
RT Channelized			0					0	
Lanes	0	0	0		0	0 LR			
Configuration						LR			
Delay, Queue Length, and Lev		0 111		387 (1)	1	1 1 1 1 1 1	Caralla a consil	2000000	
Approach	Northbound	Southbound		Westboun			Eastbound	40	
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT		LR					
v (veh/h)		11		44					
C (m) (veh/h)		1440		788					
v/c		0.01		0.06					
95% queue length		0.02		0.18					
Control Delay (s/veh)		7.5		9.8					
LOS		Α		Α					
Approach Delay (s/veh)				9.8					
Approach LOS				A					

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		TWO-WAY STO	P CONTRO	LSUMMA	RY						
General Information	***		Site In	formation		(MARKET NE	IN EM				
Analyst Agency/Co. Date Performed Analysis Time Period	MTA Lancaster 7/31/2006 PM Peak H	lour	Jurisdi	Intersection Springbrook/Benjamin Jurisdiction City of Newberg Analysis Year 2025 Background + Site Traffic							
Project Description Austin Pr											
East/West Street: Benjamin R			North/South Street: Springbrook Road Study Period (hrs): 0.25								
Intersection Orientation: Norti		255 257 257 257 257 257 257 257 257 257	Study Period (hrs): 0.25								
Vehicle Volumes and Adju	stments					ATTAILED !					
Major Street Movement	1	Northbound	2			Southbou	na I	6			
Movement	L	2 	3 R		4 L	5 		R			
Volume (veh/h)		110	29		10	80		- 11			
Peak-Hour Factor, PHF	0.90	0.90	0.90)	0.90	0.90		0.90			
Hourly Flow Rate, HFR (veh/h)	0	122	32		11	88		0			
Percent Heavy Vehicles	0				2						
Median Type				Undivided							
RT Channelized			0					0			
Lanes	0	1	0		0	1		0			
Configuration			TR		LT						
Upstream Signal		0			_	0		_			
Minor Street		Eastbound			ALESCA OR INTERPRETATION OF	Westbour	nd	ALDER TO NO ME A ALBERT			
Movement	7	8	9		10	11		12			
	L	Т	R		L 31	T		R			
Volume (veh/h) Peak-Hour Factor, PHF	0.90	0.90	0.00	0.90		0.90		10 0.90			
Hourly Flow Rate, HFR (veh/h)	0.90	0.90	0.90	,	0.90 34	0.90		11			
Percent Heavy Vehicles	0	0	0		2	0		2			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	0	0		0	0		0			
Configuration						LR					
Delay, Queue Length, and Lev	vel of Service										
Approach	Northbound	Southbound		Westboun	d		Eastbound				
Movement	1	4	7	8	9	10	11	12			
Lane Configuration		LT		LR							
v (veh/h)		11		45							
C (m) (veh/h)	A 100 a	1426		770							
v/c		0.01		0.06							
95% queue length		0.02		0.19							
Control Delay (s/veh)		7.5		10.0			_				
LOS		Α		Α							
Approach Delay (s/veh)				10.0							
Annyagah LOC											

Approach LOS

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					НС	S+™ DET	AILED F	REP	ORT		V				
General Inform			OC SE				_		mation			4"-15			32.35
Analyst	C Sumrair						Interse				//College				
Agency or Co.							Area T				ther areas				
Date Performe							Jurisdi			ODO			,		
Time Period	PM Peak						Analys		'ear	Exis	ting (2006)				
	_						Projec	t ID		Aus	tin Property				
Volume and T	iming Input	14,000	111/2		TRAIN			16	Mark.						
			<u></u>	E		. 1	WB				NB			SB	
Number of Lan	ies N1	_	LT	TH	I RT	LT	TH	_	RT 0	LT 1	TH 1	RT	LT	TH	RT 0
Lane Group	100, 111						LTR	_		<u>'</u> -	T	+		TR	0
Volume, V (vpl	n)					53	2066		201	56	174			304	94
% Heavy Vehic						2	3		2	0	2			3	2
Peak-Hour Fac			-			0.99	0.99		0.99	0.99	0.99			0.99	0.99
Pretimed (P) of		_				0.55 A	A A	-	A A	A	A			0.99 A	A A
Start-up Lost T						7.	2.0			2.0	2.0			2.0	,,
	ffective Green, e						2.0	-		2.0	2.0			2.0	
Arrival Type, A			-				3			3	3			3	
Unit Extension,							3.0	\dashv		3.0	3.0			3.0	
Filtering/Meteri			-				1.000	, -		1.00				1.000	
Initial Unmet D	<u> </u>						0.0			0.0	0.0			0.0	
Ped / Bike / RTOR Volumes						0	3	_	0	0	0	1	1	0	0
Lane Width						12.0	1		12.0	12.0	1		12.0		
Parking / Grade	arking / Grade / Parking					N	0		N	N	0	N	N	0	N
Parking Maneu	vers, Nm												7		
Buses Stopping	g, Nв						0			0	0			0	
Min. Time for P	edestrians, Gp						3.2				3.2			3.2	-1;
Phasing	WB Only		02		03	()4		NS Peri	m	06		07		08
Timina	G = 36.0	G =		G =		G =	_	G:	= 14.0		G =	G =		G =	
Timing	Y = 5	Y =		Y =		Y =		Υ =	= 5		Y =	Y =		Y =	
Duration of Ana	alysis, T = 0.25										Cycle Lengtl	h, C = 6	60.0		
Lane Group Co	apacity, Contro	l Delay	and L		erminatio	n	1	96			Sale and the	4500	Milan		
				EB	DT		WB_		N-F		NB			SB	
Adjusted Flow F	Pate v		LT	TH	RT	LT	TH 2344	K	<u> </u>	LT 57	TH 176	RT	LT	402	RT
Lane Group Ca		-					2975			127	435			418	
v/c Ratio, X		-			-	-	0.79	_		0.45	0.40			0.96	
Total Green Ra	tio. a/C	1					0.60			0.23	0.23			0.23	
Uniform Delay,							9.1			19.7	19.5			22.7	-
Progression Fa				*		-	1.000			1.000	1.000			1.000	
Delay Calibratio							0.33			0.11	0.11			0.47	_
Incremental De							1.5	_		2.5	0.6		1	34.1	1
Initial Queue De		_					0.0	_		0.0	0.0	-		0.0	
Control Delay		_	-	-			10.6			22.2	20.1		<u> </u>	56.9	
Lane Group LO	S						B			C	C C			E	
Approach Delay						11	0.6				20.6			56.9	
Approach LOS		_				-	B				C			E	
Intersection Del	ay		17.	.6		X _c =			lr	ntersec	tion LOS			<u>-</u> В	
Copyright © 2005 Univ		inhte Res				. · · c		шС	S+TM Ver				Gener	ated: 7/20/20	006 9:08 PA

Analyst	C Sumrain						Inters	VB NB SE H RT LT TH RT LT TH 0 1 1 1 1 1 1 15 215 60 187 326 <t< th=""><th></th><th></th></t<>											
Agency or Co.	Lancaster				Area	Гуре		All othe	er areas										
Date Performed							Jurisd	iction		ODOT									
Time Period	PM Peak						Analys	sis Year		Background (2013)									
							Projec	t ID		Austin	Property								
Volume and Ti	ming Input		0.50								17.040		- AUSSES		To the last				
			<u> </u>	EE			WE							SB					
Number of Land	20 N4		LT	TH	RT		TH				-	RI	LI		RT				
Number of Lane	es, IN1	_				0	3 LTR	- 0							0				
Volume, V (vph	·	-	-			57		21	<u> </u>		i			-	101				
% Heavy Vehic	,			-		2	3		5	C0620					2				
Peak-Hour Fact					,	0.99	0.99		0 /			-		_	0.99				
Pretimed (P) or						0.99 A	A.33		9 (A				
Start-up Lost Ti					2.0	A					-	_							
	fective Green, e					_	2.0						<u> </u>	_					
Arrival Type, Al							3				_	-							
Unit Extension,		_					3.0		-			-							
Filtering/Metering							1.000	2		_		-	-						
Initial Unmet De	-						0.0												
			_			0	3	0	_				1	-	0				
Ped / Bike / RTOR Volumes Lane Width			<u>-</u>				12.0		12.0				<u> </u>						
Parking / Grade / Parking						N	0	N				N	N		N				
Parking Maneuv		·							_		1		-	7.4					
Buses Stopping							0			0	0			0					
Min. Time for Pedestrians, Gp							3.2				3.2			3.2					
Phasing	WB Only		02		03	0	14	NS I	Perm		06		07		08				
	G = 35.0	G =		G =		G =		G = 1	5.0	G :	=	G =		G =					
Timing	Y = 5	Y =		Y =		Y =		Y = 5		Υ =	:	Y =		Y =	_				
Duration of Ana	lysis, T = 0.25	-								Су	cle Length	n, C = 60	0.0						
Lane Group Ca	pacity, Control	Delay,	and L	OS Dete	rminatio	n	MED C	LITE.	1935				5788						
				EB			WB		1					SB					
Adjusted Flow R			LT	TH	RT	LT	TH 2512	RI	6·		1H 189	RI	LI	431	RT				
Lane Group Car							2893		12		466			448					
v/c Ratio, X		_					0.87		0.48		0.41			0.96					
Total Green Rat	in a/C						0.58		0.2		0.25			0.25					
Uniform Delay, o							10.6		19.2		18.8			22.2					
Progression Fac							1.000		1.0		1.000			1.000	1				
Delay Calibration							0.40		0.1		0.11			0.47	1				
							3.1	-	2.0		0.6			32.8	1				
Incremental Delay, d ₂ Initial Queue Delay, d ₃							0.0		0.0	-	0.0			0.0	_				
Control Delay	,, u						13.7		22.		19.4			55.0					
Lane Group LOS	3						В		С		В		E						
Approach Delay						13	3.7			20.	0			55.0	ml+				
Approach LOS						E	3			С				Ε					
Intersection Dela	ay		19.7	7		X _c = 0	0.90		Inte	rsection	LOS			В					
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HCS+™ DETAILED REPORT

Site Information

General Information

						НС	S+™ DE	TAI														
General Inform									Site In	_	-	n	11000000000			annon de antico	*******			*******************		
Analyst	C Sumrain								Interse				99W/College									
Agency or Co.	Lancaster								Area T				All other areas									
Date Performed	7/20/2006 PM Peak								Jurisdi			ODOT										
Time Period							Analys					-		Site (2013)								
14-1	-1: 1: 1: 1:								Project	t ID)	00.000.00000000000000000000000000000000	Aus	stin F	Property				Vac-1911			
Volume and Ti	ming input			200	EB				WB						NB			S	В			
			LT	_	TH	RT	L.	Т	TH RT			-	LT TH			RT	LT		TH RT			
Number of Lane	es, N ₁	_					0		3		0		1		1			1	_	0		
Lane Group						Ţ			LTR				L		Т			TR	, –			
Volume, V (vph)	1						11	3	2360	1	256		60)	436			46	4	315		
% Heavy Vehicl							2		3		2	0			2			3		2		
Peak-Hour Fact	or, PHF						0.9	5	0.95		0.95		0.95		0.95			0.98	5	0.95		
Pretimed (P) or	Actuated (A)	.,					Α		Α		А		Α		Α	-		A		Α		
Start-up Lost Tir	ne, I1								2.0			2.0			2.0			2.0				
Extension of Effective Green, e									2.0	0			2.0 2.0		2.0			2.0	1			
Arrival Type, AT									3	3			3		3			3				
Unit Extension, UE									3.0				3.0		3.0			3.0				
Filtering/Meterin								1.000			1.00	00	1.000			1.00	0					
Initial Unmet Demand, Qb									0.0			0.0 0.		0.0			0.0					
Ped / Bike / RTC						0		3		0		0		0		1	0		0			
Lane Width									12.0				12.0 12.		12.0			12.0)			
Parking / Grade	/ Parking						N		0		N		Ν		0	N	N	0		N		
Parking Maneuv	ers, Nm																					
Buses Stopping,	Nв								0				0		0			0				
Min. Time for Pe	destrians, Gp				0/2 16 0				3.2						3.2			3.2	2			
Phasing	WB Only		02			03		04			NS Pe	erm			06		07		(08		
Timing	G = 70.0	G =	, =		G =		G =				G = 42.0)		G =		G =		G =			
Tilling	Y = 4	Y =	= Y=			Y =		Y = 4		Y =				Y =		Y =						
Duration of Anal	ysis, T = 0.25													Сус	le Length	n, C = 1	20.0					
Lane Group Ca	pacity, Control	Delay,	and L			minatio	n		14.5			r							_			
			LT [<u>=</u> Th	B	RT	LT		WB TH		RT	L	Т		NB TH	RT	LT	S Th		RT		
Adjusted Flow R	ate. v				-	111	<u> </u>		2872		1 1	_	3	-	459		1	82				
Lane Group Cap				2 3					2888			63			652			61.				
v/c Ratio, X	,,								0.99			1.00			0.70			1.34				
								_	.58			0.35			0.35			0.35				
Total Green Ratio, g/C Uniform Delay, d ₁			$\neg \uparrow$					_	4.8			39.0		——	3.6			39.0		<u> </u>		
Progression Factor, PF								_	.000			1.000						1.00		<u> </u>		
Delay Calibration, k									.50			0.50			0.27			0.50				
Incremental Delay, d ₂								1	15.4			113.4			3.4			162	.8	İ		
Incremental Delay, d ₂ Initial Queue Delay, d ₃								C	0.0			0.0		1	0.0			0.0				
Control Delay								4	10.2			152.4		2.4 37.1				201	.8			
Lane Group LOS									D			F			D			F				
Approach Delay								40.2	2 51.0									201.8	}			
Approach LOS	_							D									F					
Intersection Dela	у		73.)			X_c	= 1.	12			Inte	rse	tion	LOS			E				
- 10	у	ahte Res		0			X _c		12 Intersection LOS													

		W- 90	W. E.	Contract Con	HCS	+™ DET					0.750				SHOWE							
General Information Analyst C Sumrain																						
Agency or Co. Lancaster																						
							ļ				ODOT											
Time Period PM Peak																						
								•		, -												
Timina Innut	-	92.0		100	A STATE OF	19160374	1000000	oject	BY OF THE	710	Stiff	торону	CH MOUNT	S CALCONS		ATT STATE						
ming mpus		1		EB				WB				NB			SB							
		LT		TH	RT	LT			RT		т		RT	LT	TH	RT						
nes, N1						0		3	-						1	1						
							L	TR	1	L					T	R						
h)						113	2	2360	256	60	0				464	315						
			+			_										2						
						_				_				1		0.95						
														<u> </u>		A						
							_							1		2.0						
	· ·	1	_											-		2.0						
			-			_								1	_	3						
			_					_	4400						_	3.0						
Unit Extension, UE Filtering/Metering, I			_											-		1.000						
Initial Unmet Demand, Qb							_									0.0						
Ped / Bike / RTOR Volumes									0					1	_	0.0						
					-									<u> </u>	-	12.0						
Lane Width					-	Δ/							Δ/	N/		N						
Parking / Grade / Parking						/V		0	//	- 10		U				- /V						
		-									,					0						
		-				-																
			_			_		3.2			-											
	_	02)3	_	04			-		06				08						
	_					-				0												
	Y =		Y =		Y =			Y = 4														
											Сус	le Length	, C = 1	20.0		-						
apacity, Contro	of Delay	, and L			ninatio	1	\0/5	D		N. C. YO		ND			CD							
	_	I T			RT	IT			RT	T 1T			RT	_T		RT						
Adjusted Flow Rate, v			- '		101	<u> </u>			101		_		101			332						
																554						
,,				_											-	0.60						
atio. g/C																0.35						
Uniform Delay, d ₁											_			<u> </u>		32.1						
Progression Factor, PF													_			1.000						
Delay Calibration, k																0.19						
Incremental Delay, d ₂				_		-		_	4					 	_	1.8						
Initial Queue Delay, d ₃								-						 		0.0						
Control Delay				-				2			_				_	33.9						
nS.								-			_					C 33.9						
										<u> </u>												
Approach Delay Approach LOS															5003 20 30							
							D D Intersection LOS															
	C Sumrain Lancaster ed 8/2/2006 PM Peak Fiming Input The set of	C Sumrain Lancaster ed 8/2/2006 PM Peak Fiming Input Thes, N1 Thes, N1 The cles, %HV Ctor, PHF or Actuated (A) Fime, I1 Iffective Green, e AT I, UE Ing, I Idemand, Qb FOR Volumes To Parking Invers, Nm Ig, NB Pedestrians, Gp WB Only G = 70.0 Y = 4 Intelligent Area Intelligent Are	C Sumrain	C Sumrain	C Sumrain Lancaster Ed 8/2/2006 PM Peak	### C Sumrain Lancaster Ed 8/2/2006 PM Peak ### EB LT TH RT ### RT RT ### RT RT ### RT RT ### RT #	C Sumrain Lancaster ed 8/2/2006 PM Peak	Since Sinc	C Sumrain Lancaster Lanc	Intersection Area Type Jurisdiction Area Type Jurisdiction Analysis Year Project ID	Site Information	Site Information Site Information Symmotion Symmotion C Symmot	Site Information	Site Information	Site Information	Site Information						

					HC	S+™ DET	AILED	REF	PORT							
General Inform		Collection (Section (1-044 N. 1-045 A. 1-1-04						rmation					TYPE:		
Analyst	MTA						Inters					ollege				
Agency or Co.	Lancaster						Area					r areas				
Date Performed							Jurisc				OOT					
Time Period	PM Peak						Analy					Build-Out	(50%)			
							Proje	ct ID)	Au	stin F	Property				
Volume and Ti	ming Input		N A	10000			3.00			-			MAR.		0.0	
				El			WE				_	NB			SB	
Number of Lane			LT	TH	RT	LT 0	TH 3		RT 0	L'	1	TH 1	RT	LT	TH 1	RT 0
Lane Group							LTR			L		T			TR	
Volume, V (vph)			1		83	221.		229	5		305			384	205
% Heavy Vehic				1		2	3		2	0		2			3	2
Peak-Hour Fact		•				0.95	0.95		0.95	0.9	5	0.95			0.95	0.95
Pretimed (P) or	Actuated (A)					A	Α		Α	A		Α			Α	Α
Start-up Lost Ti	me, 1						2.0			2.0)	2.0			2.0	
Extension of Eff	ective Green, e						2.0			2.0)	2.0			2.0	
Arrival Type, AT							3			3		3			3	
Unit Extension,	UE						3.0			3.0)	3.0			3.0	
Filtering/Metering	ng, I						1.00	0		1.0	00	1.000			1.000	
Initial Unmet De	emand, Qb						0.0			0.0)	0.0			0.0	
Ped / Bike / RT	OR Volumes					0	3		0	0		0		1	0	0
Lane Width							12.0			12.	0	12.0			12.0	
Parking / Grade	/ Parking					N	0		N	N		0	N	N	0	N
Parking Maneuv														ļ		
Buses Stopping							0			0)	0		ļ	0	
Min. Time for Pe		i					3.2	-,			T	3.2			3.2	
Phasing	WB Only		02		03		04		NS Per			06		07		80
Timing	G = 55.0	G =		G =		G =			= 35.0		G =		G =		G =	
D 11 (A	Y = 5	Y =		Y =		Y =		Υ	= 5		Y =		Y =	00.0	Y =	
Duration of Ana		B.L.	- 11	00.5	1000						Сус	le Lengti	n, C = 10	00.0		
Lane Group Ca	pacity, Control	Delay,	and L	EB	erminatio	n	WB			100		NB			SB	
			LT	TH	RT	LT	TH		RT	LT		TH	RT	LT	TH	R⊺
Adjusted Flow F	tate, v						2657			61		321			620	
Lane Group Cap	pacity, c						2725			103		652			617	
v/c Ratio, X							0.98			0.59	(0.49			1.00	
Total Green Rat	io, g/C						0.55		{	0.35	(0.35			0.35	
Uniform Delay, o	d ₁						21.8		2	26.6	2	25.5			32.5	
Progression Fac	tor, PF						1.000			1.000		1.000			1.000	
	gression Factor, PF ay Calibration, k			and the reserve			0.48			0.18	(0.11			0.50	
	remental Delay, d ₂			****			12.0	_		8.8	_	0.6			37.4	
	ial Queue Delay, d ₃						0.0	_		0.0		0.0			0.0	
Control Delay							33.8	_		35.5	-	26.1			69.9	-
Lane Group LOS							C			D	07.0	C	-		E	
Approach LOS			3.8 C				27.6 C)			69.9 E	-				
			20	2		X _c =	00.000		1.	ntora		108				
Intersection Dela	1 y		39.	.J			0.99			nterse	ction	LUS			D	

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Concret late	mation			100		HC	S+" DE					en en en	grion.	Sopposite the	11 000			7 15	1001030
General Infor Analyst	mation MTA					AND			Site In				IMIC	ollege					
Agency or Co.								- 1	Area T		1			er areas					
Date Performe									Jurisdi		ı.		DOT						
Time Period	PM Peak								Analys					round (20:	25)				
Time T chou	1 WIT COX								Projec		Jai			Property	20)				
Volume and 1	Timing Input	7 910	E10.03	210	300	01.3	FISHE	1850			PANI	200	, Gt., r	raperty	1				A STATE
		•			EB				WB					NB			S	В	
			LT		TH	RT	LT	-	TH		RT	L	.T	TH	RT	LT	TH	1	RT
Number of Lar	nes, N ₁						0		3		0	1		1			1	1	0
Lane Group	-								LTR			L		7			TR		
Volume, V (vp	h)						20)	1255		380	1	0	180			225	5	75
% Heavy Vehi	cles, %HV						2		3		2	0		2			3		2
Peak-Hour Fac	ctor, PHF						0.95	5	0.95	(0.95	0.9	5	0.95			0.95		0.95
Pretimed (P) o	r Actuated (A)						Α		Α		Α	A		A			A		A
Start-up Lost T	ime, l1								2.0			2.	0	2.0			2.0		
Extension of E	ffective Green, e)							2.0			2.	0	2.0			2.0		
Arrival Type, A	ιΤ								3	7		3		3			3		
Unit Extension	, UE								3.0			3.0)	3.0			3.0		
Filtering/Meter	ring/Metering, I			7					1.000			1.0	000	1.000			1.000)	
Initial Unmet D	emand, Qb								0.0			0.	0	0.0			0.0		
Ped / Bike / RT	TOR Volumes						0		3		0	0		0		1	0		0
Lane Width									12.0			12.	0	12.0			12.0		
Parking / Grad	e / Parking						N		0		N	Λ		0	N	N	0		N
Parking Maneu	ıvers, Nm																		
Buses Stoppin	g, Nв								0			()	0			0		
Min. Time for F	Pedestrians, G _P								3.2					3.2			3.2	!	
Phasing	WB Only		02			03		04		N	NS Per	rm		06		07		0	8
	G = 33.0	G =			G =		G =			G=	= 17.0)	G	=	G	=	G:	=	
Timing	Y = 5	Y =			Y =		Y =			Y =	: 5		Υ:	=	Υ:	=	Υ =	=	
Duration of Ana	alysis, T = 0.25												Су	cle Lengtl	n, C =	60.0			
Lane Group C	apacity, Contro	I Dela	y, and L	os	Deter	minatio	n	M			1000		100		med				
		_	LT		В	D.T.	1.7		WB		-			NB			SI	_	DT
Adjusted Flow	Rate v	-	LT	Tł	1	RT	LT		TH 742	R	<u> </u>	LT 11	-	TH 180	RT	LT	316		RT
Lane Group Ca									742			175		189 528			506	-	
v/c Ratio, X					-				673 65			0.06	-	0.36			0.62	_	
Total Green Ra	atio a/C								55 55			0.06		0.36			0.62	-	
Uniform Delay,									.5			0.28 15.7	-	17.1			18.7	_	
Progression Fa									000			1.000	-	1.000			1.00		
Delay Calibration									23			0.11	_	0.11			0.21		
Incremental De									2.6			0.11	_	0.11			2.4		
Initial Queue De									.0			0.2	_	0.4			0.0		
Control Delay	ciay, ug			_				_	0.0		_	15.8		17.6			21.		
Lane Group LC)S	-							0.0 B			15.6 B	_	B			C C		
		-						10.0				ט	17.				21.1		
	proach Delay proach LOS							10.0 B			_		17. B				C C		
	proach LOS ersection Delay							= 0.6	S4			Interes							
mersection De	ıay		12.	3			X _c =	- U. O	J4 ————————————————————————————————————		I	interse	CUO	n LOS			В		

					HCS	S+" DET	AILED F	REF	PORT	A 10/4 Ta 10 to 10 M 4 M		orest. 30 held her artisticists held st. Their color artisticists.	The same angree of the same of	Constitution of	Call (March March Calledon Cal	Appropriate of the control of the co	
General Inform								-	rmatio	n				**********			
Analyst	MTA						Interse					College .					
Agency or Co.	Lancaster						Area 7					her areas _					
Date Performed							Jurisd				ODO						
Time Period	PM Peak						Analys					Backgrour	nd + Site	e T	raffic		
							Projec	t ID)		Austi	n Property					
Volume and Ti	iming Input) A (F			т		ND.			7	0.0	
			LT	EE		LT	WE TH	3	DT			NB TH	RT		LT	SB	RT
Number of Lane	es, N ₁		L-1		- RI	0	3	_	RT 0	_	LT 1	1	KI		LI	1	0
Lane Group						_	LTR				L	T				TR	
Volume, V (vph)		1			34	1290)	390		10	240				258	127
% Heavy Vehic						2	3		2		0	2				3	2
Peak-Hour Fact						0.95	0.95		0.95		0.95	0.95				0.95	0.95
Pretimed (P) or	Actuated (A)					Α	A		Α		Α	A				A	A
Start-up Lost Ti	me, lı						2.0				2.0	2.0				2.0	
Extension of Eff	fective Green, e						2.0				2.0	2.0				2.0	
Arrival Type, AT	Γ						3				3	3				3	
Unit Extension,			ļ				3.0			_	3.0	3.0				3.0	ļļ
Filtering/Metering							1.000)			1.000	-	_			1.000	
Initial Unmet De					_		0.0			_	0.0	0.0				0.0	
Ped / Bike / RT0	OR Volumes		ļ			0	3		0		0	0	7		1	0	0
Lane Width	/ Davisia s		1			Α,	12.0			-	12.0 N	12.0			A.	12.0	Δ.
Parking / Grade	22 22 22		<u> </u>			N	0		N	-		0	N	_	N	0	N
Parking Maneuv Buses Stopping							0			-	0	0	-			0	
Min. Time for Pe							3.2			_	- 0	3.2				3.2	<u> </u>
Phasing	WB Only		02	1	03		04	T	NS Pe			06			J 07		08
Filasing	G = 33.0	G =	-02	G =		G =		G	i = 17.) =	G	_	07	G =	-
Timing	Y = 5	Y =		Y =		Y =		_	= 5			′ =	$\frac{3}{7}$			Y =	
Duration of Ana			-					•	- 0			Cycle Lengt			0.0	•	
	pacity, Control	Delay	, and L	OS Dete	ermination	7						,, 6.66.9.	,				
			-	EB			WB	,				NB	1		***************************************	SB	
A.I	N-1-		LT	TH	RT	LT	TH	-	RT	L		TH	RT		LT	TH	RT
Adjusted Flow R	10						1805	_			1	253		_		406	
v/c Ratio, X	Dacity, C						2673 0.68	-		0.0	27	528 0.48				501 0.81	
Total Green Rat	tio a/C						0.55	-		0.0		0.48		_		0.28	
Uniform Delay, of							9.7	 		15.		17.8				20.0	
Progression Fac	•	-					1.000	╁		1.0		1.000				1.000	
Delay Calibratio		_					0.25			0.1		0.11				0.35	
Incremental Dela	ay, d ₂						0.7			0.		0.7				9.7	
	l Queue Delay, d ₃						0.0			0.0)	0.0				0.0	
Control Delay	trol Delay						10.4			16	5.1	18.5				29.7	
Lane Group LOS							В			В		В				С	
Approach Delay						1	0.4				1.	8.4				29.7	
Approach LOS							В					В					
Intersection Dela	ay		14.	4		X _c =	0.72			Inte	ersecti	on LOS				B	

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					HC	S+" DE1	AILE	D RE	PORT						
General Inform					WALE.		-		ormation				LEE ZEE		100
Analyst	MTA							ersec			V/Villa				
Agency or Co.	Lancaster						Are	еа Тур	pe	All	other areas				
Date Performed	8/2/2006						Jur	isdict	tion	OD	OT				
Time Period	PM Peak						Ana	alysis	Year	Exis	sting (2006)			
							Pro	oject I	D	Aus	tin Propert	У			
Volume and Ti	ming Input	STEEL STEELS	Delta	SUPP	STYN.	300.50	TOTAL		19010		MARKIN FI	Militar		A CLOSE	WAY.
				EB			1	WB			NB			SB	
		LT		TH	RT	LT	-	ТН	RT	LT	TH	R'	T LT	TH	RT
Number of Lane	es, N ₁	1		2	0	1		3	0	2	1	0	1	1	1
Lane Group		L		TR		L	7	TR		L	TR		L	T	R
Volume, V (vph)	63		1341	6	24	10	626	87	546	89	17	132	53	110
% Heavy Vehicle	<u> </u>	2		3	0	4		2	1	4	2	12	2	4	0
Peak-Hour Fact		0.97	0	.97	0.97			97	0.97	0.97		0.9		0.97	0.97
Pretimed (P) or		A		A	A	A		4	A	A	A	A	A	A	A
Start-up Lost Ti	- '-	2.0		2.0	1 71	2.0	_	.0		2.0	2.0		2.0	2.0	2.0
Extension of Eff		2.0		2.0		2.0		.0		2.0	2.0	-	2.0	2.0	2.0
Arrival Type, AT		3		<u></u> 3	-	3		. <i>0</i>		3	3		3	3	3
					-					3.0	3.0		3.0		3.0
Unit Extension,		3.0		3.0	1	3.0		.0		1		-		3.0	
Filtering/Meterin		1.00		.000		1.00		000		1.00		-	1.000	1.000	1.000
Initial Unmet De		0.0	_	0.0		0.0		.0	-	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RT0	UR Volumes	0		0	0	0		0	0	0	0	0	0	1	30
Lane Width		12.0		2.0		12.0		2.0	+	12.0			12.0	12.0	12.0
Parking / Grade	/ Parking	N		0	N	N	(0	N	N	0	N	N	0	N
Parking Maneuv	vers, Nm														
Buses Stopping	, Nв	0		0		0		0		0	0		0	0	0
Min. Time for Pe	edestrians, G _P			3.2			3	3.2			3.2			3.2	
Phasing	Excl. Left	EB Only		Thru	& RT		04		Excl. L	.eft	NB Only	/	Thru & RT		80
	G = 3.0	G = 2.0		G = 6	6.0	G =		(G = 15.0)	G = 5.0	(G = 13.0	G =	
Timing	Y = 4	Y = 0		Y = 4		Y =		,	Y = 4		Y = 0	,	Y = 4	Y =	
Duration of Anal	lysis, T = 0.25								-		Cycle Leng	gth, C =	120.0		
Lane Group Ca	pacity, Control	Delay, and	LOS	Determ	ninatio	on		WE I	374 3	25100	Manager 1		1364551	100,300	(400)
			EE	3			WB	3			NB			SB	
		LT	ТН		RT	LT	TH		RT	LT	TH	RT		TH	RT
Adjusted Flow R		65	138	8		25	1766	5		563	110		136	55	82
Lane Group Cap	pacity, c	133	198	9		43	2771	1		674	268		221	198	172
v/c Ratio, X		0.49	0.70			0.58	0.64			0.84	0.41		0.62	0.28	0.48
Total Green Rat	io, g/C	0.08	0.57			0.03	0.55			0.20	0.15		0.13	0.11	0.11
Uniform Delay, o	d ₁	53.3	18.6			57.9	18.7			46.1	46.2		49.8	49.2	50.3
Progression Fac	otor, PF	1.000	1.00	0		1.000	1.000)		1.000	1.000		1.000	1.000	1.00
Delay Calibration	n, k	0.11	0.26			0.17	0.22			0.37	0.11		0.20	0.11	0.11
ncremental Dela	ay, d ₂	2.8	1.1			18.4	0.5			9.0	1.0		5.1	0.8	2.1
nitial Queue De		0.0	0.0			0.0	0.0			0.0	0.0		0.0	0.0	0.0
	, ,	56.1	19.7	7		76.3	19.2			55.1	47.2	 	54.8	50.0	52.4
Control Delav		0, 1				-	B			E	D	-	D	D	D
Control Delay Lane Group LOS	 S	F	B												
ane Group LOS		E 21	<u>B</u>			E 2									
		E 21	.4			-	20.0 B				53.8 D			53.1 D	

and the second of the second o		11 THE R. P. LEWIS CO., LANSING, ST. V.		MALE TO STATE OF A STATE OF A	НС	S+™ DE	TAIL	LED R	EPORT	•	. 1				AND THE PARTY OF THE TAXABLE	88 1 2 7 1 2 mg - 11 1
General Inform							- T	and the second	formatic	n	· materia					30974
Analyst	MTA						- 1 '	Interse				Villa				
Agency or Co.	Lancaster						,	Area T	ype	Ali	oti	her areas				
Date Performed	d 8/2/2006							Jurisdi	ction	OL	00	T				
Time Period	PM Peak						/	Analys	is Year	Ba	ick	ground (20	13)			
								Project	ID	AL	ıstii	n Property				
Volume and T	iming Input					10.7		11.16		E B	nů.		1000		(FL)	
				EB				WB				NB	T		SB	T
N			LT	TH	RT			TH	RT	L	_	TH	RT	LT	TH	RT
Number of Lan	es, IN1	_	1	2	0	1		3	0	2		1	0	1	1	1
Lane Group	-\		L	TR		L		TR	00	L		TR	40	L 140	T	R
Volume, V (vph			68	1438		2		1743	93	58		95	18	142	57	118
% Heavy Vehic				3	0	4		2	1	4		2	12	2	4	0
Peak-Hour Fac			0.97	0.97	0.97			0.97	0.97	0.9		0.97	0.97	0.97	0.97	0.97
Pretimed (P) or Start-up Lost Ti			2.0	2.0	A	2.0		2.0	A	2.0		2.0	A	2.0	2.0	2.0
· ·	fective Green. e	_	2.0	2.0		2.0		2.0		2.0		2.0		2.0	2.0	2.0
Arrival Type, A			3	3		3	_	3		3		3		3	3	3
Unit Extension,			3.0	3.0		3.0		3.0		3.0		3.0		3.0	3.0	3.0
Filtering/Meterio			1.000)	1.0		1.000	-	1.0		1.000		1.000	1.000	1.000
Initial Unmet De		0.0	0.0		0.0		0.0	-	0.0		0.0		0.0	0.0	0.0	
Ped / Bike / RT	,		0	0	0	0	-	0	0	0		0	0	0	1	30
Lane Width	HOUSE OF THE PROPERTY OF THE P		12.0	12.0		12.	0	12.0		12.	0	12.0	0.00	12.0	12.0	12.0
Parking / Grade	e / Parking		N	0	N	N		0	N	N		0	N	N	0	N
Parking Maneu	vers, Nm				-										1	
Buses Stopping	 3, Nв		0	0		0		0		0)	0		0	0	0
Min. Time for P	edestrians, Gp			3.2				3.2				3.2			3.2	
Phasing	Excl. Left	E	B Only	Th	ıru & RT		04		Excl.	Left		NB Only	TI	nru & RT		08
	G = 3.0	G =	2.0	G =	66.0	G =			G = 15	.0	G	S = 7.0	G =	11.0	G =	
Timing	Y = 4	Y =	0	Y =	4	Y =			Y = 4		Υ	= 0	Y =	4	Y =	
Duration of Ana	lysis, T = 0.25									_	С	ycle Lengtl	h, C = 1	120.0		
Lane Group Ca	apacity, Control	Delay	, and L	OS Dete	erminatio	on								104		
				EB				WB				NB			SB	
Adjusted Flow F	Pato v		LT 70	TH	RT	LT 27		TH	RT	LT		TH 117	RT	LT 146	TH	RT
Lane Group Ca	THE PARTY OF THE P	——	70	1488		27 43		893 771		603 730		117 268		146 221	59 167	91 146
v/c Ratio, X	paoity, c		133 53	1990 0.75		0.63		771 68		0.83		0.44	_	0.66	0.35	0.62
Total Green Ra	tio, a/C		08	0.73		0.03		55		0.22		0.15		0.13	0.09	0.02
Uniform Delay,			3.4	19.6		57.9		9.5		44.8		46.4		50.1	51.2	52.5
Progression Fac		_	000	1.000		1.000	_	000		1.000	_	1.000		1.000	1.000	1.000
Delay Calibratio		_	13	0.30		0.21	_	25		0.36		0.11		0.24	0.11	0.21
ncremental Del			3.9	1.6		25.7		0.7		7.8		1.1		7.1	1.3	8.0
nitial Queue De		_	.0	0.0		0.0	_	.0		0.0		0.0		0.0	0.0	0.0
Control Delay	-			21.2		83.6	_	0.2		52.6		47.5		57.2	52.5	60.5
ane Group LO						F		C		D		D		E	D	E
	proach Delay 22.8										51	1.8			57.3	
ipproudit boldy				roach LOS C										 	E	
Approach LOS			С				C			_	L)			_	

					НС	S+" DET		_							
General Infor		BACK TO				1000		nforma	tion			200		Sec.	17 1
Analyst	MTA							ection			//Villa				
Agency or Co.							Area	, ,			ther areas				
Date Performe								diction		ODO			401		
Time Period	PM Peak							sis Yea	r		kground + S	ite (20	13)		
10.7				-			Proje	ct ID		Aus	tin Property				V-00-0
Volume and	iming input			EB	The same		W	D.	3.70	C. SEC	NB			SB	2 (1)
		LT	-	TH	RT	LT	TH)T	LT	TH	ОТ			DT
Number of Lar	205 Nt	1		2	0	1	3		RT)	2	1	RT 0	LT 1	TH 1	RT 1
Lane Group	165, 141		-	TR	- 0	- ' L	TR				TR	0		T	R
Volume, V (vp	h)	68		1527	6			0 1	02	L 501		10	L	-	_
			-		_	26	196		03	601	158	18		108	118
% Heavy Vehi		2		3	0	4	2			4	2	12	2	4	0
Peak-Hour Fa		0.97		0.97	0.97			-		0.97	0.97	0.97		0.97	0.97
Pretimed (P) o		A 2.0		A	A	A	A	A	4	A	A	A	A	A	A
Start-up Lost		2.0		2.0		2.0	2.0	_		2.0	2.0		2.0	2.0	2.0
	ffective Green, e			2.0	-	2.0	2.0	-		2.0	2.0	1	2.0	2.0	2.0
Arrival Type, A		3		3	_	3	3			3	3		3	3	3
Unit Extension		3.0	7.	3.0		3.0	3.0			3.0	3.0		3.0	3.0	3.0
Filtering/Meter		1.00	00	1.000		1.00	0 1.00	0		1.000	1.000	-	1.000	1.000	1.000
Initial Unmet D	emand, Q _b	0.0		0.0		0.0	0.0			0.0	0.0		0.0	0.0	0.0
Ped / Bike / R	TOR Volumes	0		0	0	0	0)	0	0	0	0	1	30
Lane Width		12.0		12.0		12.0	12.0			12.0	12.0		12.0	12.0	12.0
Parking / Grad	e / Parking	N		0	N	N	0	٨	I	N	0	N	N	0	N
Parking Maneu	ıvers, Nm			_											
Buses Stoppin	g, Nв	0		0		0	0			0	0		0	0	0
Min. Time for F	Pedestrians, Gp			3.2			3.2				3.2			3.2	
Phasing	Excl. Left	EB Only	y	Thru	& RT		04	Ex	cl. Let	ft	NB Only		Thru & RT		08
Timain m	G = 3.0	G = 2.0		G = 6	6.0	G =		G =	15.0		G = 7.0	G	i = 11.0	G =	
Timing	Y = 4	Y = 0		Y = 4		Y =		Y = .	4		Y = 0	Y	= 4	Y =	
Duration of An	alysis, T = 0.25										Cycle Lengt	h, C =	120.0		
Lane Group C	apacity, Control	Delay, and	LOS	Determ	ninatio	on	00 LE	pion	0.73						42/6 KF2
			_	В			WB				NB			SB	
A -1: - 1 - 1 - 1	Data	LT	TI		RT	LT	TH	RT	_	LT	TH	RT	LT	TH	RT
Adjusted Flow		70	15			27	2136		_	620	182		146	111	91
Lane Group Ca	apacity, c	133	19:			43	2771		_	730	272		221	167	146
v/c Ratio, X		0.53	0.7			0.63	0.77			.85	0.67		0.66	0.66	0.62
Total Green Ra		0.08	0.5			0.03	0.55		_	.22	0.15		0.13	0.09	0.09
Uniform Delay,		53.4	20.			57.9	21.1		_	5.1	48.2		50.1	52.7	52.5
Progression Fa		1.000	1.0	_		1.000	1.000	-		.000	1.000		1.000	1.000	1.000
Delay Calibrati		0.13	0.3	_	-	0.21	0.32			.38	0.24		0.24	0.24	0.21
Incremental De	,, <u>z</u>	3.9	2.			25.7	1.4			9.3	6.2		7.1	9.6	8.0
Initial Queue D	elay, d ₃	0.0	0.0)		0.0	0.0			0.0	0.0		0.0	0.0	0.0
Control Delay		57.3	22	.8		83.6	22.5			54.5	54.4	_	57.2	62.3	60.5
Lane Group LC)S	E	С			F	С			D	D		E	E	E
Approach Dela	у	24	4.3			2	3.2			5	4.4	_		59.7	
Approach LOS			С				С				D			E	
Apploach LOS		31.2 X _c													

				Н	CS+~	DETA	AILED	RE	PORT					AULE LA ANNEX ES		
General Inform	nation		100			Z.E.	ATTEMPT TO STATE		rmatio					T. Tale	98 <u>11518</u>	a Landing
Analyst	MTA						Inters	ecti	ion	9	9W/V	illa				
Agency or Co.	Lancaster						Area	Тур	e	A	l othe	er areas				
Date Performed	d 8/2/2006						Juris	dicti	on	0	DOT					
Time Period	PM Peak						Analy	/sis	Year	20)25 E	Backgroun	ıd			
							Proje	ct II)	Α	ustin	Property				
Volume and T.	iming Input		Mag					35			100					
				EB			W	В	,			NB			SB	
		LT		гн г	RT	LT	TH	1	RT	L	Т.	TH	RT	LT	TH	RT
Number of Lan	es, N ₁	1	2	? ()	1	3		0	2)	1	0	1	1	1
Lane Group		L	T	R		L	TR			L		TR		L	T	R
Volume, V (vph	1)	115	8	75	5	30	120	0	170	4	85	185	10	280	70	85
% Heavy Vehic	les, %HV	2		3 ()	4	2		1	4		2	12	2	4	0
Peak-Hour Fac	tor, PHF	0.95	0.	95 0.9	95	0.95	0.95	5	0.95	0.9	95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or	Actuated (A)	Α	-	A /	1	Α	A		Α			Α	Α	A	Α	Α
Start-up Lost Ti	me, I ₁	2.0	2.	.0		2.0	2.0	8		2.	 0	2.0		2.0	2.0	2.0
	fective Green, e	2.0	_	0		2.0	2.0			2.		2.0		2.0	2.0	2.0
Arrival Type, A		3		3		3	3			3		3		3	3	3
Unit Extension,		3.0	3.			3.0	3.0			3.		3.0		3.0	3.0	3.0
Filtering/Meteri		1.000		000		1.000	1.00	00			000	1.000		1.000	1.000	1.000
Initial Unmet De		0.0	0.			0.0	0.0			0.		0.0		0.0	0.0	0.0
Ped / Bike / RT	<u> </u>	0) ()	0	0		0	0		0	0	0	1	0
Lane Width	Ort volumes	12.0	12			12.0	12.0	,	<u> </u>	12		12.0	-	12.0	12.0	12.0
Parking / Grade	/ Parking	N) ^	1	N N	0		N			0	N	N N	0	N N
Parking Maneur					<u>'</u>								70	/ V	-	
Buses Stopping	2	0)		0	0)	0		0	0	0
		- 0				U						3.2		U	3.2	U
Min. Time for P	, ,		1	.2			3.2									
Phasing	Excl. Left	EB Only		Thru & R)4		Excl.			NB Only		hru & RT		80
Timing	G = 4.0	G = 2.0		S = 58.0		G =			5 = 24.	.0		= 7.0		= 9.0	G =	
	Y = 4	Y = 0	Y	′ = 4		Y =		Y	′ = 4			= 0		= 4	Y =	
Duration of Ana											Су	cle Lengt	h, C =	120.0		
Lane Group Ca	pacity, Control	Delay, and		etermina	tion					I						
		LT	EB TH	RT		т /	TH	-	RT	LT		NB TH	RT	LT	TH	RT
Adjusted Flow F	Rate v	121	926	KI		32	1442		KI	511		206	IX I	295	74	89
Lane Group Ca		148	1755		_	58	2410	+-		983		245		354	137	119
v/c Ratio, X		0.82	0.53		0.5		0.60	-		0.52	+	0.84		0.83	0.54	0.75
Total Green Rat	tio a/C	0.02	0.50		0.0	_	0.48	-		0.29		0.13		0.20	0.08	0.73
Uniform Delay,		54.1	20.4		57.		22.5	-		35.5		50.8		46.1	53.5	54.4
Progression Fac	•			1	_			-			_			1.000	1.000	1.000
Delay Calibratio		1.000	1.000		0.1	000	1.000	-		1.000		1.000		0.37	0.14	0.30
		0.36	0.13		_		0.19	+		0.13	_	0.38				-
Incremental Del	*	28.9	0.3			0.9	0.4			0.5		22.3		15.6	4.3	22.7
Initial Queue De	elay, 0 ₃	0.0	0.0		0.	_	0.0	+		0.0		0.0		0.0	0.0	0.0
Control Delay		83.0	20.7			3.0	22.9	-		36.0	_	73.0		61.7	57.8	77.1
Lane Group LO		F	C		E		С			D		E		E	E	Ε
Approach Delay		27					3.9				46.				64.0	
Approach LOS					_		2 74				D				E	
Intersection Del	ay	34	.4			$X_c = 0$	U.71			Inters	ectio	n LOS			С	

Generated: 8/2/2006 7:50 PM

General Info	rmation	1005 Major 2	107/5-		HU	S+™ DET	- CO		rmatio			((- A			
Analyst Agency or Co Date Performa Time Period	MTA Lancaster						Inters Area Juris	sect Typ dicti	ion be ion Year	99 All OL 20	00T 25 B	lla r areas ackgroun Property	d + Site	Traffic		
Volume and	Timing Input	olugar.	8000		YOU	DE PI		133	(311)			554Hv	W. T.	5,4757	D.[833]	489
				EB			V	B				NB			SB	
		L1	Г	ТН	RT	LT	T	4	RT	L-	Т	TH	RT	LT	TH	RT
Number of La	nes, N ₁	1		2	0	1	3		0	2		1	0	1	1	1
Lane Group		L		TR		L	TR			L		TR		L	T	R
Volume, V (vp	ph)	11	5	897	5	30	125	55	172	48	9	200	10	280	82	85
% Heavy Veh	icles, %HV	2		3	0	4	2		1	4		2	12	2	4	0
Peak-Hour Fa	ctor, PHF	0.95	5	0.95	0.95	0.95	0.93	5	0.95	0.9	5	0.95	0.95	0.95	0.95	0.95
Pretimed (P)	or Actuated (A)	А		Α	А	A	А		Α	А		A	Α	А	Α	А
Start-up Lost	Time, I1	2.0		2.0		2.0	2.0			2.0)	2.0		2.0	2.0	2.0
Extension of E	ffective Green, e	2.0		2.0		2.0	2.0			2.0)	2.0		2.0	2.0	2.0
Arrival Type, A	AT	3		3		3	3			3		3		3	3	3
Unit Extension		3.0		3.0		3.0	3.0			3.0		3.0		3.0	3.0	3.0
Filtering/Meter	ring, l	1.00	00	1.000		1.00	0 1.00	00		1.0	00	1.000		1.000	1.000	1.000
Initial Unmet [Demand, Qb	0.0		0.0		0.0	0.0			0.0)	0.0		0.0	0.0	0.0
Ped / Bike / R	TOR Volumes	0		0	0	0	0		0	0		0	0	0	1	0
Lane Width		12.0)	12.0		12.0	12.0	<u> </u>		12.0	0	12.0		12.0	12.0	12.0
Parking / Grad	le / Parking	N		0	N	N	0		N	N		0	N	N	0	N
Parking Mane	uvers, Nm															
Buses Stoppin	ıg, Nв	0		0		0	0			0		0		0	0	0
Min. Time for I	Pedestrians, G _P		,	3.2	12		3.2	2				3.2	***************************************		3.2	·
Phasing	Excl. Left	EB Onl	y	Thru	& RT		04	T	Excl. 1	Left	1	NB Only	Т	hru & RT		08
	G = 4.0	G = 2.0		G = 5	8.0	G =			G = 24.	0	G =	7.0	G =	= 9.0	G =	
Timing	Y = 4	Y = 0		Y = 4		Y =		Y	<i>(</i> = 4		Y =	0	Y =	: 4	Y =	_
Duration of An	alysis, T = 0.25										Cyc	le Lengti	n, C =	120.0		
	Capacity, Contro	l Delay, and	LOS	Detern	ninatio	on	50,110		W	F HATE	23	a b s la	Miles	12635 197	1000	N/1-Ax
				В			WB					NB			SB	
		LT	TH		RT	LT	TH		RT	LT		TH	RT	LT	TH	RT
Adjusted Flow		121	94	9		32	1502			515		222		295	86	89
Lane Group C	apacity, c	148	175	55		58	2411			983		245		354	137	119
v/c Ratio, X		0.82	0.54	4		0.55	0.62			0.52	0	0.91		0.83	0.63	0.75
Total Green R	atio, g/C	0.08	0.50)		0.03	0.48			0.29).13		0.20	0.08	0.08
Uniform Delay		54.1	20.0	5		57.1	22.9			35.5	5	51.3		46.1	53.9	54.4
Progression Fa		1.000	1.00	00		1.000	1.000			1.000	_	1.000		1.000	1.000	1.000
Delay Calibrat	ion, k	0.36	0.14	4		0.15	0.21	_		0.13	0	0.43		0.37	0.21	0.30
Incremental De		28.9	0.3	3		10.9	0.5	\perp		0.5		33.7		15.6	8.8	22.7
Initial Queue D	oelay, d ₃	0.0	0.0			0.0	0.0	_		0.0	_	0.0		0.0	0.0	0.0
Control Delay		83.0	20.	9		68.0	23.4			36.1		84.9		61.7	62.7	77.1
Lane Group LO	os	F	С			E	С			D		F	···	E	E	E
Approach Dela	ıy				24.4				50.8	}			64.8			
Approach LOS			С				D				E					
						0.73			Interse					D		

Canaral Info	-matian	190700				HC.	S+™ [ETA	ILED F				-		COOR	etalo	0.00.057	THE OF	957.500
General Infor	MTA	224				1 4 4 1	300		Site In		HOU		V/Sn	ringbroo	k				1
Agency or Co		e							Area T					areas	· / ·				
Date Perform									Jurisdi			OD		a, oao					
Time Period	PM Peak								Analys		ar			(2006)					
	, ,,, , ,								Projec				_	roperty					
Volume and	Timing Input	73973	13/10	500	6.535					90i	P. Sel	(eller				(3)	81.75%	200	W. Si
					EB				WB					NB				SB	
			LT		TH_	RT		LT	TH		RT	LT	•	TH	F	RT	LT	TH	RT
Number of La	nes, N ₁		1	_	2			1	_ 2			2		1		1	2	1	1
Lane Group			L	_	T			L	T			L		T	F	₹	L	T	R
Volume, V (vp	ph)		140		1128			113	1464	1		228	3	175	1	45	313	117	133
% Heavy Veh	icles, %HV	_	3		4			4	3			0		1	9)	1	1	1
Peak-Hour Fa	ctor, PHF		0.96		0.96		0	96	0.96			0.96	3	0.96	0.	96	0.96	0.96	0.96
Pretimed (P)	or Actuated (A)		Α		Α			Α	A			A		Α	1	1	Α	A	Α
Start-up Lost			2.0		2.0		2	2.0	2.0			2.0		2.0	2.	0	2.0	2.0	2.0
Extension of E	ffective Green, e		2.0		2.0		2	2.0	2.0	_		2.0		2.0	2.	0	2.0	2.0	2.0
Arrival Type, A	<u> </u>		3		3			3	3			3		3		3	3	3	3
Unit Extension	ı, UE		3.0		3.0		3	3.0	3.0			3.0		3.0	3.	0	3.0	3.0	3.0
Filtering/Meter	ring, l		1.000)	1.000		1	.000	1.000)		1.00	00	1.000	1.	000	1.000	1.000	1.000
Initial Unmet D	Demand, Q♭		0.0		0.0		(0.0	0.0			0.0		0.0	0.	0	0.0	0.0	0.0
Ped / Bike / R	/ Bike / RTOR Volumes				0			0	0			0		0	()	0	0	30
Lane Width			12.0		12.0		1.	2.0	12.0			12.0		12.0	12	.0	12.0	12.0	12.0
Parking / Grac	le / Parking		N		0	N		Ν	0		N	N		0	Λ	<i>I</i>	N	0	N
Parking Mane	uvers, N _m				_														
Buses Stoppin	ng, Nв		0		0			0	0			0		0		0	0	0	0
Min. Time for I	Pedestrians, G _P				3.2				3.2					3.2				3.2	=
Phasing	Excl. Left	EE	3 Only		Thru	Only		04		E	cl. L	eft	S	B Only		Th	ru & RT		80
Timing	G = 10.0	G =	2.0		G = 64	4.0	G	=		G =	10.0)	G =	2.0	_	G =	16.0	G =	
Titility	Y = 4	Y =	0		Y = 4		Υ	=		Y =	4		Y =	0		Y =	4	Y =	
Duration of An	alysis, T = 0.25												Сус	le Lengt	th, C	= 1	20.0		
Lane Group (Capacity, Contro	I Delay	, and L	_		inatio	п	(376)							0.00				
					В	DT	1.7		WB	D.T.		1.7		NB	-			SB	DT
Adjusted Flow	Rate v		-T 46	Th 117		RT	118		TH 1525	RT		LT 238		TH 182	R		LT 326	122	107
Lane Group C		_	34	191			145		1873		_	292	_	251	19		463	282	240
v/c Ratio, X	apaony, o	0.0		0.6			0.81		0.81		-	0.82		73	0.7	-	0.70	0.43	0.45
Total Green R	atio, g/C	0.1		0.5			0.08		0.53		_	0.08		13	0.1	_	0.13	0.15	0.15
Uniform Delay		49		18.3			54.1		23.1			54.1		9.9	50		49.7	46.4	46.5
Progression Fa			000	1.00			1.00		.000			1.000		.000	1.0		1.000	1.000	1.000
Delay Calibrati	ion, k	0.2	21	0.20)		0.35	_	0.36			0.36	0.	29	0.3	1	0.27	0.11	0.11
Incremental De	elay, d ₂	5	.1	0.0	6		28.7	,	2.9			16.2	1	0.0	16	.0	4.8	1.1	1.3
Initial Queue D		0.	0	0.0			0.0		0.0			0.0		0.0	0.0)	0.0	0.0	0.0
Control Delay		54	4.3	18.	9		82.8	2	26.0			70.3	5	9.9	66	2	54.5	47.4	47.8
_ane Group LO	os	E)	В			F		С	-		E		E	Ε		D	D	D
Lanc Group Lo								30.1	 1				65.9					51.7	
Approach Dela	ıy	2	22.	0															
	<u> </u>		22. C					C					Ε	340				D	

0	**				HC	S+" DE	45.00	- Total V	and and treed freed	20.4	4.70		5				-
General Info				17.30	-	4.5			rmatio		1//0	ala al-	I.		-	100	19
Analyst	MTA . Lancaster						Inter					ringbroo	K				
Agency or Co Date Perform							Area					r areas					
							Juris			OD							
Time Period	PM Peak								Year		•	ound (20	13)				
							Proje	ct II)	Aus	stin F	Property					
Volume and	Timing Input			MELL	Bires										115000	C-286 E10	
				EB			W			-		NB				SB	
		L	Т	TH	RT			-	RT	LT		TH	_	₹T	LT	TH	RT
Number of La	nes, N ₁	1		2		1	2			2		1	-	1	2	1	1
Lane Group		L		T	_	L	<i>T</i>			L		T	F	₹	L	T	R
Volume, V (vp	oh)	15	0	1209		121	-	59		244	4	188	1	55	336	125	143
% Heavy Veh	icles, %HV	3		4		4	3			0		1	٤)	1	1	1
Peak-Hour Fa	ctor, PHF	0.9	6 (0.96	***************************************	0.96	0.9	5		0.96	5	0.96	0.9	96	0.96	0.96	0.96
Pretimed (P)	or Actuated (A)	Α		Α		Α	A			Α		Α	A	1	Α	Α	A
Start-up Lost	Time, I1	2.0)	2.0		2.0	2.0			2.0		2.0	2.	0	2.0	2.0	2.0
Extension of E	ffective Green, e	2.0)	2.0		2.0	2.0			2.0		2.0	2.	0	2.0	2.0	2.0
Arrival Type, A	AT	3		3		3	3			3		3	3	}	3	3	3
Unit Extension	ı, UE	3.0)	3.0		3.0	3.0			3.0		3.0	3.	0	3.0	3.0	3.0
Filtering/Meter	ring, l	1.0	00	1.000		1.00	0 1.00	00		1.00	00	1.000	1.0	000	1.000	1.000	1.000
Initial Unmet E	Demand, Qb	0.0)	0.0		0.0	0.0			0.0		0.0	0.	0	0.0	0.0	0.0
Ped / Bike / R	TOR Volumes	0		0		0	0		<u> </u>	0		0	()	0	0	30
Lane Width		12.0	0 1	12.0		12.0	12.0)		12.0)	12.0	12	.0	12.0	12.0	12.0
Parking / Grad	le / Parking	N		0	N	N	0		N	N		0		I	N	0	N
Parking Mane	-																
Buses Stoppin		0		0		0	0			0		0	1	0	0	0	0
	Pedestrians, G _P			3.2			3.2		J			3.2				3.2	
Phasing	Excl. Left	EB On	- I		u Only		04		Excl. L	off		SB Only		Th	ıru & RT		 08
r nasing	G = 10.0	G = 3.0	У	G = 6		G =	04		S = 11.		-	= 2.0		_	18.0	G =	00
Timing	Y = 4	Y = 0		Y = 4		Y =			' = 4	U	Y =			Y =		Y =	
D t A		1 = 0		Y = 4	•	Y -		Y	- 4		<u> </u>		u- C				
	alysis, T = 0.25	10.1	11.00	5 200	1 11			-			Су	cle Lengt	tn, C	= 1	20.0	717-2-4	NO. B.
Lane Group C	Capacity, Contro	i Delay, and	E		minatio	on .	WB		i i		81-	NB	23.2	(6.3)		SB	
		LT	TH		RT	LT	TH		RT	LT		TH	R	Τ	LT	TH	RT
Adjusted Flow	Rate, v	156	125			126	1634			254	\neg	196	16		350	130	118
Lane Group C		248	182			145	1756			321	+	282	22		492	314	267
v/c Ratio, X		0.63	0.69			0.87	0.93	-		0.79	(0.70	0.73		0.71	0.41	0.44
Total Green R	atio, g/C	0.14	0.52			0.08	0.50	_		0.09	_	0.15	0.1		0.14	0.17	0.17
Uniform Delay		48.5	21.2			54.4	28.1	+-		53.4	_	18.4	48.0		49.2	44.8	45.0
Progression Fa		1.000	1.00			1.000	1.000	+		1.000		1.000	1.0	_	1.000	1.000	1.000
Delay Calibrati		0.21	0.26			0.40	0.45	_		0.34		0.26	0.29		0.27	0.11	0.11
ncremental De		5.0	1.1			39.3	9.4	-		12.6	٦-	7.2	11.		4.8	0.11	1.2
nitial Queue D		0.0	0.0			0.0	0.0	1		0.0	+	0.0	0.0		0.0	0.0	0.0
	veiay, ug		_					-					-			45.6	46.1
Control Delay		53.6	22	5		93.7	37.5	-		66.0		55.6	59.	9	53.9	-	
ane Group LO		D	5.8			F	D			E		E	Ε		D	D	D
Approach Dela		4	11.5				61.1					50.6	-				
pproach LOS C							D				Ε					_ D	
	Intersection Delay 40.4						0.82			Intersec						D	

nation C Sumrain	0	201	_			100		Site Ir	ifor	rmatio	n							
U Sumrain							,	Inta		0.11	001	ALIC	neinches -	1,				J.CO.
Lancaster								Interse		7.11			Springbroo	K				
								1						it- /	0121			
PIVI Peak												_		ne (2	(013)			
imina Input		Provide.				5 69		riojec	, ID		Au	51/11	rioperty	-010	-5/10	17363		# 19-24-yr
ming mpac				EB				WE	3				NB				SB	
		LT		TH	RT	_	LT	TH		RT	L7		TH	F		LT	TH	RT
es, N ₁		1		2			1	2			2		1	1	1	2	1	1
		L	\neg	T			L	T			L		T	F	₹	L	Т	R
1)		229		1305			121	1599	7		24	9	266	1	55	357	282	319
eles, %HV		3	_	4			4	3			0		1	2	?	1	1	1
		0.96		0.96		0.	.96	0.96			0.96	3	0.96	0.9	96	0.96	0.96	0.96
Actuated (A)				Α		-	 А	A			A		A	1	1	A	А	Α
íme, lı		2.0		2.0		2	2.0	2.0			2.0		2.0	2.	0	2.0	2.0	2.0
fective Green, e		2.0		2.0		2	.0	2.0			2.0		2.0	2.	0	2.0	2.0	2.0
Т		3		3			3	3			3		3	3	}	3	3	3
UE	3.0		3.0		3	.0	3.0			3.0		3.0	3.	0	3.0	3.0	3.0	
ng, l	1.000	,	1.000		1.	000	1.000)		1.00	00	1.000	1.0	000	1.000	1.000	1.000	
emand, Q₅	0.0		0.0		0	1.0	0.0			0.0		0.0	0.	0	0.0	0.0	0.0	
OR Volumes		0		0			0	0			0		0	0)	0	0	30
		12.0		12.0		12	2.0	12.0			12.0)	12.0	12	.0	12.0	12.0	12.0
e / Parking		N	\neg	0	N		N	0		N	N		0	٨	ı	N	0	N
vers, Nm														1				
ј , Nв		0		0		(0			0		0		0	0	0	0
edestrians, G _P		_		3.2				3.2					3.2				3.2	
Excl. Left	EB	Only		Thru	Only		04	1		Excl.	Left		SB Only		Th	ru & RT		08
G = 10.0	G = :	3.0		G = 6	0.0	G	=	-	G	= 9.0)	G	= 2.0		G =	20.0	G =	
Y = 4	Y = 0)		Y = 4		Y	=		Υ	= 4		Υ	= 0		Y =	4	Y =	
lysis, T = 0.25												C	ycle Lengi	th, C	= 1	20.0		
apacity, Control	Delay,	and L	os	Detern	inatio	n		Table 7	81				PHIN			100	A COLUMN	
		_ ,						WB	Τ.				NB				SB	
Pato v					RT		-		!	RT		_						RT 201
0.000	_											-						301 293
paolity, c					_							-				-		1.03
tio a/C					_							_						0.18
	_											\dashv						49.0
<u> </u>	_											-				-		1.000
									-							-		0.50
	_					100.000 DO						7				-	-	59.8
																	-	0.0
/ 1 -3					_		_			_		\dashv				-		108.8
				-					_			-						F
						-	43 (80						
	D											F					E	_
ch LOS D ction Delay 52.9							D					,				1	_	
	d 7/20/2006 PM Peak iming Input es, N1 es, N1 es, N1 es, N1 ine, I1 fective Green, e T UE ng, I emand, Qb OR Volumes e / Parking vers, Nm g, NB edestrians, Gp Excl. Left G = 10.0 Y = 4 elsysis, T = 0.25 epacity, Control Rate, v pacity, c tio, g/C d1 ctor, PF en, k ay, d2 elay, d3 S	## Actuated (A) ## Actuated (A) ## Actuated (A) ## In	## Actuated (A) ## Actuated (A	### Transport	Barrel B	### EB LT	Barrel B	Barrel B	Maries M	Jurisdictic Analysis Project ID	Section Sect	Marging Marg	Jurisdiction Analysis Year Backg Project ID Backg Austin	March Marc	Section Sect	March Second Se	March Second Se	Jurisdiction PM Peak Section Project ID Background + Site (2013) Austin Property Project ID Background + Site (2013) Austin Property Project ID Project

	and an angle of the second desires of the se	######################################		нс	S+™ DE7	TAILED I	REPOR	?T	W-24-18	A PAVAIDATION OF		***************************************		
General Inform	nation		TELLINE				format			- Land		6220		1000
Analyst	MTA					Inters	ection	S	9W/S	pringbroo	k			
Agency or Co.	Lancaster					Area 7	уре	A	All oth	er areas				
Date Performed	8/2/2006					Jurisd	iction	(DDOT	•				
Time Period	PM Peak					Analys	sis Year	2	2025 E	Backgroun	d			
						Projec	t ID	A	Austin	Property				
Volume and Ti	iming Input		excontr.	Que O St.		0155510	G LANS	77, 183	2753	25,00	1935	10	15/8/31	Bull Day
			E	В		WE	8			NB			SB	
		L'	T TH	H RT	LT	TH	R	Т	LT	TH	RT	LT	TH	RT
Number of Lane	es, N ₁	1	2		1	2			2	1	1	2	1	1
Lane Group		L	T		L	T			L	T	R	L	T	R
Volume, V (vph)	14	0 98	5	55	1240		:	240	310	90	155	425	45
% Heavy Vehic	les, %HV	3	4		4	3			0	1	9	1	1	1
Peak-Hour Fac	tor, PHF	0.9	6 0.96	5	0.96	0.96		0.	.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or	Actuated (A)	Α	Α		Α	Α			Α	A	Α	Α	Α	Α
Start-up Lost Ti	me, lı	2.0	2.0		2.0	2.0		2	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Ef	fective Green, e	2.0	2.0		2.0	2.0		2	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, A	Γ	3	3		3	3			3	3	3	3	3	3
Unit Extension,	UE	3.0	3.0		3.0	3.0		3	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering	ng, I	1.0	00 1.00	00	1.00	0 1.00)	1.	.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet De	emand, Qь	0.0	0.0		0.0	0.0		C	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RT	OR Volumes	0	0		0	0			0	0	0	0	0	0
Lane Width		12.	0 12.0)	12.0	12.0		1.	2.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade	/ Parking	N	0	N	N	0	N		N	0	N	N	0	N
Parking Maneuv	vers, Nm													
Buses Stopping	, N в	0	0		0	0			0	0	0	0	0	0
Min. Time for Po	edestrians, G _P		3.2			3.2				3.2			3.2	
Phasing	Excl. Left	EB On	у Т	hru Only		04	Exc	I. Left		Thru & RT	•	07		08
,	G = 10.0	G = 3.0	G :	= 50.0	G =		G = 1	10.0	G	= 31.0	G	=	G =	
Timing	Y = 4	Y = 0	Υ =	= 4	Y =		Y = 4		Y	= 4	Υ	=	Y =	
Duration of Ana	lysis, T = 0.25								С	ycle Lengt	h, C =	120.0		
Lane Group Ca	pacity, Control	Delay, and	LOS Det	erminatio	on		Taylor	WINTS	9,111	Manufel I				
			EB			WB				NB			SB	
A -1:4111	<u> </u>	LT	TH	RT	LT	TH	RT	LT		TH	RT	LT	TH	RT
Adjusted Flow F		146	1026		57	1292		250		323	94	161	443	47
Lane Group Cap	pacity, c	248	1536	-	145	1463		292		486	383	289	486	413
v/c Ratio, X	in =/C	0.59	0.67	<u> </u>	0.39	0.88		0.86		0.66	0.25	0.56	0.91	0.11
Total Green Rat		0.14	0.44	-	0.08	0.42		0.08		0.26	0.26	0.08	0.26	0.26
Uniform Delay,	<u> </u>	48.2	26.5		52.1	32.3		54.3		39.8	35.2	52.9	43.2	34.0
Progression Fac		1.000	1.000	-	1.000	1.000		1.00		1.000	1.000	1.000	1.000	1.000
Delay Calibratio		0.18	0.24	1	0.11	0.41		0.39		0.24	0.11	0.15	0.43	0.11
Incremental Del		0.0	0.0		1.8	6.7		21.4	4	3.4	0.3	2.4	21.4	0.1
	itial Queue Delay, d ₃				0.0	0.0		0.0	_	0.0	0.0	0.0	0.0	0.0
Control Delay		51.9	27.7		53.9	39.0		75.7	/	43.3	35.6	55.3	64.6	34.1
Lane Group LOS		D	C	4000	D			E		D	D	E	E	С
Approach Delay			0.7			9.7			54				60.1	
Approach LOS			<u>C</u>			D 0.04							E	
Intersection Dela	ау	4	2.9		X _c =	0.84		Inter	sectio	n LOS				

						HC:	S+" [DETA	ILED F	REPOR	<u> </u>							
General Info										formati		(in					是你的是	
Analyst	MTA								Interse				Springbroo	ok				
Agency or Co									Area T				ner areas -					
Date Perform									Jurisdi			DDO			a			
Time Period	PM Peak									is Year			Backgrour -		Site 7	raffic		
									Projec	t ID		lustir	Property					
Volume and	Timing Input				- FD	100) A //D	10-12	200		ND				0.0	
				- 1	EB		-		WB		-		NB	1 .			SB	T DT
		· · · · · · · · · · · · · · · · · · ·	LT	_		RT		LT	TH	R		LT_	TH	_	RT_	LT	TH	RT
Number of La	nes, N ₁		1		2			1	2			2	1	_	1	2	1	1
Lane Group			L	_	T	ļ		L	T			L	T	+	R	L	T	R
Volume, V (vp	oh)		175		992			55_	1247			241	334		90	180	468	94
% Heavy Veh	icles, %HV		3		4			4	3			0	1		9	1	1	1
Peak-Hour Fa	ctor, PHF		0.96		0.96		(0.96	0.96		0	96	0.96	0.	96	0.96	0.96	0.96
Pretimed (P)	or Actuated (A)		Α		Α	34		Α	Α			Α	Α	,	4	Α	Α	Α
Start-up Lost	Time, I1		2.0		2.0			2.0	2.0		2	2.0	2.0	2	.0	2.0	2.0	2.0
Extension of E	Effective Green, e)	2.0		2.0			2.0	2.0		2	2.0	2.0	2	.0	2.0	2.0	2.0
Arrival Type, A	AT		3		3			3	3			3	3	,	3	3	3	3
Unit Extension	n, UE		3.0		3.0			3.0	3.0		3	1.0	3.0	3	.0	3.0	3.0	3.0
Filtering/Meter	ring, l		1.000)	1.000		1	1.000	1.000)	1	.000	1.000	1.	000	1.000	1.000	1.000
Initial Unmet D	Demand, Q₅		0.0		0.0			0.0	0.0		(0.0	0.0	0	.0	0.0	0.0	0.0
Ped / Bike / R	TOR Volumes		0		0			0	0			0	0		0	0	0	0
Lane Width					12.0	1	1	12.0	12.0	1	1	2.0	12.0	12	2.0	12.0	12.0	12.0
Parking / Grad	ne Width rking / Grade / Parking				0	N		N	0	N		N	0	1	V	N	0	N
	rking / Grade / Parking					-								-				
Buses Stoppir	_		0		0		_	0	0			0	0		0	0	0	0
	Pedestrians, Gp				3.2		_		3.2				3.2				3.2	
	Excl. Left		Only			Only	_	0.		Eval	. Left	$\overline{}$	Thru & R	г		07		08
Phasing	G = 10.0		3 Only			Only			4	+			to a construction of the c	<u> </u>			G =	
Timing		G = .			G = 4	9.0) = ,		G = 1	0.0	_	3 = 32.0		G =	_		
	Y = 4	Y = 0	<u> </u>		Y = 4		Y			Y = 4			= 4		Y =	20.0	Y =	
	ialysis, T = 0.25							2000	-		E Sandario	C	ycle Leng	th, C	; = 1	20.0		
Lane Group (Capacity, Contro	ol Delay	, and l			inatio	n		WB				ND	23			SB	
		1	Т	E Th		RT	LT	Γ	TH	RT	LT		NB TH	R	Т	LT	TH	RT
Adjusted Flow	Rate, v		82	103		, , ,	57		1299	13.1	25		348		4	188	488	98
Lane Group C			48	150			14:		1434		292		502		95	289	502	426
v/c Ratio, X	1	0.7		0.69			0.39		0.91		0.86		0.69	0.2		0.65	0.97	0.23
Total Green R	atio. g/C	0.1		0.43			0.08		0.41		0.08	_	0.27	0.2		0.08	0.27	0.27
Uniform Delay		49		27.4			52.1		33.3		54.3		39.6	34.		53.3	43.6	34.4
Progression Fa			.3	1.00	-		1.00	_	1.000		1.00		1.000	1.0		1.000	1.000	1.000
Delay Calibrat		0.2		0.25			0.11		0.43		0.39		0.26	0.1		0.23	0.48	0.11
																		0.11
Incremental De		0.	0.7	0.0			1.8		8.6		21.	7	4.1	0.		5.1	33.0	
	ial Queue Delay, d ₃						0.0		0.0		0.0		0.0	0.0		0.0	0.0	0.0
Control Delay		60 E	0.1	28. C	/		53.	9	41.9		76		43.7	34		58.4	76.5	34.7
	ne Group LOS						D		D		E		D	C		Ë	E	С
								42.	4		1	54	1.3				66.8	
Approach Dela	ay		33.								-							
Lane Group LO Approach Dela Approach LOS	ay		33. C					$\frac{72}{D}$ $X_{c} = 0$				L	on LOS				E	

Consent Information	ALCOHOL: NO ILEXANDE	SEE CHEST	200000000000000000000000000000000000000	Charles and	41	The State of the	100 ANNO 12000	WAR 12 TO 12
General Information		W. Carrier		Site Informat	tion			
Analyst	C Sumra			Jurisdiction		Haworth Newberg	/Springtrook	
Agency/Co. Date Performed	Lancaste 7/20/200			Analysis Year		Existing		
Analysis Time Period	PM Pear							
Project ID Austin Property	<u>.</u>						***	,
East/West Street: Haworth Avenue	e			North/South Stree	et. Springbrook Road			
Volume Adjustments and	Site Characteris	tics			25 10 10 10 10	L LOCATIVE A		NEW TOWN
Approach			Eastbound			We	stbound	Name of the last
Movement	L		Т	R	L		T	R
/olume (veh/h)	49		62	119	99		59	72
Thrus Left Lane								
pproach			VorInbound			Sou	thbound	
Movement (Laboratoria (Laborato	L	F	7	R	L 20		T	R
/olume (veh/h)	16	5	336	29	39		240	39
6Thrus Left Lane				- 492			Ţ	onnessione
		bound		estbound		hbound		hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
HF	1.00	1.00	1.00		1.00	1.00	1.00	1.00
low Rate (veh/h)	49	181	230		165	365	39	279
Heavy Vehicles	0	0	0		0	0	0	0
lo. Lanes		2		1		2		2
Geometry Group		5		4b		5]	5
Ouration, T				0	.25			
Saturation Headway Adju	istment Workshe	et					222 644	
rop. Left-Turns	1.0	0.0	0.4		1.0	0.0	1.0	0.0
rop. Right-Turns	0.0	0.7	0.3		0.0	0.1	0.0	0.1
rop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
LT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.5	0.5
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.5	-0.5	-0.1		0.5	-0.1	0.5	-0.1
Departure Headway and S	Service Time		15 - 1 West					
d, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	3.20
initial	0.04	0.16	0.20		0.15	0.32	0.03	0.25
d, final value (s)	8.08	7.10	7.28		7.30	6.74	7.64	7.03
final value	0.11	0.36	0.46		0.33	0.68	0.08	0.54
love-up time, m (s)	2.			2.3		.3	200000000000000000000000000000000000000	.3
ervice Time, t _s (s)	5.8	4.8	5.0		5.0	4.4	5.3	4.7
Capacity and Level of Ser		71.0	5.0		5.0		2.0	
apacity and Level of Sel		nound	1.47	erthound		phound	02.4	nbound
		bound		estbound		nbound L2		L2
enachs (veh/h)	L1	L2	L1	L2	115	522	289	490
apacity (veh/h)	299	431	464		415		ļ	
elay (s/veh)	11.77	13.69	16.15		13.63	22.73	11.03	17.82
OS	В	В	С		В	С	В	С
pproach: Delay (s/veh)	1:	3.28	1	6.15		.90		.99
LOS		В		С		0		2
tersection Delay (s/veh)					7.37			
					C			

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General Information	A Charles	STREET, N	at any state of	Site Informat	tion	0.00		
Analyst Agency/Co. Date Performed Analysis Time Period Project ID Austin Property	C Sumra Lancaste 7/20/200 PM Peak	er 16		Intersection Jurisdiction Analysis Year		Newberg	/Springbroak 7 und (2013)	
				North County Change	t. Carlanteration			
East/West Street: Haworth Avenue				North/South Stree	t: Springbrook Road	<i>3</i>		
Volume Adjustments and Si	te Characteris			1000				
Approach Movement	L		Eastbound T	R	L	We	stbound	R
/olume (veh/h)	53		66	128	106		63	77
%Thrus Left Lane								
Approach			Northbound			Sou	ıthbound	
Novement	L		Т	R	L		Т	R
olume (veh/h)	17	7	360	31	42		257	42
6Thrus Left Lane								
	East	bound	W	estbound/	Nort	hbound	Sout	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
PHF	0.91	0.91	0.91		0.91	0.91	0.91	0.91
fow Rate (veh/h)	58	212	269		194	429	46	328
6 Heavy Vehicles	0	0	1		2	2	2	2
lo. Lanes		2		1		2		2
Geometry Group		5		4b		5		5
euration, T				0	.25			
Saturation Headway Adjustr	ment Workshe	et					Transition of	
Prop. Left-Turns	1.0	0.0	0.4		1.0	0.0	1.0	0.0
rop. Right-Turns	0.0	0.7	0.3		0.0	0.1	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
ıLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.5	0.5
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
					 			
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.5	-0.5	-0.1		0.5	-0.0	0.5	-0.1
eparture Headway and Ser	vice Time						Man and F	
d, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	3.20
, initial	0.05	0.19	0.24		0.17	0.38	0.04	0.29
d, final value (s)	8.93	7.95	8.06		8.11	7.54	8.49	7.87
, final value	0.14	0.47	0.60		0.44	0.90	0.11	0.72
love-up time, m (s)	2.			2.3		.3		.3
ervice Time, t _s (s)	6.6	5.6	5.8		5.8	5.2	6.2	5.6
apacity and Level of Service	e							
		bound	W	estbound	Norti	nbound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
apacity (veh/h)	308	427	427		439	474	296	444
	13.13	17.45	22.22		16.94	47.07	12.22	28.14
elay (s/veh)		C C	_		10.94 C	-	B	D D
0S	B	1	С	22.22		E		<u> </u>
pproach: Delay (s/veh)	10	6.52		22.22		.69		.18
LOS		С		С	_	=		
tersection Delay (s/veh)				28	3.46			

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		ALL.	WAY STOP	CONTROL AN	IALYSIS			
General Information		26415000	Design State	Site Informa	tion		110	
Analyst Agency/Co. Date Performed Analysis Time Period	C Sumra Lancast 7/20/200 PM Pea	er 06		Intersection Jurisdiction Analysis Year		Newberg	/Springbrook 1 und + Site (2013)	
Project ID Austin Property				n			-	
East/West Street: Haworth Avenu				North/South Stree	t Springbrook Road	d		
Volume Adjustments an	d Site Characteris	stics	Carte		Charles and the	Sil Transition		100
Approach Movement			Eastbound	R		vve	stbound T	R
/olume (veh/h)	53		66	128	106		63	87
Thrus Left Lane								
Approach			Northbound			Sou	ithbound	
Movement /olume (veh/h)	17	7	463	R 31	52		611	R 42
%Thrus Left Lane		,	703	- 31	52		011	72
	Fac	thound	100	estbound	Nort	thbound	Sain	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
PHF	0.91	0.91	0.91		0.91	0.91	0.91	0.91
Flow Rate (veh/h)	58	212	280		194	542	57	717
6 Heavy Vehicles	0	0	1		2	2	2	2
lo. Lanes		2		1		2		2
Geometry Group		5		4b	_	5		5
uration, T			With the second	0	.25			
Saturation Headway Adj	ustment Workshe	et			Market Land		Call Barrier	
rop. Left-Turns	1.0	0.0	0.4		1.0	0.0	1.0	0.0
rop. Right-Turns	0.0	0.7	0.3		0.0	0.1	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
LT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.5	0.5
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	0.5	-0.5	-0.1		0.5	-0.0	0.5	-0.0
Departure Headway and	Service Time	Latin I	1000				DE APSOL	
nd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	3.20
, initial	0.05	0.19	0.25		0.17	0.48	0.05	0.64
d, final value (s)	9.66	8.66	8.68		8.75	8.19	8.85	8.29
final value	0.16	0.51	0.67		0.47	1.23	0.14	1.65
Nove-up time, m (s)	2	.3		2.3	2	2.3	2	2.3
ervice Time, t _s (s)	7.4	6.4	6.4		6.5	5.9	6.5	6.0
Capacity and Level of Se	rvice			200000000000000000000000000000000000000	MEANACC (1991) 1993 C 1993 AC 1994 (1991) 14 (1993) 1995			
	East	bound	We	estbound	North	hbound	Sout	hbound
*	L1	L2	L1	L2	L1	L2	L1	L2
apacity (veh/h)	308	409	411		411	542	307	717
elay (s/veh)	14.13	20.04	27.60		19.02	148.63	12.99	323.30
os	В	С	D		С	F	В	F
pproach: Delay (s/veh)	1.	9.77	2	7.60	114	4.46	300	0.45
LOS		С		D		F		F
tersection Delay (s/veh)				160	0.00			
tersection LOS					F			

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TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Springbrook Drive Minor Street: Haworth Avenue

2013 Background + Site Trips

	anes for Moving Each Approach:		Major St. approaches)	ADT on (higher-volument)	Minor St. me approach)
WAR	RANT 1				
CONI	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
		<u>Warrants</u>	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CONI	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13.300	9.300	1.750	1.250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	2	13,760	10,600	
Minor Street*	1	2,340	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	2	13,760	15,900	
Minor Street*	1	2,340	1,350	No
Combination Warrant				
Major Street	2	13,760	12,720	
Minor Street*	1	2,340	2,120	Yes
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	2	1,376		
Minor Street*	1	234	170	Yes

^{*} Minor street right-turning traffic volumes reduced by $25\,\%$

					HUS	+™ DETA	AILED F	KEPOR							
General Inform		3.0				TRAKE	_	formatio							
Analyst	MTA						Interse			ingbrook/Ha	aworth.	7			
Agency or Co.	Lancaster						Area T			other areas					
Date Performed							Jurisdi			of Newber	_				
Time Period	PM Peak I	Hour					_	sis Year	201	3 BK + Site	Mitig	ated			
							Projec	t ID	Aus	tin Property	<u>′</u>				-
Volume and Ti	iming Input			Complete Com				03.194			900	M (TE		4 100	
				EB			WE			NB				SB	
***************************************			LT	TH	RT	LT	TH	RT	L7	г тн		RT	LT	TH	RT
Number of Lane	es, N1		1	1	0	0	1	0	1	1		0	1	1	0
Lane Group			L	TR			LTR		L	TR			L	TR	
Volume, V (vph	n)		53	66	128	106	63	87	17	7 463		31	52	611	42
% Heavy Vehic	les, %HV		2	2	2	2	2	2	2	2		2	2	2	2
Peak-Hour Fact	tor, PHF		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.	93	0.93	0.93	0.93
Pretimed (P) or	Actuated (A)	,	Α	A	A	A	A	Α	A	А		A	Α	A	Α
Start-up Lost Ti	me, lı		2.0	2.0			2.0		2.0	2.0			2.0	2.0	Ī
Extension of Eff	fective Green, e		2.0	2.0		1	2.0		2.0	2.0			2.0	2.0	
Arrival Type, A	Γ		3	3			3		3	3	_		3	3	1
Unit Extension,	Quintinano.		3.0	3.0			3.0		3.0				3.0	3.0	
Filtering/Metering			1.000				1.000	2	1.00			-	1.000	1.000	
Initial Unmet De			0.0	0.0			0.0		0.0				0.0	0.0	
Ped / Bike / RT			0	0.0	0	0	0.0	0	0.0	0.0		0	0	0.0	0
Lane Width	Width			12.0			12.0		12.0				12.0	12.0	1
	Width ng / Grade / Parking			0	- N	N	0	N	N N	0		v	N N	0	N
					14	- / V		7.0	70	0		•	/V		IV
			0	0	_		0		0	0	_			0	
Buses Stopping	······································														
Min. Time for Pe				3.2			3.2	1		3.2				3.2	
Phasing	EW Perm		02		03	_	4	NS F		06			07		08
Timing	G = 18.0	G =		G =		G = 0.	0	G = 34	1.0	G = 0.0		G = (G = 0	
	Y = 4	Y = (0	Y =	0	Y = 0		Y = 4		Y = 0		Y = 0		Y = 0	
Duration of Ana										Cycle Len	gth, C	= 60	.0		
Lane Group Ca	pacity, Contro	I Delay	, and L		mination						-	2000	1200	EXXIII.	
			т —	EB	DT	1.7	WB	DT		NB		-	1.	SB	T DT
Adjusted Flow F	Rate v		LT 57	TH 209	RT	LT	TH 276	RT	LT 190	531	R	T	 56	TH 702	RT
Lane Group Car							_								
	paolity, c		109	503			316		264	1045			393	1045	
v/c Ratio, X	tio a/C		18	0.42			0.87		0.72	0.51			0.14	0.67	
Total Green Rat			30	0.30			0.30		0.57	0.57			0.57	0.57	
Uniform Delay, o	-		5.6	16.8			19.9		9.5	7.9			6.1	9.1	
Progression Fac		_	000	1.000			1.000		1.000	1.000	-		1.000	1.000	
Delay Calibratio			11	0.11			0.40		0.28	0.12	_		0.11	0.24	
ncremental Del		(0.3	0.6			22.6		9.2	0.4			0.2	1.7	
nitial Queue De	elay, d ₃	0.	.0	0.0			0.0		0.0	0.0			0.0	0.0	
Control Dolay		1	5.9	17.4			42.5		18.7	8.3			6.3	10.8	
				В			D		В	Α			Α	В	
	S	E													
Control Delay Lane Group LOS Approach Delay		E	17.			42	2.5			11.1				10.5	
Lane Group LOS		E		0			2. <i>5</i> D			11.1 B				10.5 B	

HCS+" DETAILED REPORT

				_	ŀ	ICS+	-™ DET	AIL	.ED R	EPOR1	Γ							
General Inform				STATE OF		3.95	11/17	-		formatio				TAR				
Analyst	MTA								nterse				gbrook/Ha	worth	7			
Agency or Co.	Lancaster							1	Area T	11.			her areas					
Date Performed									Jurisdio				of Newberg					
Time Period	PM Peak H	our								s Year			Backgrour	ia				
Veter		17 10 100		No.					Project	טו	77.0	Austi	n Property	-		-	A. 200 Tu (200)	
Volume and Ti	ming input	1		E	3				WB				NB				SB	
			LT	TH		RT	LT		TH	RT	-	LT	TH		RT	LT	TH	RT
Number of Lane	es, N ₁		1	1	-	0	0		1	0		1	1		0	1	1	0
Lane Group			L	TR					LTR			L	TR			L	TR	
Volume, V (vph)		70	60		80	70		40	60		180	495		10	15	480	90
% Heavy Vehic	les, %HV		2	2		2	2		2	2		2	2		2	2	2	2
Peak-Hour Fac	tor, PHF		0.93	0.93	0.	93	0.93		0.93	0.93		0.93	0.93	0.	93	0.93	0.93	0.93
Pretimed (P) or	Actuated (A)		Α	Α		4	Α		Α	A		Α	Α	,	Α	Α	Α	Α
Start-up Lost Ti	me, lı		2.0	2.0					2.0			2.0	2.0			2.0	2.0	
Extension of Eff	fective Green, e		2.0	2.0					2.0			2.0	2.0			2.0	2.0	
Arrival Type, A	<u> </u>		3	3					3			3	3			3	3	
Unit Extension,	UE		3.0	3.0					3.0			3.0	3.0			3.0	3.0	
Filtering/Metering	ıg, I		1.000	1.00	0				1.000			1.000	0 1.000			1.000	1.000	
Initial Unmet De	emand, Qb		0.0	0.0					0.0			0.0	0.0			0.0	0.0	
Ped / Bike / RT	OR Volumes		0	0		0	0		0	0		0	0		0	0	0	0
Lane Width			12.0	12.0					12.0			12.0	12.0	_		12.0	12.0	
Parking / Grade			N	0		V	N	_	0	N		N	0	- /	N	N	0	N
Parking Maneuv							_	_										
Buses Stopping			0	0					0			0	0			0	0	
Min. Time for Pe		_		3.2					3.2				3.2		_		3.2	
Phasing	EW Perm		02		03			04		NS P			06			07		08
Timing	G = 18.0	G =			0.0		G = 0			G = 34	1.0		G = 0.0		G =		G = 0	
Daniel of Ann	Y = 4	Y =	U	Υ =	0		Y = 0			Y = 4		—— -	Y = 0	41- 0	Y =		Y = 0	è
Duration of Ana		Dalay	المعمد	00 000	a real la c	diam		0112					Cycle Leng	ın, C	_ 0	0.0	- B-107 F	
Lane Group Ca	pacity, Control	Deray	, and i	EB	ermina	uon		,	WB				NB		-		SB	
			LT	TH	RT		LT		TH	RT		T	TH	F	T	LT	TH	RT
Adjusted Flow F	Rate, v		75	151				1	83		1.	94	543			16	613	
Lane Group Cap	pacity, c	3	358	511				4	29		3.	30	1052			384	1031	
v/c Ratio, X		0.	21	0.30				0.4	43		0.5	59	0.52			0.04	0.59	
Total Green Rat	io, g/C	0.	30	0.30				0.3	30	-MA-12-01-01-01-01-01-01-01-01-01-01-01-01-01-	0.5	57	0.57			0.57	0.57	
Uniform Delay,			5.7	16.1				16			8.		8.0			5.8	8.5	
Progression Fac			.000	1.000					000		_	000	1.000			1.000	1.000	
Delay Calibratio			11	0.11				0.1			0.1		0.12			0.11	0.18	-
Incremental Del		_	0.3	0.3				_	0.7	***************************************		2.7	0.4	_		0.0	0.9	
Initial Queue De	lay, d ₃		.0	0.0				0.			0.		0.0			0.0	0.0	
Control Delay		_	6.0	16.5		_			7.5			1.2	8.4			5.8	9.4	-
Lane Group LOS			B 16	В		_		7 E			В		A 0 1			A	9.3	
Approach Delay Approach LOS			16					7.5 B			-		9.1					
Intersection Dela		-	B				X _c =				Inte	arcoo	A tion LOS				<u>А</u> В	
— Hersection Del	ау		11	.U			^c =	0.5	· ··		inte	ersec	uon LOS			0	B	200 0.44

				- Indu You Co. D. W. O. No.	HCS	+™ DETA	AILED R	EP	ORT			**************************************				
General Inform			WES.	0.200	M. W.		Site In	_	200		907			No.	11 11 74	
Analyst	MTA						Interse		1	-	ngbrook 		orth			
Agency or Co.	Lancaster						Area Ty				ther area					
Date Performed							Jurisdio			-	of Newb	-				
Time Period	PM Peak H	our					Analysi		ear				+ Site T	rips		
							Project	ID		Ausi	in Prope	rty				
Volume and Ti	ming Input	1	PART	EP		1000000	\A/D					ID			CD	
				EB TH	RT	LT	WB TH	-	RT	LT		IB u	RT	LT	SB	RT
Number of Lane	es, N ₁		1	1	0	0	1		0	1	1		0	1	1	0
Lane Group				TR			LTR			L	TH	?		L	TR	
Volume, V (vph)		70	66	128	106	63		87	180	58	30	10	17	597	90
% Heavy Vehic	les, %HV		2	2	2	2	2		2	2	2		2	2	2	2
Peak-Hour Fact	tor, PHF	0.	93	0.93	0.93	0.93	0.93		0.93	0.93	0.9	3	0.93	0.93	0.93	0.93
Pretimed (P) or	Actuated (A)	/	4	Α	Α	Α	Α		Α	A	Α		Α	Α	Α	Α
Start-up Lost Ti	me, lı	2	.0	2.0			2.0			2.0	2.0)		2.0	2.0	
Extension of Eff	fective Green, e	2.	.0	2.0			2.0			2.0	2.0)		2.0	2.0	
Arrival Type, AT			3	3	_		3			3	3	_		3	3	
Unit Extension,		3.		3.0			3.0	_		3.0	3.0			3.0	3.0	
Filtering/Metering			000	1.000	-		1.000	_		1.00				1.000	1.000	
Initial Unmet De			.0	0.0			0.0	_		0.0	0.0			0.0	0.0	
Ped / Bike / RT0	OR Volumes)	0	0	0	0		0	0	0		0	0	0	0
Lane Width	/ Daddas		2.0	12.0	N/		12.0	_	A 7	12.0		0	A.	12.0	12.0	
Parking / Grade			V	0	N	N	0	-	N	N	0		N	N	0	N
Parking Maneuv			<u> </u>	0			0	-		0		1	-	0	0	
Buses Stopping Min. Time for Pe	<u> </u>			3.2			3.2		-	- 0	3.		<u></u>	0	3.2	
Phasing	EW Perm	02			13	0.			VS Pe	rm	06			07		08
Phasing	G = 18.0	G = 0.0		G = 0		G = 0			= 34.0		G = 0.0		G =		G = 0	
Timing	$\frac{G - 70.0}{Y = 4}$	Y = 0		Y = 0		Y = 0			= 4	_	Y = 0		Y =		Y = 0	
Duration of Ana				1 0				<u> </u>				enath	n, C = 6			
	pacity, Control	Delay, ar	nd LO	S Detern	ination	. 1		23	1880		STEEL ST		TO AND	er shi	TO THE	
				EB			WB				NE				SB	
		LT		TH _	RT	LT	TH	R	T	LT	TH		RT	LT	TH	RT
Adjusted Flow F		75		209			276			194	635			18	739	
Lane Group Car	pacity, c	309		503			316		Million Acco	237	1053	3		313	1035	
v/c Ratio, X	:/0	0.24		.42			0.87			0.82	0.60	_		0.06	0.71	
Total Green Rat		0.30	_	.30			0.30			0.57	0.57			0.57	0.57	
Uniform Delay, or Progression Fac		15.9		6.8	-		19.9			10.5	8.6	,		5.8	9.5	
Delay Calibratio		0.11	_	.000			1.000 0.40			1.000 0.36	0.19			1.000 0.11	1.000 0.28	
Incremental Dela		0.11		0.6			22.6			19.8	1.0			0.11	2.4	
Initial Queue De		0.0	_	0.0			0.0			0.0	0.0	_		0.0	0.0	
Control Delay	т ау , из	16.3		17.4			42.5		-	30.3	9.5			5.9	11.8	
Lane Group LOS	 S	B		B		-	D D			C C	9.5 A	+		A	B	
Approach Delay			17.1			42	2.5				14.4				11.7	
Approach LOS			В							•	В				В	
Intersection Dela	ау	-	17.4			X _c = 0				Intersed	ction LO	S			В	
						-									1.70 Barrer	

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Ganaral Info	matian		7 1 2	35-		HCS	S+™ DET				-12-0-2	440	A 547 PM	1000000	100	2000	SA CUE	With the last	SPACER
General Information	mation MTA		La la la	3	400	100	-	-	Site In Interse		tion	00	1/2	Provide	nce	S. K.		Mana	The same
Agency or Co.									Area T					r areas	rice				
Date Performe									Jurisdi				OT	arout					
Time Period	PM Peak F	lour							Analys		r			(2006)					
Time remod	, in tour	ioui							Project					roperty					
Volume and 1	Tinsing lange		TO CASE	7500	coving		11787.55	150	riojeci	10	400	Au	מווו ר	Toperty	1000	0.70407	79000200	- 1 To 1 To 1	11174101
voiume anu i	mning mpat		Ī		EB			9.02	WE		1990	-		NB				SB	
			LT		TH	RT	LT	-	TH		RT	L	т	TH	F	RT	LT	TH	RT
Number of Lar	nes N1			_	2	1	1		2			1				1		1	1
Lane Group					T	R	L		T			L			F				
Volume, V (vpl	h)				1242	21	12	1	1924	1		8			-	28			
% Heavy Vehi	<u> </u>				4	4	2		2			2			2				
Peak-Hour Fac					0.97	0.97	0.97	•	0.97			0.9			0.9				
Pretimed (P) o				\dashv	A	A	A		A			A			1				
Start-up Lost T					2.0	2.0	2.0		2.0			2.0			2.				
	ffective Green, e			\dashv	2.0	2.0	2.0		2.0			2.0			2.				9999
Arrival Type, A					3	3	3		3			3			3				
Unit Extension		-			3.0	3.0	3.0		3.0			3.0)		3.	0			
Filtering/Meter	ing,				1.000	1.00	0 1.00	00	1.00)		1.0	00		1.0	200			
Initial Unmet D	emand, Q _b				0.0	0.0	0.0		0.0			0.0)		0.	0			
Ped / Bike / R1	OR Volumes		0		0	0	0		0			0		0	()			
Lane Width					12.0	12.0	12.0)	12.0			12.	0		12	.0			
Parking / Grad	e / Parking		N		0	N	N		0		N	N	8	0	٨	I			
Parking Maneu	ivers, Nm																		
Buses Stoppin	g, Nв		200		0	0	0		0)			0			
Min. Time for F	Pedestrians, G _P				3.2				3.2				****************	3.2					
Phasing	WB Only	WE	3 Only		Thru	& RT		04		NE	3 Only	y		06			07		08
Timina	G = 10.0	G = 4	4.0		G = 8	84.0	G = (0.0		G =	10.0		G =	0.0		G =	0.0	G = (0.0
Timing	Y = 4	Y = ()		Y = 4		Y = 0)		Y = 4	4		Y =	0		Υ = ()	Y = 0)
Duration of Ana	alysis, T = 0.25												Сус	le Leng	th, C	= 12	0.0		
Lane Group C	apacity, Control	Delay,	and L	os	Deteri	ninatio	n	NS.	100	Mil	13				JELS	NO.			
			-		В	D.T.		_	WB					NB				SB	DE
Adjusted Flow	Rate v	L	_T	Tł 128		RT 22	LT 12	-	TH 1984	RT		90		TH	R [*]		LT	TH	RT
Lane Group Ca				243		 1087	148		3015		_	148			13				+
v/c Ratio, X		_		0.5		0.02	0.08		0.66			0.61	-		0.2				
Total Green Ra	ntio. a/C			0.70		0.70	0.08		0.85			0.08			0.0				
Uniform Delay,				8.5		5.5	50.8	_	3.1			53.1			51.4				+
Progression Fa				1.0		1.000	1.000	_	.000			1.000			1.0				-
Delay Calibration				0.13		0.11	0.11	_	0.23			0.19			0.1				
Incremental De				0.7		0.0	0.2	_	0.5			7.1			0.				
Initial Queue D				0.0	-	0.0	0.0	-	0.0			0.0			0.0				
Control Delay	2, 0			8.8		5.5	51.0	-	3.6			60.2			52.				
Lane Group LC)S			A		A	D		A			E			D				
Approach Dela			8.					3.9					58.2	?				1	
Approach LOS			A	_				A					Е						
Intersection De			7.0				X _c =		65	_	1	nterse	ction	LOS				A	

						HC	S+" DET										
General Infor		A CLES		54		1000		-		formatio		00144	0 Dec.::	200	200		1
Analyst	MTA								Interse				& Provide	nce			
Agency or Co									Area T				her areas				
Date Performs								- 1	Jurisdi			ODO	•	240)			
Time Period	PM Peak	Hour						- 1	-	is Year			ground (20	,			
									Project	טוי		Austi	n Property	1	-		
Volume and	Timing Input	10-5		17.7	EB		-		WE	1			NB		222600	SB	
			LT		TH	RT	LT	-	TH		-	LT	TH	RT	LT	TH	RT
Number of La	nes. N1		<u> </u>	_	2	1	1		2		-	1	111	1		7 '''	KI
Lane Group			-			R	L					Ĺ		R			-
Volume, V (vp	h)			_	1331	23		!	206	3		93		30			
% Heavy Vehi					4	4	2		2			2		2			
Peak-Hour Fa					0.97	0.97	0.97	,	0.97			0.97		0.97			
Pretimed (P) o	or Actuated (A)				Α	Α	А		Α			Α		Α			
Start-up Lost	Time, I1				2.0	2.0	2.0		2.0			2.0		2.0			
Extension of E	ffective Green, e	2			2.0	2.0	2.0		2.0			2.0		2.0			
Arrival Type, A	AT				3	3	3		3			3		3			
Unit Extension					3.0	3.0	3.0		3.0			3.0		3.0			
Filtering/Meter	ring, I				1.000	1.00	0 1.00	00	1.00	0		1.000)	1.000			
Initial Unmet E	Demand, Qь				0.0	0.0	0.0		0.0			0.0		0.0			
Ped / Bike / R	TOR Volumes	_	0		0	0	0		0			0	0	0			
Lane Width	ne Width Irking / Grade / Parking				12.0	12.0	12.0	_	12.0			12.0		12.0			
			N		0	N	N		0	N		N	0	N			ļ
Parking Mane											_		_				
Buses Stoppin					0	0	0		0			0		0			<u></u>
	Pedestrians, G _P				3.2			_	3.2				3.2				
Phasing	WB Only		Only			& RT		04		NB C			06		07		08
Timing	G = 10.0	G = 4			G = 8		G = (2010000		G = 10	.0		= 0.0	G =		G = (
Duration of An	Y = 4	Y = 0			Y = 4	-	Y = 0	,		Y = 4			= 0	Y =		Y = 0	
	alysis, T = 0.25	I Delevi	and all	100	Deda		_					C	ycie Leng	th, C = 12	20.0	EL 000 10 11 12	Ondiant St
Lane Group C	Capacity, Contro	uelay,	ana ,		B	ninatio	n		WB		1		NB		<u></u>	SB	
		L	_Т	Ti		RŤ	LT		TH	RT	L	Т	TH	RT	LT	TH	RT
Adjusted Flow	Rate, v			13	72	24	13	2	2127		9	6		31			
Lane Group Ca	apacity, c			24.	35	1087	148	3	3015		14	18		132			
v/c Ratio, X				0.5	6 (0.02	0.09	0).71		0.6	5		0.23			
Total Green Ra				0.7	0 (0.70	0.08	0	.85		0.0	8		0.08			
Uniform Delay				8.9)	5.5	50.8	3	3.4		53.	3		51.4			
				1.0	00	.000	1.000	1	.000		1.0	00		1.000			
	ogression Factor, PF lay Calibration, k				6 ().11	0.11	0	.27		0.2	3		0.11	<u></u>		
Incremental De				0.		0.0	0.3	-	0.8		9.			0.9			
nitial Queue D	elay, d ₃			0.0		0.0	0.0	-	0.0		0.0			0.0			
Control Delay				9.	2	5.5	51.0	-	4.1		62			52.3			
Lane Group LO				_A		Α	D		A		Ε			D			
Approach Dela			9.					4.4		-		_	0.3				
Approach LOS		_	<i>F</i>					A					E				
ntersection De	elay		8.	2			X _c =	0.7	/0		Inte	rsect	ion LOS	_		A	

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		2 may 20 10 10 10 10 10 10 10 10 10 10 10 10 10		97-b-sq. 600 (2)	HC	S+" DET	AILED	REPC	PRT			-Att 1-30 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 ** 1.40 **	A CHILD THE MAN AND THE PARTY	Arrage mandages and	2 10 15 - 2 10 10 -
General Inform			OK.		No. Lie		Site	nform	ation	r .				- Mais	
Analyst	MTA							ection			V & Provide	nce			
Agency or Co.	Lancaster						Area	Type		All	other areas				
Date Performe	d 8/2/2006						Juriso	diction		OD	OT				
Time Period	PM Peak	Hour					Analy	sis Ye	ar	Bac	kground + S	Site (2013))		
							Proje	ct ID		Aus	tin Property				
Volume and T	iming Input	300	5399		100			JA (2)	100	WE.		ETITE CH	K SET		
				E			W				NB	100		SB	7
	NI.		LT	TH		LT	TH	1	RT	LT		RT	LT	TH	RT
Number of Lan	es, IV1		1	2	1	1	2	_	_	1	1 -	1	2	1	0
Lane Group			L 70	T 100	R	L	T 105	-		L	T	R	L	TR	
Volume, V (vph			73	138		13	195	2		93		30	322	78	54
% Heavy Vehic			0	4	4	2	2	_		2	0	2	0	0	0
Peak-Hour Fac		_	0.97	0.97		0.97	0.97			0.97		0.97	0.97	0.97	0.97
Pretimed (P) or			A 2.0	2.0	A 2.0	A 2.0	A 2.0	_		A 2.0	A 2.0	A 2.0	A 2.0	A 2.0	A
Start-up Lost T	ime, i1 fective Green, e		2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	2.0	2.0	
				3	2.0	2.0	2.0				2.0	2.0	2.0	2.0	
Arrival Type, A Unit Extension,			3.0	3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0	3.0	
Filtering/Meteri			1.000					00		1.00		1.000	1.000	1.000	
Initial Unmet De		-	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RT			0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0	0
Lane Width	OK Volumes		12.0	12.0		12.0	12.0	1		12.0		12.0	12.0	12.0	
Parking / Grade	e / Parking		N	0	N	N	0		N	N	0	N N	N N	0	N
Parking Maneu														1	
Buses Stopping			0	0	0	0	0			0	0	0	0	0	
Min. Time for P	edestrians, Gp		I—	3.2			3.2				3.2			3.2	-
Phasing	Excl. Left	E	3 Only	Т	nru & RT		04	E:	xcl. L	eft	SB Only	Th	ru & RT	(18
	G = 4.0	G =	2.0	G =	79.0	G = (0.0	G =	8.0		G = 3.0	G =	8.0	G = 0	.0
Timing	Y = 4	Y =	0	Y =	4	Y = 0)	Y =	4		Y = 0	Y =	4	Y = 0	
Duration of Ana	lysis, T = 0.25										Cycle Leng	th, C = 1	20.0		
Lane Group C.	apacity, Contro	l Delay	, and	LOS Det	erminatio	n	Miges			3018	7/45/1994	7030E	13/19/5/15		
				EB			WB	1			NB			SB	
Adjusted Flow F	Pato v		_T	TH	RT	LT	TH	RT		LT	TH	RT 21	LT	TH	RT
Lane Group Ca			75 50	1428	27	13	2012	_		96	91	31	332	136 163	
v/c Ratio, X	pacity, c		50 50	2348 0.61	1048 0.03	59 0.22	2335 0.86			118 0.81	0.72	106 0.29	438 0.76	0.83	
Total Green Ra	tio. g/C	0.1		0.68	0.68	0.22	0.66			0.07	0.72	0.29	0.13	0.09	
Uniform Delay,			2.6	10.8	6.4	56.5	16.2			55.3	54.9	53.3	50.7	53.6	
Progression Fa			000	1.000	1.000	1.000	1.000	+		1.000	1.000	1.000	1.000	1.000	<u> </u>
Delay Calibratio		0.		0.19	0.11	0.11	0.39		_	0.35	0.28	0.11	0.31	0.37	
ncremental De			2.6	0.5	0.0	1.9	3.6			33.7	17.6	1.5	7.5	29.5	
nitial Queue De	7, 2	0.		0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	0.0	0.0	
Control Delay			5.2	11.2	6.5	58.4	19.7	1		88.9	72.5	54.8	58.2	83.1	
Lane Group LO	S	E		В	A	E	В		+	F	E	D	E	F	
Approach Delay			13.				0.0				77.2			65.5	
Approach LOS			В				В				E			E	
Intersection Del	ay		25.				0.81		ī	ntersec	tion LOS			С	
	versity of Florida, All F	Rights Res				U		HC		/ersion 5.			Gene	rated: 8/2/20	06 8:36

		710************************************	CLUTTER OF MARKET			HCS	\$+°	DETA	AILE	D R	ΕP	ORT			***	and the second s		of each of the last of the las		, i.e. / / /	***************************************	
General Information						M	1	1 100	Site Information													
Analyst MTA								Int	terse	ctio	n		99W & Providence									
Agency or Co. Lancaster									Are	ea Ty	/pe	9		All other areas								
Date Performed 8/2/2006							Jurisdiction							OD	O7							
Time Period PM Peak Hour					Analysis Ye						ear/		2025 Background									
									Pro	oject	ID			Aus	stin	Property						
Volume and Ti	iming Input												SENT.									
					EB	DT				WB	- 1	DT	-	1.7	_	NB	T .	- -	1	SB	DT	
Number of Lan	os Na		LT 1		H	RT 1		LT 1		TH 2	_	RT	_	LT 1		TH 1	-	₹T 1	LT 2	TH 1	RT 0	
Number of Lanes, N1 Lane Group			L	2 T		R			_	$\frac{1}{T}$						$\frac{1}{T}$	-	<u>′</u> ₹	L	TR	U	
Volume, V (vph	1)		110)55	50	_	160	—	1280		-		100		150	-	05	460	100	110	
% Heavy Vehic	<u></u>		0			4		2		2				2		0	-	2	0	0	0	
Peak-Hour Fac			0.97	0.		0.97		0.97		0.97			0.97		-	0.97	0.5		0.97	0.97	0.97	
Pretimed (P) or	Actuated (A)		Α		1	A	A		A		-	*	A			А	A		Α	А	Α	
Start-up Lost Time, I1			2.0			2.0	2.0		2	2.0			2.0		_	2.0	2.0		2.0	2.0		
Extension of Effective Green, e			2.0			2.0		2.0		2.0			2.0			2.0		.0	2.0	2.0		
Arrival Type, AT			3	3 :		3		3		3			3			3	3		3	3		
Unit Extension, UE			3.0	3.	0	3.0	3.0		3	3.0			3.0			3.0	3.0		3.0	3.0		
Filtering/Metering, I			1.00	0 1.	000	1.000		1.000		1.000			1.0		0	1.000		000	1.000	1.000		
Initial Unmet Demand, Qb			0.0	0.	0	0.0		0.0	0.0					0.0		0.0	0.	0	0.0	0.0		
Ped / Bike / RTOR Volumes			0				0		_	0				0		0	-)	0	0	0	
Lane Width			12.0	12	_	12.0		12.0		12.0			12.0			12.0	12.0		12.0	12.0		
Parking / Grade / Parking			N)	N		N		0	_	N		N		0	^	V	N	0	N	
Parking Maneuvers, Nm			0			0				0	-			0		0	-	0	0	0		
Buses Stopping, NB			- 0		.2					3.2				- 0		3.2		U	U	3.2		
Min. Time for Pedestrians, Gp				-			7)4	J. Z		Excl. I	1 0 64					Th	ru & RT		 08	
Phasing			hru & RT = 62.0 G			03		G =		_	G = 9.0					SB Only = 8.0	G =			G = 0.0		
Timing	Y = 4	* ****			Y =		Y =				Y = 4					= 0	Y =			Y = 0		
Duration of Ana	Duration of Analysis, T = 0.25										,					vcle Lengt	h. C					
	apacity, Control	Dela	y, and	LOS D	eterm	inatio	7	1		Sal.	10		277	700	-,			11.50	(yin)	= 2/163	1000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				EB					VVE	В						NB				SB		
			LT Th		RT		LT		TH		RT		-	LT		TH	R		LT	TH	RT	
Adjusted Flow Rate, v			113	1088			165		1320					103 133		155	10		474	216		
Lane Group Capacity, c		_	196			802 0.06		192		33					-	190	158		613	292		
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EXHIBIT G

NATURAL RESOURCE REVIEW





9450 SW Commerce Circle, Suite 180 Wilsonville, OR 97070

PACIFIC HABITAT SERVICES, INC

(800) 871-9333 ● (503) 570-0800 ● Fax (503) 570-0855

January 25, 2007

Sonja Haugen Springbrook PropertiesPO Box 1060
Newberg, OR 97132-1060

Re: Natural Resources Review for the Springbrook Development in Newberg,

Oregon

PHS Number: 3806

Dear Sonja:

Pacific Habitat Services (PHS) reviewed the natural resources on the Springbrook Development property in Newberg, Oregon. This letter describes our findings and summarizes future potential actions needed for site development permitting.

EXISTING SITE CONDITIONS

The site consists of agricultural land, riparian areas, a ballfield, an old school, commercial buildings, upland forested areas, wetlands, streams, and rural residential housing. The location of each of these land use types is visible in the aerial photograph included as Figure 1.

Agricultural land use on site consists of pasture, hazelnut groves, and grass seed fields. The forested riparian areas adjacent to Springbrook and Hess Creeks contain an overstory dominated by Oregon white oak, big leaf maple, Oregon ash, black cottonwood, and Douglas fir. The understory contains some areas that are dominated by native species such as snowberry, hazelnut, elderberry, sword fern, and Oregon grape. However, much of the riparian understory adjacent to Springbrook and Hess Creeks is impenetrable due to the dominance of Himalayan blackberry present in the shrub layer. There are also scattered fruit trees present in these riparian areas.

STREAMS AND WETLANDS

PHS conducted a wetland determination to estimate the location of wetlands and waterways on site. The size and location of streams and wetlands were hand drawn on an aerial photograph and converted into an AutoCad layer in order to approximate the size of each feature (Figure 1).

Sonja Haugen, Springbrook Properties Natural Resources Review for the Springbrook Properties / PHS #3806 January 22, 2007 Page 2 of 5

A wetland delineation, which is more detailed study where the wetland boundaries are flagged and surveyed to more accurately calculate the wetland area, will be completed this spring.

PHS located the approximate boundaries for Springbrook and Hess Creeks, their tributaries, several ditches, and Wetlands A-N. These features are further summarized in Tables 1 and 2.

Table 1. Summary of Waterways

Feature	Description
Springbrook Creek	Springbrook Creek flows southeast through the eastern portion of the site. The Creek is contained within a steep forested ravine and there are some wetlands associated with the stream channel at the base of the slopes of the ravine. The riparian area contains a lot of Himalayan blackberry.
Tributary S1	This is a tributary to Springbrook Creek. This tributary flows through a well-defined channel at the junction of two tax lots.
Tributary S2	Water appears to sheet flow through the hazelnut field, but the flow velocity does not form a defined channel until it reaches the top of bank to Springbrook Creek.
Railroad Tracks ditch	This ditch meets wetland criteria and it is connected to Wetland C, therefore, it will likely be regulated by the State and Federal agencies.
Ballfield ditch	This is a ditch along the east side of the ballfields.
Hess Creek East	There is an earthen dam and culvert in the upper portion of Hess Creek East which forms a pond.
Hess Creek West	There is an earthen dam and culvert in the upper portion of Hess Creek West which forms a pond. The stream channel was dry above the pond.
Hess Creek	Hess Creek flows south through the site. The Creek is contained within a steep forested ravine. The riparian area contains large amounts of Himalayan blackberry.
Tributary H1	This is a small tributary to Hess Creek. The defined channel does not extend beyond the edge of the tree cover.
Ditch H2	This ditch conveys water flowing west to Hess Creek.
Ditch H3	This is a narrow swale and subsurface drain tiles convey most of the water flowing through this area.
Ditches H4 and H5	These are small ditches that facilitate drainage in the agricultural field.
Southwest ditch	This ditch collects flows from the agricultural field.
Roadside ditches	Though not shown on Figure 1, the site contains numerous roadside ditches. Roadside ditches will need to be further evaluated as part of the wetland delineation.

Table 2. Summary of Wetland Areas

Feature	Description
Wetland A	This is a small wetland area associated with Tributary S1.
Wetlands B and G	Winter flows appear to collect in these flat areas near the hazelnut fields.
Wetland C	This is a ditch that was likely excavated from a larger wetland area.
Wetland D	This wetland lies at the base of the slopes in this agricultural field. The flows from this wetland travel under the road through a culvert.
Wetland E	Wetland E flows into a culvert under the residential development to the south. These flows are then daylighted in a stream channel north of Safeway.
Wetland F	The lowest portion of the grass field appears to be wet in the winter-spring. Flows leave this area in a culvert located southwest of the wetland.
Wetlands H and I	These are hillside slope wetlands where water seeps out and collects in a flat bench. Flows from these wetlands enter a roadside ditch and they are conveyed to Hess Creek through Ditch H2.
Wetland J	This is a wet pasture area resulting from a livestock watering well. If the water is turned off, this feature may not be present in the future.
Wetland K	This is a very small wet area within the agricultural field.
Wetland L	This wetland is dominated by Oregon ash and it may continue east to Hess Creek, however, the eastern limits of this feature will need to be determined during the wetland delineation to verify this connection.
Wetland M	This is a small wetland at the southern portion of the hazelnut field. Water collects here and leaves the site through a large culvert that is covered by a storm grate.
Wetland N	Flows from this agricultural field appear to drain to the southwest corner of the site.

ENDANGERED SPECIES

PHS requested data on rare species occurrences from the Oregon Natural Heritage Information Center (ORNHIC). The ORNHIC database search indicated that the following rare species are known to occur within two miles of the site: Chinook salmon, steelhead, and white rock larkspur.

PHS reviewed site conditions to determine if any of these species are likely present on site. Spring run Chinook salmon are known to occur in Springbrook and Hess Creek, however, their distribution does not likely extend as far north as the project area. Resident fish species are likely present within the project area.

PHS also evaluated the habitat potential for rare plants such as white rock larkspur, *Delphinium leucophaeum*. White rock larkspur habitat consists of undisturbed open bluffs and moist areas adjacent to wetlands/streams. This species is not likely to occur in the forested areas and it is less likely to occur in the grass seed fields due to disturbance such as annual plowing, mowing, and/or herbicide application. However, this species can exist in fencerows or along drainages adjacent to agricultural fields. There may be habitat for this species in some of the less disturbed pasture areas on site, for example, on Tax lots 1100, 4101, and 4200. Since this plant is known to occur within two miles of the site, a rare plant survey may be required as part of any State or Federal permits. This survey would need to occur when the plant is in bloom which is typically from May through June, therefore, PHS will conduct this survey this spring. If white rock larkspur is found on site, the US Army Corps of Engineers may initiate consultation with the United States Fish and Wildlife Service as part of the Section 404 permitting process. If

Sonja Haugen, Springbrook Properties Natural Resources Review for the Springbrook Properties / PHS #3806 January 22, 2007 Page 4 of 5

required, PHS would work with the property owner to prepare a Biological Assessment that evaluates project impacts, demonstrates avoidance and minimization, and mitigates any impacts as part of the site development plan.

SITE DEVELOPMENT PERMITTING

The City of Newberg does not have a wetland protection ordinance, however, they do have a stream corridor overlay for Hess Creek. With the exception of a utility/infrastructure crossing, the site development plan will avoid impacts to the Hess Creek corridor. The crossing will require a permit from the City and riparian enhancement will be proposed to mitigate for those impacts. Earthwork in wetlands will require authorizations from the Department of State Lands (DSL) and the US Army Corps of Engineers (Corps). These agencies require that site development avoids and minimizes impacts to streams and wetlands. The preliminary site plan avoids earthwork in Springbrook and Hess Creek, therefore, the highest valued streams and wetlands have been mostly avoided. However, the current site plan proposes approximately 7 acres of wetland fill. Most of these wetlands are currently degraded due to agricultural production, therefore, they provide limited wildlife habitat. Wetland impacts will need to be mitigated by restoring, creating, or enhancing wetlands on-site or at an off-site location. Please see the attached fact sheets about wetland permitting and mitigation.

The proposed site plan will fill all of the wetlands on site except possibly Wetland L. During the wetland delineation, PHS will determine whether or not Wetland L is connected to Hess Creek and the site plan will be further evaluated to see if this wetland can be avoided. To mitigate for impacts to ditches, there are riparian enhancement opportunities adjacent to Springbrook and Hess Creeks. Riparian enhancement such as blackberry removal and native plantings would improve the fish habitat on site and downstream.

Trail and road crossings should be designed to avoid and/or minimize impacts to streams and wetlands. If bridges are not possible, then a box culvert that spans the stream width is typically the next method preferred. Since these streams contain fish, all stream crossings will need to meet the fish passage requirements of the Oregon Department of Fish and Wildlife. PHS will work with WRG Design to ensure that the proposed crossings are designed to these standards.

This project will be presented to DSL and the Corps as one contiguous project so that the permitting and compensatory mitigation requirements can be combined. These agencies prefer to evaluate larger projects especially if they are owned by the same applicant. Presenting the whole project demonstrates avoidance of impacts to Springbrook and Hess Creek. If the project becomes several smaller projects, then the mitigation projects may become smaller discontinuous projects.

PHS has identified a potential off-site wetland mitigation area to compensate for impacts to wetlands on site. The site is located just south of the City of Newberg near the intersection of Highway 219 and the Willamette River. The site contains approximately 10 acres of pasture wetland, several acres of agricultural wetland, and approximately 20 acres of agricultural land that has been drained. The pasture and agricultural wetlands could likely be enhanced for mitigation credit at a 3:1 replacement ratio. Therefore, these wetlands could provide approximately half of the wetland mitigation credit. The drained agricultural fields could be

Sonja Haugen, Springbrook Properties Natural Resources Review for the Springbrook Properties / PHS #3806 January 22, 2007 Page 5 of 5

restored to wetland at a 1:1 replacement ratio and this could make up the remainder of the wetland mitigation area. Once the wetland mitigation plan has been developed and the permits have been sent to the agencies, obtaining DSL and Corps permits typically takes about six months.

In summary, this letter presents a review of the natural resources at the Springbrook site. Once the wetland delineation is completed this spring, we will more accurately calculate the stream and wetland areas on site. This supplemental mapping will be summarized in a report and provided to the agencies with a permit application for stream and wetland fill.

Mimi Doukas and Trina Whitman, WRG Design, Inc.

If you have any questions, feel free to contact me.

Sincerely,

CC:

Jennifer Goodridge, Biologist

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Pacific Habitat Services

Attachments: Figure 1

Wetland Fact Sheets



JUST THE FACTS...

HOW ARE WETLANDS AND WATERWAYS REGULATED?

This fact sheet gives you an overview of how activities in wetlands and certain other waters like streams, lakes, and bays are regulated. Because many local governments regulate activities in and adjacent to wetlands and waterways, your city or county land use planning department is a good first contact. Be aware, however, that whether or not a local permit is required, a state and/or federal permit for work in wetlands or waters may be required. Sound complicated? It can be, but this fact sheet gives you the basic information you need to determine whether the activity you propose may require a state or federal permit. The regulations are very detailed. Visit the Department of State Lands' Web site and/or contact the wetlands or permit staff for more specific information.

Activities in Wetlands and Waterways May Be Regulated by:

- ▶ The Oregon Department of State Lands (DSL) under the state Removal-Fill Law
- The Army Corps of Engineers (Corps) under the federal Clean Water Act and Rivers & Harbors Act
- ► The Oregon Department of Forestry under the Forest Practices Act
- The U.S. Natural Resources Conservation Service under the federal Farm Bill
- The Oregon Department of Agriculture, Natural Resources Division
- Some city and county land use ordinances

What Areas Are Regulated?

- "Waters of the State" or "Waters of the U.S." including:
 - · Rivers, streams, most crecks, and some ditches
 - Bays, estuaries, and tidal marshes
 - Lakes and some ponds
 - Permanent and seasonal wetlands
- If you are uncertain whether there are regulated wetlands on your property, contact DSL for assistance.
- The regulations apply to all lands, public or private, except tribal lands.
- A wetland does not have to be mapped by the state or otherwise "designated" to fall under the regulations.

What Activities in Waters of the State/U.S. Are Regulated?

- Placement of fill material
- Alteration of stream banks or stream course
- Ditching and draining
- Excavation or dredging of material
- ► Bank stabilization (e.g., riprap or retaining walls)
- In-water construction such as piers (may also require a lease from DSL)
- ► Stump removal (large land-clearing projects)
- Commercial timber harvest

What Activities Are Exempt?

- Some routine maintenance activities such as repairing culverts
- Established, ongoing agricultural activities such as plowing, cultivating, and ditch maintenance
- Some minor projects involving small amounts of fill or removal

Be sure to contact DSL and the Corps for specifics before you proceed with your project.

Confused?

For Urban Lands and Activities

- Contact: City or county planning department for local requirements
- Also contact; DSL (503) 378-3805 and the Corps of Engineers, (503) 808-4373

For Agricultural Activities

- First contact: Natural Resources Conservation Service for your area (in phone book under U.S. Government, Department of Agriculture)
- Next contact: DSL and Corps (some activities are regulated by all three agencies)

For Commercial Forest Operations

- First contact: Oregon Department of Forestry, Private & Community Forestry Program, (503) 945-7470
- If a change in land use is planned, also contact your local planning department, DSL, and Corps

How Can You Avoid the State and Federal Permit Process?

If you know with certainty the boundaries of any wetlands or waterways and can avoid those areas with your project, no state or federal permit is required. However, it is important to contact your local planning department, as some local governments have setback requirements.

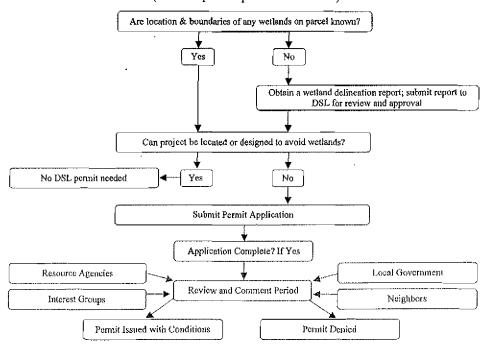
What's Required to Get a Permit?

A permit application form may be obtained from either DSL or the Corps by mail or from their Web sites. A complete application must include the project design, a plan to minimize impacts to the resource, and the fee. A wetland delineation may also be required. Applicants must design the project to avoid and minimize impacts to the waters to the extent practicable. In most eases, unavoidable wetland impacts must be compensated for through wetland restoration, enhancement, or creation, or by buying credits from a mitigation bank (compensatory mitigation plan). If complete, the application goes through a public review process. The project must also be consistent with the city or county land use plan and must comply with Oregon's water quality standards.

How Are the Laws Enforced?

The best enforcement is to prevent unpermitted wetland alterations through accurate information and education. However, when violations do occur, a variety of enforcement tools may be used, including restoration orders, fines, civil penalties, and/or criminal charges.

Basic State Permit Process (Federal permit process is similar)



About Compensatory Mitigation for Wetland Impacts

When people apply for a permit to place fill in a wetland, they discover immediately that they must follow a process to "mitigate" the negative impacts to the wetland. Often, applicants start with the assumption that mitigation only means that they will be issued a permit if they are willing to replace the wetland area that they propose to impact. However, there's much more to it than that! This fact sheet explains the mitigation process and the different compensatory mitigation options that may be available to the permit applicant. More detailed information in the form of rules is available from the Division of State Lands (DSL).

What Does Mitigation Mean?

The dictionary definition of mitigation is "to reduce the effect of an action." In wetland regulations, the term has the same meaning—to reduce the negative effects of a proposed project. The main point to remember is that mitigation is a *process*. It starts with evaluating how wetland impacts can be avoided. If the impact cannot be completely avoided, the next step is to look at ways to minimize "unavoidable" impacts. Only after a legitimate effort has been made to avoid and minimize impacts does "compensatory mitigation" come into play. This sequential process is established in both state and federal law.

What Is Compensatory Mitigation?

Compensatory mitigation is creating, restoring or enhancing wetlands to replace or "compensate" for the wetland area and functions lost through the permitted alteration. Constructing a wetland in an area that never supported wetlands historically is called *creation*. Wetland creation is often difficult because the upland soils are not good at retaining water. *Restoration* means re-establishing wetland vegetation and hydrology to a site that was historically wetland but has been dried out by diking, draining, or filling. *Enhancement* is improving an existing but badly degraded wetland by correcting the conditions that cause it to be degraded. This might include providing more water to the site or restoring native plant communities. The enhancement goal is to greatly improve the condition and functions of the wetland.

When Is Compensatory Mitigation Required?

Compensatory mitigation is required as a condition of any state permit to place fill or excavate in a wetland. When a permit application is received by DSL, the permit coordinator determines if the applicant has adequately explored project alternatives that would avoid wetland impacts completely and also those that would minimize impacts. If there are practicable alternatives with no or minimal wetland impact, those alternatives must be pursued. Compensatory mitigation is required for the unavoidable impacts.

Basic Mitigation Process Steps

Steps taken before compensatory mitigation is considered

- Delineate wetland boundaries on development site and obtain DSL/Corps of Engineers concurrence
- Analyze development needs for the site
- Determine if project can be completed without any impact to the wetlands
- If not, identify project alternatives that will minimize wetland impacts
- Finalize development/project plans that avoid and minimize wetland impacts; consult with DSL/Corps and prepare permit application

Steps taken after alternatives are fully explored and impacts minimized

- Evaluate project impacts on wetland acreage and functions
- Develop compensatory mitigation plan that meets minimum ratios and replaces lost functions
- Obtain DSL/Corps approval of mitigation plan
- Construct mitigation project before or at the same time (same growing season) that development project is constructed
- Monitor mitigation project for required period of time (usually 3-5 years) and take corrective action to ensure project success, as necessary

Over 🖛

Compensatory Mitigation for Wetland Impacts

Mnst Wetlands Be Replaced On An Acre-For-Acre Basis?

Not necessarily. DSL's rules set minimum ratios that vary by the type of compensatory mitigation proposed, as follows:

Restoration ratio is 1:1 (1 acre restored for every 1 acre lost)
 Creation ratio is 1.5:1 (1½ acres created for every 1 acre lost)
 Enhancement ratio is 3:1 (3 acres enhanced for every 1 acre lost)
 Enhancement of cropped wetlands is 2:1 (2 acres enhanced for every 1 acre lost)

The ratios reflect both the probability of mitigation project success and the state's mandate to maintain wetland acreage and functions.

Compensatory Mitigation Options

Onsite mitigation is the customary option. It refers to conducting the compensatory mitigation project on the same parcel where the wetland impact will occur. This is frequently the easiest option and may be the best one for minimizing the cumulative impacts of developments in a given area. Sometimes, bowever, it is not practicable and often it is not the best option for replacing ecological functions. If DSL staff determines that the onsite option is not feasible or is not ecologically preferable, other options may be pursued.

Offsite mitigation is when the mitigation site is not adjacent to the development site. Generally, the mitigation project will be constructed within the same drainage basin—again, this is to control cumulative impacts in an area and ensure that problems such as flooding are not shifted from one basin to another.

Payment to provide mitigation—in limited cases such as for small impacts, an applicant may be allowed to make a payment to DSL rather than construct the mitigation project his or herself. DSL determines the amount of the payment based upon estimated costs to acquire a site and construct, plant and monitor the mitigation project, and seeks out projects that will provide the necessary compensatory mitigation.

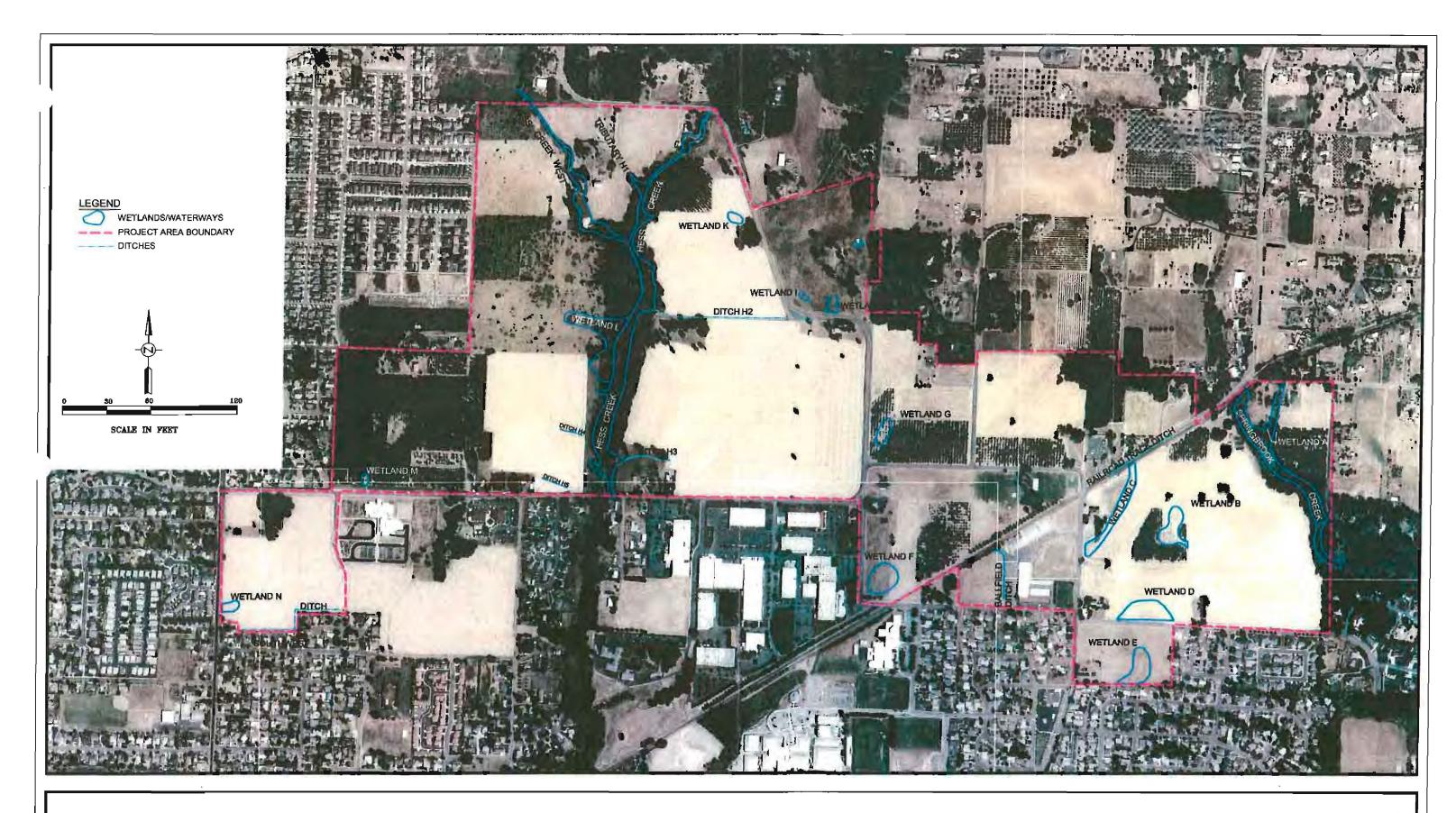
Purchase credits from a mitigation bank—a mitigation bank is a large wetland mitigation project constructed by a public or private party to compensate for future wetland impacts. DSL has specific rules for how a mitigation bank will be developed, operated and monitored. "Credits" are the units of exchange. They are usually based on acre units (one acre impact = one credit) and their value is determined by the actual cost of creating the credit in the bank. Private bank sponsors will also figure in a margin of profit. DSL staff may approve purchase of credit from a bank if onsite mitigation options are not practicable or not ecologically preferable. Mitigation banks can provide many practical and ecological benefits over small, onsite mitigation projects.

Does Compensatory Mitigation Really Work?

There have been many studies throughout the U.S. on how well created or restored wetlands perform. The "success" of a mitigation project depends upon multiple factors including appropriate siting, adequate water source, and the site's ability to be self-maintaining. In general, restoration of former wetlands has a higher likelihood of success than creation or enhancement. **DSL** has conducted studies of mitigation compliance with permit conditions and has found that:

- Most compensatory mitigation projects required by a permit were completed
- There were often significant differences in what was proposed and what was completed, resulting in a small net loss of wetland acreage
- Most wetland impacts and mitigation projects are less than one acre in size
- There is limited data with which to evaluate the functional success of mitigation projects

Project evaluation helps DSL improve mitigation project design, monitoring requirements and overall mitigation project success.



3806 9/5/06

Aproximate location of Wetlands/Waterways at the Springbrook Site in Newberg, Oregon (aerial photographs provided by WRG Design, Inc., 2006).



EXHIBIT H

TREE RECONNAISSANCE



Walter H. Knapp Silviculture & Urban Forestry

September 10, 2006 Revised: January 25, 2007 Revised: February 26, 2007 Revised: April 19, 2007

0647

SPRINGBROOK TREE RECONNAISSANCE

Background and Purpose

Much of the Springbrook site in Newberg is forested. We visited the site originally in August 2006 to conduct a reconnaissance to locate and describe general tree conditions, including outstanding trees and groves, diseased or hazardous trees, and other features considered noteworthy. This preliminary information can be used to identify high-quality trees and stands that could be incorporated into site development, as well as those that are not recommended for retention. A revisit of the site in January and February, 2007, resulted in the addition of four more areas.

Results

A total of 17 areas with trees were examined. Some of the areas contained wild stands, but most of the sites were near farms or other development. A variety of native and introduced species were identified, including some outstanding specimens. Three specimens were identified on site that were significant and warrant mention. The first was located in Area 8 and is a very good example of a ponderosa pine that is native to the Willamette Valley. The second was an 80-inch diameter redwood located in Area 13 that appeared to be stable and in excellent condition despite damage to the top of the tree. The third is a 51-inch black walnut tree which is in excellent condition in the southwest corner of Area 12.

Oregon white oak represented most of the good-to-excellent trees and stands. The tree areas are noted on the site photo-map provided to WRG Design. Descriptive photos of many of these sites are included in this report.

Area 1. College/ Mountainview. The stand includes predominantly mature Oregon white oak in good condition and well-adapted to the site. Bigleaf maple, black cottonwood, and black walnut are also scattered throughout Area 1, but their condition is marginal. For example, some of the maples are damaged, decayed, or declining. The walnut trees are structurally unstable, and cottonwoods are not recommended for retention near development due to inherent species

- limitations. [Species: Oregon white oak, bigleaf maple, black cottonwood, black walnut. Size: large; Rating: very good; Photo]
- **Area 2. Aspen Way Oaks.** These trees have minor basal decay, but the grove is sustainable. No disease or insect limitations were identified. [Species: Oregon white oak. Size: large; Rating: very good; Photo]
- **Area 3. Aspen Way Conifers.** The Douglas-firs on this site have codominant stems (multiple trunks), an indication of structural instability, as well as low vigor. The incense cedars are in good condition. Overall, the grove is of low quality for retention. [Species: Douglas-fir, incense cedar. Size: large; Rating: poor]
- Area 4. Hess Creek Drainage. This is the largest forested area on the entire site. It contains a wide variety of tree sizes, species, and conditions. Many of the mature individual Douglas-firs, grand firs, Oregon white oaks, and bigleaf maples are in poor condition and may not be sustainable for retention if development is to occur immediately adjacent to them. However, the condition of the area as a whole would be considered excellent if it could be retained as an open space in its relatively wild condition. [Species: Oregon white oak, bigleaf maple, Douglas-fir, grand fir, black cottonwood, Oregon ash, madrone, cherry, red alder. Size: variable; Rating: variable poor for retention/development, excellent for open space retention and habitat; Photos]
- **Area 5. Hillside Grove**. This outstanding stand of Oregon white oaks forms a contiguous canopy on the hillside, and appears to be in excellent condition. [Species: Oregon white oak. Size: large; Rating: excellent; Photo]
- **Area 6. Hillside Trees.** These scattered trees are generally in poor condition, with select trees in good condition. [Species: Oregon white oak, bigleaf maple, Douglas-fir. Size: large; Rating: poor]
- **Area 7. Oak Grove**. This stand of Oregon white oaks is a part of a larger grove outside the Springbrook boundary. [Species: Oregon white oak. Size: large; Rating: good]
- **Area 8. Ponderosa Pines.** These two very large specimens are different in quality. The western tree is in very good condition with no apparent limitations or defects; however, the eastern tree has a history of breakage and instability. [Species: ponderosa pine. Size: very large; Rating: one tree excellent]
- **Area 9. Maple Grove.** This grouping of bigleaf maples is infected with Verticillium wilt, a fungal disease. The trees are not sustainable. [Species: bigleaf maple. Size: large; Rating: poor]

Area 10. Fir Plantation. This plantation of Douglas-fir is not presently a significant stand. The trees are pole-sized and crowded. Thinning¹ will be needed if the stand is to be retained. [Species: Douglas-fir. Size: poles; Rating: good; Photo]

Area 11. Upslope Mixed Stand. Many of the mature Oregon white oaks and Douglas-firs in this area are in poor condition and would not be well suited to selective retention; however, the stand as a whole would be excellent for retention. [Species: Oregon white oak, Douglas-fir. Size: large; Rating: variable, mostly poor; Photo]

Area 12. Railroad Crossing. This area is dominated by Oregon ash, but contains a variety of species. Individual trees may be suitable for retention near development, including a 51-inch black walnut tree, which is in excellent condition in the southwest corner of the area. However, the majority of trees in this area (especially those within the drainage) are in poor condition and may not be suitable for retention if development is to occur immediately adjacent to them. However, the condition of the area as a whole would be considered excellent if it could be retained as an open space in its relatively wild condition. [Species: Oregon ash, bigleaf maple, ponderosa pine, horsechestnut, black walnut, Oregon white oak. Size: variable – mostly large; rating: variable – mostly poor, except one specimen black walnut]

Area 13. Hess Creek Farm. The most outstanding tree on this property is an 80-inch diameter redwood. Although the top of the tree may have broken out many years ago, the tree now appears to be stable and in excellent condition. This is the largest tree examined on the Springbrook site. Other trees on the Hess Creek Farm site include sequoias and western redcedars in good to excellent condition, as well as various conifers and deciduous trees. One Port-Orford-cedar was identified, and is in excellent condition except for ivy at its base. If retained, special protection (e.g., silt fencing) will be needed during construction to keep Port-Orford-cedar Root Disease away. The site includes a small fruit and nut orchard that appears unmaintained, with trees in mostly poor condition. A very large Oregon white oak is infested with carpenter worms, and may have basal decay. It should not be relied upon for site development. The condition of Douglas-firs in this area is highly variable. In general the health of the trees declines further north of the house. [Key species: redwood, sequoia, western redcedar. Size: variable – many very large; rating: mixed (specimen tree)]

Area 14. Hess Creek – East Central Extension. The trees in this area are highly variable in condition. It contains a wide variety of tree sizes, species, and conditions. Many of the individual Douglas-firs, grand firs, bigleaf maples, Oregon ash, and Oregon white oaks, appear in good condition and may be

¹ Thinning: A cultural treatment made to reduce stand density of trees to improve growth and enhance their health.

sustainable near development. However, the area also contains many individual trees in poor condition, which would not be suitable for retention if development is to occur immediately adjacent to them. Many of the trees in this area are edge grown, and exhibit leaning or distorted trunks resulting from competition for light. A group of conifers in the western half of the area exhibit dead tops and thin crowns, which are symptomatic of root disease. Other species in this area include black cottonwood and Scouler's willow, which are typically not recommended for retention near development because of inherent species limitations. However, the condition of the area as a whole would be considered excellent if it could be retained as an open space in its relatively wild condition. [Key species: Douglas-fir, grand fir, bigleaf maple, Oregon ash, Oregon white oak, cherry, black cottonwood, red alder, Scouler's willow. Size: variable – many large; Rating: fair to good]

Area 15. Tree Grove Park. The individual trees in this area are well suited for retention. There are a variety of species in this group, which are not found growing together in nature. Individual Douglas-firs, Oregon white oaks, and Atlas cedars are well-suited for retention with development, as are the smaller, more ornamental species such as bay laurel. No insect or disease limitations were identified. [Key species: Oregon white oak, Douglas-fir, Atlas cedar, incense cedar, Port-Orford-cedar, bay laurel, redwood, giant sequoia, ponderosa pine, madrone, and holly. Size: variable – mostly large; Rating: good; Photo]

Area 16. Big Tree Park. This area consists of five open-grown black walnut trees. The trees are in variable condition; some branches are structurally unstable and stem decay is likely where scaffold branches have already broken off. Nevertheless, the trees exhibit an attractive growth habit, and no insect or disease limitations were identified. Black walnut trees are not typically recommended for retention near development due to inherent species limitations, including messy fruit hulls and the profuse presence of aphids commonly associated with the species. Also, black walnut trees produce a chemical known as juglone, which can injure or kill certain other plants. However, four of the five trees are sustainable and could be retained in a park setting with safety pruning and pruning to improve structure. They have fairly wide-spreading crowns typical of open-grown trees. Retention of these trees would require substantial protection areas, typically a 40-to 50-foot diameter circle. [Key species: black walnut. Size: large; Rating: variable – mostly sustainable; Photo]

Area 17. Springbrook Canyon. This area contains a wide variety of tree sizes, species, and conditions. Douglas-fir is the dominant species; however, as one moves downslope from Area 12, Douglas-fir becomes less dominant, giving way to black cottonwood, Oregon white oak, and willow in the lower elevations. No insect or disease limitations were identified; however, individual trees are highly variable in condition, and may not be suitable for retention if development is to occur immediately adjacent to them. The condition of the area as a whole would be considered very good if it could be retained as an open space in its relatively

wild condition. [Key species: Douglas-fir, Oregon white oak, black cottonwood, willow. Size: variable – mostly large; Rating: variable – poor for development, but very good for open space retention; Photo]

Summary

The Springbrook site has 17 identified tree stands or groves. Three of the groves dominated by Oregon white oak are rated as very good to excellent, based on tree size and condition. Three specimen trees were identified in excellent condition, including a ponderosa pine, redwood, and black walnut. The ratings in this report can guide site design to include the best tree features during development.

Walter H. Knapp

Certified Forester, SAF 406 Certified Arborist, ISA PN-0497

Enclosures: Site photographs

Morgan E. Holen

Certified Arborist, ISA PN-6145A Forest Biologist, PBS Environmental



Area 1. Mixed stand dominated by Oregon white oak.



Area 1. Portion of stand with open oak grove. Some trees have basal decay, but trees are sustainable.



Area 2. Oregon white oaks along Aspen Way. Minor amount of basal decay.



Area 4. Hess Creek Drainage. Oregon white oak in poor condition.



Area 4. Hess CreekDrainage. Healthy Douglas-fir with multiple top, poor structure.



Area 5. Hillside stand of Oregon white oaks in very good condition.



Area 10. Plantation of Douglas-fir.



Area 11. Mixed stand of oak and Douglas-fir. Many of the mature firs and oaks are in poor condition.



Area 13. Specimen redwood tree, 80-inches in diameter.



Area 13. Outstanding cedar tree in excellent condition.



Area 15. Mixed stand along Mountain View Drive, near intersection with Springbrook Road. Many individual trees in good condition.



Area 16. Five open grown black walnut trees in field off of Springbrook Road.



Area 17. Springbrook Canyon drainage. Mixed stand containing a variety of tree sizes, species, and conditions.

EXHIBIT I

REPORT OF INITIAL GEOTECHNICAL ENGINEERING SERVICES





REPORT OF INITIAL GEOTECHNICAL ENGINEERING SERVICES

Springbrook Properties Development Newberg, Oregon

> Springbrook Properties, Inc. May 17, 2007

GeoDesign Project: SPDev-1-01



May 17, 2007

Springbrook Properties Development c/o WRG Design, Inc. 5415 SW Westgate Drive, Suite 100 Portland, OR 97221

Attention: Mr. Richard Boyle

Report of Initial Geotechnical Engineering Services

Springbrook Properties Development Newberg, Oregon GeoDesign Project: SPDev-1-01

GeoDesign, Inc. is pleased to submit our initial geotechnical engineering report for the proposed Springbrook Properties development in Newberg, Oregon. The site is an approximate 450-acre parcel generally located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon. Our services for this project were conducted in accordance with our proposal dated March 12, 2007. The results of our study are presented in this report.

We appreciate the opportunity to be of service to Springbrook Properties, Inc. and WRG Design, Inc. and to provide geotechnical engineering services for this project. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.

(George Saunders, P.E., G.E.

Principal Geotechnical Engineer

CMC:SPM:GPS:kt

Attachments

Four copies submitted

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ACRONYMS



1.0 INTRODUCTION

This report presents the results of GeoDesign's geotechnical engineering evaluation for the first phase of the proposed Springbrook Properties development. The site is an approximate 450-acre parcel generally located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon. Preliminary site development plans for the project were provided to us by Mr. Richard Boyle of WRG Design, Inc. Figure 1 shows the site vicinity relative to surrounding features. Figure 2 shows the proposed site layout and our approximate exploration locations. For your reference, definitions of all acronyms are attached at the end of this document.

2.0 PROJECT UNDERSTANDING

The project will be a mixed-use development consisting of residential subdivisions, a resort hotel, and office buildings. Development will include a relatively significant phase of infrastructure improvements (such as new roads and utilities). We understand that stormwater will be collected and routed to swales and detention ponds, and then into local drainage basins. The basins include the Hess Creek Basin and the Springbrook Canyon, which both run through the site. In general, the existing site topography is gently sloped, with some steep slopes in the drainage basin areas and in the north-central portion of the site.

3.0 PURPOSE AND SCOPE

The purpose of our services was to explore the subsurface soil and groundwater conditions at the site to provide the basis for geotechnical design recommendations for preliminary site development. We completed the following services:

- Coordinated and managed the field evaluation (including utility checks, site access, right-of-way permits, and scheduling of subcontractor and GeoDesign field staff).
- Completed 23 drilled borings to depths ranging between 16.2 to 26.5 feet BGS and 3 test pits to depths ranging between 13 and 17 feet BGS along proposed arterial and collector roadways.
- Obtained soil samples at select depths in the explorations.
- Classified the materials encountered in the explorations. Maintained a detailed log of each exploration. Observed groundwater conditions in the explorations.
- Completed 38 moisture content, 2 dry unit weight, 4 Atterberg limits, and 3 fines content (percent passing a Standard U.S. No. 200 Sieve) testing on selected samples.
- Completed a geologic reconnaissance along the drainage basins (Hess Creek and Springbrook Canyon) and the steep slopes in the north-central portion of the site.
- Provided recommendations for site preparation, grading and drainage, stripping depths, fill
 type for imported materials, compaction criteria, trench excavation and backfill, use of on-site
 soils, and wet/dry weather earthwork.
- Provided general recommendations for retaining walls less than 8 feet tall (including lateral earth pressure [equivalent fluid pressures], drainage, and backfill requirements).
- Provided recommendations for construction of asphalt pavements for proposed roadways (including subbase, base course, and asphalt paving thickness).

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- Evaluated slope stability hazards based on our geologic reconnaissance.
 - Recommended minimum setbacks from slopes and provided grading recommendations to avoid potential slope stability hazards.
 - Developed shaded relief and slope gradient maps using the topographic survey data of the site provided by WRG Design, Inc.
 - Identified areas where additional work (such as drilling, testing, and analysis) is required to establish hazard rating or setback.
- Provided this report summarizing the results of our geotechnical evaluation, our recommendations, and opinion on feasibility of the overall development.

4.0 SITE CONDITIONS

4.1 REGIONAL GEOLOGY

4.1.1 Geologic Setting

The site is located on the northern margin of the Central Willamette Valley physiographic province, which is bound by the Coast Range Mountains to the west, the Chehalem Mountains to the north, the Eola Hills to the south, and the Cascade Range to the east. The Central Willamette Valley is a structural basin formed by tectonic downwarping and faulting of the underlying CRBG and older marine sedimentary bedrock (Burns, et al., 1997). The site is situated on a south-facing slope along the southern margin of the Chehalem Mountains (Figure 1). The general geologic profile for the site vicinity consists of alluvium and fine-grained basin fill deposits overlying marine sedimentary bedrock and basalt bedrock. The geologic units mapped in the site vicinity are shown on Figure 3.

Based on a review of published geologic mapping, our site exploration, and geologic reconnaissance, the site is mantled by Missoula Flood deposits (also referred as Willamette Silt). The flood deposits consist of unconsolidated sand to silt with occasional clay layers that were deposited by multiple catastrophic glacial floods associated with the late Pleistocene (15,000 to 13,000 years before present) Glacial Lake Missoula (Gannett and Caldwell, 1998; Burns, et al., 1997; Schlicker and Deacon, 1967). The flood waters filled the valleys to elevations ranging from 300 to 400 feet and deposited fine-grained sediment covering pre-existing topography. Older geologic units are exposed in deep drainages cut through the overlying flood deposits. Thickness of the flood deposits in the site vicinity is expected to be less than 20 feet.

The Pliocene to Pleistocene Age (5 to 1.6 million years before present) Troutdale Formation underlies the flood deposits and forms the majority of the sedimentary basin fill in the Central Willamette Valley. The unit ranges from stiff silt and clay to moderately cemented micaceous siltstone, claystone, and fine sandstone. The unit is considered to be equivalent to the Sandy River Mudstone reported in the Portland Basin (Schlicker and Deacon, 1967). The sedimentary basin deposits are reported to extend to a depth of approximately 30 to 50 feet in the site vicinity and overlie and lap onto basalt flows of the CRBG and the older marine sedimentary bedrock.

The higher elevations surrounding the site to the north and west (Chehalem Mountains) and to the southwest (Red Hills of Dundee) are mapped (Gannett and Caldwell, 1998; Schlicker and Deacon, 1967) as basalt lava flows belonging to the middle Miocene Age (16 to 6 million years



before present) CRBG. Weathered basalt was observed in one of our explorations and in a road cut along Springbrook Road located in the eastern portion of the site (Figure 3).

In lower elevations of the site vicinity, the Troutdale Formation and CRBG are underlain by Oligocene Age (38 to 20 million years before present) marine sedimentary bedrock. The bedrock consists of a series of marine tuffaceous sandstone and siltstone units overlying a quartz sandstone and local conglomerate. Weathered siltstone was observed in several of our explorations and in the bottom of Hess Creek (Figure 3). Thickness of the sedimentary bedrock in the site vicinity is estimated to be 3,000 feet (Schlicker and Deacon, 1967).

4.2 GEOLOGIC HAZARDS

A geologic hazards assessment of the site was completed in accordance with recommendations outlined in the Newberg Comprehensive Plan Section 2 (F). We reviewed published geologic hazard maps and online GIS data for the site vicinity to identify the presence of hazardous soils and to address steep slopes and slope stability.

4.2.1 Hazardous Soil Evaluation

We reviewed soil survey data available from the USDA Natural Resources Conservation Service to identify potential hazardous soils in the site vicinity. Hazardous soil properties include high shrink-swell potential, high organic content, and high erosion potential. Based on our review, the main soil hazard identified at the site is moderate to high erosion potential. We completed a GIS data review and mapped the soil units that exhibit moderate to severe erosion potential as shown on Figure 4. In our opinion, the soils that should be considered an erosion hazard for site grading and construction are shown in Table 1.

Map Symbol	Soil Unit Name	Erosion Potential
CaD	Carlton silt loam, 12 to 20 percent slopes	Moderate to Severe
JrD	Jory clay loam, 12 to 20 percent slopes	Moderate to Severe
JrE	Jory clay loam, 20 to 30 percent slopes	Moderate to Severe
JRF	Jory clay loam, 30 to 60 percent slopes	Severe
SL	Stony land	Severe
Te	Terrace escarpments	Moderate to Severe
WuD	Woodburn silt loam, 12 to 20 percent slopes	Moderate to Severe

Table 1. USDA Soil Types

4.2.2 Slope Stability and Slope Gradient Evaluation

Based on our literature review, the site does not have a history of slope instability and landslides are not mapped within the site boundaries (Hofmeister et al., 2002). We completed a GIS data review and slope gradient evaluation of site topography to assist in identification of potential slope stability hazards.

GeoDesign created a base map for slope gradient analysis using a 10-meter Digital Elevation Map for the site vicinity (USCS, 2001). A slope gradient map is presented on Figure 5. The slope gradient map identifies the main slope features and was used during our site reconnaissance to



focus on areas of highest potential for slope instability. The slope gradient model was classified into slopes having gradients less than or equal to 20 percent, gradients ranging from 20 to 30 percent, gradients ranging from 30 to 50 percent, and gradients exceeding 50 percent. Much of the site contains slopes less than 20 percent (Figure 5), which are not considered significant slope hazard conditions under the Newberg Comprehensive Plan Section 2 (F).

The slopes located in the drainage basins and on the hills located north of Aspen Way and Springbrook Road have slope areas ranging from 20 percent to greater than 50 percent. During Phase 1 of our investigation, our field reconnaissance was concentrated on slope stability issues associated with the drainages. The results of our reconnaissance are discussed in the "Surface Conditions" section of this report.

4.3 SURFACE CONDITIONS

A field reconnaissance for this project was conducted in conjunction with subsurface explorations on February 12, 2007. The property is a conglomeration of several parcels that are partially developed. The site is bordered by a residential subdivision on the west, mixed residential and light industrial property to the south, and farmland to the north and east. The site is predominantly covered with farmland used for livestock grazing and orchards. Two drainages cross the site on the west and east portions of the site. The drainages are deeply incised and contain mature trees and thick blackberries. The western drainage (Hess Creek) has cut down through silty soils and has exposed siltstone bedrock in the stream bottom. Two ponds are located in the northern portion of the site and are formed by low embankments constructed in the drainages. The ponds are filled by stream flow and discharge through small spillways. The streams are fed by several small springs and seeps that appear near the base of topographic swales (Figure 2).

Our field reconnaissance identified several areas of isolated slope instability as shown on Figure 2. Based on visual observation, the areas generally represent shallow concave topographic features that indicate small-scale slumps probably resulting from the combination of steep slope, periodic high groundwater levels, and erosion at the toe of slopes along stream drainages. The observed slumps were limited to the unconsolidated silty surficial soils. A majority of the steep slopes along the drainages are the result of erosion and past slope failures. Some of the older conifer trees along the drainages exhibit curved trunks indicating long-term soil creep.

4.4 SUBSURFACE CONDITIONS

Our field investigation consisted of a geologic field reconnaissance, 23 borings (B-1 through B-23) to depths of 16.2 to 26.5 feet BGS, and 3 test pits (TP-1 through TP-3) to depths of 13 to 17 feet BGS. Site explorations were focused in areas of existing roadways and proposed roadway alignments. The approximate exploration locations are shown on Figure 2. Exploration logs and laboratory test results are included in the Appendix.

Our explorations encountered areas of asphalt pavement and fill associated with road grading and a 2- to 3-inch-thick topsoil/root zone associated with surface vegetation. Deeper root zones are likely in some areas of the site. The subsurface materials observed in our exploration are discussed in detail in the following sections.



4.4.1 Pavement and Fill

A majority of our soil borings encountered AC pavement and gravel fill (base and shoulder rock). The asphalt pavement thickness ranged from 2 to 8 inches and was typically underlain by crushed rock base that ranged in thickness from 4 to 23 inches. Boring B-3 encountered approximately 5 feet of dense, silty gravel fill (road shoulder). Medium stiff to stiff silt fill was encountered underlying gravel base rock in borings B-7 and B-20. The fill extended from 1 foot to a maximum of 5.8 feet BGS. Boring B-20 encountered medium dense to dense gravel fill underlying the silt fill that extended from 3.5 to 5 feet BGS. Laboratory testing on samples of the gravel fill indicated a moisture contents between 12 and 14 percent.

4.4.2 Silt

Based on our test pit and soil boring explorations, the underlying native soils generally consist of silt with variable amounts of sand and clay that we interpret to correlate to the Missoula Flood deposits. Soft to stiff silt was encountered below the topsoil zone and road base fill and extended to depths ranging from 8.5 to 24.5 feet 3GS. Laboratory testing on samples of the native silt soils indicate moisture contents between 21 and 38 percent and dry densities between 85 and 91 pcf. The fines percentage (material passing a U.S. Standard No. 200 Sieve) varied generally between 83 and 91 percent.

4.4.3 Sand and Gravel

We encountered loose, silty sand with trace clay in boring B-1 extending from 13.5 to 16 feet BGS. Dense to very dense, silty gravel with cobbles and boulders was encountered in test pit TP-1. The gravel was underlying the silt deposits and extended from 6 to 10 feet BGS.

4.4.4 Clay

We encountered medium stiff to hard, silty clay with variable amounts of sand, gravel, and cobbles underlying the silt, sand, and gravels deposits in many of our explorations (borings B-2, B-5 through B-7, B-9 through B-12, B-14 through B-19, and test pit TP-1). The clay was encountered at depths ranging from 0.7 foot to 24 feet BGS and extended to the bottom of our explorations or to the top of bedrock. We interpret the silty clay to correlate with decomposed basalt flows, decomposed siltstone, or the Troutdale Formation, depending on stratigraphic location and underlying bedrock unit. Laboratory testing on samples of the native clayey soils indicate moisture contents between 24 and 47 percent and dry densities between 88 and 100 pcf. Atterberg limits testing indicates that the silty clay generally has medium to high plasticity.

4.4.5 Bedrock

We encountered bedrock in several of our explorations (B-17, B-19, TP-2, and TP-3) and in outcrops observed during our field reconnaissance. The bedrock generally consists of extremely soft to very soft (R0-R1) siltstone or claystone that ranges from decomposed to intensely weathered and is intensely fractured. Laboratory testing on a sample of the siltstone bedrock indicated a moisture content of 37 percent.

4.4.6 Groundwater

Slow groundwater seepage was encountered between 3 and 15 feet BGS in our test pit explorations. Our boring explorations encountered groundwater levels across the site ranging



from 2.5 to 23.5 feet BGS. It is likely that the seepage observed was due to perched groundwater and does not represent the regional groundwater table. The depth to groundwater is expected to fluctuate in response to seasonal changes, changes in surface topography, and other factors not observed in the site vicinity.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our subsurface explorations and analyses, it is our opinion that the project can generally be developed as proposed, provided the recommendations in this report are incorporated in design and construction. Specific structures (such as the planned resort building, office buildings, and residential structures) require site-specific subsurface investigations and geotechnical recommendations for site preparation and foundation support. The following summarizes general considerations for the first phase of the planned project:

- There are some steeply sloped areas in the northern portion of the site and evidence of slope instability in some areas along the Hess Creek and Springbrook Creek drainage.
 Development in these areas will require special considerations, as discussed in the "Slope Stability and Cut and Fill Slopes" section of this report.
- Several explorations encountered siltstone bedrock beneath the surficial soils. Areas of anticipated shallow bedrock can be referenced on Figure 3. Excavation in the siltstone unit will require additional time and effort, but should not require special excavation equipment. Although not encountered, geologic mapping (Figure 3) indicates that portions of the site are underlain by basalt bedrock, which may require special excavation equipment if encountered.
- Trench cuts in the native soil and weathered siltstone should stand near vertical to a depth of at least 4 feet. Some slight to moderate caving is possible where excavations proceed below groundwater and where sandy soils are present. The contractor should be prepared to dewater excavations.
- The on-site soils are generally suitable for use as structural fill, provided they are properly
 moisture conditioned. Moisture conditioning the soil will likely require removing moisture at
 all times of the year and is best suited to be conducted during prolonged periods of dry
 weather. However, we recommend using imported granular material for backfill in utility
 trenches.
- The native soils are easily disturbed by construction traffic during periods of wet weather.
 Granular haul roads and staging areas will be necessary to support construction traffic over exposed silt.
- New asphalt pavements should be designed in accordance with City of Newberg standards, which are presented in the "Pavement Design Recommendations" section.

The following sections present specific geotechnical recommendations for design and construction of the proposed development.



6.0 SITE DEVELOPMENT RECOMMENDATIONS

6.1 SITE PREPARATION

6.1.1 Stripping and Grubbing

Any existing topsoil and vegetation should be stripped and removed from all proposed structural fill, pavement, and improvement areas and for a 5-foot margin around such areas. Only test pits TP-1 through TP-3 (along the planned Villa Road) were performed in vegetated areas. Based on our observations, the average depth of stripping in this area will be approximately 3 inches, although greater stripping depths may be required to remove localized zones of loose or organic soil. Greater stripping depths are anticipated in areas with thicker vegetation and shrubs (up to 12 inches) and along drainage ditches and vegetated shoulders where roadway widening will occur (up to 18 inches). The actual stripping depth should be based on field observations at the time of construction. Stripped material should be transported off site for disposal or used in landscaped areas.

Existing asphalt will need to be removed to install new utilities in existing roadways. The asphalt and base rock thicknesses varied considerably between our explorations. Our exploration logs indicate the asphalt and aggregate base thicknesses at each location.

Existing trees and shrubs should be removed from all pavement and improvement areas. In addition, root balls should be grubbed out to the depth of the roots, which could exceed 2.5 feet BGS. Depending on the methods used to remove the root balls, considerable disturbance and loosening of the subgrade could occur during site grubbing. We recommend that soil disturbed during grubbing operations be removed to expose firm, undisturbed subgrade. The resulting excavations should be backfilled with structural fill.

6.1.2 Tilled Zone

It is likely that the ground surface has been previously tilled in agricultural areas. Till zones typically range from 12 to 16 inches. Reliable strength properties are extremely difficult to predict due to the disturbed nature of the till zone materials through years of agricultural cultivation. Accordingly, tilled zone soils will provide poor support for pavements and other structures.

Within all proposed structural fill, pavement, and improvement areas (and for a 5-foot margin beyond such areas), where past or present agricultural activities have occurred, we recommend that the surface 12 inches of the stripped subgrade be removed and replaced with structural fill or scarified and compacted (to a depth of 12 inches) as recommended for structural fill. As discussed in the "Structural Fill" section of this report, the native silts and clays can be sensitive to small changes in moisture content and will be difficult, if not impossible, to compact adequately during wet weather. While scarification and compaction of the subgrade is the best option for subgrade improvement, it will likely only be possible during extended dry periods and following moisture conditioning of the soil. As discussed further on in this report, cement amendment is an option for conditioning the soils for use as structural fill during periods of wet weather or when drying the soil is not an option.

Tilled zone improvement is not necessary in areas where site cuts exceed 16 inches.



6.1.3 Subgrade Evaluation

A member of our geotechnical staff should observe the exposed subgrades is areas of new pavements/structures after stripping and site cutting have been completed to determine if there are areas of unsuitable or unstable soil. Our representative should observe a proofroll with a fully loaded dump truck or similar heavy rubber-tire construction equipment to identify soft, loose, or unsuitable areas. Areas that appear to be too wet and soft to support proofrolling equipment should be evaluated by probing and prepared in accordance with the recommendations for wet weather construction presented in the "Wet Weather/Wet Soil Grading" section of this report.

6.1.4 Wet Weather/Wet Soil Grading

The fine-grained soils at the site are easily disturbed during the wet season and when they are moist. If not carefully executed, site preparation, utility trench work, and roadway excavation can create extensive soft areas and significant subgrade repair costs can result. If construction is planned when the surficial soils are wet or may become wet, the construction methods and schedule should be carefully considered with respect to protecting the subgrade to reduce the need to over-excavate disturbed or softened soil. The project budget should reflect the recommendations below if construction is planned during wet weather or when the surficial soils are wet.

If construction occurs when wet soils are present, site preparation activities may need to be accomplished using track-mounted excavating equipment that loads removed material into trucks supported on granular haul roads. The thickness of the granular material for haul roads and staging areas will depend on the amount and type of construction traffic. Generally, a 12-to 18-inch-thick mat of granular material is sufficient for light staging areas and the basic building pad, but is generally not expected to be adequate to support heavy equipment or truck traffic. The granular mat for haul roads and areas with repeated heavy construction traffic typically needs to be increased to between 18 to 24 inches. The actual thickness of haul roads and staging areas should be based on the contractor's approach to site development and the amount and type of construction traffic. The granular material should be placed in one lift over the prepared, undisturbed subgrade and compacted using a smooth-drum, non-vibratory roller. The imported granular material should meet the specifications for stabilization material in the "Structural Fill" section of this report. In addition, a geotextile fabric should be placed as a barrier between the subgrade and imported granular material in areas of repeated construction traffic. The geotextile should have a minimum Mullen burst strength of 250 psi for puncture resistance and an AOS between a U.S. Standard No. 70 and No. 100 Sieve.

As an alternative to placing thick rock sections to support construction traffic, the subgrade can be stabilized using a cement amendment. If this approach is used, the cement-amended soil should meet the guidelines provided in the "Structural Fill" section of this report.

6.2 EXCAVATION

6.2.1 General

Conventional heavy earthmoving equipment in proper working condition should be capable of making necessary general excavations of the on-site soils and weathered siltstone materials to depths of 15 to 20 feet BGS. Siltstone bedrock was encountered in borings B-17 and B-19 and test pits TP-2 and TP-3. The siltstone material in B-19 is weathered to the point where it behaves



as a very stiff to hard soil. The trackhoe used for the test pits was able to excavate the siltstone with some increased effort. Although not encountered by our explorations, geologic maps also indicate that portions of the site are underlain by basalt bedrock (Figure 3).

The contractor for this project should be prepared to remove bedrock in the northern portion of the site. Excavation in the siltstone will be more difficult and require more time than the silt and clay soils, but should not require special excavation equipment. If encountered, excavation in basalt bedrock will be significantly more difficult and may require special excavation equipment (such as hydraulic breakers or rock trenchers). The project bid documents should include a line item for rock excavation costs. The attached geologic map (Figure 3) can be used to estimate areas where bedrock may be encountered.

6.2.2 Trench Cuts and Trench Shoring

Trench cuts in native soil and weathered rock should stand vertical to a depth of approximately 4 feet, provided groundwater seepage is not observed in the trench walls. Open excavation techniques may be used to excavate trenches with depths between 4 and 8 feet, provided the walls of the excavation are cut at a slope of 1H:1V, groundwater seepage is not present, and with the understanding that some sloughing may occur. The trenches should be flattened to 1½H:1V if excessive sloughing occurs or seepage is present.

Sloughing and caving will likely occur if the excavation extends below the groundwater table and in areas of where sandy soil is encountered. The walls of the trench should be flattened or braced for stability and the area dewatered if seepage is encountered. Approved temporary shoring is recommended for cuts below the water table. If shoring is used, we recommend that the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation.

Conventional shield shoring is a safety feature used to protect workers and does not prevent caving. If the excavations are left open for extended periods of time, caving of the sidewalls may occur. The presence of caved material will limit the ability to properly backfill and compact the trenches. If a conventional shield is used, the contractor should limit the length of open trench and the voids between the box shoring and the sidewalls of the trenches may need to be filled with sand or gravel before caving occurs.

6.2.3 Dewatering

Perched groundwater was encountered in our explorations at depths of approximately 2.5 to 23.5 feet BGS. Groundwater elevations vary with site topography and recent precipitation. The contractor should be prepared to dewater excavations. Groundwater seepage is expected to be slight to moderate and should be readily removed by pumping from a sump. The pump should be capable of handling variable flow rates. Water should be routed to a suitable discharge point.

If groundwater is present in utility trench excavations, we recommend placing 12 to 18 inches of trench stabilization rock at the base of the excavation. Trench stabilization rock should meet the requirements outlined in the "Structural Fill" section of this report and should be placed in one lift and compacted until it is firm and unyielding.



6.3 SLOPE STABILITY AND CUT AND FILL SLOPES

The results of our geologic reconnaissance, presented in the "Geologic Hazards" and "Surface Conditions" sections of this report, indicate that there are some steep slopes and evidence of slope instability in the northern portion of the site and along the Hess Creek and Springbrook Creek drainages. Figure 2 shows approximate locations of observed scarps and evidence of slope failure. Specific setbacks and more detailed evaluations will be required prior to development. Figure 5 presents slope gradients. As a general guideline, we recommend that a site-specific evaluation be performed if grading or construction is to take place within areas with slopes greater than 30 percent. Grading includes any excavation or fill placement for improvements (such as road widening or citing of structures). Grading in areas with slopes greater than 50 percent will be difficult and will likely require retaining walls.

Permanent cut and fill slopes in the site soils should be inclined no steeper than 2H:1V. We recommend that slopes that are to be mowed not exceed 3H:1V. Buildings, access roads, and pavements should be set back a minimum of 10 feet from the crest of all slopes and the existing drainage basins.

6.4 STRUCTURAL FILL

6.4.1 General

Fills should only be placed over a subgrade that has been prepared in conformance with the "Site Preparation" section of this report. All material used as structural fill should be free of organic matter or other unsuitable materials. The material should meet the specifications provided in OSSC 00330, depending on the application. All structural fill should have a maximum particle size of 4 inches. A brief characterization of some of the acceptable materials and our recommendations for their use as structural fill is provided below. Compaction recommendations are provided in Tables 3 and 4 (see "Fill Placement and Compaction" section of this report).

6.4.2 Native Materials

The native silt and clay soils and weathered siltstone are generally suitable for use as structural fill if they meet the requirements set forth in OSSC 00330.12 (Borrow Material). Based on laboratory test results, the moisture content of the native soil/rock varied from 21 to 47 percent at the time of our explorations. Based on our experience, we estimate the optimum moisture content for compaction to be approximately 17 to 20 percent for the native soils. Therefore, moisture conditioning (drying) will likely be required to use native silty soil for structural fill at any time of year. Accordingly, extended dry weather will be required to adequately condition and place the soils as structural fill.

6.4.3 Recycled On-Site Material

Demolished concrete and AC materials may be used on site as structural fill, provided they can be processed to meet the requirements for their intended use. Processing includes crushing and screening, grinding in place, or other methods to meet the requirements for structural fill as described above. The processed material should be fairly well graded and not contain metal, organic, or other deleterious materials. The processed material should be mixed with on-site soils or imported fill to assist in achieving the gradation requirements. We recommend that processed, recycled fill have maximum particle sizes as presented in Table 2.



Table 2. Processed Fill Maximum Particle Size

Depth of Placement ¹ (feet)	Maximum Particle Size (inches)	
0 to 2	Not recommended	
2 to 4	4	
4 to 6	6	
deeper than 6	8	

^{1.} below subgrade of structural element

Recycled on-site fill materials should not be used within a depth of 2 feet from foundations, floor slabs, pavements, or other subsurface elements. We also caution that excavation through recycled material that is placed as structural fill may be difficult due the significant fraction of oversized particles. In addition, these excavations may also be prone to raveling and caving.

6.4.4 Imported Fill

Imported granular fill material used for structural fill should be pit- or quarry-run rock, crushed rock, or crushed gravel and sand and should meet the requirements set forth in OSSC 00330.14 and 00330.15. Imported material to be used as structural fill should be as described in the following subsections, unless approved by the project geotechnical engineer for specific fill applications or general site grading. In general, imported material should be granular material for use during periods of wet weather or when weather does not permit drying back of silty and clayey material. Granular fill or crushed rock or gravel (as described below) consists of durable, processed angular rock with at least two fractured faces. If silty material is used for imported fill, the material should be moisture conditioned to within 3 points of optimum and compacted as recommended for structural fill.

6.4.4.1 Select Granular Fill

Granular material for use as structural fill should be pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is fairly well graded between coarse and fine, have less than 5 percent by dry weight passing a U.S. Standard No. 200 Sieve, have a maximum particle size of 3 inches, and have a minimum of two mechanically fractures faces. Granular fill used during periods of prolonged dry weather may have up to 10 percent by dry weight passing a U.S. Standard No. 200 Sieve, provided it is properly moisture conditioned for compaction.

6.4.4.2 Pipe Bedding

Utility trench backfill for bedding and in the pipe zone should consist of well-graded granular material with a maximum particle size of ¾ inch and less than 5 percent by dry weight passing a U.S. Standard No. 200 Sieve, or as required by the pipe manufacturer.

6.4.4.3 Crushed Rock

Crushed rock fill should consist of hard, durable, angular crushed rock that has a maximum particle size of 1½ inches, be well graded between coarse and fine sizes, have a minimum of two mechanically fractured faces, and have less than 5 percent by dry weight passing a U.S. Standard



No. 200 Sieve. Smaller or larger maximum particle sizes may be required for some applications and should be approved by the engineer. Rounded gravel materials should be crushed to have at least two fractured faces on particles larger than 1 inch. Crushed rock should not contain organic material, clay balls, shale, or other deleterious materials.

6.4.5 Aggregate Bases

Aggregate base materials under foundations and floor slabs should consist of crushed rock as described above that is placed on a prepared subgrade that consists of firm, inorganic, native soils or compacted fill. Aggregate base should consist of ¾- or 1½-inch-minus material meeting the requirements in OSSC 00641, with the exception that the aggregate has less than 5 percent by dry weight passing a U.S. Standard No. 200 Sieve. Aggregate base material should be placed in uniform horizontal lifts and compacted to the recommended minimum density provided in Table 3 (see "Fill Placement and Compaction" section of this report).

6.4.6 Trench Backfill

Trench backfill in structural areas should consist of select granular fill or crushed rock meeting OSSC 00405.12 (Bedding) and OSSC 00405.13 (Pipe Zone) and be compacted to the minimum density provided in Table 3 (see "Fill Placement and Compaction" section of this report). Pipe bedding and fill in the pipe zone should be compacted to the minimum density presented in Table 3 or as recommended by the pipe manufacturer.

6.4.7 Trench Stabilization Material

Trench stabilization material should consist of pit- or quarry-run rock, crushed rock, or crushed gravel and sand and should meet the requirements set forth in OSSC 00330.14 and 00330.15, with a minimum particle size of 4 inches and less than 5 percent by dry weight passing a U.S. Standard No. 4 Sieve. The material should be free of organic matter and other deleterious material. Trench stabilization material should be placed in one lift and compacted to a firm condition.

6.4.8 Drain Rock

Drain rock should consist of angular, granular material with a maximum particle size of 2 inches and meet OSSC 00430.11 (Granular Drain Backfill Material). The material should be free of roots, organic matter, and other unsuitable materials; have less than 2 percent by dry weight passing a U.S. Standard No. 200 Sieve (washed analysis); and have at least at least two mechanically fractured faces.

6.5 FILL PLACEMENT AND COMPACTION

Fill soils should be compacted at a moisture content that is within 3 percent of optimum. The maximum allowable moisture content varies with the soil gradation and should be evaluated during construction. Clayey, silty, and other fine, granular soils may be difficult or impossible to compact during persistent wet conditions.

Fill and backfill material should be placed in uniform, horizontal lifts and densified with appropriate compaction equipment. The maximum lift thickness will vary, depending on the material and compaction equipment used, but should generally not exceed the loose thicknesses provided in Table 3. We recommend that a geotechnical engineer verify that debris has been



removed from on-site fill before being placed. Fill material should be compacted in accordance with the compaction criteria provided in Table 4.

Table 3. Recommended Uncompacted Lift Thickness

	Recommended Uncompacted Lift Thickness (inches)			
Compaction Equipment	Fine Grained Soils	Granular and Crushed Rock Maximum Particle Size ≤ 1½ inches	Crushed Rock Maximum Particle Size > 1½ inches	
Hand Tools: Plate Compactors and Jumping Jacks	4 to 6	4 to 8	Not Recommended	
Rubber-tire Equipment	6 to 8	8 to 10	8 to 10	
Light Roller	8 to 10	8 to 10	8 to 10	
Heavy Roller	10 to 12	10 to 12	10 to 12	
Hoe Pack Equipment	12 to 14	10 to 12	10 to 12	

Note: The above table is based on our experience and is intended to serve only as a guideline. The information provided in this table may be superseded by the project specifications.

Table 4. Compaction Criteria

	Compaction Requirements in Structural Zones				
	Percent Maximum Dry Density				
Fill Type	Determined by ASTM D 1557				
	0 to 2 Feet Below Subgrade (percent)	> 2 Feet Below Subgrade (percent)	Pipe Zone (percent)		
Area Fill:					
Granular	95	95			
Fine Grained	92	92			
Aggregate Bases	95	95			
Trench Backfill	95	92	901		
Retaining Wall Backfill	95²	92²			

^{1.} Or as recommended by the pipe manufacturer.

6.6 SITE DRAINAGE

We recommend that retaining wall back drains and other subsurface drains be connected to non-perforated pipes leading to the storm drain facilities. Roadway, parking, and open space areas should be sloped such that surface water runoff is collected and routed to suitable discharge points. We recommend that ground surfaces within 10 feet of any building be sloped at least 2 percent away from the foundations.



^{2.} Should be reduced to 90 percent within a horizontal distance of 3 feet from the retaining wall.

6.7 EROSION CONTROL

Erosion of the fine-grained soil at this site will occur as exposed surfaces are disturbed due to construction activities and exposure to climatic conditions. Erosion control measures, particularly to inhibit blowing dust or transport of surface soils down existing grades to low-lying areas during construction and surface erosion during rain events, should be in place.

Erosion control measures should be included in the project plans and specifications in the form of an SWPPP. Some specialized erosion control measures may be required along roadways to contain erosion during utility installation.

Surface slopes and stockpiled soils should be protected by some form of weather resistant cover or erosion control product if left exposed. Temporary erosion and runoff control measures (in accordance with local and state ordinances) should be in place prior to and during construction. Permanent slopes should be re-vegetated or otherwise protected as soon as practical after construction.

7.0 RETAINING STRUCTURES

7.1 ASSUMPTIONS

Our retaining wall design recommendations are based on the following assumptions: (1) the walls consist of conventional, cantilevered retaining walls; (2) the walls are less than 8 feet in height; (3) the backfill is drained and consists of imported granular materials; and (4) the backfill has a slope flatter than 4H:1V. Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project varies from these assumptions.

7.2 WALL DESIGN PARAMETERS

For unrestrained retaining walls, an active pressure of 35 pcf equivalent fluid pressure should be used for design. For embedded building walls, a superimposed seismic lateral force should be calculated based on a dynamic force of 6H² pounds per lineal foot of wall (where H is the height of the wall in feet) and applied a distance of 0.6H from the base of the wall. Where retaining walls are restrained from rotation prior to being backfilled, a pressure of 55 pcf equivalent fluid pressure should be used for design.

If surcharges (e.g., retained slopes, building foundations, vehicles, steep slopes, terraced walls, etc.) are located within a horizontal distance from the back of a wall equal to twice the height of the wall, then additional pressures will need to be accounted for in the wall design. Our office should be contacted for appropriate wall surcharges based upon the actual magnitude and configuration of the applied loads.

The base of the wall footing excavations should extend a minimum of 18 inches below lowest adjacent grade. The footing excavations should then be lined with a minimum 6-inch-thick layer of compacted, imported granular material, as described in the "Structural Fill" section of this report.



The wall footings should be designed in accordance with the guidelines provided in the appropriate portion of the "Foundation Support" section of this report.

7.3 WALL DRAINAGE AND BACKFILL

The above design parameters have been provided assuming that back-of-wall drains will be installed to prevent buildup of hydrostatic pressures behind all walls. If a drainage system is not installed, then our office should be contacted for revised design forces.

Backfill material placed behind retaining walls and extending a horizontal distance of ½H (where H is the height of the retaining wall) should consist of well-graded sand or gravel, with not more than 5 percent by dry weight passing a U.S. Standard No. 200 Sieve and meeting OSSC 00510.12 (Granular Wall Backfill). We recommend the select granular wall backfill be separated from general fill, native soil, and/or topsoil using a geotextile fabric that meets the requirements provided in OSSC 350 and 2320 for drainage geotextiles.

Alternatively, the native soils can be used as backfill material provided a minimum 2-foot-wide column of angular drain rock wrapped in a geotextile is placed against the wall and the native soils can be adequately moisture conditioned for compaction. The rock column should extend from the perforated drainpipe or foundation drains to within approximately 1 foot of the ground surface. The angular drain rock should meet the requirements provided in the "Structural Fill" section of this report.

The wall backfill should be compacted as recommended in Table 3.

Perforated collector pipes should be placed at the base of the granular backfill behind the walls. The pipe should be embedded in a minimum 2-foot-wide zone of angular drain rock. The drain rock should meet specifications provided in the "Structural Fill" section of this report. The drain rock should be wrapped in a geotextile fabric that meets the specifications provided in OSSC 350 and 2320 for drainage geotextiles. The collector pipes should discharge at an appropriate location away from the base of the wall. Unless measures are taken to prevent backflow into the wall's drainage system, the discharge pipe should not be tied directly into stormwater drain systems.

Settlements of up to 1 percent of the wall height commonly occur immediately adjacent to the wall as the wall rotates and develops active lateral earth pressures. Consequently, we recommend that construction of flat work adjacent to retaining walls be postponed at least 4 weeks after backfilling of the wall, unless survey data indicates that settlement is complete prior to that time.

8.0 PAVEMENT DESIGN RECOMMENDATIONS

We have completed a preliminary evaluation of the pavement requirements for the project. We understand that the pavements are to be designed using the City of Newberg standard pavement sections. These standards are provided in Table 5. Also included in Table 5 is our estimate for the ESAL associated with the pavement section. Our estimate is based on the following assumptions.



Reliability: A reliability of 90 percent was used for the urban arterial and collector road sections. This value is the mid-range value as recommended by AASHTO (1993).

Serviceability: The initial and terminal serviceability values used were 4.2 and 2.5, respectively, as recommended by the ODOT and AASHTO guides.

Standard Deviation: The overall standard deviation value used was 0.45 as recommended by AASHTO (1993). This value is at the mid-range of values as suggested by AASHTO.

Subgrade Resilient Modulus: Based on the results of our explorations and experience with prior testing (both laboratory and FWD testing), we have assumed a subgrade resilient modulus of 3,500 psi.

Structural Layer Coefficient: The structural layer coefficient for new asphalt pavement and asphalt overlay was 0.42, and the structural layer coefficient for base rock was 0.10 as recommended by the ODOT design guide.

¾-Inch-Minus Aggregate 1 ½ or ¾-Inch-Minus AC **Leveling Course Aggregate Base Course** Street Type Thickness **ESAL** Thickness Thickness (inches) (inches) (inches) Local 15,000 3.0 3.0 6.0 80,000 3.0 9.0 Collector 4.0 Arterial 650,000 6.0 3.0 12.0

Table 5. Design Pavement Section Thickness

The AC should be Level 2 or 3, ½-inch, dense HMAC according to OSSC 00745. We recommend Level 2 AC for local streets and Level 3 AC for collector and arterial streets. The AC should be compacted to 91 percent of Rice density of the mix, as determined by AASHTO T209, with a minimum lift thickness of 2.0 inches. Asphalt binder should be performance graded and conform to PG 64-22. The aggregate base should meet the specifications for aggregate base rock provided in the "Structural Fill" section of this report with the maximum particle size recommended in Table 4.

The pavement subgrade should be prepared in accordance with the "Site Preparation" and "Structural Fill" sections of this report. The top 12 inches of subgrade below the pavement should be compacted to at least 92 percent of the maximum dry density, as determined by ASTM D 1557, or until proofrolling with a fully loaded dump or water truck indicates an unyielding, non-pumping subgrade is present.

Construction traffic should be limited to non-building unpaved portions of the site or haul roads. Construction traffic should not be allowed on new pavements. If construction traffic is to be allowed on newly constructed road sections, an allowance for this additional traffic will need to be made in the design pavement section.



Our pavement recommendations are for general use and planning since design traffic conditions were not known at time of this report. When specific design traffic volumes are determined, GeoDesign can provide more specific pavement recommendations for new pavements and pavement overlays based on the actual subgrade conditions encountered in our explorations.

9.0 OBSERVATION OF CONSTRUCTION

Satisfactory earthwork and foundation performance depends to a large degree on the quality of construction. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated. In addition, sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications.

10.0 LIMITATIONS

We have prepared this report for use by Springbrook Properties Development, WRG Design, Inc., and other members of the design and construction team for the proposed development. The data and report can be used for design purposes, but our report, conclusions, and interpretations should not be construed as a warranty of the subsurface conditions and are not applicable to other sites. This report was prepared for the first phase of development, which includes utility installation, roadway construction, and an overall feasibility study. Site specific geotechnical recommendations will be necessary for future phases of work, such as construction of homes and buildings.

Exploration observations indicate soil conditions only at specific locations and only to the depths penetrated. They do not necessarily reflect soil strata or water level variations that may exist between exploration locations. If subsurface conditions differing from those described are noted during the course of excavation and construction, re-evaluation will be necessary.

The site development plans and design details were preliminary at the time this report was prepared. When the design has been finalized and if there are changes in the site grades or location, configuration, design loads, or type of construction for the buildings, the conclusions and recommendations presented may not be applicable. If design changes are made, we request that we be retained to review our conclusions and recommendations and to provide a written modification or verification.

The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in our report for consideration in design.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with generally accepted practices in this area at the time the report was prepared. No warranty, expressed or implied, should be understood.



We appreciate the opportunity to be of continued service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,

GeoDesign, Inc.

Charlie Clough, C.E.G.

Staff Geologist

Scott P. McDevitt., P.E.

Project Geotechnical Engineer

George Saunders F.E., G.E.

Principal Geotechnical Engineer

GEODESIGN¥

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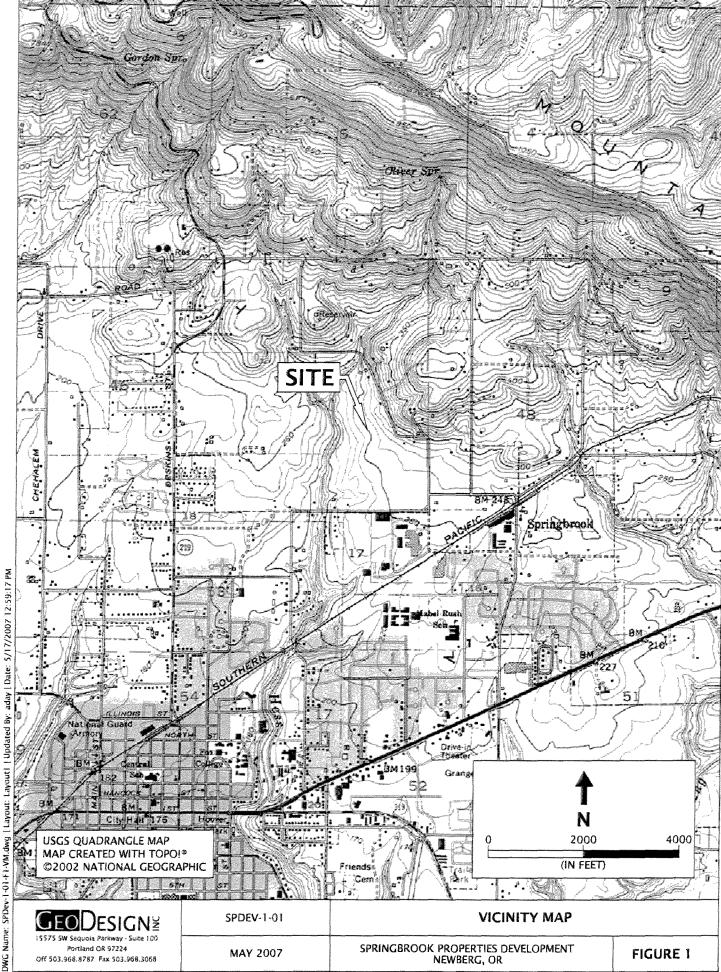
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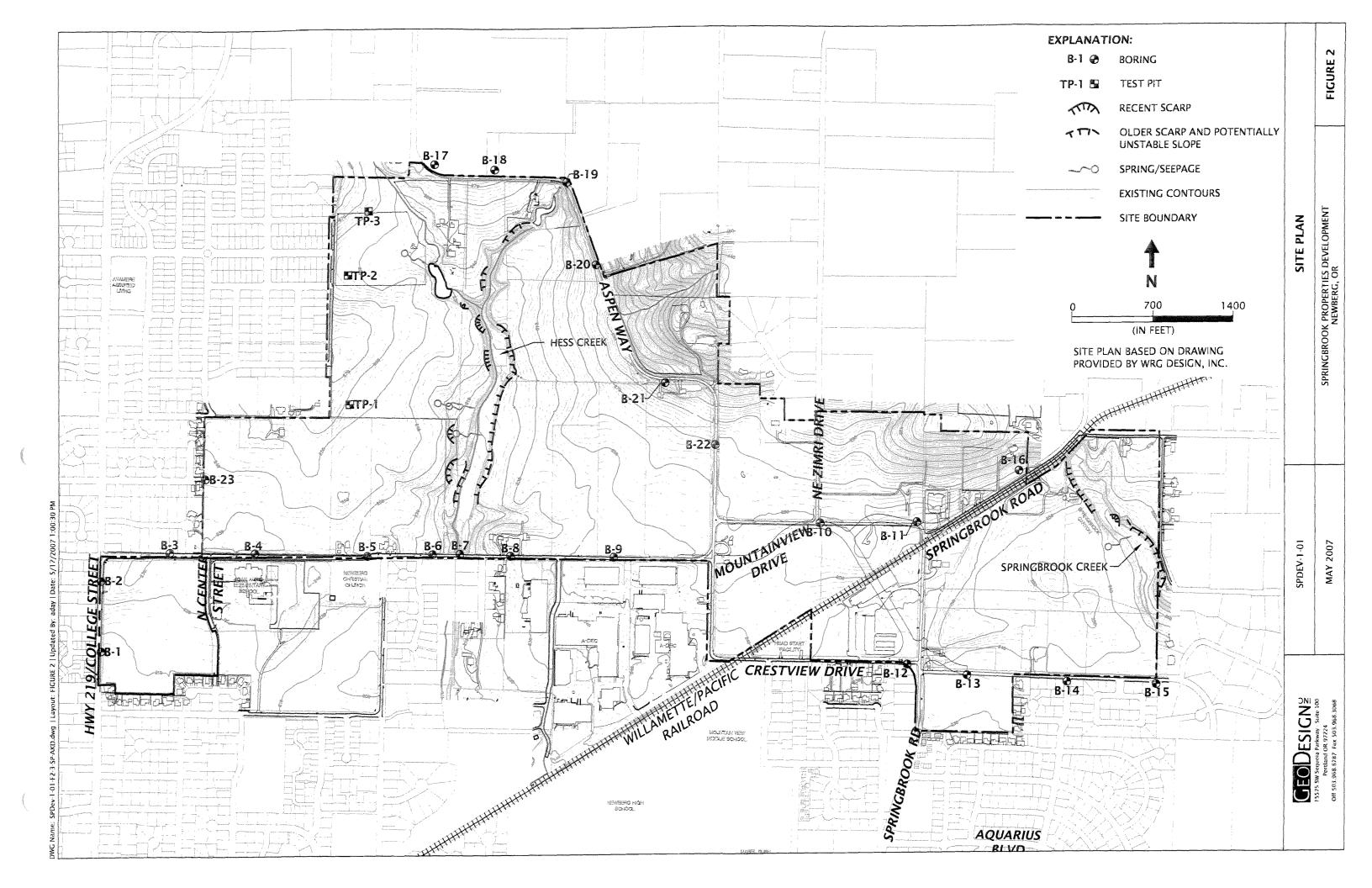
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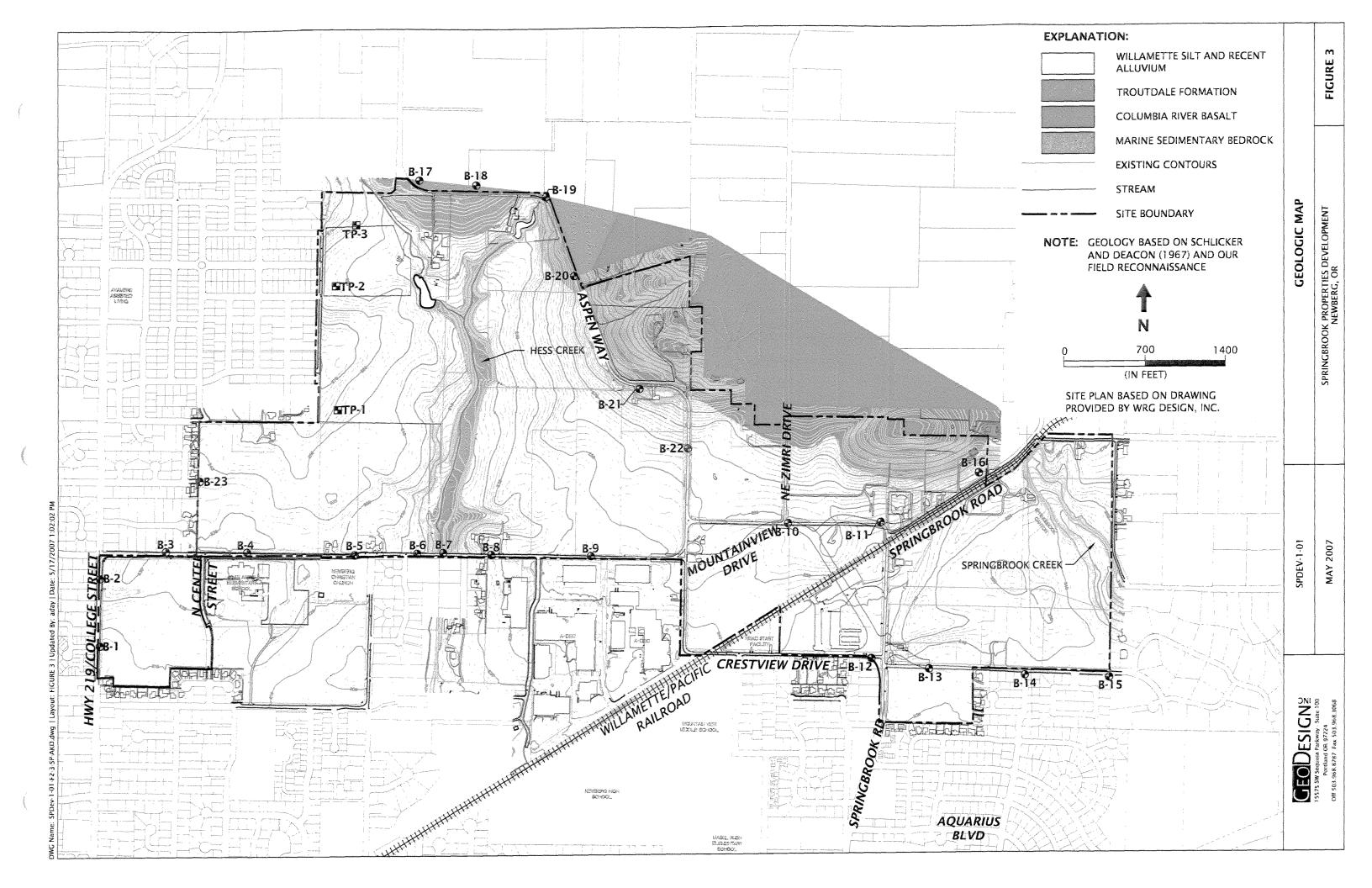
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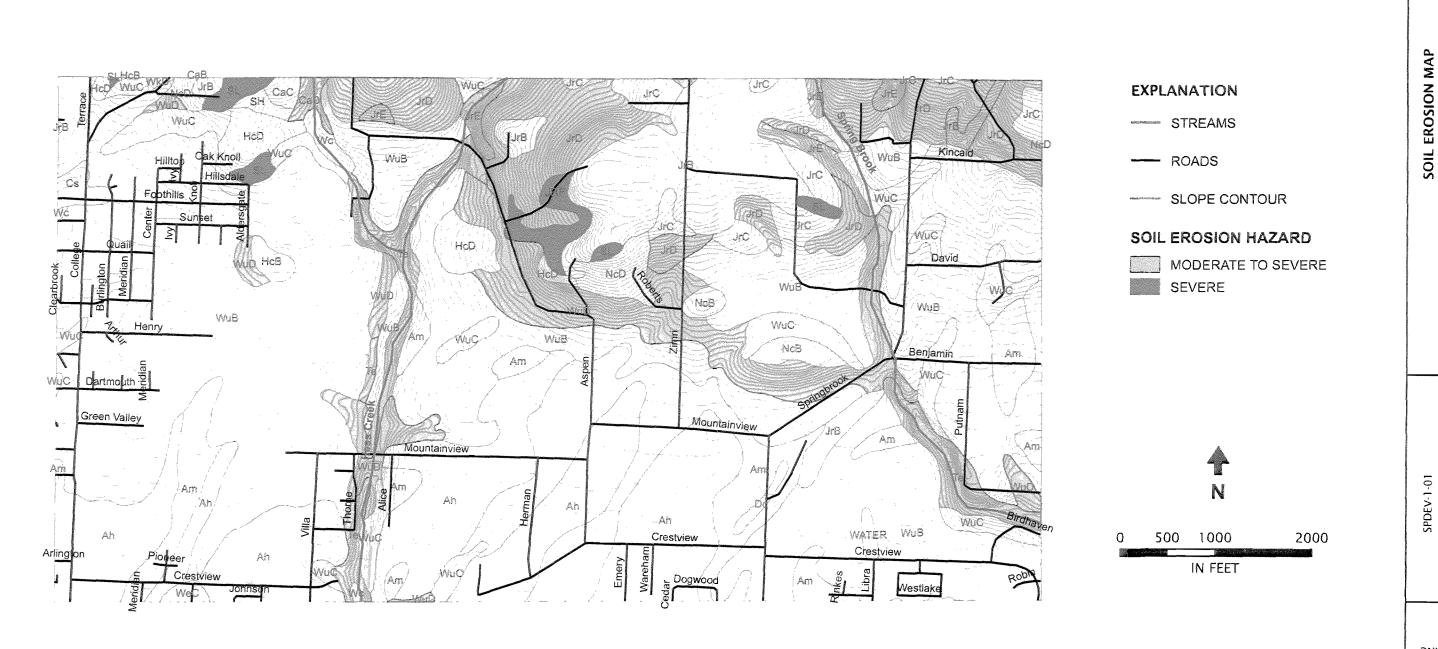


FIGURES







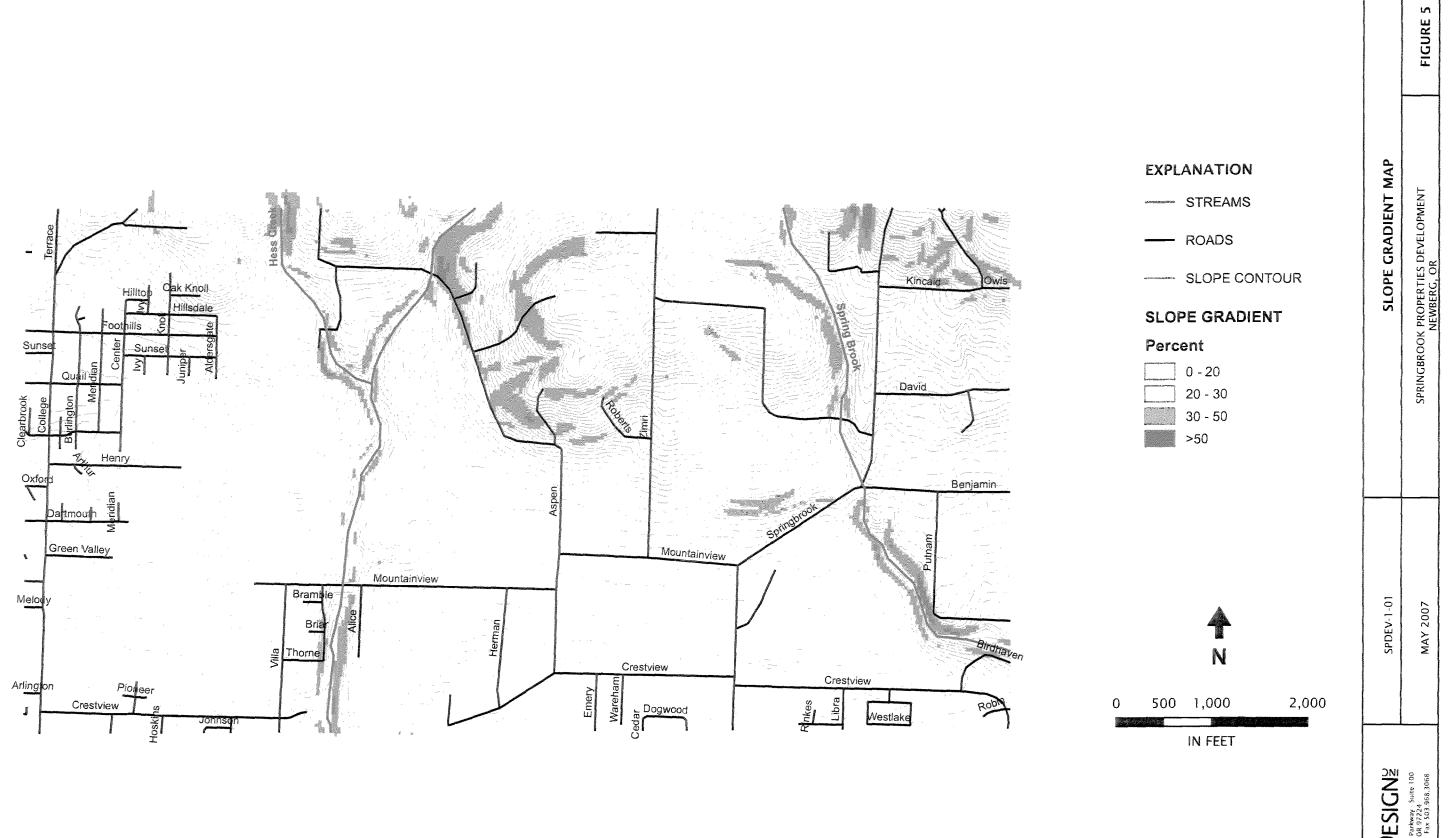


SOILS DATA FROM NRCS, YAMHILL COUNTY (2006); CONTOUR DATA PROVIDED BY TERRASERVER (USGS); ROADS FROM CENSUS BUREAU TIGER GIS DATA (2000); STREAMS FROM PNW RIVER REACH GIS DATA (2001)

5, 2007 Mante: SPUEV-1-U1-F4, par Updated by: UMC

15575 SW Sequota Parkway . State 100 Portland OK 97224 Off 503.968.8787 Fax 503.968.3068

SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR

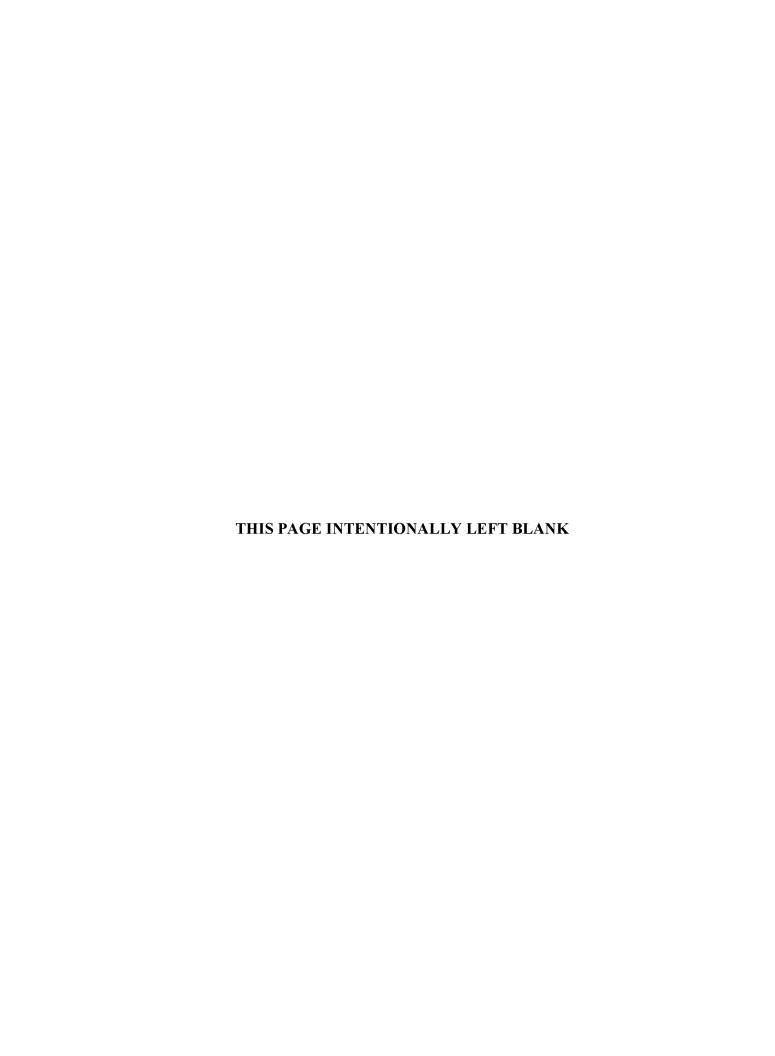


CONTOUR DATA PROVIDED BY TERRASERVER (USGS); ROADS FROM CENSUS BUREAU TIGER GIS DATA (2000); STREAMS FROM PNW RIVER REACH GIS DATA (2001)

13. 2007 - Name: SPDev: 1:01. Es. pdf. Updated by: CMC

| GEO| DESIGNE | 15575 5W Sequels Parkwy, Suite 100 | Portland OR 97224 | Off 503.968.8787 Fax 503.968.3068

APPENDIX



APPENDIX

FIELD EXPLORATIONS

GENERAL

We explored subsurface conditions at the site by completing 23 drilled borings (B-1 through B-23) and 3 test pits (TP-1 through TP-3) at the approximate locations shown on Figure 2. The borings were performed by Greg VanDeHey Soil Sampling of Banks, Oregon, between January 28 and February 1, 2007 using solid-stem auger techniques. The test pits were performed by Always Excavating of Aurora, Oregon, using a trackhoe on February 12, 2007.

We chose the locations of the explorations based on preliminary development plans provided to our office by WRG Design, Inc. Explorations were performed along existing and future arterial and collector roads only. We determined the location of the explorations in the field be pacing from existing site features. A qualified member of GeoDesign's staff observed and documented field activities.

SOIL SAMPLING

A member of our geologic staff observed the explorations. Soil samples were obtained from the borings using one of the following methods:

- 1. SPTs were performed in general conformance with ASTM D 1586. The sampler was driven with a 140-pound hammer free-falling 30 inches. The number of blows required to drive the sampler 1 foot, or as otherwise indicated, into the soils is shown adjacent to the sample symbols on the exploration logs. Disturbed samples were obtained from the split barrel for subsequent classification and index testing.
- 2. Relatively undisturbed samples were obtained using a Dames & Moore Type-U sampler. The sampler was driven using a 140-pound hammer free-falling 30 inches and the penetration resistance was recorded for general correlation with the SPT results. Samples retained from the split barrel consist of up to six 1-inch-high by 2.48-inch-diameter brass rings. Disturbed rings were retained in sealed plastic bags.
- 3. Relatively undisturbed samples were obtained using a standard Shelby tube in general accordance with guidelines presented in ASTM D 1587, the Standard Practice for Thinwalled Tube Sampling of Soils.

SOIL CLASSIFICATION

The soil samples were classified in accordance with the "Key to Test Pit and Boring Log Symbols" (Table A-1), "Soil Classification System and Guidelines" (Table A-2), and "Rock Classification Guidelines" (Table A-3), copies of which are included in this appendix. The exploration logs indicate the depths at which the soils or their characteristics change, although the change actually could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications and sampling intervals are presented on the exploration logs included in this appendix.



LABORATORY TESTING

CLASSIFICATION

The soil samples were classified in the laboratory to confirm field classifications. The laboratory classifications are presented on the exploration logs if those classifications differed from the field classifications.

MOISTURE CONTENT AND DRY DENSITY DETERMINATION

We tested the natural moisture content and dry density of selected soil samples in general accordance with ASTM D 2216 and D 2937, respectively. The natural moisture content is a ratio of the weight of the water to soil in a test sample and is expressed as a percentage. The test results are presented on the exploration logs presented in this appendix.

ATTERBERG LIMITS TESTING

The plastic limit and liquid limit (Atterberg limits) of a selected soil sample were determined in accordance with ASTM D 4318. The Atterberg limits and the plasticity index were completed to aid in the classification of the soil and evaluation of liquefaction susceptibility. The plastic limit is defined as the moisture content, in percent, where the soil becomes brittle. The liquid limit is defined as the moisture content where the soil begins to act similar to a liquid. The plasticity index is the difference between the liquid and plastic limits. The results of the Atterberg limits testing are included this appendix.

GRAIN-SIZE TESTING

Grain-size testing was completed on selected samples. Percent fines (passing a U.S. Standard No. 200 Sieve) analyses were performed in general accordance with guidelines presented in ASTM C 117. The results of the testing are presented on the exploration logs included in this appendix.



SYMBOL	SAMPLING DESCRIPTION								
	Location of sample obtained in general accordance with ASTM D 1586 Standard Penetration Test with recovery								
	Location of sample obtained using thin-wall shelby tube or Geoprobe® sampler in general accordance with ASTM D 1587 with recovery								
	Location of sample obtained using Dames & Moore sampler and 300-pound hammer or pushed with recovery								
## P	Location of sample obtained using Dames & Moore sampler and 140-pound hammer or pushed with recovery								
	Craphic Log of Soil and Rock Types Location of grab sample Observed contact between soil or rock units (at depth indicated)								
	Rock coring interval								
	Water level during drilling soil or rock units (at approximate depths indicated)								
<u>▼</u>	Water level taken on date shown								

GEOTECHNICAL TESTING EXPLANATIONS

PP	Pocket Penetrometer	DD	Dry Density
TOR	Torvane	ATT	Atterberg Limits
CON	Consolidation	CBR	California Bearing Ratio
DS	Direct Shear	oc	Organic Content
P200	Percent Passing U.S. Standard No. 200	Р	Pushed Sample
HYD UC SIEV	Sieve Hydrometer Gradation Unconfined Compressive Strength Sieve Gradation	RES VS kPa	Resilient Modulus Vane Shear kiloPascal
ENVIRONM	ENTAL TESTING EXPLANATIONS		

			
CA	Sample Submitted for Chemical Analysis	ND	Not Detected
PID	Photoionization Detector Headspace Analysis	NS	No Visible Sheen
ppm	Parts per Million	SS	Slight Sheen
Р	Pushed Sample	MS	Moderate Sheen
-		HS	Heavy Sheen



File Name: Key, to_Test, Pit_and_Boring_Log_Symbols-Portland.doc Print Date: 12/16/04

RELATIVE DENSITY - COARSE-GRAINED SOILS

Relative Density	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)		
Very Loose	0 - 4	0 - 11	0 - 4		
Loose	4 - 10	11 - 26	4 - 10		
Medium Dense	10 - 30	26 - 74	10 - 30		
Dense	30 - 50	74 - 120	30 - 47		
Very Dense	More than 50	More than 120	More than 47		

CONSISTENCY - FINE-GRAINED SOILS

Consistency	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)	Unconfined Compressive Strength (tsf)
Very Soft	Less than 2	Less than 3	Less than 2	Less than 0.25
Soft	2 - 4	3 - 6	2 - 5	0.25 - 0.50
Medium Stiff	4 - 8	6 – 12	5 - 9	0.50 - 1.0
Stiff	8 - 15	12 ~ 25	9 - 19	1.0 - 2.0
Very Stiff	15 - 30	25 - 65	19 - 31	2.0 - 4.0
Hard	More than 30	More than 65	More than 31	More than 4.0

SOIL CLASSIFICATION NAME

	Name and Modifier Terms	Constituent Percentage
	GRAVEL, SAND	>50%
	sandy, gravelly	30 - 50%
	silty, clayey	15 - 50%
Coarse Grained	some (gravel, sand)	15 - 30%
	some (silt, clay)	5 - 15%
	trace (gravel, sand)	3-13%
	trace (silt, clay)	<5%
	CLAY, SILT	>50%
	silty, clayey	30 - 50%
	sandy, gravelly	30 - 30%
Fine Grained	some (sand, gravel)	15 - 30%
	some (silt, clay)	13-30%
	trace (sand, gravel)	5 - 15%
	trace (silt, clay)	3-13%
	PEAT	50 - 100%
Organic	organic (soil name)	15 - 50%
	(soil name) with some organics	5 - 15%

MOISTURE CLASSIFICATION

\$	Term	Field Test	
/03/	dry	very low moisture, dry to touch	
E	moist	damp, without visible moisture	
)ate:	wet	visible free water, usually saturated	
Print	GRAIN-SIZE CLASSIFICATION		

GRAIN-SIZE CLASSIFICATION

Vortland, doc	Descr	iption	Sieve*	Observed Size
	boul	ders	-	>12"
*	cob	bles	_	3" - 12"
	ara ol	coarse	0.75" - 3"	0.75" - 3"
Suide Suide	gravel	fine	#4 - 0.75"	0.19" - 0.75"
pur l		coarse	#10 - #4	0.079" - 0.19"
	sand	medium	#40 - #10	0.017" - 0.079"
System		fine	#200 - #40	00029" - 0.017"
6	fin	es	<#200	<0.0029"

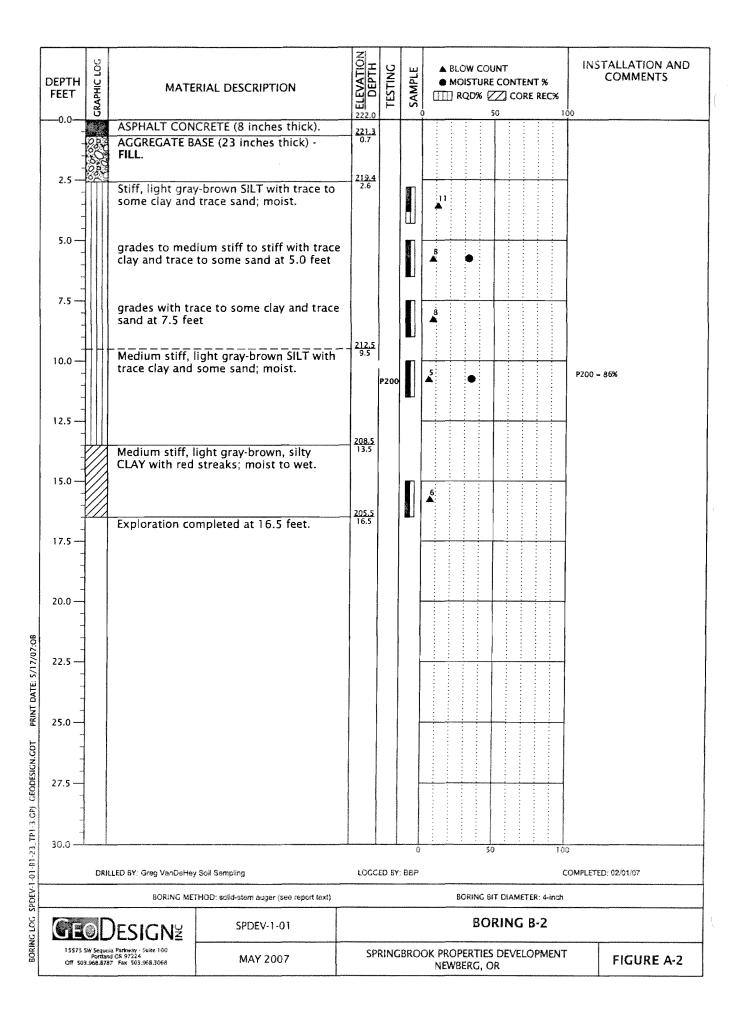
* Use of #200 field sieve encouraged



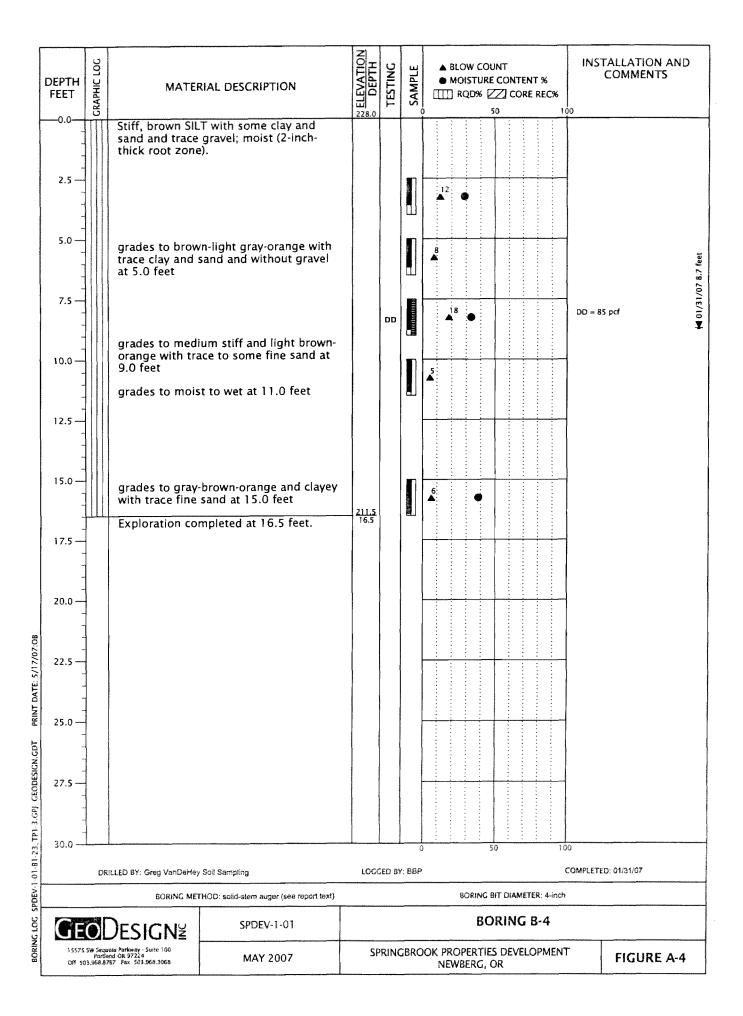
SOIL CLASSIFICATION SYSTEM AND GUIDELINES

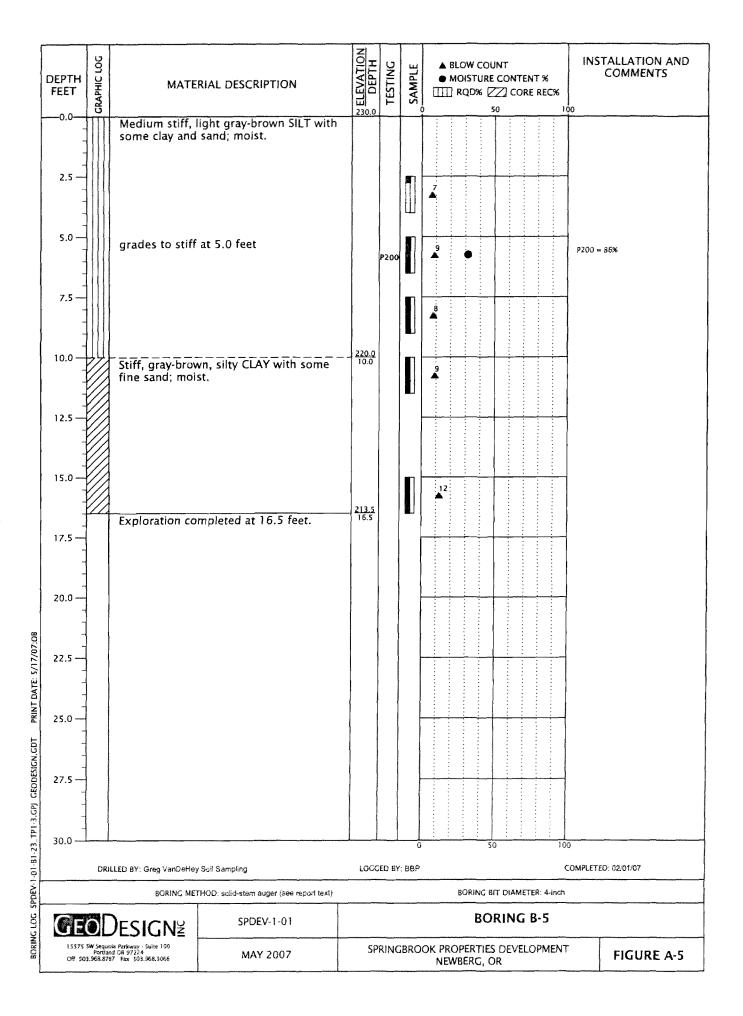
TABLE A-2

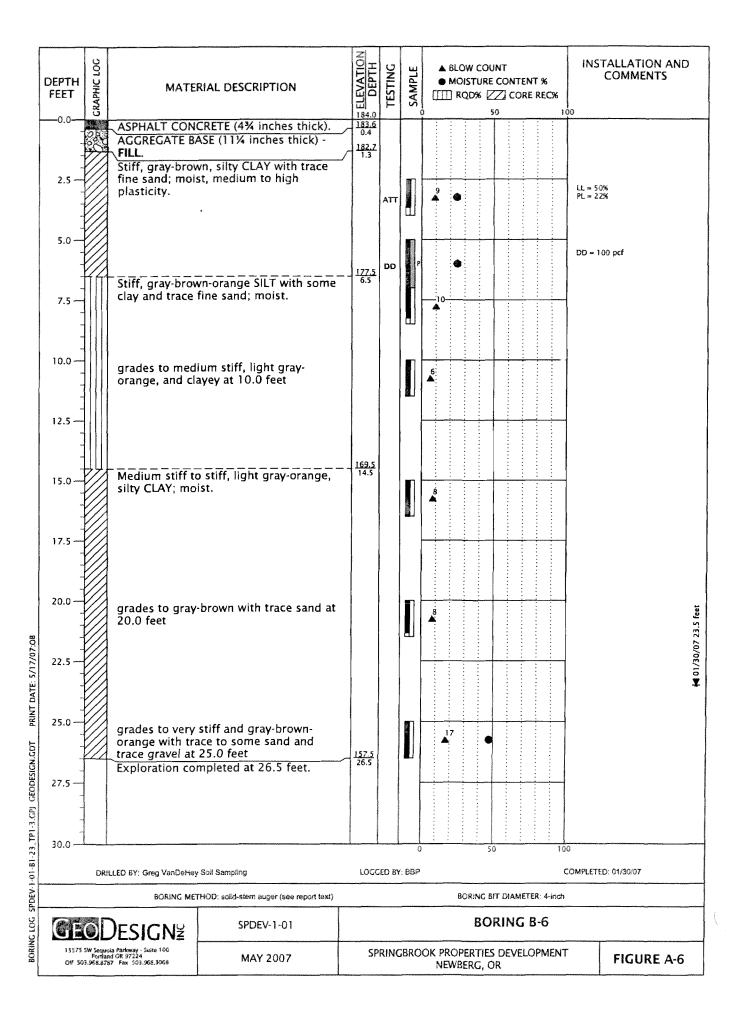
	DEPTH FEET	GRAPHIC LOC	MATE	RIAL DESCRIPTION	SELEVATION DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % III RQD% ZZ CORE REC% 50	INS	TALLATION AND COMMENTS
A ALDER COMMUNICATION OF THE PROPERTY OF THE P	2.5 —		Medium stiff, l some clay and	CRETE (8 inches thick). ight gray-brown SILT with trace sand; moist. e clay and medium	207.3	1		6.		7.0 feet
	7.5 —		plasticity at 5.0	O feet		-		A	feet.	e of sampler wet at 5.0 V/10/20
	10.0		grades to som	e sand at 7.5 feet				6		
A SOCIETY OF THE PROPERTY OF T	12.5				- 194.5 13.5			Z		
The state of the s	15.0		to some clay; v	ne, silty SAND with trace wet. mpleted at 16.5 feet.	13.5 191.5 16.5	DD	188888888888888888888888888888888888888	6 •	DD = 1	07 pcf
	17.5 —	Section 1.								
PRINT DATE: 5/17/07:08	22.5	Charles de la constitución de la								
	25.0	The state of the s			And the second s	Value of the control			The contract of the contract o	
BORING LOG SPDEV-1-01-81-23_TP1-3.GPJ GEODESIGN.GDT	27.5				And the second s	ned de la company de la compan			Angulating monopolitics in the state of the	
31-23_TP1-	30.0						ŧ	50 1	00	
EV-1-01-	MITTO CO.	DRIL	LED BY: Greg VanDeHey		1000	ZED BA	/: BBF	BORING BIT DIAMETER: 4-ind		ED: 02/01/07
100 570	BORING METHOD: solid-stem auger (see report text) SPDEV-1-01					Adamatana a PP	BORING B-1	·		
BORING			PEDIGINE a Parfovay - Suite 100 1 0R 97224 7 Fax \$03,965,3068	MAY 2007	SF	PRINC	SBRC	OOK PROPERTIES DEVELOPMEN NEWBERG, OR	Г	FIGURE A-1

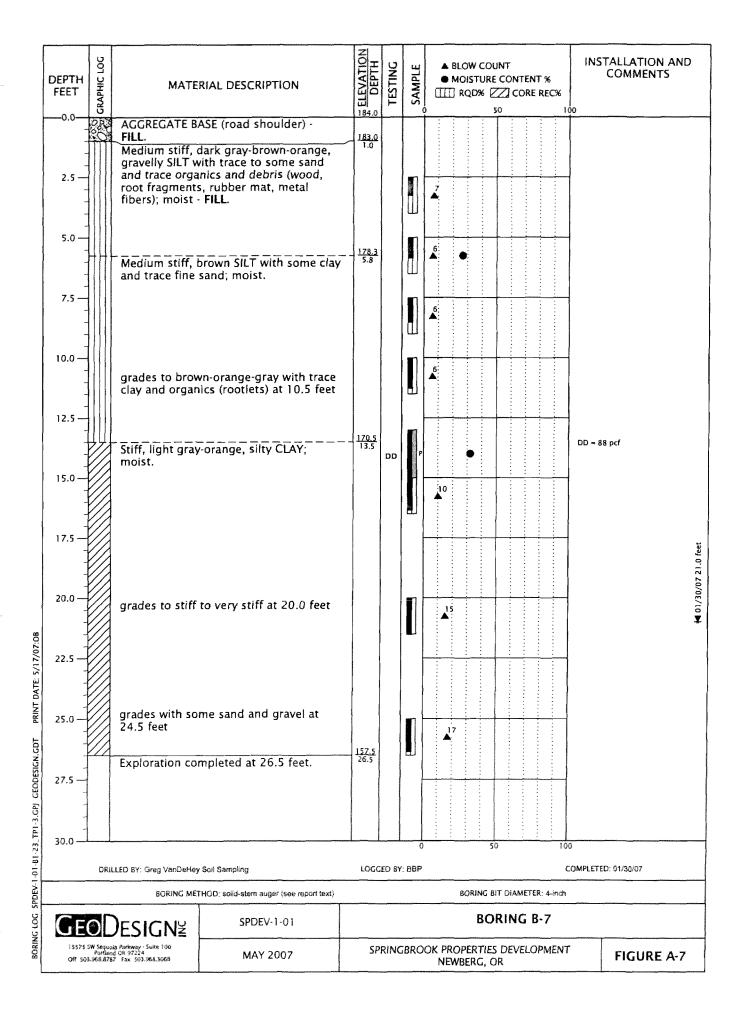


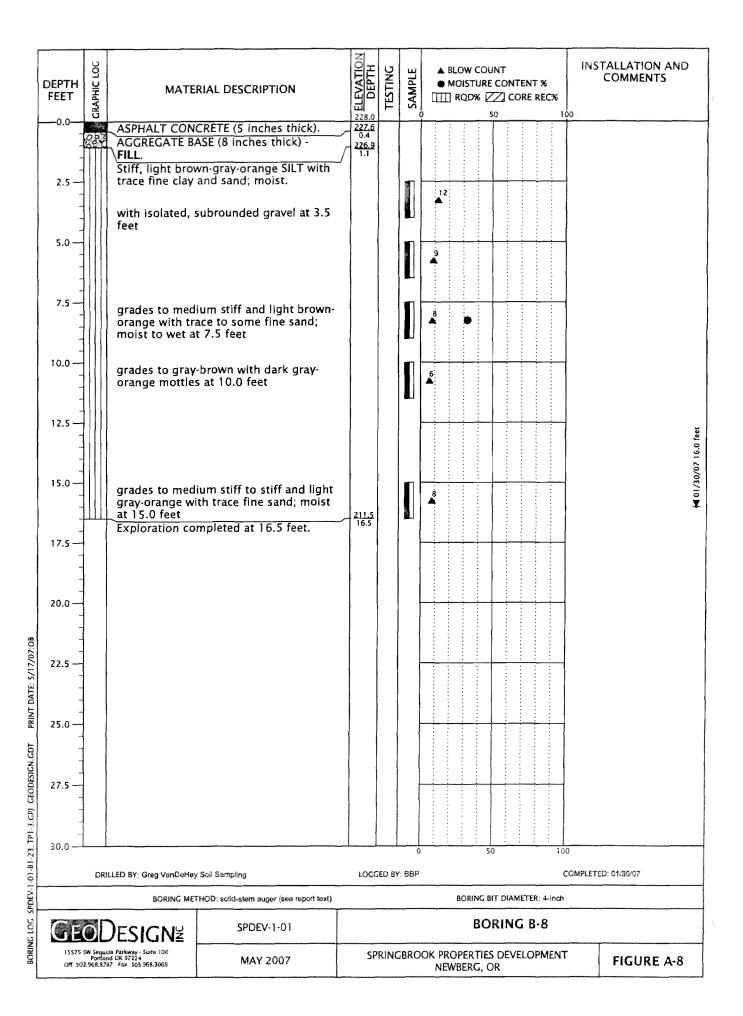
DEPTH FEET	GRAPHIC LOG	MATE	RIAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE] RQD% [2	INT CONTENT % CORE RE		STALLATION AND COMMENTS
0.0		Dense, gray-br gravelly SILT w moist, angular	own, silty GRAVEL to ith trace clay; dry to - FILL .								
2.5	0.00000						•	49			(рач
5.0		Stiff, gray-brow and trace sand	vn SILT with some clay ; moist.	219.0 5.0			9				┥ 9.5 feet, during drilling (perched)
7.5 —						P					M 9.5 feet, duri
10.0		becomes gray- at 9.8 feet	brown with brown spots				5	•			
12.5											
15.0			t to wet at 15.0 feet	207.5 16.5			6				
17.5		•	.,								
20.0											
25.0 — 25						!					
-											
27.5 — 30.0 — 30.0 —								A A A A A A A A A A A A A A A A A A A			
30.0 —		- Trial Marie						NA.)	100	
EV. -0 :	DRI	LLED BY: Greg VanDeHey BORING ME	Soil Sampling HOD: solid-stem auger (see report text)	LOGG	ED BY	: 882		BORING R	IT DIAMETER: 4		TED: 02/01/07
	6	DESIGN ²	SPDEV-1-01		············				RING B-3		
15575	SW Seque Fortlan	Sia Parkway - Suite 109 ad OR 97224 17 Fax 503,968,3068	MAY 2007	SP	RINC	BRC	OK PR	OPERTIES WBERG, C	DEVELOPM OR	IENT	FIGURE A-3

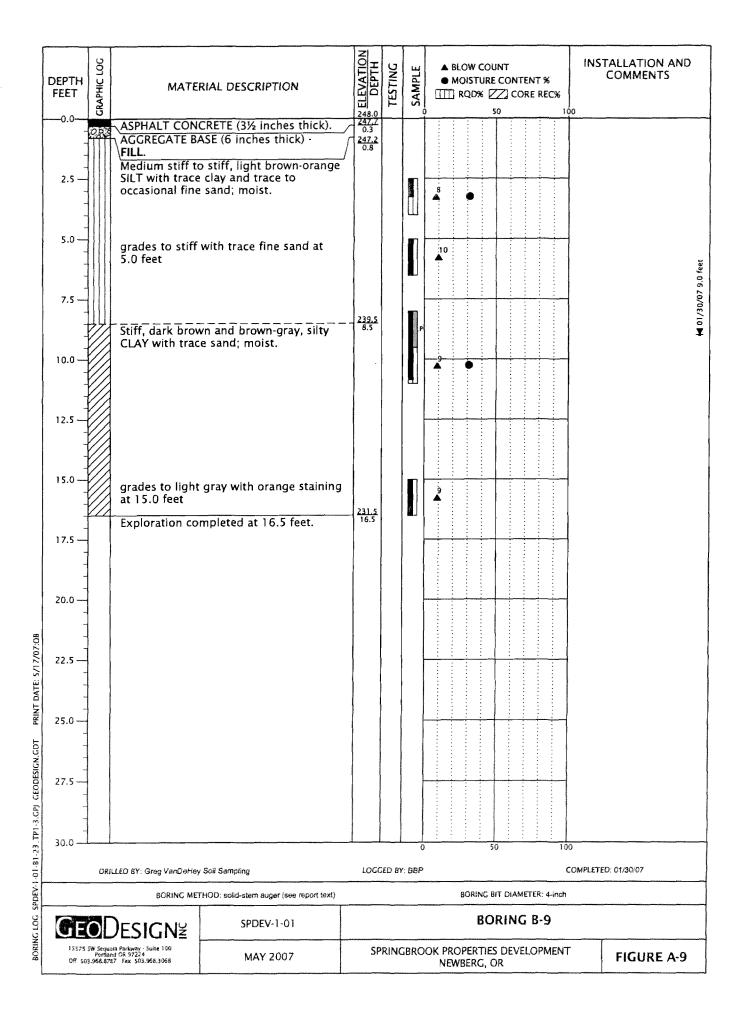


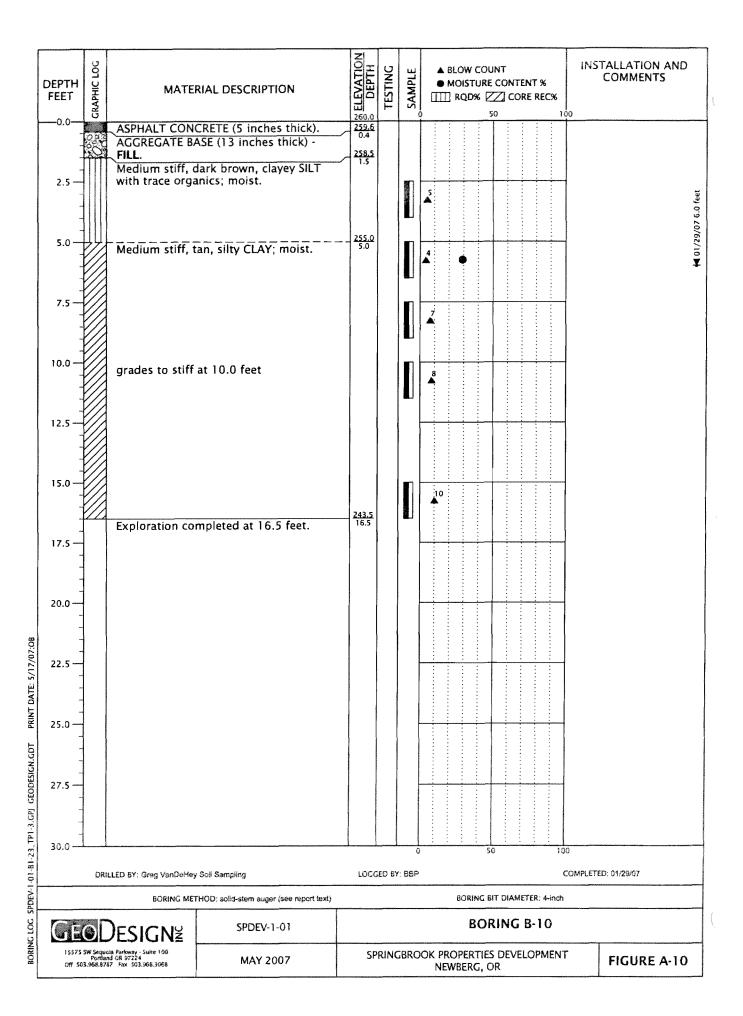


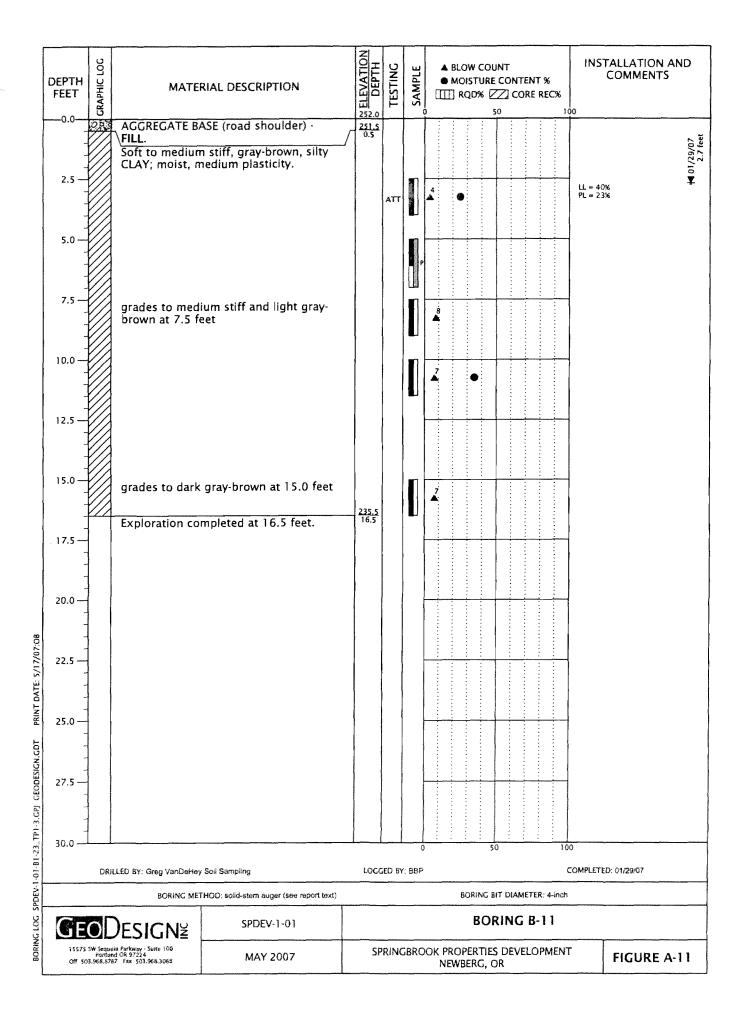


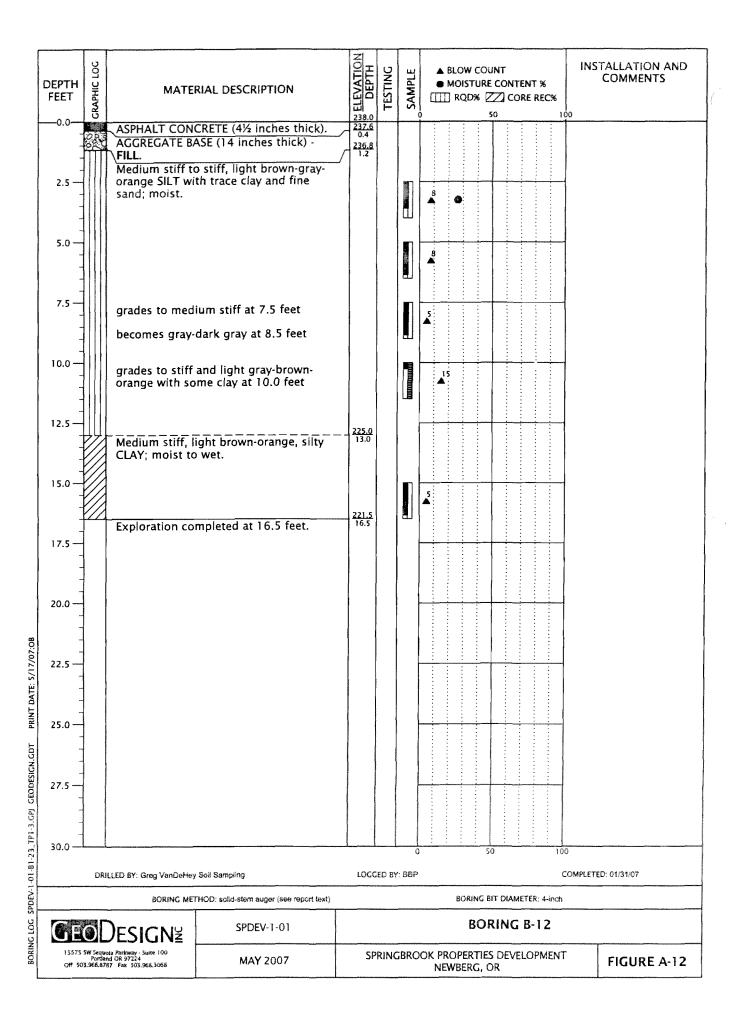




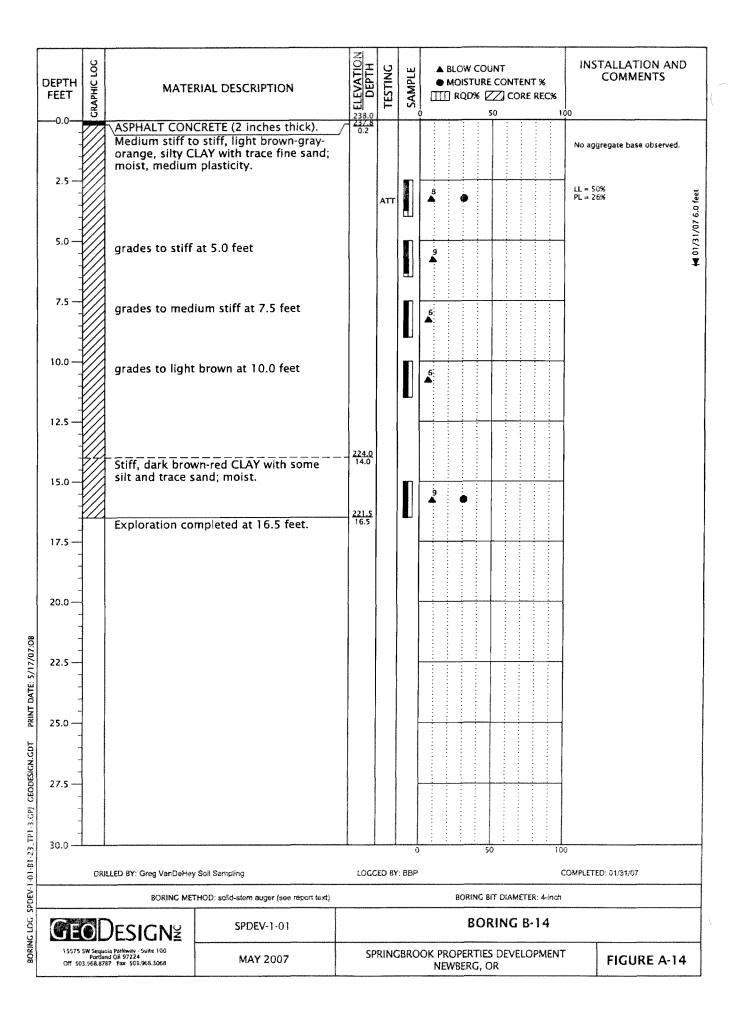


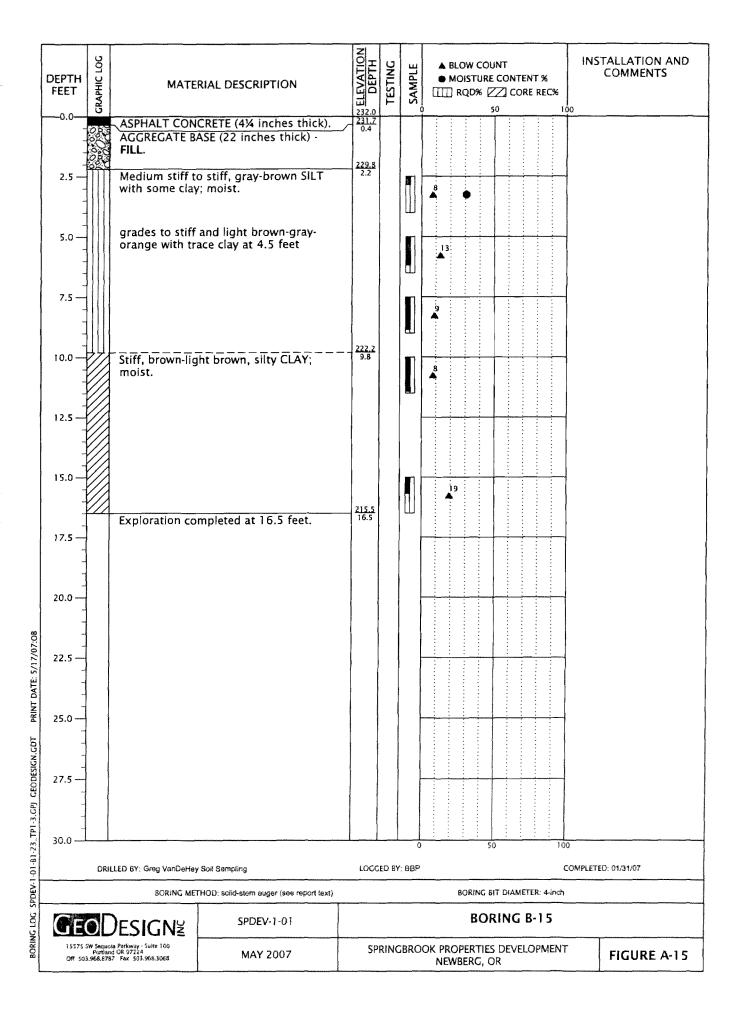


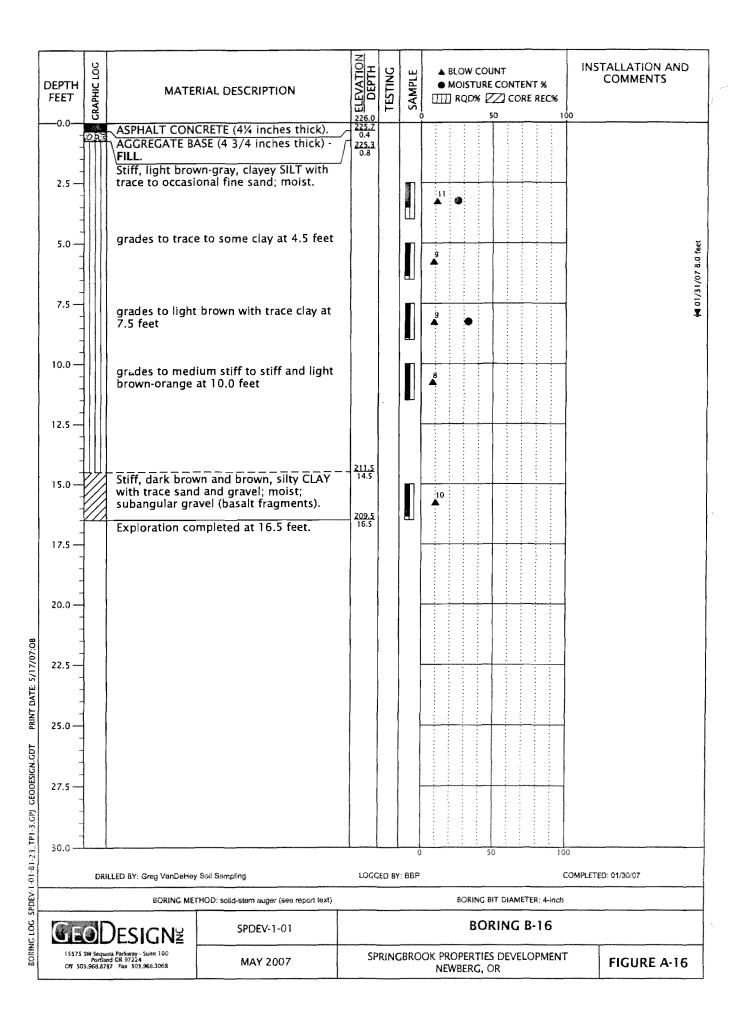


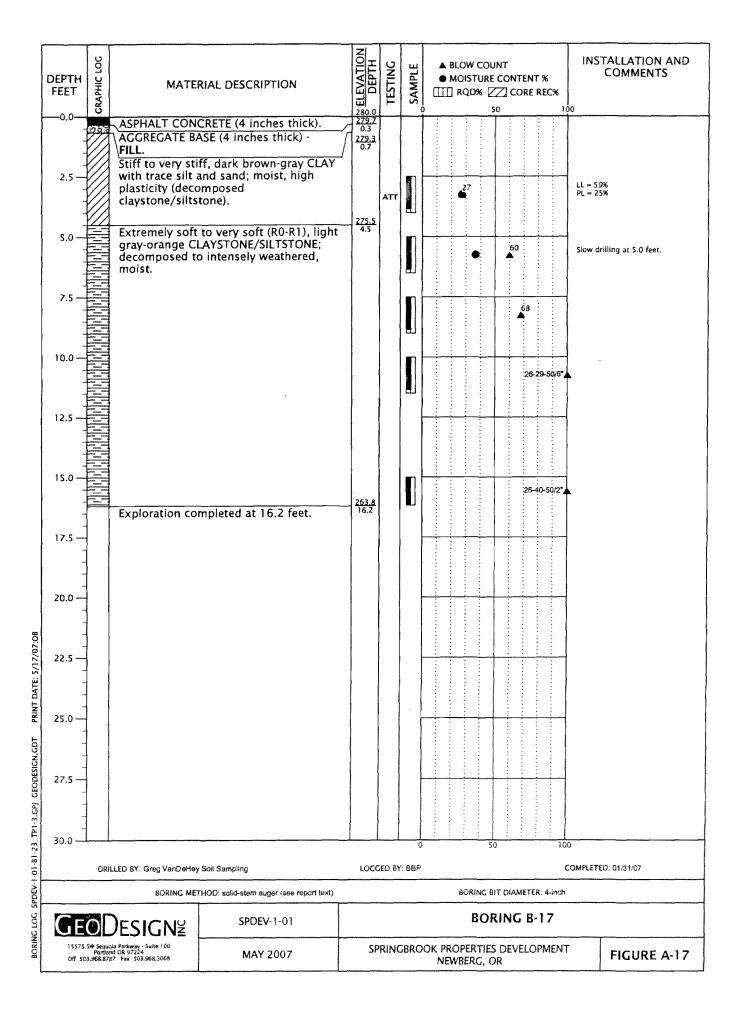


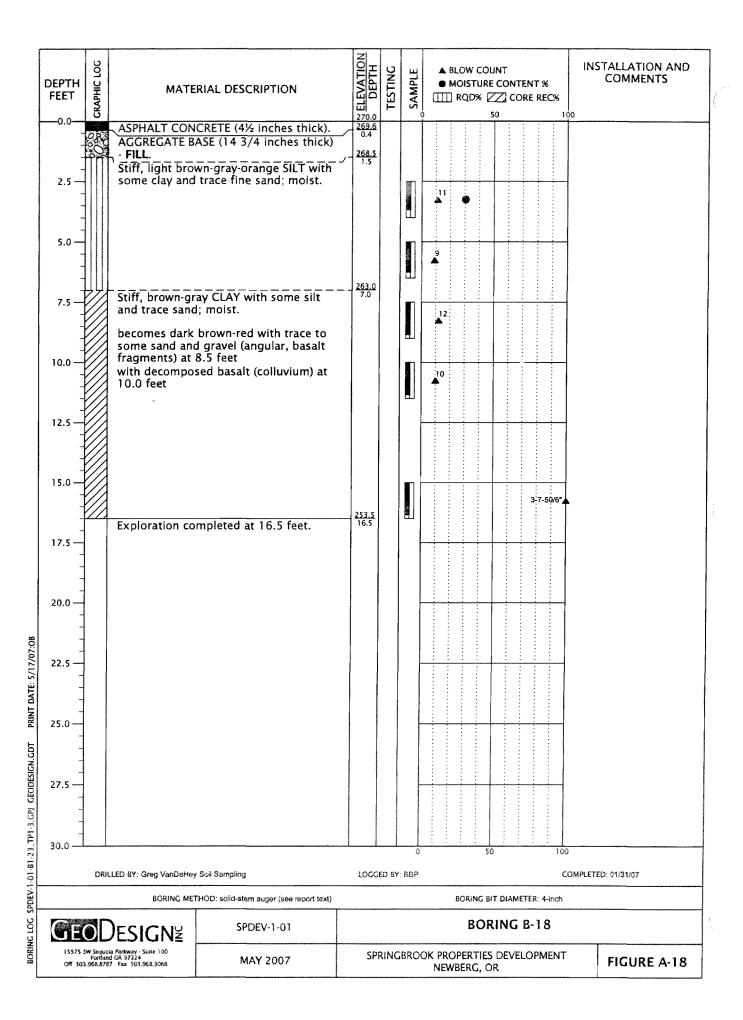
	DEPTH FEET	GRAPHIC LOC	МАТЕ	RIAL DESCRIPTION	ELEVATION DEPTH	F	SAMPLE	•	▲ BLOW ● MOIS ∐ RQI	Ture)% [CON		REC%	ins.	TALLATIC COMMEN	ON AND NTS
	2.5	75.6	FILL.	ASE (4 inches thick) - gray-light brown-orange clay and fine sand; moist.	235.7 0.3	The same of the sa		7	, , , , , , , , , , , , , , , , , , ,							₩ 01/31/07 2.5 feet
	5.0 —	Andreas (Andreas (And	grades to stiff	at 5.0 feet	and the second s	DD	пинини п		20					DD = 9	1 pcf	
	7.5 —		grades to med	ium stiff at 7.5 feet		- Control of the Cont		6								
Į	10.0 -	A CONTRACTOR OF THE PROPERTY O	grades to claye	ey at 10.0 feet				5					*			
	12.5															
	15.0				219.5 16.5			5								
	17.5 —		Exploration co	mpleted at 16.5 feet.	16.5											
	20.0	i same														
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BORING LOG	15575 5	W Seque Portlan	sia Parkway - Suite 100 ad OR 97224 87 Fax 503.968.3068	MAY 2007	SF	RINC	BRO	OK	PROPE IEWBEI	RTIE	S DEV	ELOP	MENT		FIGUR	E A-13

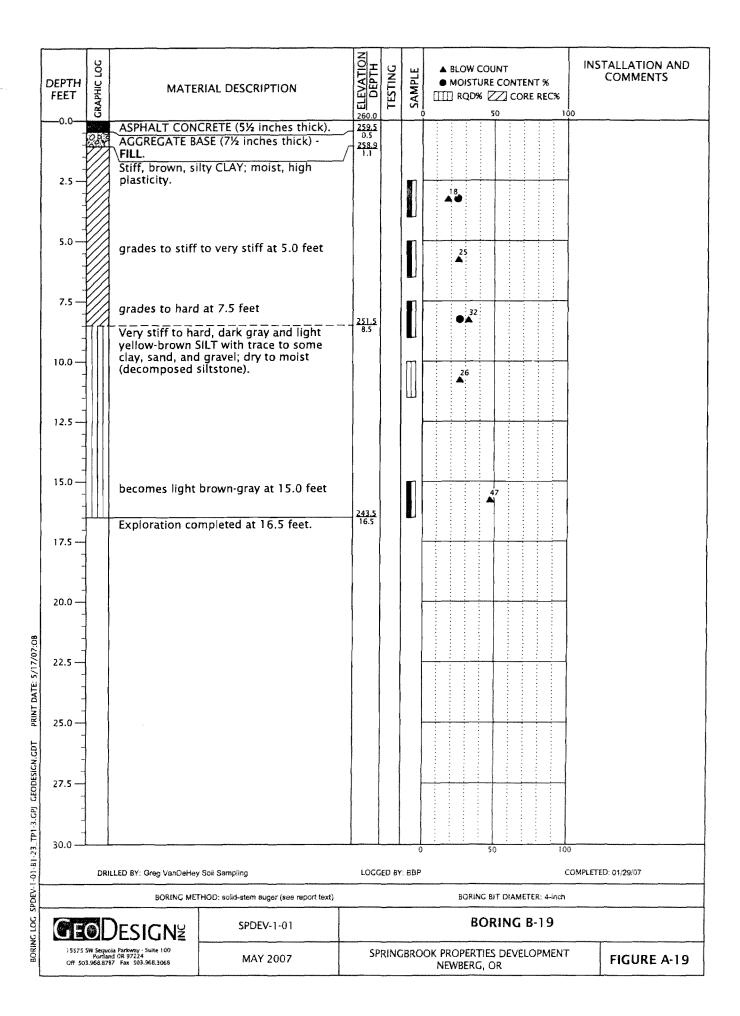


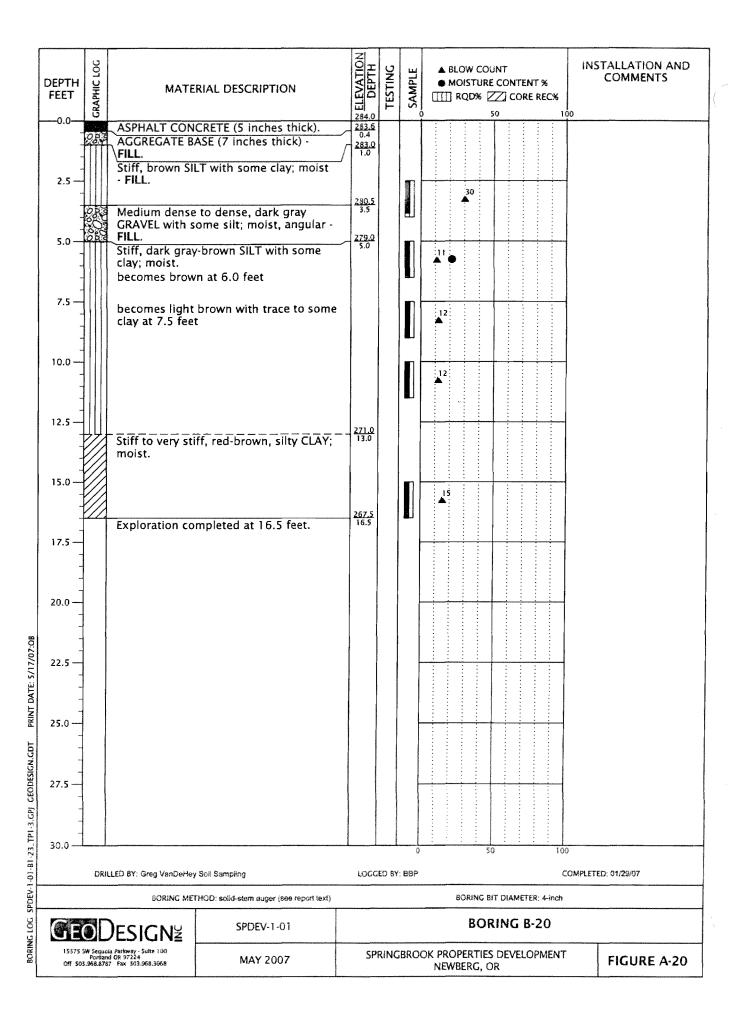




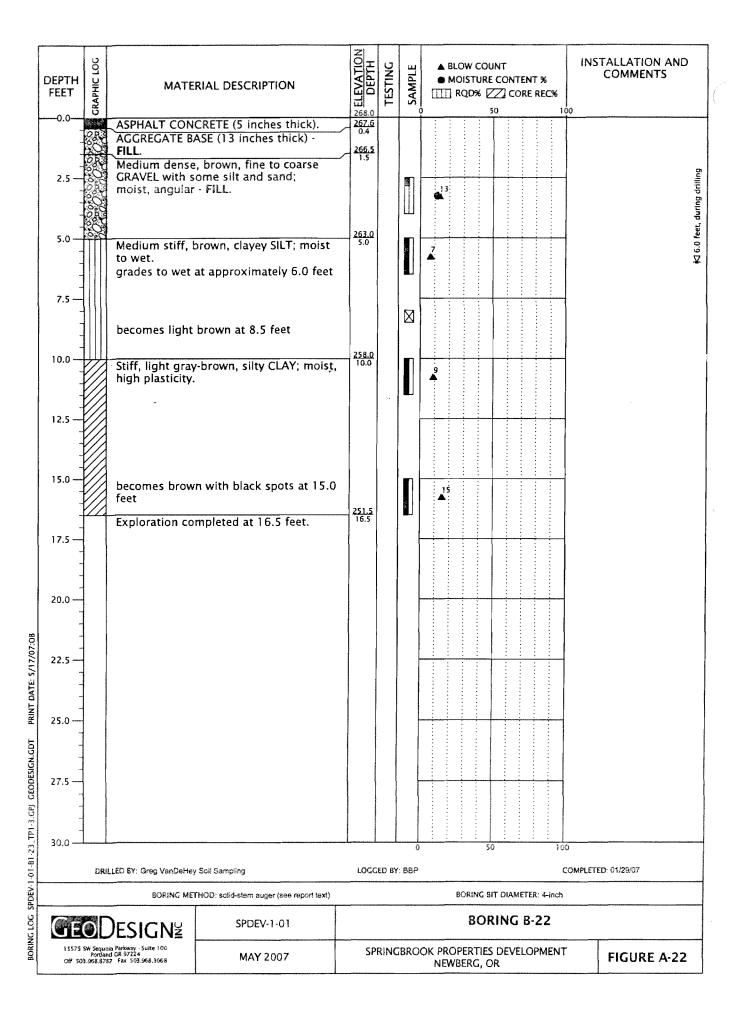








DEPTH I	GRAPHIC LOG	MATER	RIAL DESCRIPTION	ELEVATION DEPTH		SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % [[[]] RQD% [[]] CORE REC		TALLATION AND COMMENTS
0.0 	0.60	AGGREGATE BA FILL. Stiff, light brow	RETE (5 inches thick). SE (13 inches thick) - In, clayey SILT to silty e fine sand; moist.	301.6 0.4 300.5 1.5			13: _	P260	<u>=</u> ₹1%
5.0		becomes light l streaks at 5.0 f	prown with red and black feet		P200		15		- 01/0
7.5 — - - - -		becomes light streaks at 7.5 f	brown with light gray Teet	en e			13:		
10.0		becomes brown	n at 10.0 feet				14		
12.5 — - - - - 15.0 —		grades to very 15.0 feet	stiff and red-brown at				19		
17.5 —			mpleted at 16.5 feet.	<u>285.5</u> 16.5					
20.0				A CONTRACTOR OF THE CONTRACTOR					
22.5 — - - - - - - -									
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30.0	ne projection de la constante			To control and and an artist of the control and an artist of the control and an artist of the control and artist of the co			50	100	FED: 01/29/07
	DRILLED BY: Greg VanDeHey Soli Sampling BORING METHOD: solid-stem auger (see report text)				GED B	. BBP	BORING BIT DIAMETER: 4	***************************************	LL, UTLANT
							BORING B-2	1	
)ESIGN _≥	25DEA-1-01		SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR FIG				



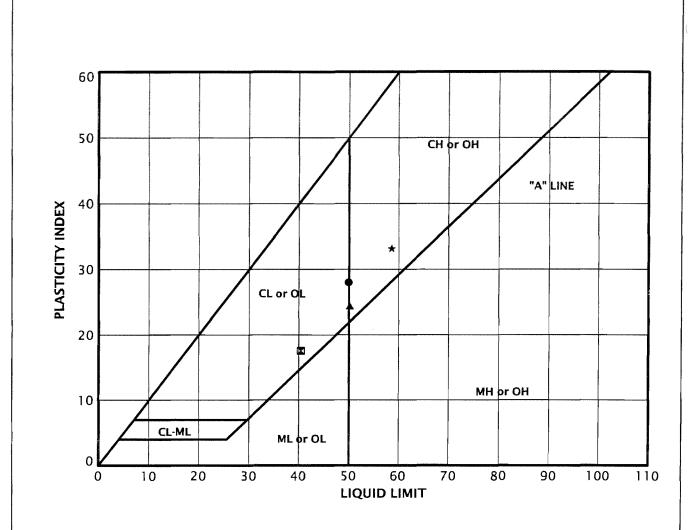
And the second s	DEPTH FEET	GRAPHIC LOG		RIAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE	▲ BLOW COU ■ MOISTURE RQD%	CONTENT %	INSTALLATION AND COMMENTS
restriction for the land and and an annual section of the land and annual section of the land and the land and	2.5		Medium stiff to SILT with trace	o stiff, light gray-brown clay and sand; moist.			P			
	5.0 —							.8		8.5 feet
	7.5 — - - -							5		M 02/01/07 8.5 Feet
- Paradona Acid	10.0		grades to soft some clay; mo	to medium stiff with ist to wet at 10.3 feet				4		
	12.5									
	15.0		15.0 feet	gray-brown and clayey at	221.5 16.5		2	7		
	17.5									
7/07:OB	20.0									
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GEODESIGN.GDT	27.5	- passas and gappine book microfine the statement of the basis			The state of the s					
SPDEV-1-01-81-23_TP1-3,GPJ G	30.0				Sal pool man a sepan sep			50	3 100	
1.01-81		DRIL	LED BY: Greg VanDeHey	Soil Sampling	rocc	EO BY	: BBP		C	OMPLETED: 02/01/07
				HOD: solid-stem auger (see report text)					T DIAMETER: 4-inch	
BORING LOG			ESIGN 2 10 Parkway - Suite 100 10 09 97224 7 Fax 503.968.3068	SPDEV-1-01 MAY 2007	SP	RINC	BRC	OK PROPERTIES NEWBERG, O		FIGURE A-23

	DEPTH FEET	GRAPHIC LOG	MATER	IAL DESCRIPTION	S ELEVATION DEPTH	TESTING	SAMPLE	MOISTURE CONTENT %	COMN	1ENTS
	0.0 - - - - 2.5		(topsoil, 3-inch-	ark brown SILT; moist thick root zone). rown SILT with red-brown ce clay; moist.	259.0 1.0	PP			PP = 1.0 tsf	
	5.0					PP	X		PP = 2.5 tsf	
The second secon	7.5 —	000000000000000000000000000000000000000	Dense to very cobrown, silty GR cobbles, and be subrounded to predominantly	subangular;	254.0 6.0	AND THE RESIDENCE OF THE PARTY			Slow groundwate observed at 9.0 fe	r seepage set.
80	10.0		trace sand, gra contains thin le	rd, tan, silty CLAY with vel, and cobbles; moist; nses of fine, silty sand, and gravel in a fissured	250.0 10.0					
ESIGN.GDT PRINT DATE: 5/17/07:08	15.0				243.0	and the second s			Slow groundwater observed at 15.0	
SPDEV-1-01-81-23_TP1-3.GPJ GEODESIGN.GDT	17.5 —		Exploration con	npleted at 17.0 feet.	243.0 17.0	ENGELE ESPETS COMPTRACTOR LA LOCAL ALANGEMENT MODERATION AND THE THREE TRACTOR AND THE THREE TRACTOR AND THREE TRACTOR A	Coloring has processed when the processed processed with the convergence of the convergence of the coloring that the col		explored.	action depth
PAGE SPDE	20.0 —	EX	CAVATED BY: Always Exce	vating	roc	CED B	Y: CM		COMPLETE	D: 02/12/07
OG - I PER PAGE			EXCAVATIO	N METHOD: trackhoe (see report text)				TEST PI	T TP-1	
TEST PIT LOG	SPDEV-1-01 SPDEV-1-01 SPDEV-1-01 SPDEV-1-01 SPDEV-1-01 MAY 2007				Si	PRIN	GBRO	OOK PROPERTIES DI NEWBERG, OR		FIGURE A-24

The second secon	DEPTH FEET	GRAPHIC LOG		RIAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE	MOISTURE CONTENT % 50 1	COMN	1ENTS
		The state of the s	wet (topsoil, 3-	ark brown SILT; moist to inch-thick root zone). rown SILT with red-brown ice clay; moist.	249.0 1.0	P	X		PP = 1.5 tsf	
World in the World	2.5 — - - - - 5.0 —		becomes stiff a	it 4.0 feet		PP			PP = 1.5 tsf PP = 3.0 tsf Slow groundwater observed at 4.0 fe	r seepage eet.
	 - - 7.5								Slight caving obse	erved at 7.0 feet.
and the second s	10.0		becomes moist	to wet at 8.5 feet t 10.0 feet					Slow groundwater observed at 10.5	r seepage feet.
DATE: 5/17/07:08	12.5 —		with trace to some clay, sand, and gravel at 13.0 feet Extremely soft (R0), gray-brown SILTSTONE; intensely to moderately							
.CPJ GEODESICN.GDT PRINT DA	15.0 —		weathered, into \fractured, wet.	ensely jointed and mpleted at 15.0 feet.	235.0 15.0	AMBLE CONTRACTOR OF THE CONTRA				
AGE SPDEV-1-01-81-23_TP1-3.CPJ	20.0 —	EXC	CAVATED BY: Always Exca	ivating	LOCA	GED B	Y: CM		00 COMPLETE	:D: 02/12/07
I PER P			EXCAVATIO	N METHOD: trackhoe (see report text)		***************************************				
TEST PIT LOG - 1 PER PAGE	GE)ECICNIS	SPDEV-1-01				TEST P	T TP-2	in the second se
TEST PI	SPDEV-1-01 SPD				SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR FIGURE A-25					

DEPTH FEET	GRAPHIC LOG		IAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE	MOI CONTI	STURE ENT %	90	MENTS	
—0.0— -		Medium stiff, d (topsoil, 3-inch-	ark brown SILT; wet thick root zone).						Minor caving obs foot to 3.0 feet.	erved from 0.0	
		Medium stiff, b mottles and tra	rown SILT with red-brown ce clay; wet.	239.0 1.0	PP				PP = 1.0 tsf		A STATE OF THE STA
2.5 —					PP				PP = 1.0 tsf Slow groundwate	or seenade	A Commence of the Commence of
		r at 3.5 feet	vith trace to some gravel (RO), light gray-brown 1 red-brown and black	236.0 4.0	PP	,,,			observed at 3.0 f	eet.	**************************************
5.0 —		staining: intens	red-brown and black ely weathered to vet on fracture faces.			No. of the last of					
-											
7.5 -		becomes very s	soft (R1), moderately								
		irregular, and f	y closely jointed, random, issile; moderately open ures with clay and oxide et								
10.0		becomes soft (brown staining, moist to wet or	R2) and gray with red- , slightly open joints, and n fractures at 10.0 feet								
-									į.		
12.5		Exploration cor	mpleted at 13.0 feet.	227.0 13.0							
15.0											
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- - 17.5 —						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			And the second s		
				de particular de la companya de la c		Transition of the latest transition of the lat					And the second s
20.0 —						-) : : : : : : : : : : : : : : : : : : :	0 1	00		
	EXC	CAVATED BY: Always Exce	vating	LOGG	ED B	Y: CMC	.			ED: 02/12/07	
		EXCAVATIO	N METHOD: trackhoe (see report text)								_
GE	O	DESIGN≌	SPDEV-1-01						IT TP-3		
	Portia	oia Parkway - Suite 100 nd OR 97224 87 Fax 103,968,3068	MAY 2007	SF	PRIN	GBRC		ERTIES D ERG, OR	EVELOPMENT	FIGURE A-26	

HARDNESS	DESCRIPTION	
Extremely Soft (R0)	Indented by thumbnail	
Very Soft (R1)	Can be peeled by pocket knife or scratched with finger nail	
Soft (R2)	Can be peeled by a pocket knife with difficulty	
Medium Hard (R3)	Can be scratched by knife or pick	
Hard (R4)	Can be scratched with knife or pick only with difficulty	
Very Hard (R5)	Cannot be scratched with knife or sharp pick	
WEATHERING	DESCRIPTION	
Decomposed	Rock mass is completely decomposed	
Predominantly Decomposed	Rock mass is more than 50% decomposed	
Moderately Weathered	Rock mass is decomposed locally	
Slightly Weathered	Rock mass is generally fresh	
Fresh	No discoloration in rock fabric	
JOINT SPACING	DESCRIPTION	
Very Close	Less than 2 inches	
Close	2 inches to 1 foot	
Moderate Close	1 foot to 3 feet	
Wide	3 feet to 10 feet	
Very Wide	Greater than 10 feet	
FRACTURING	FRACTURE SPACING	
Very Intensely Fractured	Chips and fragments with a few scattered short core lengths	
Intensely Fractured	0.1 foot to 0.3 foot with scattered fragments intervals	
Moderately Fractured	0.3 foot to 1 foot with most lengths 0.6 foot	
Slightly Fractured	1 foot to 3 feet	
Very Slightly Fractured	Greater than 3 feet	
Unfractured	No fractures	
HEALING	DESCRIPTION	
Not Healed	Discontinuity surface, fractured zone, sheared material or filling	not ra-comented
Partly Healed	Less than 50% of fractured or sheared material	nocretemented
Moderately Healed	Greater than 50% of fractured or sheared material	
Totally Healed	All fragments bonded	
GEODESIGNS 15575 SW Sequoia Parkway - Suite 100 Portland OR 97224 Off 503.968.9787 Fax 503.968.3068	ROCK CLASSIFICATION GUIDELINES	TABLE A-3



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
•	B-6	2.5	24	50	22	28
×	B-11	2.5	25	40	23	17
A	B-14	2.5	31	50	26	24
*	B-17	2.5	27	59	25	34
					Odrania	
					Account of the Accoun	
					la della coccopy.	or property and the second sec

SPDEV-1-01-81-23_TP1-3.CPJ GEODESIGN.GDT PRINT DATE: 5/17/07:08

GEODESIGNE	SPDEV-1-01	ATTERBERG LIMITS TEST RES	ULTS
15575 SW Sequela Parkway - Suite 100 Portland GE 97224 OF 503,966.8787 Fax 503,968,3068	MAY 2007	SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR	FIGURE A-27

SAME	LE INFORM	MATION	MOISTURE	DRY		SIEVE		AT	TERBERG LIM	ITS
EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	ELEVATION (FEET)	CONTENT (PERCENT)	DENSITY (PCF)	GRAVEL (PERCENT)	SAND (PERCENT)	P200 (PERCENT)	LIQUID LIMIT (PERCENT)	PLASTIC LIMIT (PERCENT)	PLASTICIT INDEX (PERCENT)
B-1	2.5	205.5	37	**************************************					****	
B-1	7.5	200.5	36							
B-1	15.0	193.0	37	107						
B-2	5.0	217.0	33							
B-2	10.0	212.0	35				86			
B-3	2.5	221.5	14							
B-3	9.5	214.5	37							
B-4	2.5	225.5	29							
B-4	7.5	220.5	33	85					***************************************	
B-4	- 15.0	213.0	38	•						
B-5	5.0	225.0	32			***************************************	. 86		***************************************	
B-6	2.5	181.5	24					50	22	28
B-6	5.0	179.0	25	100						·
B-6	25.0	159.0	47			·			-	
B-7	5.0	179.0	27						•	`
B-7	13.0	171.0	32	88						
B-8	7.5	220.5	32					****		
B-9	2.5	245.5	31							
B-9	9.5	238.5	31							
B-10	5.0	255.0	29							
B-11	2.5	249.5	25					40	23	17
B-11	10.0	242.0	35							
B-12	2.5	235.5	26							
B-13	5.0	231.0	31	91						
B-14	2.5	235.5	31					50	26	24
B-14	15.0	223.0	31							
B-15	2.5	229.5	31							

SPDEV-1-01-81-23 TP1-3.CPI GEODESIGN.GDT PRINT

SPDEV-1-01

SUMMARY OF LABORATORY DATA

SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR

SPIGURE A-28

LAB SUMMARY SPDEV-1-01-81-23_TP1-3.GPJ GEODESIGN.GDT PRINT DATE: 5/17/07:08

GEO DESIGNE	SPDEV-1-01	SUMMARY OF LABORATORY DATA (continued)					
15575 SW Sequola Parloway - Suite 1-00 Portland CR 97724 CHF 503.968.6787 Fax 503.968.3068	MAY 2007	SPRINGBROOK PROPERTIES DEVELOPMENT NEWBERG, OR	FIGURE A-28				

ACRONYMS

ACRONYMS

AASHTO American Association of State Highway and Transportation Officials

AC asphalt concrete
AOS apparent opening size

ASTM American Society for Testing and Materials

BGS below the ground surface
CRBG Columbia River Basalt Group
ESAL equivalent single-axie load
FWD falling weight deflectometer
GIS geographical information system

H:V horizontal to vertical HMAC hot mix asphalt concrete

ODOT Oregon Department of Transportation

OSSC Oregon Standard Specifications for Construction (2002)

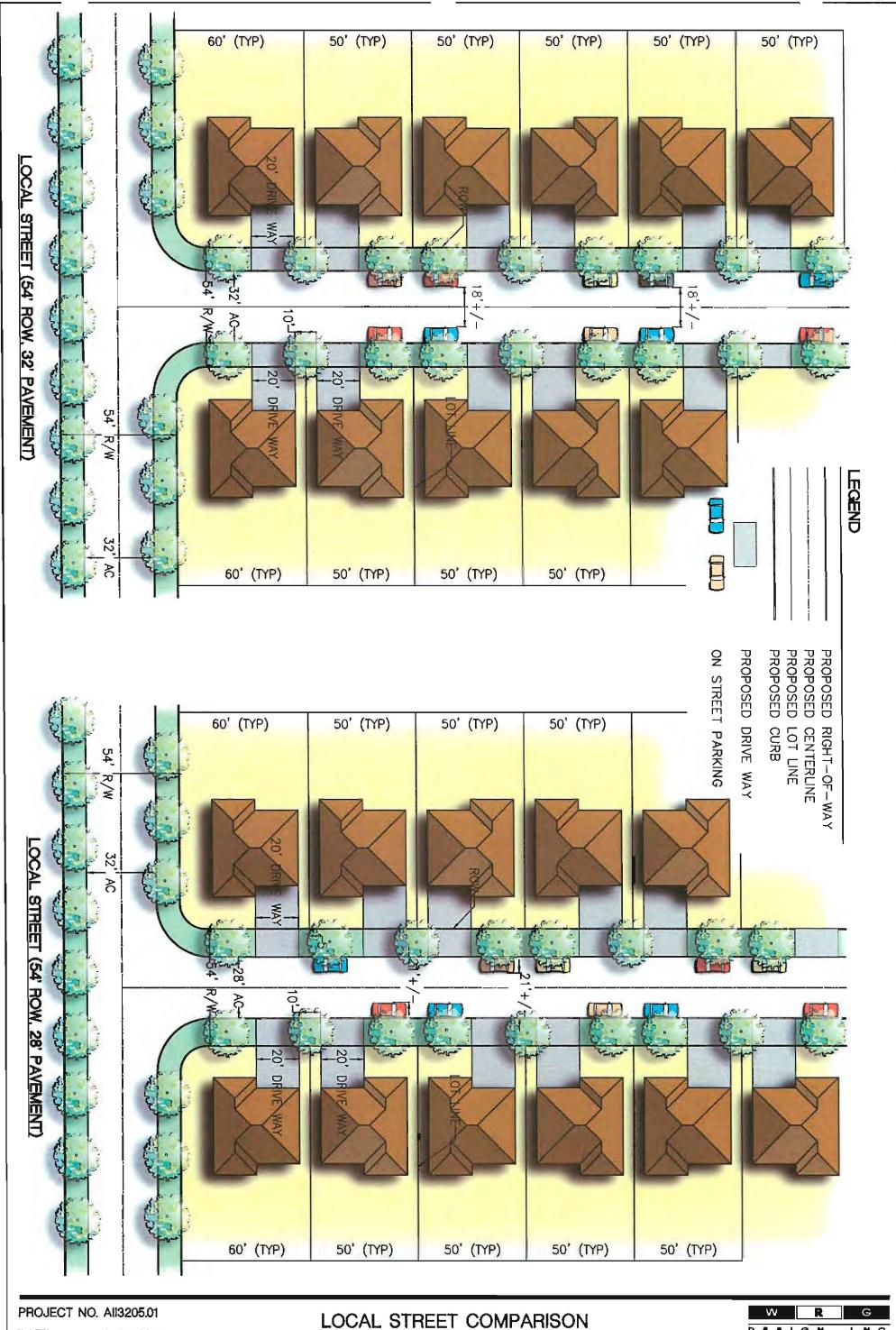
pcf pounds per cubic foot
PG performance grade
psi pounds per square inch
SPT standard penetration test

SWPPP Storm Water Pollution Prevention Program

USDA U.S. Department of Agriculture

EXHIBIT J

LOCAL STREET COMPARISON



DATE: 08/10/2006 BY: MHR SHEET NO.

SPRINGBROOK PROPERTIES DEVELOPMENT

NEWBERG, OREGON

EXHIBIT K
CORRESPONDENCE FROM NEWBERG PUBLIC SCHOOLS

Newberg Public Schools



Paula Radich, Ed.D., Superintendent

February 02, 2007

Sonja Haugen, Project Manager Springbrook Properties P.O. Box 1060 Newberg, Oregon 97132

Re: Springbrook Properties Development and School Capacity

Dear Sonja:

The Newberg School District Board of Directors appreciates your communication with the school district regarding plans for the Austin family property development. Our meetings with you and the *Springbrook Properties Development* staff are beneficial and provide detailed information regarding the timeline and assumptions for the project. We believe the Newberg Public Schools are well positioned to absorb the impact of future growth.

The long-range plan for the development of local schools originated in 1999 with the establishment of a Facilities Task Force. In 2001, the cities of Newberg and Dundee, Chehalem Park and Recreation District, Yamhill County and the Newberg School District completed a strategic plan entitled, Beyond the Vision: The Chehalem Valley in 2020. This strategic plan outlines capital projects, operational improvements and timelines for the completion of joint jurisdiction projects.

The long-range plan for schools, adopted by the Board of Directors and the joint jurisdictions in *Beyond the Vision*, specifies the following timelines for school construction:

<u>Fall 2002</u>

Improve current high school site

- o Remove portables and replace with classrooms
- o Build commons/cafeteria
- Expand library
- Construct Auditorium
- Add practice gym
- Add fields

Build a new elementary school Improve Mabel Rush, Ewing-Young and other school sites Purchase property at today's market rates

<u> 2011</u>

Build a new elementary school Build a third middle school on the Renne site Build or purchase a permanent alternative education facility

<u> 2022</u>

Build a second high school Build a new elementary school

In anticipation of continued enrollment growth in the local area, our community approved a \$46.3 million construction bond in November 2002. In May 2005, the district completed construction of Joan Austin Elementary, increased capacity at Mabel Rush Elementary and Newberg High School and purchased property for a second high school and a seventh elementary school.

The District's long-range capital facilities plan indicates the need for a third middle school by 2011 and a second high school by 2022. The timeline for a second high school may need to be revised based on current enrollment projections.

In October, district administrators completed a review and analysis of future enrollment projections and the impact of those projections on school capacity. This report, entitled, *Community and School Growth Projections*, was presented to the Board of Directors in a special workshop October 23, 2006. I am enclosing a copy for your review.

Report assumptions were derived from an *IMS Enrollment Projection Study*, City of Newberg Planning Department community growth models, City of Dundee planning models and Yamhill County inventory of Measure 37 claims.

The report summary states: "Elementary school facilities provide adequate space for current and projected enrollment. However, middle school enrollment growth is pressuring school facilities and portable classrooms are required to house all students. Newberg High School is 85% occupied. High school enrollment is projected to exceed building capacity in five to six years."

The report suggests interim solutions to accommodate growing enrollment, including: boundary adjustments, grade re-configuration, flexible scheduling and the purchase of modular units.

The district has planned for growth. Keys to creating sufficient school capacity are flexibility and creativity. We will manage our existing resources and continue to assess whether proposed construction timelines are realistic and adequate to meet future needs.

Sincerely,

Paula A. Radich, Ed.D. Superintendent

fanle of Fraid

Cc: Board of Directors

Enclosure: A Report on Community and School Growth Projections (139 pages)

EXHIBIT L

REQUEST TO INITIATE TEXT AMENDMENTS



RESOLUTION No. 2007-2707

A RESOLUTION INITIATING CHANGES TO THE SPRINGBROOK DISTRICT IN THE DEVELOPMENT CODE

RECITALS:

- 1. The Newberg Development Code § 151.425 and the Comprehensive Plan include a "Springbrook District" for properties generally near Mountainview Drive and Springbrook Road. The Springbrook District allows a variety of commercial, residential, and industrial uses. A requirement of the Springbrook District is that a master plan must first be created.
- 2. Springbrook Properties is in the process of creating a master plan for approximately 450 acres. As part of the master plan, they will be requesting certain amendments to the Development Code, including amendments to the Springbrook District.
- 3. The Newberg Development Code § 151.122 (C) provides that the City Council or Planning Commission may initiate amendments to the Development Code by resolution.
- 4. The City Council would like to consider a potential to the Springbrook District (NDC § 151.425 and related provisions) to allow creation of the required master plan.

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

- 1. The City initiates an amendment to the Newberg Development Code and Comprehensive Plan to modify the Springbrook District and related portions of the Development Code, generally as described in Exhibit A.
- 2. By initiating this amendment, the Council does not commit to take any particular action on the amendment. It only wishes to consider potential amendments through a public hearing process.

EFFECTIVE DATE of this resolution is the day after the adoption date, which is: April 3, 2007.

ADOPTED by the City Council of the City of Newberg, Oregon, this <u>2nd</u> day of <u>April</u>, 2007.

James H. Bennett. City Recorder

ATTEST by the Mayor this 5th day of April (2007.

Bob Andrews, Mayor

City of Newberg: Resolution No. 2007-2707 Z:\COUNCIL ORDINANCES & RESO\Council 2007\R2007-2707.doc



Exhibit A to Resolution 2007-2707



Portland, Oregon 97204 man 503-724-3380 lax 503.220-7480 mww.stock.com

March 9, 2007

STEVEN W. ABEL Direct (503) 294-9599 swabel@stoel.com

VIA FACSIMILE AND REGULAR MAIL

Mr. Jim Bennett Mr. Barton Brierley City of Newberg 414 E. First Street P.O. Box 970 Newberg OR 97132

Re: Springbrook Properties/Request for Initiation of Comprehensive Plan and Text Amendments

Dear Jim and Barton:

Thank you for meeting with me yesterday. As we outlined in the meeting, Springbrook Properties anticipates bringing forward for the City's consideration a Master Plan and implementing comprehensive plan provisions and zoning text amendments to implement the Master Plan within the City's Springbrook District.

As we discussed, Newberg's development code requires that Type IV land use actions that propose to amend the comprehensive plan and zoning code text be initiated by the City. NDC §151.122. As such, this letter is written to request that a resolution be adopted by the City Council initiating comprehensive plan and zoning code map and text amendments for the Springbrook District. We are preparing changes that would amend or replace Newberg Development Code §151.425 Springbrook District and the Springbrook District classification in Section IV.G. of the Newberg Comprehensive Plan. The proposed changes would, at a minimum, do the following:

- 1. Specify how the Springbrook Master Plan would interface with the Development Code requirements.
- 2. Specify that development within the Springbrook Master Plan would be in accordance with various special land use districts especially created for the area, such as hospitality, village, employment, and various residential districts.

Oregon Washington Californ, 2 Ulah Idah o

PortInd1-2252621.1 0036317-00003



Mr. Jim Bennett Mr. Barton Brierley March 9, 2007 Page 2

- 3. Establish review procedures and criteria for development and land divisions within the Springbrook Master Plan.
- 4. Specify that the development in the Springbrook Master Plan would meet design guidelines as outlined in the Plan.
- 5. Detail procedures to amend the Plan or district boundaries within the plan.

Amendments to other related sections of the Development Code or Comprehensive Plan may be proposed.

Concurrent with these amendments Springbrook Properties will request Comprehensive Plan map amendments and zoning map amendments to implement the Master Plan as incorporated into the Comprehensive Plan and Zoning Code text.

Springbrook Properties recognizes that the initiation of this request does not predetermine an outcome. Instead, the proposed Springbrook District Master Plan and the aforementioned comprehensive plan and text amendments, will be subject to public hearing and decision-making by the Planning Commission and City Council.

Thank you for your assistance.

Very truly yours,

SWA:pjn

cc: Mr. Terrence Mahr

Ms. Sonja Haugen

Ms. Mimi Doukas

Ms. Trina Whitman

EXHIBIT M

PROPOSED NEWBERG DEVELOPMENT CODE TEXT
AMENDMENT

Springbrook Development Agreement Proposed Text Amendment to the Newberg Development Code Exhibit "M"

Part 11. SPRINGBROOK DISTRICT (SD)

151.425 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 section serves as a roadmap for development applications within the Springbrook District. This section explains the relationship between the Springbrook Master Plan document and the Newberg Development Code. Applicants should use this section as a starting point and a guide to determine the applicable procedures and standards for development within the Springbrook District.

151.426 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 uses and activities as well as compatibility with adjacent uses. Development within the Springbrook District shall follow the applicable standards set forth in sections 151.425 through 151.431, and those standards set forth in the "Development Standards Matrix" in the Springbrook Master Plan.

151.427 CONFLICT BETWEEN THE MASTER PLAN AND THE NEWBERG DEVELOPMENT CODE.

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.

151.429 REVIEW PROCESS.

Proposed development applications and land divisions within the Springfield 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 the City of Newberg Development Code, as identified below.
 - a) Type I:
 - 1. Single Family Residences;
 - 2. Duplexes;
 - 3. Institutional, commercial or industrial additions which do not exceed 1,000 square feet in gross floor area;
 - 4. Multi-family additions which do not exceed 1,000 square feet in gross floor area and do not add any new units, or new construction incidental to the main use on any existing developed site which do not exceed 1,000 square feet in gross floor area and do not add any new units.
 - b) Type II: All other uses allowed in the Springbrook Land Use Districts as set forth in the Springbrook Master Plan.

- (2) Requirements: Development proposals subject to Site Design Review shall follow the application requirements set forth in Newberg Code Section 151.192
- (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 Newberg Development Code section 151.195.
 - b) The requirements of the Newberg Development Code 151.196 through 151.197 (Additional requirements for Development in the C-2 and C-3 Districts) shall not apply to development within the Springbrook District.

(B) Land Division:

- (1) Applicability: All Land Division proposals will follow the Type II procedure identified in the Newberg Development Code section 151.022. The procedures set forth in Newberg Code Section 151.023 shall not be applicable.
- (2) Requirements & Criteria:
 - i. Partition applications shall meet the criteria set forth in Newberg Development Code sections 151.241.1 through 151.241.2, Type II process and criteria.
 - ii. Subdivision applications shall meet the criteria set forth in Newberg Development Code sections 151.242.1 through 151.242.2, Type II unless otherwise set forth in the "Development Standards Matrix" in the Springbrook Master Plan with the following exceptions:
 - 1. Subdivisions within the Springbrook District are subject to the lot area and dimensional requirements set forth in the Springbrook Master Plan.
 - 2. Subdivisions within the Springbrook District are not subject to development standards otherwise administered by the Site Design Review process in this section.

151.430 CERTIFICATION OF COMPLIANCE WITH SPRINGBROOK DESIGN GUIDELINES HANDBOOK.

Development proposals within the Springbrook District shall meet the private standards established by the property owner. 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 subsection.

151.431 MODIFICATIONS TO THE MASTER PLAN.

- (A) The following modifications to the Master Plan shall follow the Type I administrative procedure identified in the Newberg Development Code Section 151.021.
 - a. Land Use District boundary modifications of no more than 1 acre
 - b. Modifications to development standards set forth in the "Development Standards Matrix"
- (B) The following modifications to the Master Plan shall follow a Type II procedure identified in the Newberg Development Code Section 151.022

- a. Land Use District boundary modifications greater than 1 acre and less than 5 acres
- b. Modifications to Conditions of Approval, including 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 the Newberg Development Code Section 151.022.
 - a. Land Use District boundary modifications greater than 5 acres
 - b. Modifications to the Springbrook District Boundary.

EXHIBIT N

WATER CAPACITY REPORT



WATER REPORT

April 24, 2007

Springbrook Properties Development

Prepared For

Springbrook Properties, inc 3113 Crestview Drive PO Box 1060 Newberg, Oregon 97132-1060



Prepared By

WRG Design, Inc. 5415 SW Westgate Dr. Portland, Oregon 97221 WRG PROJECT NO. Ali3205, 2033205.02



Springbrook Properties Water Report April 24, 2007 Page 1

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VICINITY MAP

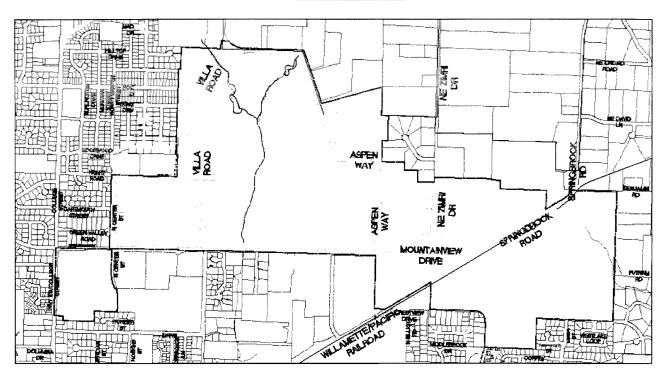


Figure 1 – Vicinity Map

Springbrook Properties Water Report April 24, 2007 Page 3

EXECUTIVE SUMMARY

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums and office and retail space.

The purpose of this water report is to that the existing water system has capacity to serve the Springbrook Properties Development.

With timely progression of development, expenditures of Capitol Improvement and System Development funds, the City of Newberg working together with Springbrook Properties Development can ensure proper expansion of the water system services to the property.

PROJECT DESCRIPTION

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums. A mixture of townhouses and condominiums are anticipated for the area around the village. These residences will provide a dense ring around the community's core which will promote walking and ensure the vitality of the village center.

The area adjacent to the village is envisioned to include offices with support retail. The mixed-use site may contain retail, residential and/or employment uses. It has been designed with flexibility in order to meet the needs of this area as it develops.

Roadway construction and improvements include street widening, sidewalk construction, and utility installation as part of the infrastructure design.

SITE CONDITIONS

Topography

Springbrook Properties Boundary

Its westernmost boundary is located on College Street, south of Mountainview Drive. The boundary line then "stair steps" to the northeast along Mountainview to Center Street, then over to Aldersgate Drive and up to Aspen Way. The boundary follows Aspen Way until it continues east along the existing City Limits line over to Springbrook Road and Benjamin Road where it turns south down to Crestview Drive. The boundary line generally follows Crestview Drive, except for one parcel just south of Crestview Drive and adjacent to Springbrook Road, until it meets the meets the railroad line where jogs up and runs along the railroad line. The boundary line then continues north along Aspen Way until it meets Mounview Drive and continues west until Center Street where it continues south to the existing residential development just north of Crestview Drive. It then continues further east until it meets College Street.

Springbrook Properties Description

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

Climate

The site is located approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons but with defined seasonal characteristics. Average daily summer temperatures range from 52°F to 82°F and average daily winter temperature range from 32°F to 45°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual precipitation is approximately 40 inches.

Springbrook Properties Water Report April 24, 2007 Page 5

System Capacity Evaluation

Existing Water Distribution System

The City of Newberg Water Distribution System Plans clearly states that the 2003 existing system has a total storage of 12,000,000 gallons. The City of Newberg Water Treatment Facilities Plan states that the water treatment plant WTP has a maximum plant capacity of 5,630,000 gallons per day. The 2003 existing demand and supply summary clearly states an average daily demand of 2,800,000 gallons with a supply of 5,810,000 gallons per day. The Water Distribution System Plan shows that the system is able to fill the storage reservoirs at night at a rate of 3,670,000 gallons per day maintaining the system.

Fire Flow Analysis

Per the Water Distribution System Plan fire flow volume represents approximately 3,500 gallons per minute for 4 hours, or 840,000 gallons. The maximum daily demand during this 4-hour period is 940,000 gallons. The Water Distribution System Plan indicates and series of scenarios for different reservoir elevations and Water Treatment Plat pumping conditions. At all locations for each scenario the fire flow plus maximum daily demand and pressure criteria were met based on a minimum reservoir water surface elevation.

Springbrook Properties Development

Based on the criteria used in the Water Distribution System Plan Springbrook Properties Development is anticipated to utilize and average of 785,000 gallons per day. The Water Distribution System Plan study area includes the area of Springbrook Properties Development and states that the anticipated average daily demand for year 2010 is 3,970,000 gallons with a maximum daily Water treatment Plant Capacity of 8,300,000 gallons.

Springbrook Properties Elevation Limitations

The existing reservoir system serves Pressure Zone 1, up to and elevation of 300 feet which encompasses the majority of the Springbrook Properties Development. Figure 7-2 of the Distribution System Plan indicates a portion of the Springbrook Properties Development to be in Pressure Zone 2. The Water Distribution System Plan identifies the need for an additional reservoir to serve Pressure Zones 2 and 3 up to an elevation of 460 feet. Prior to the construction of the additional reservoir the portions of the property above the 300 foot elevation can be served with a booster pump station. In addition, a private water storage tank can be provided at the upper elevation of the property to provide fire protection.

WATER SYSTEM TESTING

Water System Development Guidelines

With each stage of development the application shall work with the City of Newberg and test the existing system boundary conditions to ensure adequate fire flow for the site and ensure proper delivery of water.

Conclusion

The City of Newberg currently has capacity to provide water service to the Springbrook Properties Development.

Springbrook Properties Water Report April 24, 2007 Page 6

TECHNICAL APPENDIX

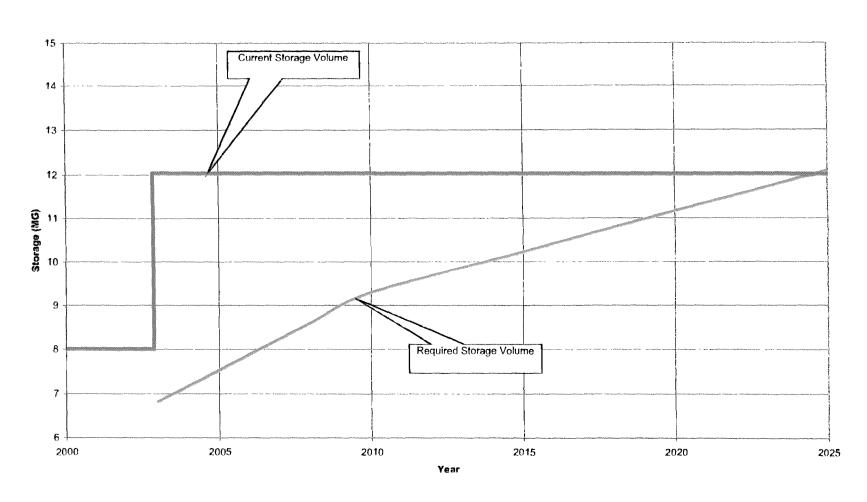
- Figure 7.1: Estimated Future Zone 1 Storage System Requirement, 2004 City of Newberg Water Distribution System Plan
- Figure 7.2: 2025 Recommended System Improvements, 2004 City of Newberg Water Distribution System Plan
- Figure 7.3: 2010 Recommended System Improvements, 2004 City of Newberg Water Distribution System Plan

REFERENCES

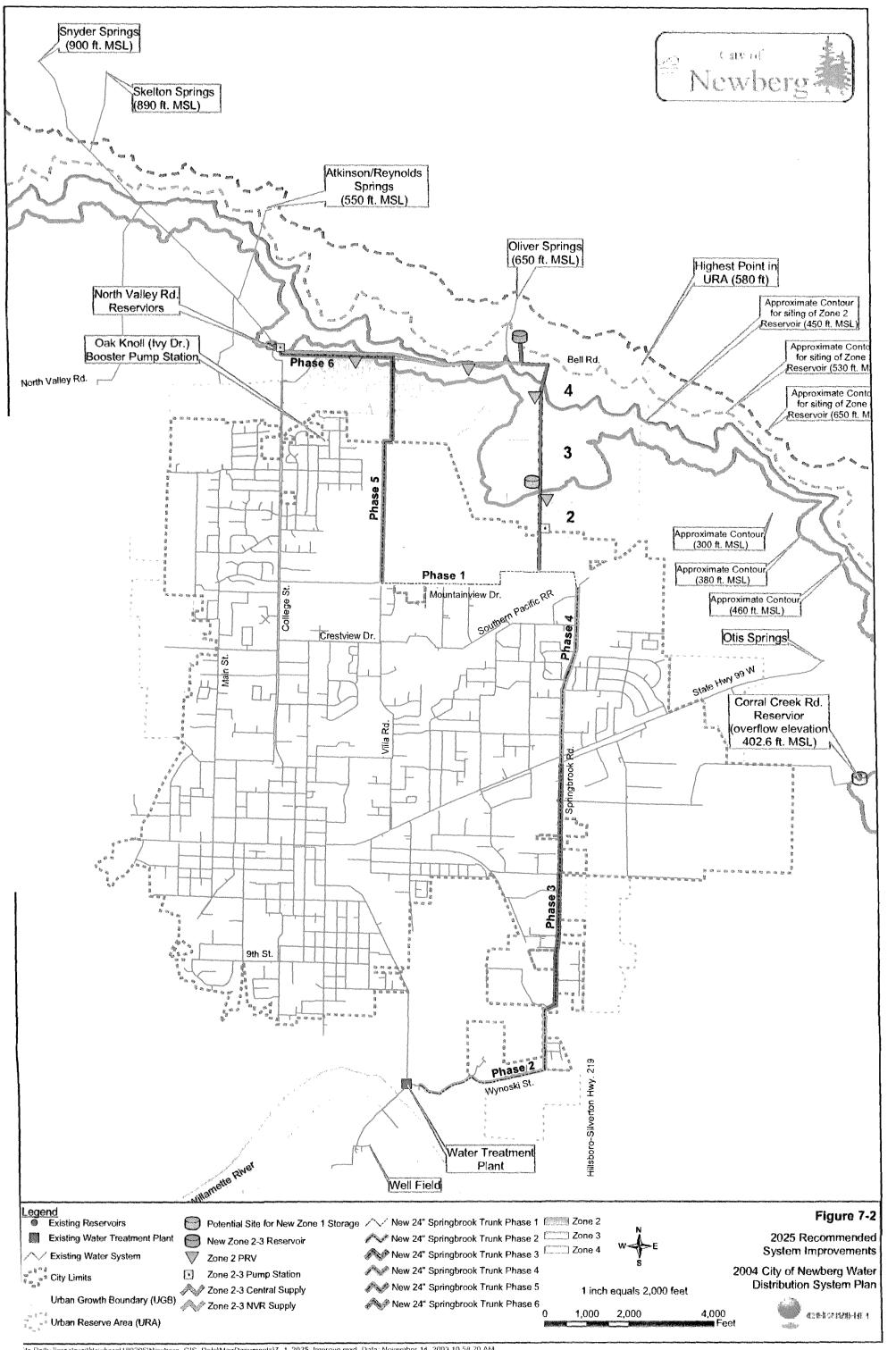
- 1. 2004 City of Newberg Water distribution System Plan Issued in December of 2004 CH2MHill
- 2. City of Newberg Water Treatment Facilities Plan Issued in June 2002 MWH Americas, Inc.

7-19

FIGURE 7-1
Estimated Future Zone 1 Storage Requirement
2004 City of Newberg Water Distribution System Plan



PDX/033280006.DOC



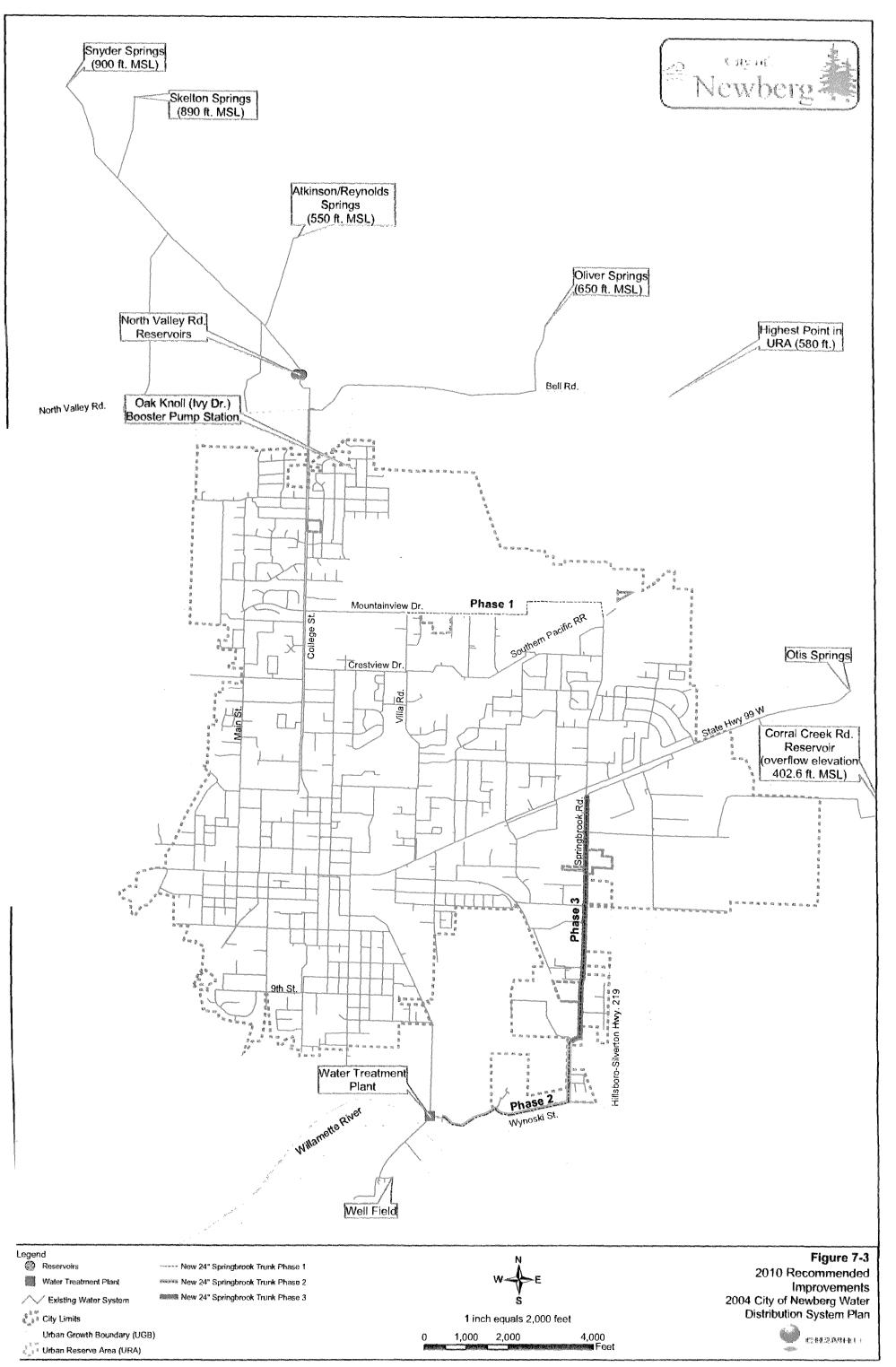


EXHIBIT O

SANITARY SEWER CAPACITY REPORT

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Wastewater Report

April 24, 2007

Springbrook Properties Development

Prepared For

Springbrook Properties, Inc 3113 Crestview Drive PO Box 1060 Newberg, Oregon 97132-1060

Prepared By

WRG Design, Inc. 5415 SW Westgate Dr. Portland, Oregon 97221 WRG PROJECT NO. All3205, 2033205.02 Springbrook Properties Wastewater Report April 24, 2007 Page 1

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VICINITY MAP

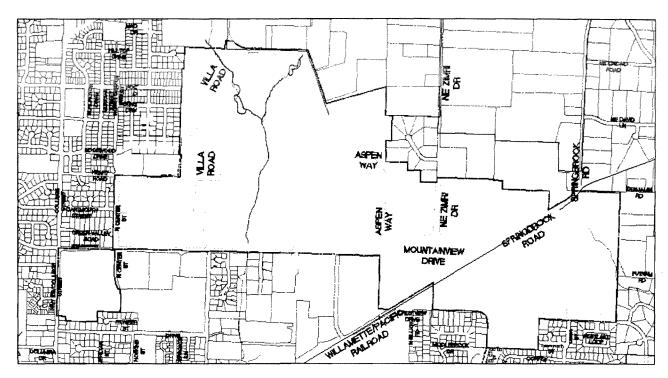


Figure 1 – Vicinity Map

Springbrook Properties Wastewater Report April 24, 2007 Page 3

EXECUTIVE SUMMARY

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums and office and retail space.

The City of Newberg is currently in the process of updating the Sewerage Master Plan. The Sewerage Master Plan Update is anticipated to be available in the spring of 2007 which post dates this report. In the interim, the City of Newberg has provided draft conveyance system data from the Master Plan Update process. This purpose of this wastewater report is to provide a basis for comparison to the pending Sewerage Master Plan Update for which system improvements can be identified and provide the basis of an infrastructure agreement and development agreement for the wastewater system.

With timely progression of development, expenditures of Capitol Improvement and System Development funds, the City of Newberg working together with Springbrook Properties Development can ensure proper sanitary sewer services to the property.

PROJECT DESCRIPTION

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums. A mixture of townhouses and condominiums are anticipated for the area around the village. These residences will provide a dense ring around the community's core which will promote walking and ensure the vitality of the village center.

The area adjacent to the village is envisioned to include offices with support retail. The mixed-use site may contain retail, residential and/or employment uses. It has been designed with flexibility in order to meet the needs of this area as it develops.

Roadway construction and infrastructure improvements include street widening, sidewalk construction, storm sewer, sanitary sewer, water system and franchised utility installation.

SITE CONDITIONS

Topography

Springbrook Properties Boundary

Its westernmost boundary is located on College Street, south of Mountainview Drive. The boundary line then "stair steps" to the northeast along Mountainview to Center Street, then over to Aldersgate Drive and up to Aspen Way. The boundary follows Aspen Way until it continues east along the existing City Limits line over to Springbrook Road and Benjamin Road where it turns south down to Crestview Drive. The boundary line generally follows Crestview Drive, except for one parcel just south of Crestview Drive and adjacent to Springbrook Road, until it meets the meets the railroad line where jogs up and runs along the railroad line. The boundary line then continues north along Aspen Way until it meets Mountainview Drive and continues west until Center Street where it continues south to the existing residential development just north of Crestview Drive. It then continues further east until it meets College Street.

Springbrook Properties Description

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

Climate

The site is located approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons but with defined seasonal characteristics. Average daily summer temperatures range from 52°F to 82°F and average daily winter temperature range from 32°F to 45°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual precipitation is approximately 40 inches.

College Street Sewer Line

The College Street Sewer Line is located in the far western portion of the proposed Springbrook property. Areas within Springbrook Properties Development west of the proposed Villa Road extension will connect to the College Street Sewer Line.

Thorne Street Sewer Line (Hess Creek Basin)

The Thorne Street Sewer Line is located in the middle portion of the proposed Springbrook property. Areas within Springbrook Properties Development west of the proposed Aspen Way and east of Villa Road will connect to the Thorne Street Sewer Line.

Springbrook Sewer Line

The Springbrook Sewer Line is located in the eastern portion of the proposed Springbrook property. Area East of Aspen Way will connect to the Springbrook Sewer Line

Sanitary Sewer Connections

The Springbrook Properties was divided into sanitary sewer basins based on the extension of existing facilities and topography. (See Technical Appendix: Wastewater Connection Locations).

Wastewater Flow rates were estimated for each connection point based and proposed land use. Proposed land uses for the site include residential single-family, attached townhouses and multi-family condominiums, commercial and mix-use retail space/office space. Table 1 lists average daily wastewater flow for land uses as provided in the Newberg Sewerage Master Plan Update.

Land Use	Wastewater Flow
Commercial	13,000 GPD
Mixed Use	10,000 GPD
Village retail	4,900 GPD
Employment	39,320 GPD
Resort/Inn	35,000 GPD
Condominiums	4,800 GPD
Townhomes	10,000 GPD
Duplex	17,500 GPD
Small Single Family	48,500 GPD
Medium Single Family	90,750 GPD
Large Single Family	67,000 GPD
Custom Single Family	22,250 GPD
Total	374,020 GPD

Table 1 - Estimated Average Daily Wastewater Flow

WASTEWATER

The City of Newberg wastewater ordinance is located within Title V: Public Utilities, Chapter 51 Sewers and wastewater system information in the City of Newberg Sewerage Master Plan Update, September 1985. In lieu of an undated Sewerage Master Plan the following is a review the available documentation provided by the City of Newberg.

DRAFT SEWERAGE MASTER PLAN UPDATE

Introduction

On January 25, 2007 the City of Newberg forwarded draft data depicting Peak Wet Weather Flow in the existing sanitary sewer conveyance system. This data was provided prior to wet weather data collection and model calibration of the Master Plan consultant and therefore a conservative estimate for infiltration and inflow was used in this draft. In addition, the anticipated sewerage flow rate from the Springbrook Properties Development was provided to the City of Newberg for use in the Sewerage Master Plan Update analysis. The following is a review of this draft data provided by the City of Newberg.

Existing Peak Wet Weather Flow

Figures 3, 4 and 5 illustrate Predicted Pipe Deficiencies in the existing conveyance system prior to the addition of sewerage flows from the Springbrook Properties Development. Figures 3 and 4 indicated that the predicted wet weather flow is greater than the maximum design flow for pipe. Figure 5 illustrates the Predicted Freeboard for the existing system is between zero (0) to three (3) feet of the ground surface in a number or areas for the Existing Peak Wet Weather Flow. This information indicates that based on the estimated infiltration and inflow the existing system prior to additional flows from the Springbrook Properties Development is currently surcharging and undersized.

Existing Peak Wet Weather Flow & Springbrook Development

Figures 6, 7 and 8 illustrate Predicted Pipe Deficiencies in the existing conveyance system with the addition of sewerage flows from the Springbrook Properties Development. Figures 6 and 7 indicated slight changes from Figures 3 and 4 which indicate that the predicted wet weather flow is greater than the maximum design flow for pipe is mostly caused by deficiencies in the existing system. Figure 8 illustrates the Predicted Freeboard for the existing system is between zero (0) to three (3) feet of the ground surface in a number or areas for the Existing Peak Wet Weather Flow. In comparing Figure 8 to Figure 5 there is a noticeable increase in number of locations in the center of the Figure, the Hess Creek Corridor. This can be expected from the information provided in Figures 3 and 4 which predict pipe size deficiencies.

Existing Peak West Weather Flow & Springbrook Development and Northern Property

Figures 9, 10 and 11 illustrate Predicted Pipe Deficiencies in the existing conveyance system with the addition of sewerage flows from the Springbrook Properties Development and the urban reserve. Figures 9 and 10 indicated slight changes from Figures 6 and 7 which indicate that the predicted wet weather flow is greater than the maximum design flow for pipe is again mostly caused by deficiencies in the existing system. Figure 11 illustrates the Predicted Freeboard for the existing system is between zero (0) to three (3) feet of the ground surface in a number or areas for the Existing Peak Wet Weather Flow. In comparing Figure 11 to Figure 8 there is a not much of a noticeable increase in number of locations showing and Predicted Freeboard in the zero (0) to three (3) foot range, center of the Figure, the Hess Creek Corridor. This can be expected from the information provided in Figures 3 and 4 which predict existing pipe size deficiencies.

WASTEWATER QUANTITY

Wastewater Quantity Guidelines

Upon completion of the Sewerage Master Plan Update wastewater quantity information including infiltration and inflow shall be evaluated in respects to the existing system deficiencies identified in the draft information provided for this review. This evaluation shall provide the basis of an infrastructure agreement and development agreement for the wastewater system so that with timely progression of development, expenditures of Capitol Improvement and System Development funds the City of Newberg working together with Springbrook Properties Development can ensure proper sanitary sewer services to the property.

CONVEYANCE SYSTEM ANALYSIS

Wastewater Conveyance Guidelines

Upon completion of the Sewerage Master Plan Update wastewater conveyance information shall be evaluated in respects to the existing system deficiencies independent of the Springbrook Properties Development and to quantify the affects to the existing sanitary sewer conveyance system by the Springbrook Properties Development. This evaluation shall provide the basis of an infrastructure agreement and development agreement for the wastewater system so that with timely progression of development, expenditures of Capitol Improvement and System Development funds the City of Newberg working together with Springbrook Properties Development can ensure proper sanitary sewer services to the property.

Springbrook Properties Wastewater Report April 24, 2007 Page 7

Conclusion

With timely progression of development, expenditures of Capitol Improvement and System Development funds, the City of Newberg working together with Springbrook Properties Development can ensure proper sanitary sewer services to the property.

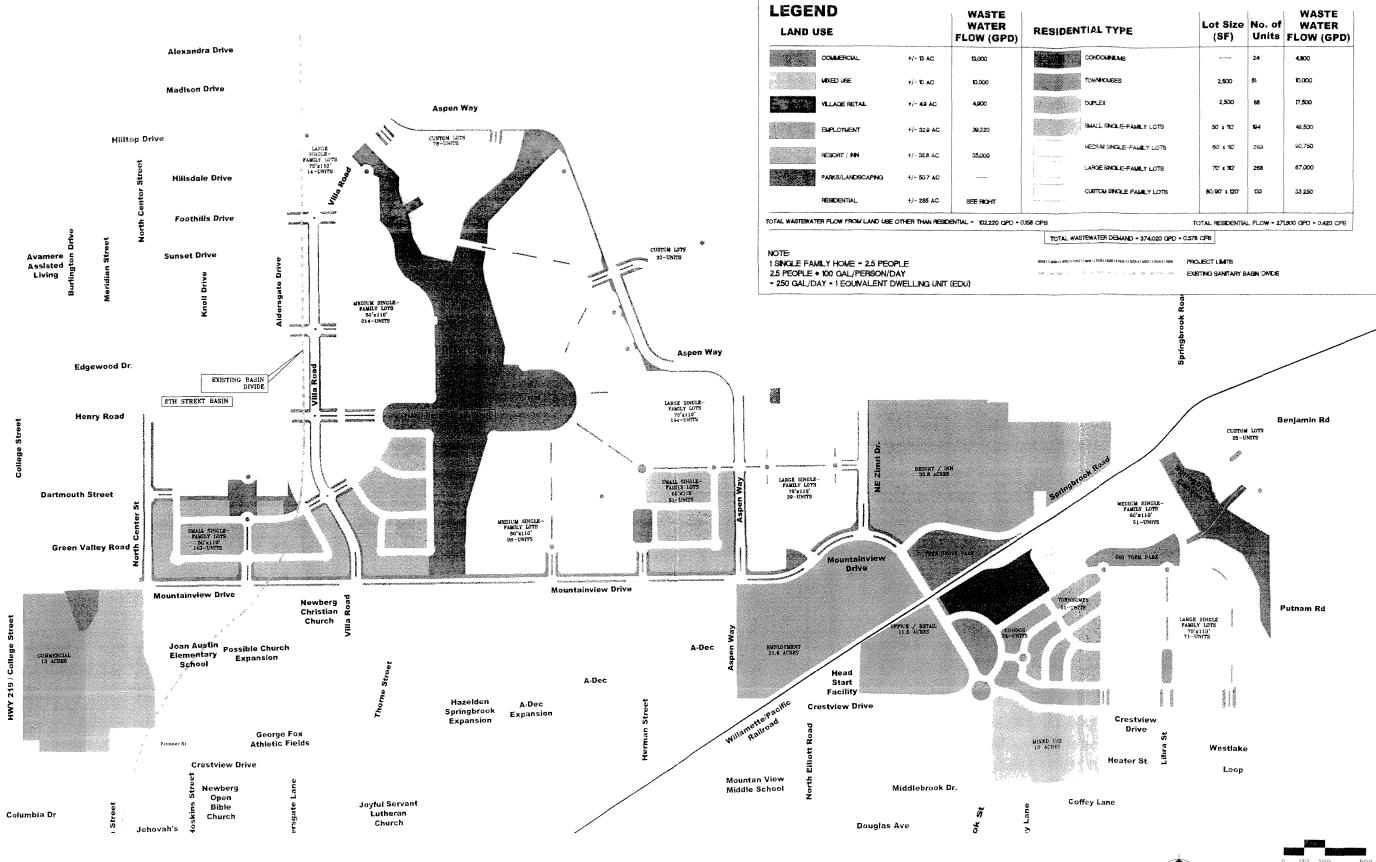
Springbrook Properties Wastewater Report April 24, 2007 Page 8

TECHNICAL APPENDIX

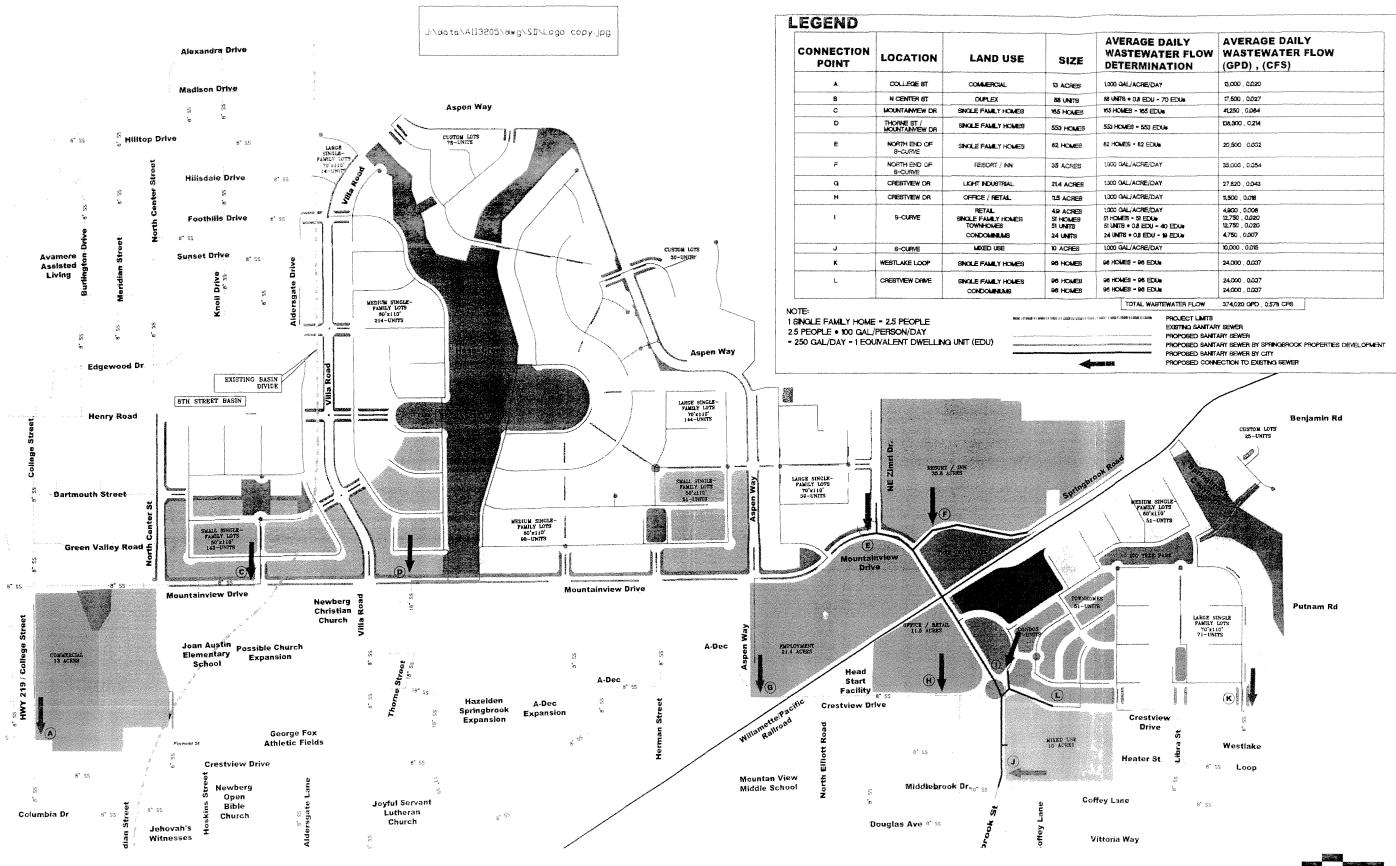
- Springbrook Properties Development Wastewater Demand
- Springbrook Properties Development Wastewater Connection Locations
- Springbrook Properties Development Proposed Utilities Wastewater
- Figure 2: City of Newberg Sewerage Master Plan Update Connection Points for Springbrook and Northern Property
- Figure 3: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (q/Qm) Existing Peak Wet Weather Flow
- Figure 4: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (d/D) Existing Peak Wet Weather Flow
- Figure 5: City of Newberg Sewerage Master Plan Update Predicted Freeboard Existing Peak Wet Weather Flow
- Figure 6: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (q/Qm)
 Existing Peak Wet Weather Flow & Springbrook Development
- Figure 7: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (d/D)
 Existing Peak Wet Weather Flow & Springbrook Development
- Figure 8: City of Newberg Sewerage Master Plan Update Predicted Freeboard Existing Peak Wet Weather Flow & Springbrook Development
- Figure 9: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (q/Qm) Existing Peak Wet Weather Flow & Springbrook Development and Northern Property
- Figure 10: City of Newberg Sewerage Master Plan Update Predicted Pipe Deficiencies (d/D) Existing Peak Wet Weather Flow & Springbrook Development and Northern Property
- Figure 11: City of Newberg Sewerage Master Plan Update Predicted Freeboard Existing Peak
 Wet Weather Flow & Springbrook Development and Northern Property

REFERENCES

 Sewerage Master Plan Update, City of Newberg. Issued in September 1985 – Kramer Chin & Mayo, Inc.



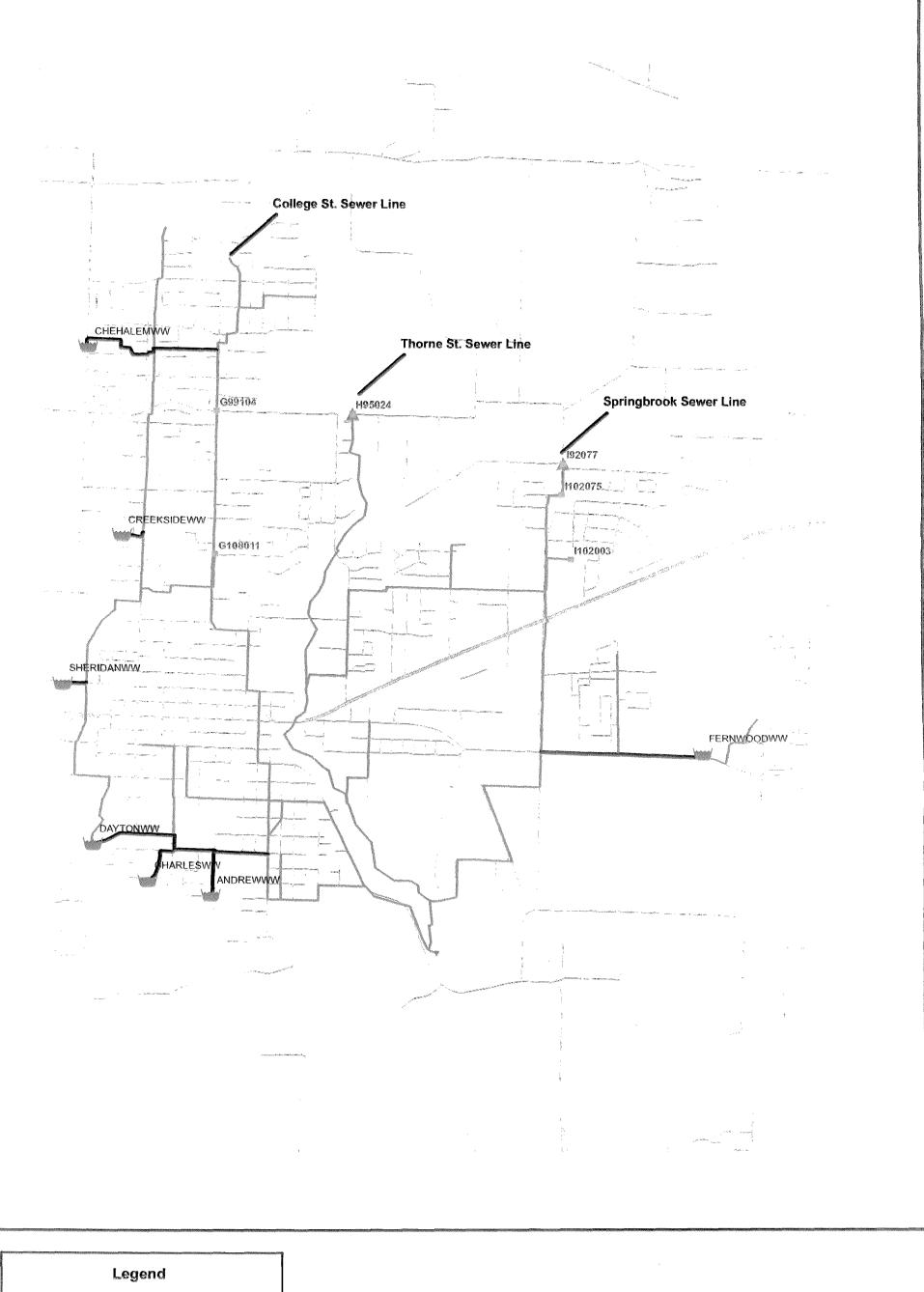
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Springbrook Properties Development







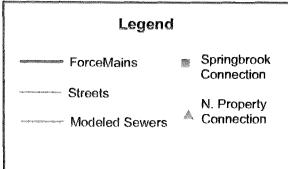
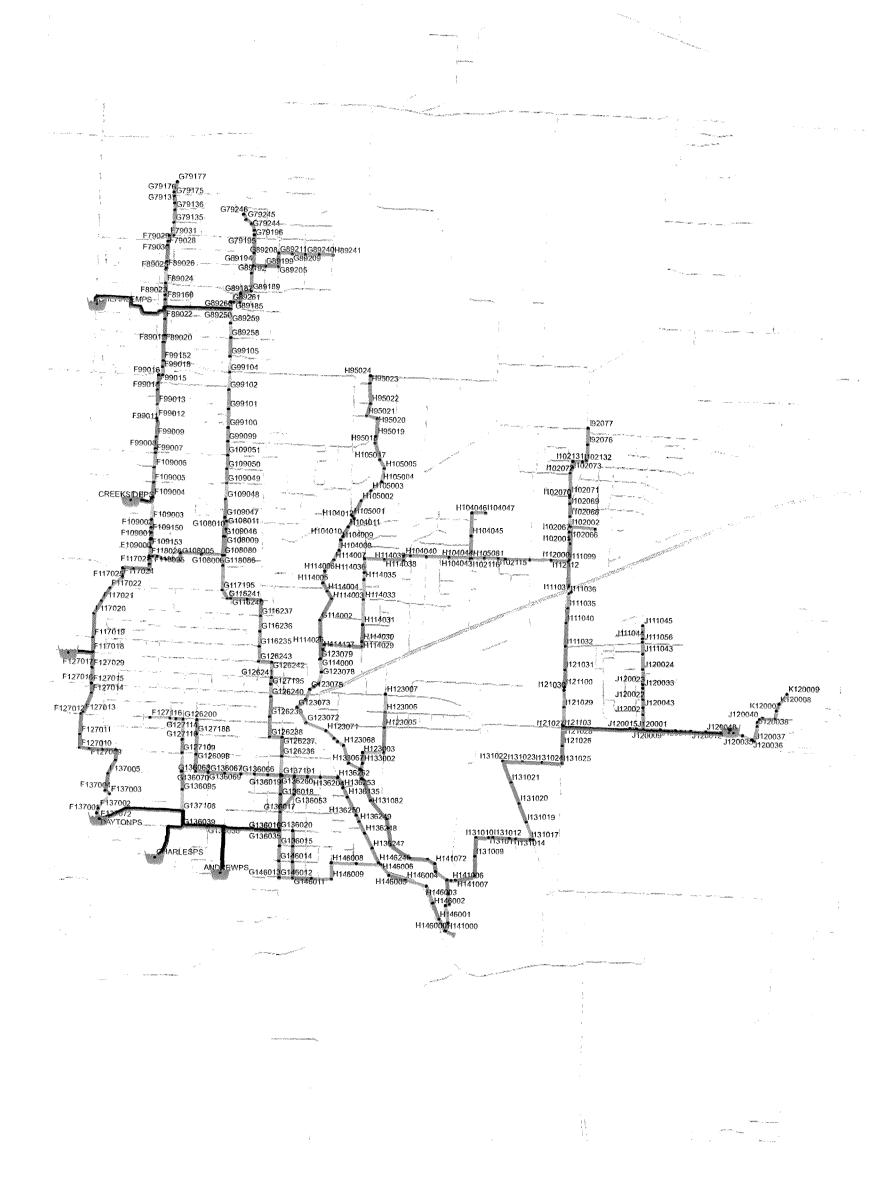
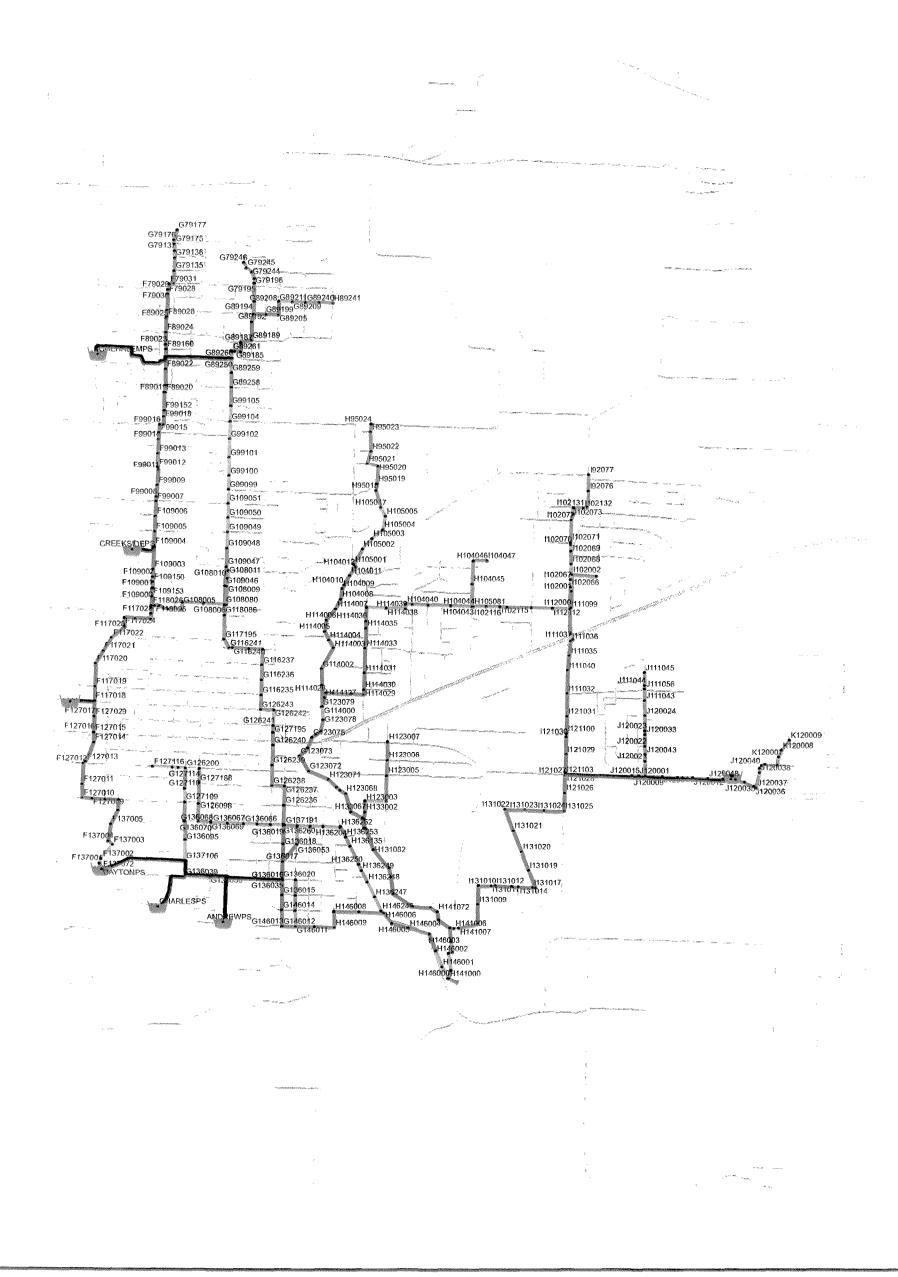


Figure 2
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Connection Points for Springbrook and Northern Property



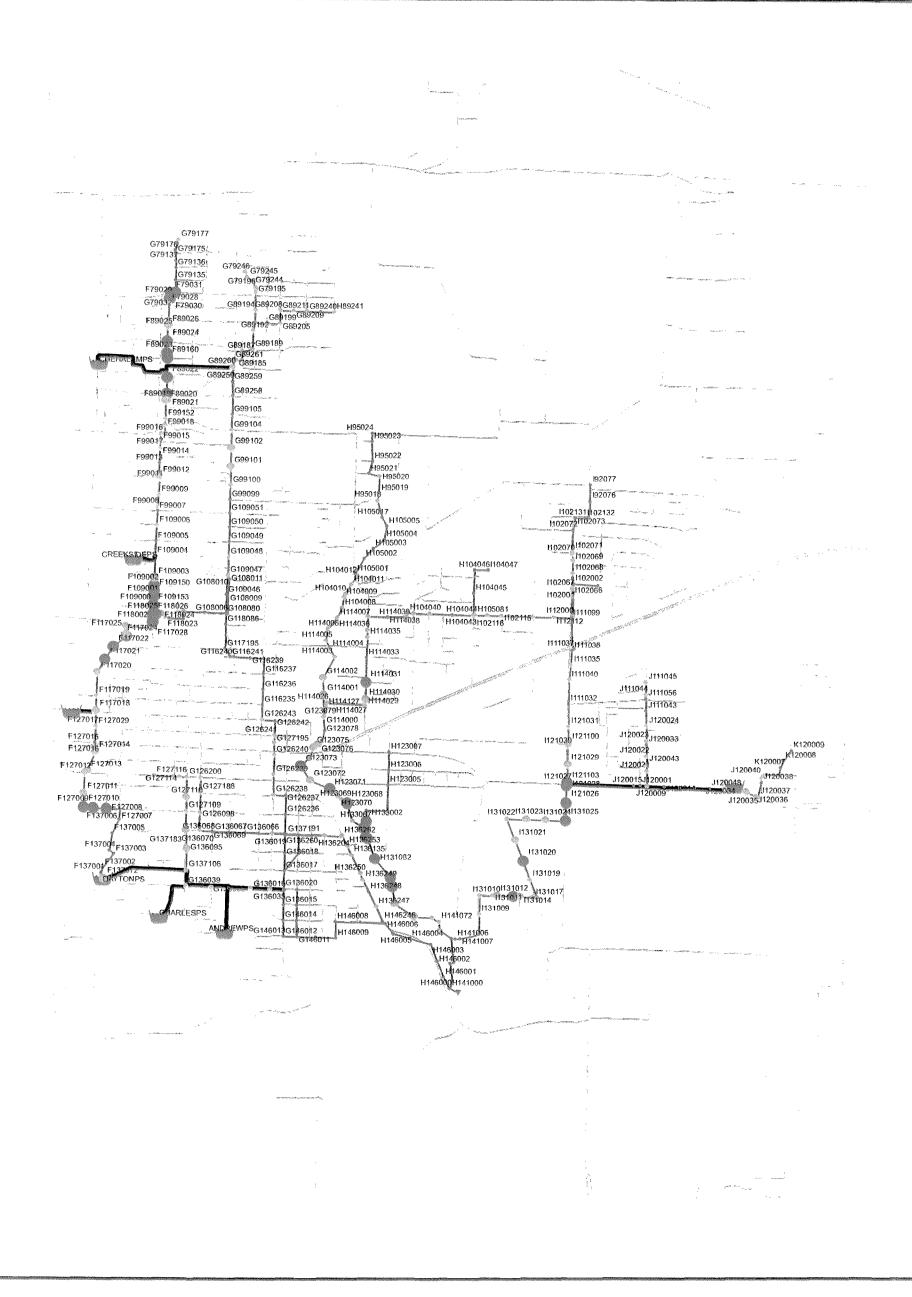
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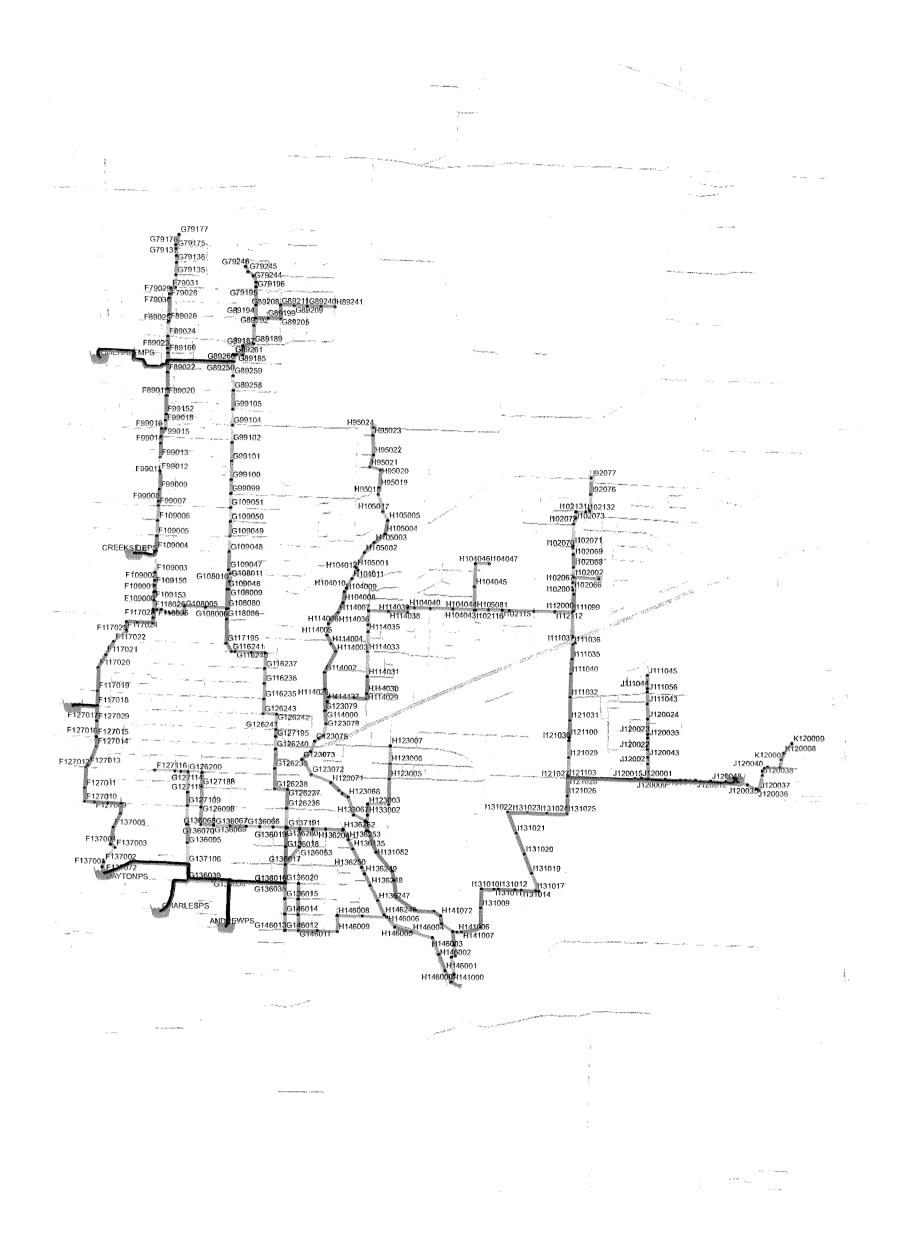
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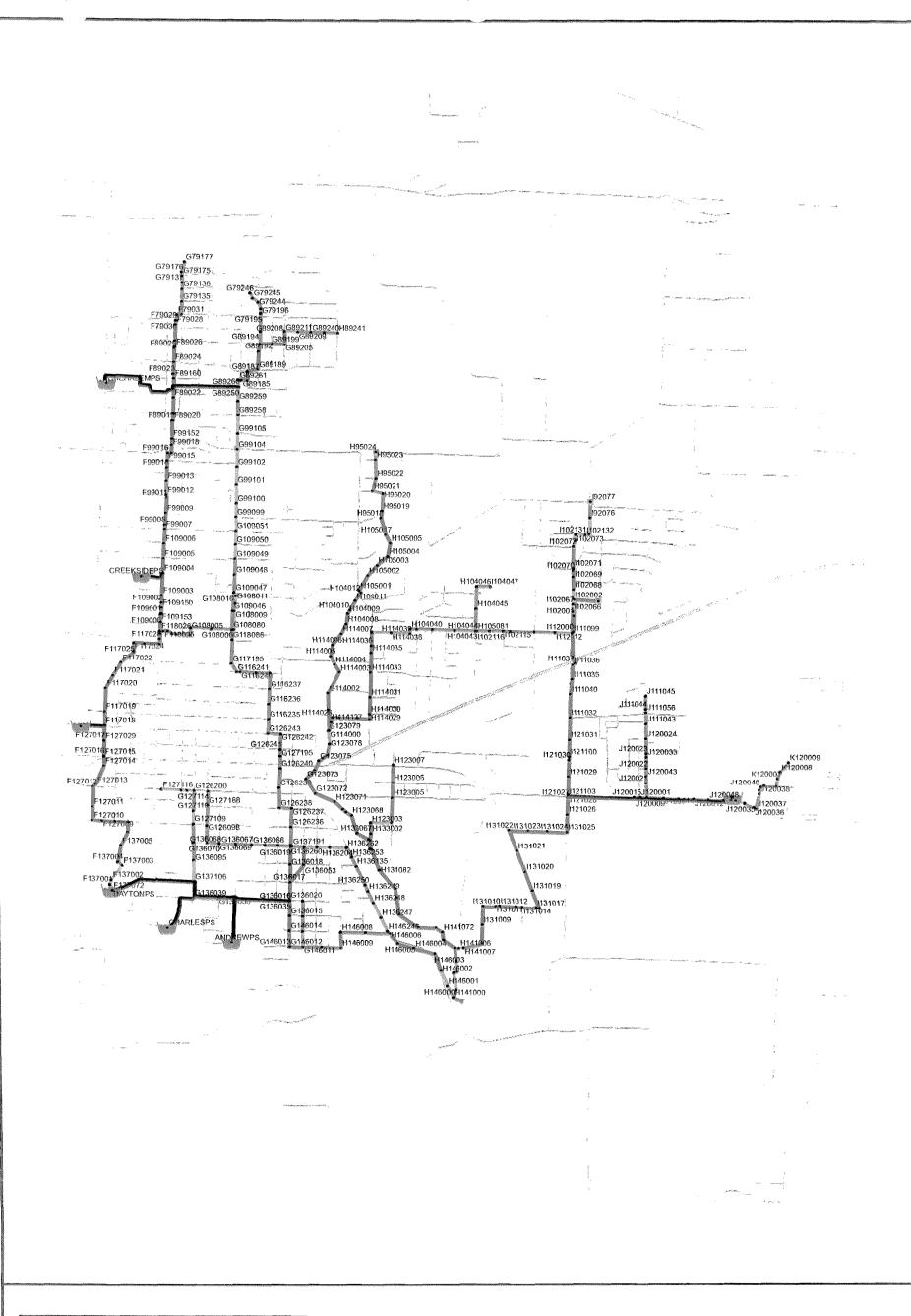
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Figure 6 **City of Newberg** Sewerage Master Plan Update Predicted Pipe Deficiences (q/Qm) **Existing Peak Wet Weather Flow & Springbrook Development**

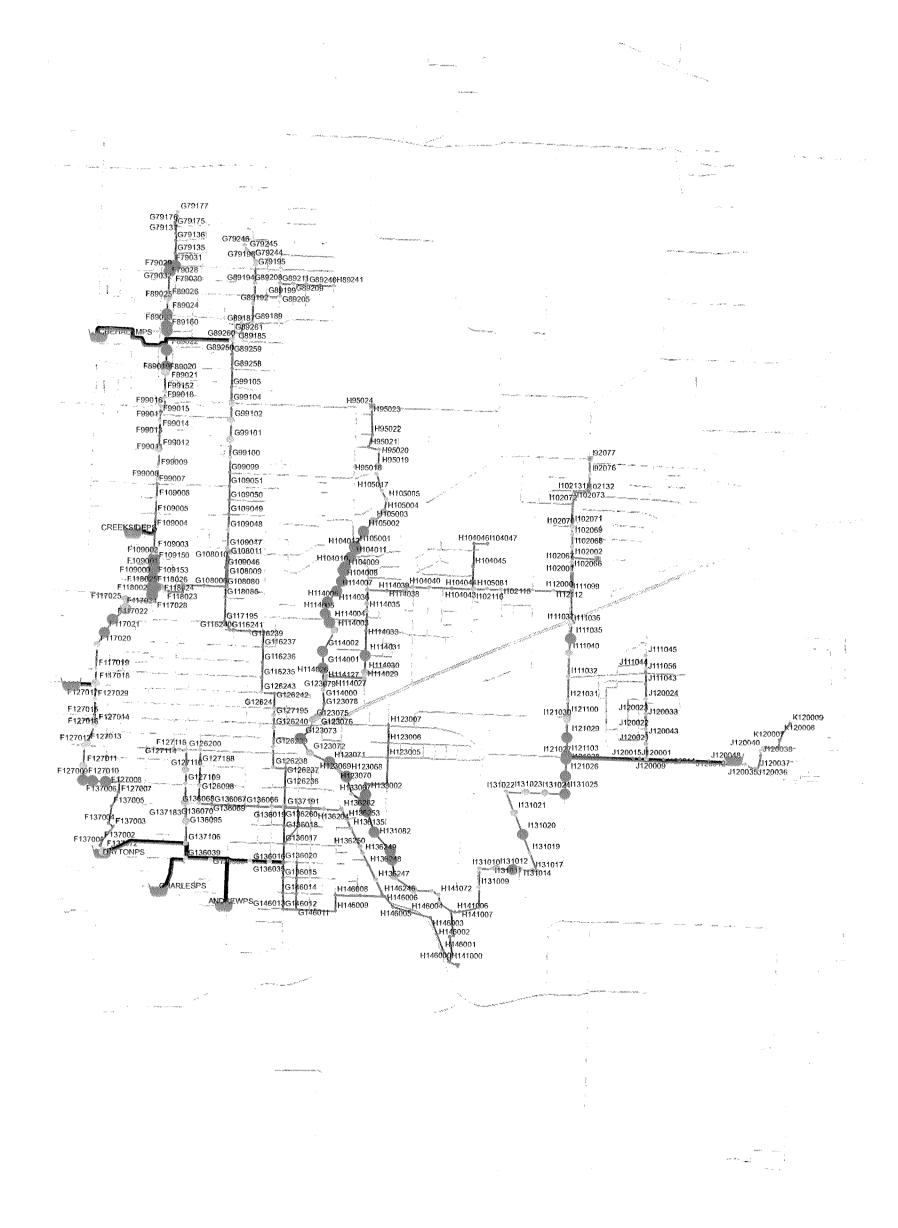


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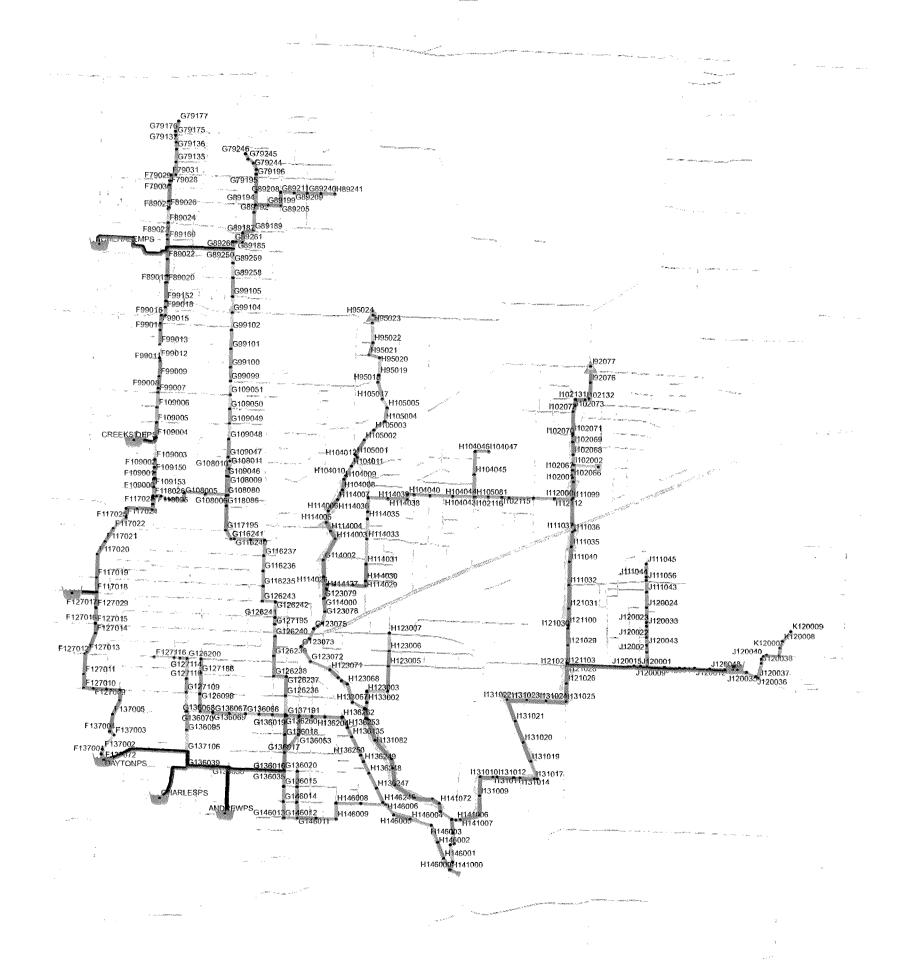
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Existing Peak Wet Weather Flow & Springbrook Development



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Figure 8 **City of Newberg** Sewerage Master Plan Update **Predicted Freeboard Existing Peak Wet Weather Flow & Springbrook Development**



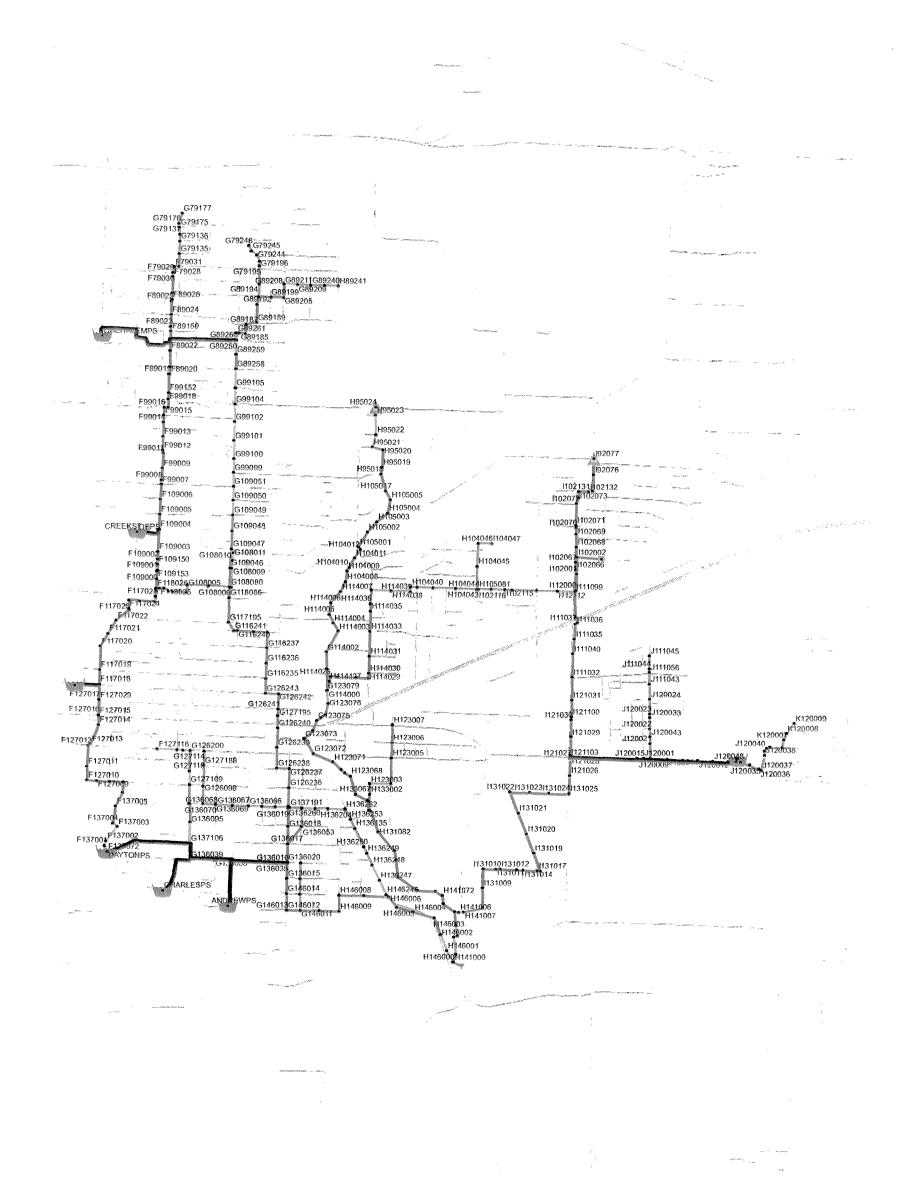
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Figure 9 **City of Newberg Sewerage Master Plan Update** Predicted Pipe Deficiences (q/Qm) **Existing Peak Wet Weather Flow & Springbrook Development** and Northern Property

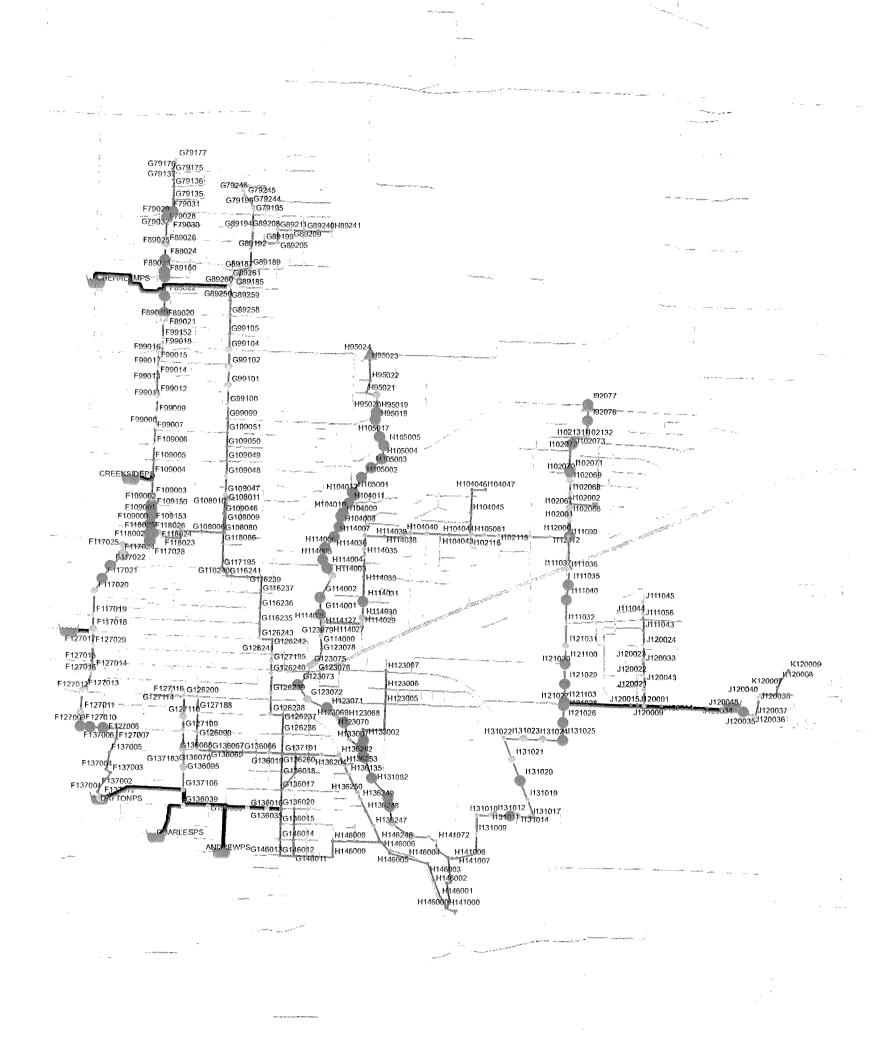
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Figure 10 December 2006 **City of Newberg** Sewerage Master Plan Update Predicted Pipe Deficiences (d/D) **Existing Peak Wet Weather Flow & Springbrook Development** and Northern Property



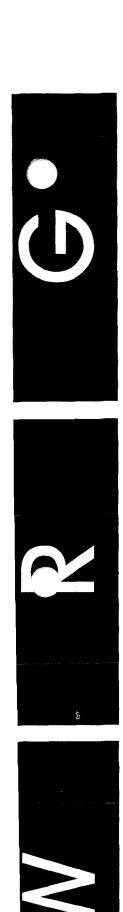
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and Northern Property

EXHIBIT P

STORM WATER CAPACITY REPORT

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STORMWATER MASTER PLAN

April 23, 2007

Springbrook Properties Development

Prepared For

Springbrook Properties, Inc 3113 Crestview Drive PO Box 1060 Newberg, Oregon 97132-1060



Prepared By

WRG Design, Inc. 5415 SW Westgate Dr. Portland, Oregon 97221 WRG PROJECT NO. All3205, 2033205.02 THIS PAGE INTENTIONALLY LEFT BLANK

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VICINITY MAP

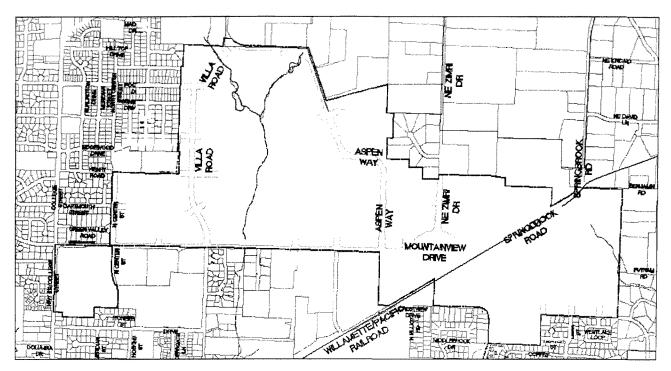


Figure 1 – Vicinity Map

Springbrook Properties Stormwater Master Plan April 23, 2007 Page 3

EXECUTIVE SUMMARY

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums and office and retail space.

The purpose of the stormwater master plan is to show how Springbrook Properties will develop with the goal of minimizing downstream impacts and protecting stream quality. The plan describes the options available for water quality treatment and a runoff analysis.

The City of Newberg stormwater ordinance is located within Title V: Public Utilities, Chapter 53 Storm Water System and stormwater guidance in the City of Newberg *Drainage Master Plan Update*, September 2001. Clean Water Services (CWS) has developed the *Design and Construction Standards for Sanitary Sewer and Surface Water Management*, issued in March 2004. The CWS standards provide design information on stormwater management facilities and criteria on water quantity control. This Stormwater Master Plan will meet all City of Newberg standards in addition to CWS standards to provide complete stormwater Management for the Springbrook Properties.

The Springbrook Properties site contains several catchments draining directly to Hess Creek, Spring Brook and to public storm sewers. All stormwater runoff will be treated by one of the following water quality treatment best management practices (BMP's); vegetated water quality swales, extended dry basins, and proprietary devices. Stormwater flow control structures include detention ponds.

Springbrook Properties Stormwater Master Plan April 23, 2007 Page 4

PROJECT DESCRIPTION

The Springbrook Properties Development is located in Newberg, Oregon. The 450-acre development will include a variety of residential neighborhoods located throughout the site, providing a total of over 1,200 homes, townhouses and condominiums. A mixture of townhouses and condominiums are anticipated for the area around the village. These residences will provide a dense ring around the community's core which will promote walking and ensure the vitality of the village center.

The area adjacent to the village is envisioned to include offices with support retail. The mixed-use site may contain retail, residential and/or employment uses. It has been designed with flexibility in order to meet the needs of this area as it develops.

Roadway construction and improvements include street widening, sidewalk construction, and utility installation as part of the infrastructure design. The measures described within this stormwater master plan are selected to minimize impacts to the public stormwater infrastructure and natural systems within the City of Newberg.

STORMWATER MANAGEMENT

The City of Newberg stormwater ordinance is located within Title V: Public Utilities, Chapter 53 Storm Water System and stormwater guidance in the City of Newberg *Drainage Master Plan Update*, September 2001. The ordinance provides basic information and does not provide design guidance on water quality and quantity control facilities.

Clean Water Services (CWS) of Washington County, Oregon has developed and implemented their Design and Construction Standards for Sanitary Sewer and Surface Water Management, issued in March 2004. The CWS standards provide design information on stormwater management facilities and criteria on water quantity control. This Stormwater Master Plan will meet all City of Newberg standards in addition to CWS standards to provide complete stormwater Management for the Springbrook Properties.

SITE CONDITIONS

Topography

Springbrook Properties Boundary

Its westernmost boundary is located on College Street, south of Mountainview Drive. The boundary line then "stair steps" to the northeast along Mountainview to Center Street, then over to Aldersgate Drive and up to Aspen Way. The boundary follows Aspen Way until it continues east along the existing City Limits line over to Springbrook Road and Benjamin Road where it turns south down to Crestview Drive. The boundary line generally follows Crestview Drive, except for one parcel just south of Crestview Drive and adjacent to Springbrook Road, until it meets the meets the railroad line where jogs up and runs along the railroad line. The boundary line then continues north along Aspen Way until it meets Mounview Drive and continues west until Center Street where it continues south to the existing residential development just north of Crestview Drive. It then continues further east until it meets College Street.

Springbrook Properties Description

The existing property consists of approximately 450 acres and is a mixture of relatively flat agricultural areas, steeper forested and agricultural areas as well as two natural drainage corridors. The general topography of the area is characterized as sloping from high points in the north to the low points in the south consistent with the drainage patterns of both Hess and Springbrook Creeks. A high point of approximately 450 feet above mean sea level (msl) exists north of Aspen Way nearly centered in the middle of the proposed development and a low point of 180 feet above msl exists north of Mountainview Drive and coincides with the stream bed of Hess Creek. Aside from the creeks there are two topographical features that are prominent on the landscape. There is a knoll that exists in the northeast

quadrant of the site located north of the railroad, west of Springbrook Road and East of Zimri Drive. This area rises from approximately 260 feet msl to a height of approximately 340 feet msl. The second feature is a ridge that rises from Hess Creek to the northeast beginning onsite at an elevation of approximately 240 feet msl rising to approximately 450 feet msl.

Climate

The site is located approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons but with defined seasonal characteristics. Average daily summer temperatures range from 52°F to 82°F and average daily winter temperature range from 32°F to 45°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual precipitation is approximately 40 inches.

Site Geology

There are several underlying soil types on the Springbrook Property as classified by the United States Department of Agriculture Soil Survey of Yamhill County, Oregon. These soil types are identified in Table 1 (See Technical Appendix – USGS Soils Map – Yamhill County, Oregon).

Soil Characteristics				
Soil Type	Hydrologic Group			
Aloha Silt Loam	С			
Amity Silt Loam	С			
Dayton Silt Loam	D			
Hazelair Silty Clay Loam	D			
Jory Clay Loam	В			
Nekia Clay Loam	В			
Terrace Escarpments	С			
Wapato Silty Clay Loam	D			
Woodburn Silt Loam	С			

Table 1 - Soil Characteristics

At least 92% of onsite soils are categorized as hydrologic group C. Approximately 3% of the soils onsite are categorized as hydrologic group D. These soils are found in five locations throughout the site, with the largest area located just east of Hess Creek and southwest of Aspen Way. The remaining 5% of the site is classified as hydrologic group B. These soils are found in the triangular area north of Aspen Way and near Springbrook Canyon in the eastern property area.

Group B soils have moderate infiltration rates (0.15-0.30 in/hr) when thoroughly saturated. The textures of group B soils are moderately fine to moderately coarse.

Group C soils have low infiltration rates (0.05-0.15 in/hr) when thoroughly saturated. The textures of group C soils are moderately fine to fine.

Group D soils have very low infiltration rates (0.0-0.05 in/hr) when thoroughly saturated. The textures of group D soils are predominantly clay soils with high swelling potential.

Existing Hydrology

The Newberg Drainage Master Plan Update delineated the watershed of the three creeks located within the City of Newberg. The three basins are Chehalem Creek Basin, Hess Creek Basin, and Spring Brook Basin. The Springbrook Properties is located within all three basins.

Springbrook Properties Stormwater Master Plan April 23, 2007 Page 6

Chehalem Creek Basin

Existing basin 1 was delineated and determined to be located in Chehalem Creek Basin. Basin 1 is located in the far western portion of the proposed Springbrook property. The *Master Plan Update* subdivided each watershed into sub-basins and sub-catchments. Springbrook Properties is within the sub-basins C5 and C7, and sub-catchments 2212, 2214, 2215, 2506, and 2655.

Existing land uses include a tree farm and crop field. Runoff sheet flows offsite in a southwestward direction.

Hess Creek Basin

Existing basin 2 was delineated and determined to be located in Hess Creek Basin. Basin 2 is located in the central portion of the proposed Springbrook property. Springbrook Properties is within the sub-basins H7, H8 and H9, and sub-catchments 5970, 5980, 6270, 6500, 6510, 6540, 6550, 6570, 6570, 6600, 6610, 6620, 6630, 6700, 6800, and 6820.

Existing land uses include crop fields, farmsteads and Hess Creek riparian zone. Runoff sheet flows towards Hess Creek. Hess Creek flows in a southerly direction.

Spring Brook Basin

Existing basin 3 was delineated and determined to be located in Spring Brook Basin. Basin 3 is located in the eastern portion of the proposed Springbrook property. Springbrook Properties is within the sub-basins S3, S4 and S5, and sub-catchments 8560, 8570, 8670, 8680, 8690, 8700, 8720, 8730, 8740, 9060, 9070, 9170, and 9250.

Existing land uses include a tree farm, farmsteads, crop fields and Spring Brook. Runoff sheet flows towards Spring Brook. Spring Brook flows in a southeasterly direction.

Basin Areas

The Springbrook Properties was divided into basin based on existing drainage patterns. The predeveloped site was divided into three basins. The post-developed site was divided into 4 basins based on discharge location and stormwater management facilities constructability (See Technical Appendix: Pre and Post-Developed Basin Delineation).

Impervious and pervious areas were estimated for each basin. Impervious area is defined as the hard surface area that either prevents or retards entry of water into the soil and/or causes water to runoff the surface in greater quantities or at an increased rate of flow from that present as defined by the City of Newberg. Impervious area includes rooftops, concrete and asphalt, streets, driveways, sidewalks and trafficked gravel.

Standard percent impervious is based on land use, land uses for the site include residential single-family, attached townhouses and multi-family condominiums and mix-use retail space/office space. Table 2 lists percent impervious for standard land uses as provided in the Newberg *Drainage Master Plan Update*.

Percent Impervious Areas					
Land Use % Impervious Area					
Single-Family Residential	35				
Multi-Family Residential	60				
Commercial	75				
Industrial	70				
Rural	5				

Table 2 - Percent Impervious

Springbrook Properties Stormwater Master Plan April 23, 2007 Page 7

Chehalem Creek Basin

The percent impervious ratios for each sub-catchments as determined in Appendix C of the *Drainage Master Plan Update* was used to estimate existing imperviousness. For Basin 1, the existing basin is 13% impervious. Post-developed Basin A is composed of 55% single-family residential and 45% retail/office. Estimated post-developed percent impervious is 50%.

Hess Creek Basin

The existing Basin 2 is 10% impervious. Post-developed Basin B is composed of 100% sing-family residential. Estimated post-developed percent impervious is 35%.

Spring Brook Basin

The existing Basin 3 is 20% impervious. Post-developed Basin C is composed of 46% single-family residential and 54% retail/office. Estimated percent impervious is 54%. Post-developed Basin D is composed of 34% single-family residential, 12% multi-family residential and 54% retail/office. Estimated post-developed percent impervious is 60%.

HYDROLOGIC ANALYSIS

Design Guidelines

Clean Water Services recommends the unit hydrograph method to obtain a realistic and consistent hydrologic analysis. This method uses basin characteristics to develop a runoff hydrograph, included basin area, curve number and time of concentration. Guidelines are provided in the *Design and Construction Standards for Sanitary Sewer and Surface Water Management* by Clean Water Services (CWS) issued in March 2004. This methodology is consistent with the City of Newberg *Drainage Master Plan Update*.

Curve Number

The major factors for determining the curve number (CN) values are hydrologic soil group, cover type, hydrologic condition and antecedent runoff condition. The CN represents runoff potential from the soil. The CN for impervious area is always 98, and varies for pervious area. Acceptable pervious CN values are provided in the Technical Release 55: Urban Hydrology for Small Watersheds Table 2-2a through Table 2-2c – Runoff Curve Numbers.

The basin analysis assumed a pervious curve number for existing conditions to be 71 and for proposed conditions 79. All impervious area was assumed to have a curve number of 98.

Time of Concentration

The time of concentration (T_C) as described in NEH-4 Chapter 15 is defined in two ways; the time for runoff to travel from the furthermost point of the watershed to the point in question, and the time from the end of excess rainfall to the point of inflection on the trailing limb of the unit hydrograph. Time of concentration can be estimated from several formulas. The Clean Water Service's guidelines which are based on the SCS method were used in this analysis.

The minimum time of concentration is 5 minutes in highly developed urban areas (i.e. parking lots) and the maximum is 100 minutes in rural areas. Several different times of concentration are required for this project. Three components are considered for determining the T_c : sheet flow, shallow concentrated flow, and channel / pipe flow. The T_c is based on the following equations:

Sheet Flow

$$T_{t} = \frac{0.007(nL)^{0.8}}{(P_{2})^{0.5} s^{0.4}}$$

$T_t =$	Travel Time (hours)	n =	Manning's "n" of slope
L =	Length of flow (ft)	P ₂ =	2-Year, 24-hour rainfall (in)
s =	Slope (ft / ft)		

Shallow Concentrated Flow

$$T_{t} = \frac{L}{3600V}$$

$T_t =$	Travel Time (hours)	L =	Flow Length (ft)
V =	Average Velocity (ft / s)	3600 =	Seconds / hour

Channel / Pipe Flow

$$V = \frac{1.49r^{2/3}s^{1/2}}{n}$$

V =	Average Velocity (ft/s)	r =	Hydraulic Radius = a / P _w
a =	Cross-sectional Area (ft²)	$P_{\mathbf{w}} =$	Wetted Perimeter (ft)
s =	Channel Slope (ft / ft)	n =	Manning's "n" of channel

Chehalem, Hess and Spring Brook Basins

The time of concentration values used for the stormwater analyses are shown in Table 3. Values shown in Table 3 were computed using the SCS method.

Time of Concentration Values					
Basin Identification Pre-Developed (min.) Post-Developed (min.)					
Chehalem	15	5			
Hess	30	5			
Spring Brook	30	10			

Table 3 – Time of Concentration

Hydrograph Method

Naturally occurring rainstorms dissipate over long periods of time. The most effective way of estimating storm rainfall is by using the hydrograph method. The SCS Curve Number method is described in the National Engineering Handbook - Section 4 (NEH-4). SCS is an acceptable method for the design of conveyance because it is very conservative. The SCS runoff method uses the following equation:

$$Q = \frac{(P - I_a)^2}{(P - I_a) + S}$$

Where:

Q = Runoff P = Rainfall $S = Potential maximum retention after runoff begins <math>I_a = I_a$ Initial abstraction

During development of a runoff hydrograph, the above equation is used to compute the incremental runoff depth for each time step from incremental runoff depth given by the design storm hyetograph.

Design Storm

The rainfall distribution to be used is the design storm of 24-hour duration based on the standard NRCS Type 1A rainfall distribution. A typical NRCS Type 1A 24-hour rainfall distribution for a 25-year storm event is shown in Figure 2.

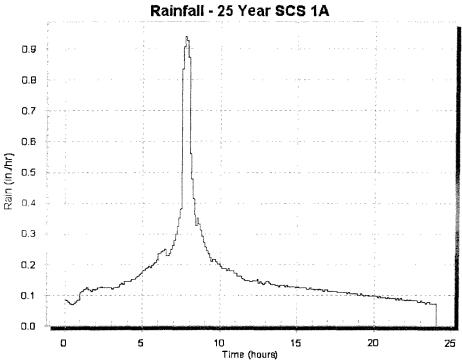


Figure 2 – 25 Year SCS Type 1A Rainfall Distribution

Table 4shows total precipitation depths for different storm events which were used as a multiplier for the NRCS Type 1A 24-hour rainfall distribution. The same precipitation depths were used in the City of Newberg *Drainage Master Plan Update*.

Design Storm Distribution			
Recurrence Total Precipitation Dept			
Interval (years)	(in.)		
2	2.50		
10	3.50		
25	4.00		
100	4.50		

Table 4 – Design Storms

Basin Runoff

The peak runoff values for the pre-developed site during the 2, 10 and 25-year storm events are provided in Table 5 (See Technical Appendix: Pre-Developed Runoff Data).

Peak Pre-Developed Flow Rates

Basin	Recurrence Interval (years)				
Dasiii	2	5	10	25	100
1	5.70	9.51	13.82	18.55	23.61
2	18.90	32.92	50.59	70.63	92.26
3	18.21	26.79	36.76	47.59	59.13

Table 5 - Pre-Developed Peak Flow Rates

The peak runoff values for the post-developed site during the 2, 10 and 25-year storm events are provided in Table 6 (See Technical Appendix: Post-Developed Runoff Data).

Peak Post-Developed Flow Rates

Basin	Recurrence Interval (years)				
Ddəiii	2	5	10	25	100
A _.	20.36	26.23	32.30	38.53	44.88
В	85.35	113.63	143.33	174.08	205.61
C	21.34	27.30	33.46	39.76	46.16
D	54.69	69.35	84.44	99.84	115.48

Table 6 - Post-Developed Peak Flow Rates

WATER QUALITY

Water Quality Guidelines

Water quality design options presented in this report follow Clean Water Services requirements using a rainfall of 0.36" over a 4-hour period with a return period of 96-hours as outlined in section 3.12 of the Design and Construction Standards for Sanitary Sewer and Surface Water Management. In accordance with the requirements, sheet flow of the impervious surfaces into the water quality facilities will be allowed only with proper pretreatment.

Water Quality Volume and Flow

Per Section 3.12.d.2 of the Clean Water Services design manual, the total of the new impervious areas shall be used to calculate the water quality volume and flow from the water quality facility. Water qualify volumes and flow rates are calculated according to Appendix B of the Clean Water Services Standards as shown below:

Water Quality Volume = 0.36 (in) x Area (sf) 12 (in/ft)

Water Quality Flow = $\frac{\text{Water Quality Volume}}{(4 \text{ hr}) \times (60 \text{ min/hr}) \times (60 \text{ sec/min})}$

Water Quality Pretreatment Facilities

Several water quality Best Management Practices (BMPs) are available to pre-treat and treat runoff generated from the impervious surface area. A water quality manhole is recommended by CWS to provide pretreatment; however, proprietary pretreatment devices can be used. All proprietary devices shall be sized and installed per the manufacturer's recommendations. If water quality manholes are used for pretreatment, they will be sized using the following criteria:

 Minimum Design Flow: Water Quality Flow (flow splitter can be used to bypass flows in excess of water quality flow). Springbrook Properties Stormwater Master Plan April 23, 2007 Page 11

- Minimum Manhole Diameter: 60-inch
- Maximum size of incoming pipe: 18-inch
- Sump Depth: No deeper than 5 feet from invert out to bottom of sump
- Volume of Sump: 20 ft³/1.0cfs of flow into the water quality manhole, up to the 25-year event.

Water Quality Treatment Facilities

Clean Water Services has approved Vegetated Swales, Extended Dry Basins, and proprietary treatment.

Vegetated Water Quality Swale

A vegetated water quality swale should be designed with the following design criteria:

- Design Flow: Water Quality Flow
- Minimum Hydraulic Residence Time (HRT): 9 Minutes
 - Maximum Water Design Depth: 0.5-feet
 - Manning "n" value: 0.24
 - Maximum Velocity: 2.0-fps based on 25-Year flow
 - Minimum Length: 100-feet
 - Minimum Slope: 0.5%
 - Minimum Bottom Width: 2-feet
 - Maximum Side Slope: 4H:1V in treatment area, 2,5:H1V above treatment area

Extended Dry Pond

An extended dry pond should be designed with the following design criteria:

- Permanent Pool Depth: 0.4-feet (covering the entire bottom of the basin)
- Minimum Water Quality Detention Volume: 1.0 x Water Quality Volume
- Water Quality Drawdown Time: 48 hours
- Maximum Depth of Water Quality Pool (not including Permanent Pool): 4-feet
- Emergency spillway must be provided to pass the 100-year storm event.
- Minimum Bottom Width: 4-feet
- Maximum Side Slopes in Basin Treatment Area: 3H:1V
- Minimum Freeboard: 1-foot from 25-year water surface elevation
- Minimum Quantity of Cells: 2-first cell at least 10% of surface area constituting 20% of the treatment volume. The use of one cell is allowed if space limits a multi-celled pond; however, inlet and outlet must be placed at opposite ends of pond.

Proprietary Treatment

Proprietary treatment is recommend for stormwater management when a biologically treatment facility is not constructible. All effective mechanical treatment devices will remove fine sediments, particles, free oils and debris for stormwater runoff. A variety of configurations are produced by several manufactures. All proprietary devices shall be sized and installed per the manufacturer's recommendations. Common types of mechanical stormwater treatment include:

- Hydrodynamic Separation
- Filter Cartridges
- Treatment Trains

WATER QUANTITY

Water Quantity Requirements and Guidelines

Onsite water quantity facilities should be constructed when an identified downstream deficiency is identified and detention rather than conveyance system enlargement is determined to be the more effective solution as outlined in section 3.11.2 of the *Design and Construction Standards for Sanitary Sewer and Surface Water Management*.

Each water quantity facility will be designed in accordance with Clean Water Services guidance documents and will be consistent with Appendix B: Water Quality and Quantity Facility Design of Design and Construction Standards for Sanitary Sewer and Surface Water Management.

CWS requires reach detention to be assessed by dynamic flow routing through the basin, acceptable programs include: HYD, HEC-1, HEC-HMS, SWMM, and HYDRA. Peak runoff rates shall not exceed predevelopment rates for the 2, 10 and 25-year, 24-hour storm events.

Each pond must include an overflow system sized to pass the 100-year storm event. The system must not overtop the pond embankment or exceed the capacity of the spillway.

Detention Pond

A quantity control Detention Pond should be designed with the following design criteria:

- Interior Side Slopes up to the Maximum Water Surface: 3H:1V.
- Mowed Interior Side Slopes up to the Maximum Water Surface; 4H:1V.
- Maximum Exterior Side Slopes: 2H:1V
- Over Excavate by a Minimum of 20-percent to allow for Sediment Deposition
- Minimum Freeboard: 1-foot from 25-year Design Water Surface Elevation

DOWNSTREAM ANALYSIS

A preliminary evaluation of downstream conveyance capacity was preformed at each proposed discharge location. The purpose of the evaluation is to provide a better understanding of downstream deficiencies and to determine if infrastructure improvements, detention facility construction, no action or further analysis is required.

Chehalem Creek Basin

The proposed conveyance lines within Basin A will be constructed to discharge into the existing N Center St or College St storm sewer line. The *Drainage Master Plan Update* identifies downstream deficiencies within N Center St. Without further detailed downstream analysis, a detention pond is recommended for this tract.

Hess Creek Basin

The entire of Basin B drains into Hess Creek north of Mountainview Drive. An existing culvert in Mountainview Drive will be replaced to accommodate increases in peak channel flows. A stream flow analysis was performed using flows estimated from upstream sub-basins as identified in the *Drainage Master Plan*. The existing upstream sub-basins are approximately 5.1% impervious while the future sub-basins are 27.2% impervious. Table 7 lists estimated flows entering Hess creek during the 2 thru 100-year storm events.

Estimated Existing and Future Hess Creek Flows (cfs)

Condition		Recurrenc	e Interval	(years)	
Condition	2	5	10	25	100
Existing	43	55	88	144	219
Future	110	136	181	248	332

Table 7 - Existing/Future Peak Flow Rates

The estimated flow rate during the 2-year storm event increase over 2.5 times from the existing flow rate and 1.5 times during the 100-year flow rate.

Spring Brook Basin

Stormwater runoff collected from Basin C will be conveyed south towards Aspen Way and Crestview Drive. Further analysis will determine if a downstream deficiency exists. The evaluation of the existing infrastructure will determine if improvements or detention are necessary.

Stormwater runoff collected from Basin D will be conveyed south towards Springbrook Rd. Identified downstream deficiencies are included in the *Drainage Master Plan Update*. The identified capital improvement projects (CIP) are:

- S4 Aquarius Blvd, West of Coffey Lane
 - Replace existing pipes with 230 ft of 36-inch diameter pipe
- N Springbrook St Improvement
 - Replace existing pipes with 24-inch diameter pipe.

CIP S4 was subdivided into two areas of improvement, master plan links 8505 and 8520. Link 8505 replaces 85 ft of 24-inch diameter pipe with 36-inch diameter pipe. Link 8505 connects two structures that cross Aquarius Blvd. The structures are located on private property and will require an easement. The N Springbrook St Improvement was not included as a capital improvement project. The links were included in the *Drainage Master Plan Update* as 8605 and 8615 as shown on Map 7 in Appendix F. Link 8605 replaces 281 ft of 12-inch diameter pipe with 24-inch diameter pipe and link 8615 replaces 602 ft of 12-inch diameter pipe with 24-inch diameter pipe.

Conclusion

The Springbrook Properties Development will meet all City of Newberg standards in addition to CWS standards to provide complete stormwater Management for the Springbrook Properties. The measures described within this plan are selected to minimize impacts to the public stormwater infrastructure and natural systems within the City of Newberg.

All stormwater runoff will be treated by one of the following water quality treatment best management practices (BMP's); vegetated water quality swales, extended dry basins, and proprietary devices. Stormwater flow control structures include detention ponds

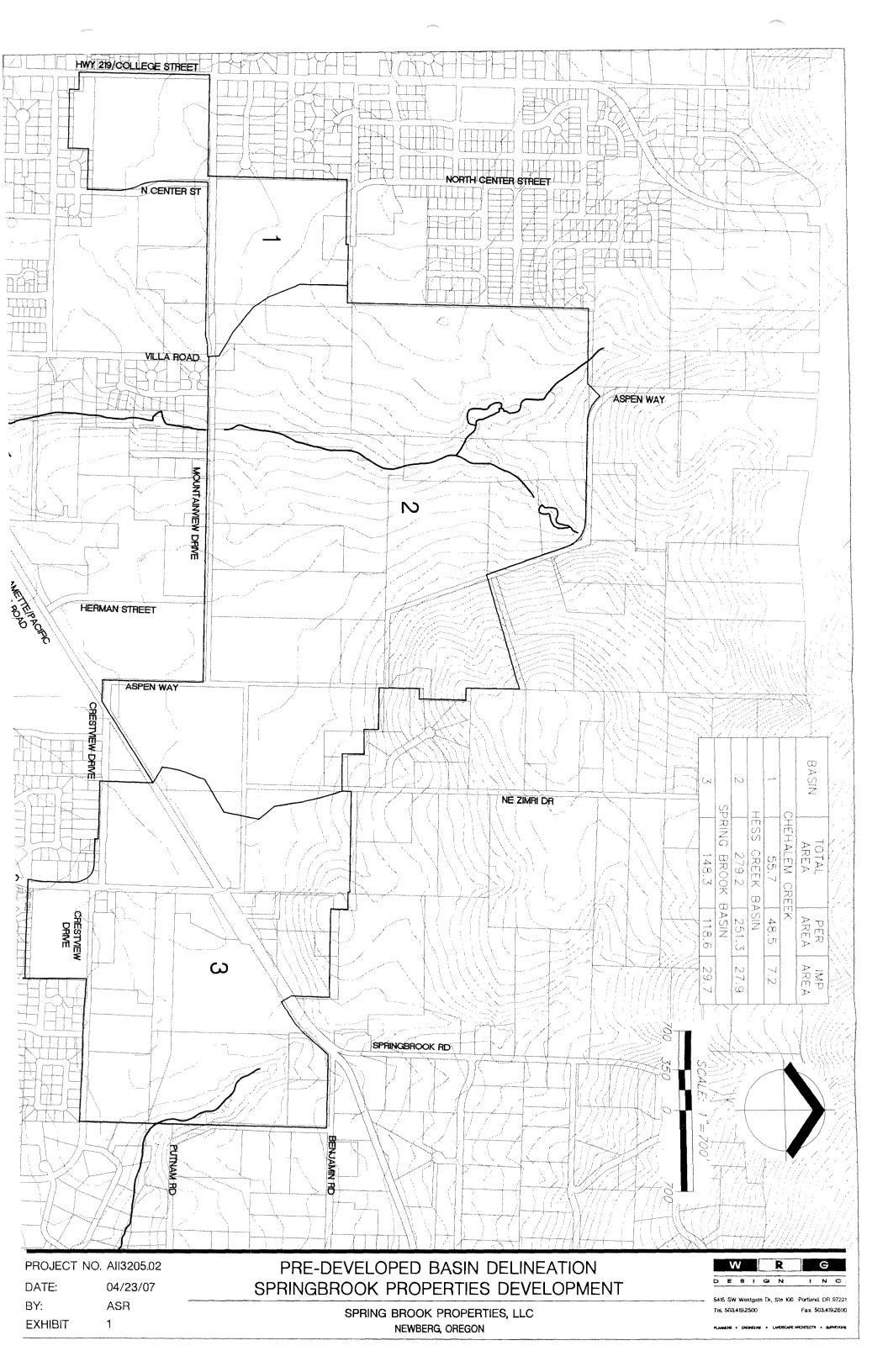
Springbrook Properties Stormwater Master Plan April 23, 2007 Page 14

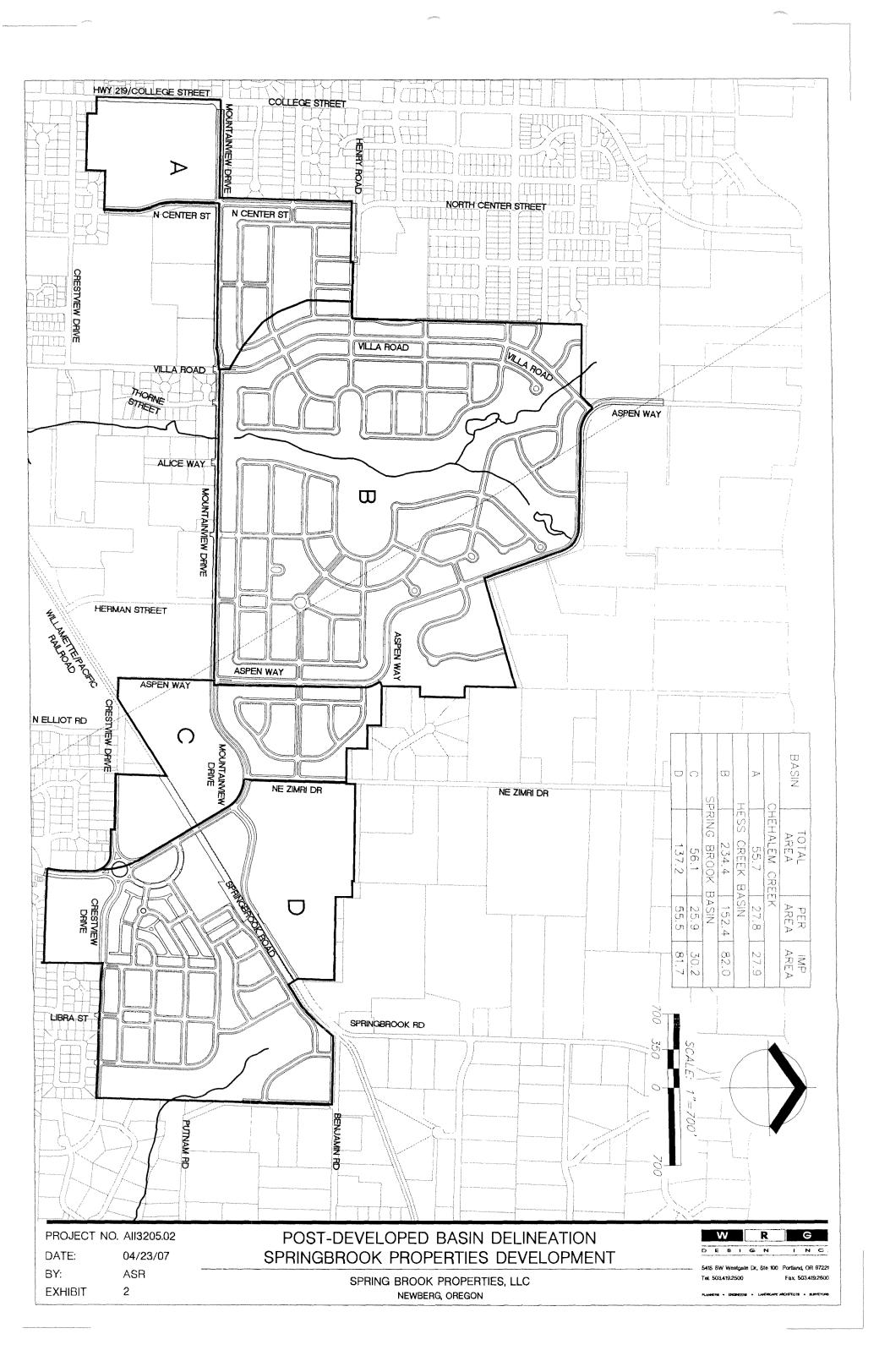
TECHNICAL APPENDIX

- Exhibit 1: Pre-Developed Basin Delineation
- Exhibit 2: Post-Developed Basin Delineation
- Soil Survey of Yamhill County, Oregon
- Hydrologic Soils Group Rating of Yamhill County, Oregon Table 2-2a, Table 2-2b and Table 2-2c Runoff Curve Numbers
- Pre-Developed Runoff Data
- Post-Developed Runoff Data
- Springbrook Basin Map 7
- CIP Project Summary Sheets
 - o S4
 - o **S4-**A
 - o **S4-C**

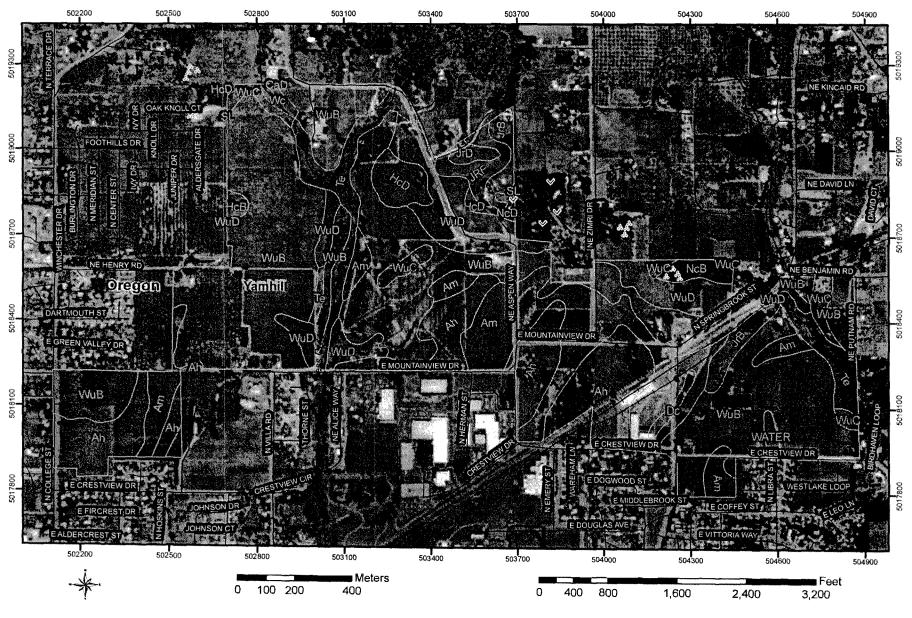
<u>REFERENCES</u>

- 1. Soil Survey of Yamhill County, Oregon Area: http://websoilsurvey.nrcs.usda.gov/app/
- Technical Release 55 Urban Hydrology of Small Watersheds 2. U.S. Department of Agriculture, NRCS
- 3. Design and Construction Standards for Sanitary Sewer and Surface Water Management. Issued in March of 2004 - Clean Water Services
- Drainage Master Plan Update, City of Newberg. 4. Issued in September 2001 - Thomas/Wright, Inc.





SOIL SURVEY OF YAMHILL AREA, OREGON



USDA Natural Resources
Conservation Service

Web Soil Survey 1.1 National Cooperative Soil Survey

3/29/2007 Page 1 of 3

SOIL SURVEY OF YAMHILL AREA, OREGON

	MAP LE	GEND	MAP INFORMATION
		Soil Map Units	
	Cities		Source of Map: Natural Resources Conservation Service
		Detailed Counties	Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
		Detailed States	
		nterstate Highways	Coordinate System: UTM Zone 10
		Roads	Soil Survey Area: Yamhill Area, Oregon
	-+	Rails	Spatial Version of Data: 2
		Water	Soil Map Compilation Scale: 1:20000
		Hydrography	
	* (Oceans	
	YAYAYAY	Escarpment, bedrock	
	VAVAVAVA I	Escarpment, non-bedrock	
	~~~~ (	Gulley	
	14511014114111411 [	Levee	
		Slope	
	⊎ i	Blowout	
	⊠ 6	Borrow Pit	
	¥€ (	Clay Spot	
	<b>♦</b> [	Depression, closed	
	<del>-</del> 1	Eroded Spot	
	$\times$	Gravel Pit	
		Gravelly Spot	
	~ (	Gulley	
	Λ ι	.ava Flow	
	<b>0</b> 1	andfill	Map comprised of aerial images photographed on these dates:
	اشك	Marsh or Swamp	7/24/2000
	© !	Miscellaneous Water	
	∨ I	Rock Outcrop	
	+ :	Saline Spot	
	ж :	Sandy Spot	
•	3a - \$	Stide or Slip	
	\$	Sinkhole	
	ø s	Sodic Spot	
	<b>3</b> 9	Spoil Area	The orthophoto or other base map on which the soil lines were compiled and
	0 5	Stony Spot	digitized probably differs from the background imagery displayed on these map
	<del>\alpha \</del>	Very Stony Spot	As a result, some minor shifting of map unit boundaries may be evident.
	F	Perennial Water	
DA Natural Resources	Ψ \	Net Spot	Web Soil Survey 1.1

USDA Natural Resources

Suservation Service

Web Soil Survey 1.1
National C tive Soil Survey

Pi f3

## Map Unit Legend Summary

## Yamhill Area, Oregon

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ah	Aloha silt loam	66.9	13.9
Am	Amity silt loam	67.0	13.9
CaD	Carlton silt loam, 12 to 20 percent slopes	0.0	0.0
Dc	Dayton silt loam, thick surface	1.9	0.4
НсВ	Hazelair silty clay loam, 2 to 7 percent slopes	1.4	0.3
HcD	Hazelair silty clay loam, 7 to 20 percent slopes	8.9	1.8
JrB	Jory clay loam, 2 to 7 percent slopes	10.1	2.1
JrD	Jory clay loam, 12 to 20 percent slopes	2.6	0.5
JRF	Jory clay loam, 30 to 60 percent slopes	6.7	1.4
NcB	Nekia clay loam, 2 to 7 percent slopes	4.2	0.9
NcD	Nekia clay loam, 7 to 20 percent slopes	1.1	0.2
SL	Stony land	0.1	0.0
Te	Terrace escarpments	26.0	5.4
WATER	Water	1.6	0.3
Wc	Wapato silty clay loam	1.8	0.4
WuB	Woodburn silt loam, 0 to 7 percent slopes	226.9	47.1
WuC	Woodburn silt loam, 7 to 12 percent slopes	10.7	2.2
WuD	Woodburn silt loam, 12 to 20 percent slopes	44.1	9.2

## HYDROLOGIC SOIL GROUP RATING FOR YAMHILL AREA, OREGON



## HYDROLOGIC SOIL GROUP KATING FOR YAMHILL AREA, OREGON

## **MAP INFORMATION** MAP LEGEND Hydrologic Soil Group Source of Map: Natural Resources Conservation Service {Dominant Condition, <} Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov _____A A/D Coordinate System: UTM Zone 10 \$4.50 B Soil Survey Area: Yamhill Area, Oregon B/D Spatial Version of Data: 2 _____ c Soil Map Compilation Scale: 1:20000 C/D D Not rated or not available Soil Map Units Cities Detailed Counties Detailed States Interstate Highways Roads -+--+ Rails Water --- Hydrography . Oceans Map comprised of aerial images photographed on these dates: 7/24/2000 The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



Tables - Hydrologic Soil Group

Summary by Map Unit - Yamhill Area, Oregon

Soil Survey Area Map Unit Symbol	Map Unit Name	Rating	Total Acres in AOI	Percent of AOI
Ah	Aloha silt loam	C	66.9	13.9
Am	Amity silt loam	С	67.0	13.9
CaD	Carlton silt loam, 12 to 20 percent slopes	C	0.0	0.0
Dc	Dayton silt loam, thick surface	D	1.9	0.4
HeB	Hazelair silty clay loam, 2 to 7 percent slopes	D	1.4	0.3
HcD	Hazelair silty clay loam, 7 to 20 percent slopes	D	8.9	1.8
JrB	Jory clay loam, 2 to 7 percent slopes	В	10.1	2.1
JrD	Jory clay loam, 12 to 20 percent slopes	В	2.6	0.5
JRF	Jory clay loam, 30 to 60 percent slopes	В	6.7	1.4
NcB	Nekia clay Ioam, 2 to 7 percent slopes	В	4.2	0.9
NcD	Nekia clay loam, 7 to 20 percent slopes	В	1.1	0.2
SL	Stony land	A	0.1	0.0
Te	Terrace escarpments	C	26.0	5.4
WATER	Water	Null	1.6	0.3
Wc	Wapato silty clay loam	D.	1.8	0.4
WuB	Woodburn silt loam, 0 to 7 percent slopes	C	226.9	47.1
WuC	Woodburn silt loam, 7 to 12 percent slopes		10.7	
WuD	Woodburn silt loam, 12 to 20 percent slopes	С	44.1	9.2

### **Description - Hydrologic Soil Group**

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

### Parameter Summary - Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff:

Tie-break Rule: Lower



Table 2-2a Runoff curve numbers for urban areas V

Cover description		***************************************		umbers for c soll group	
00131 ussaip=si	Average percent			o boar Group	
Cover type and hydrologic condition	Impervious area 2/	Α	В	C	ľ
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.) 3/:					
Poor condition (grass cover < 50%)	*****	68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
mpervious areas:					-
Paved parking lots, roofs, driveways, etc.					
(excluding right-of-way)	*****	98	98	98	98
Streets and roads:				••	
Paved; curbs and storm sewers (excluding					
right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:				o.	
Natural desert landscaping (pervious areas only) 4		63	77	85	88
Artificial desert landscaping (impervious weed barrier,			• •	00	
desert shrub with 1- to 2-inch sand or gravel mulch					
and basin borders)		96	96	96	96
Jrban districts:					V
Commercial and business	85	89	92	94	95
Industrial		81	88	91	93
Residential districts by average lot size:				· •	•
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre		61	75	83	87
1/3 acre		57	72	81	86
1/2 acre		54	70	80	85
1 acre		51	68	79	84
2 acres		46	65	77	82
<del> </del>	10	10	00 /	11.	02
Developing urban areas					
Vewly graded areas					
(pervious areas only, no vegetation) [/	**Sacrat	77	86	91	94
dle lands (CN's are determined using cover types					
similar to those in table 2-2c).					

1 Average runoff condition, and  $I_a = 0.2S$ .

8 CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

² The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

⁴ Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

⁶ Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

 Table 2-2b
 Runoff curve numbers for cultivated agricultural lands V

	On our las relation			Curve nun		
	Cover description	Hydrologic		hydrologic s	son group —	***************************************
Cover type	Treatment 2/	condition 3/	A	В	C	D
U I		***************************************				
Fallow	Bare soil	_	77	86	91	94
	Crop residue cover (CR)	Poor	76	85	90	93
		Good	74	83	88	90
Row crops	Straight row (SR)	Poor	72	81	88	91
_		Good	67	78	85	89
	SR + CR	Poor	71	80	87	90
		Good	64	75	82	85
	Contoured (C)	Poor	70	79	84	88
		Good	65	75	82	86
	C + CR	Poor	69	78	83	87
		Good	64	74	81	85
	Contoured & terraced (C&T)	Poor	66	74	80	82
		Good	62	71	78	81
	C&T+CR	Poor	65	73	79	81
		Good	61	70	77	80
Small grain	SR	Poor	65	76	84	88
		Good	63	75	83	87
	SR + CR	Poor	64	75	83	86
nall grain		Good	60	72	80	84
	C	Poor	63	74	82	85
lose-seeded or broadcast legumes or		Good	61	73	81	84
	C + CR	Poor	62	73	81	84
		Good	60	72	80	83
	C&T	Poor	61	72	79	82
		Good	59	70	78	81
	C&T+ CR	Poor	60	71	78	81
		Good	58	69	77	80
Close-seeded	SR	Poor	66	77	85	89
or broadcast		Good	58	72	81	85
legumes or	C	Poor	64	75	83	85
rotation		Good	55	69	78	83
meadow	C&T	Poor	63	73	80	83
		Good	51	67	76	80

 $^{^{1}}$  Average runoff condition, and  $I_{a}\!\!=\!\!0.2S$ 

Poor: Factors impair infiltration and tend to increase runoff.

Good: Factors encourage average and better than average infiltration and tend to decrease runoff.

² Crop residue cover applies only if residue is on at least 5% of the surface throughout the year.

³ Hydraulic condition is based on combination factors that affect infiltration and runoff, including (a) density and canopy of vegetative areas, (b) amount of year-round cover, (c) amount of grass or close-seeded legumes, (d) percent of residue cover on the land surface (good ≥ 20%), and (e) degree of surface roughness.

Chapter 2	Estimating Runoff	Technical Release 55
		Urban Hydrology for Small Watersheds

Curve numbers for Cover description hydrologic soil group Hydrologic condition Cover type D A 68 79 86 Pasture, grassland, or range—continuous Poor 89 79 74 forage for grazing. 2/ Fair 49 6984 Good 39 61 80 Meadow—continuous grass, protected from 30 58 71 78 grazing and generally mowed for hay. Brush-brush-weed-grass mixture with brush Poor 48 67 77 83 the major element. 3/ Fair 35 70 77 Good 30 4/ 73 Woods-grass combination (orchard 57 73 82 Poor 86 or tree farm). 5/ Fair 43 65 76 82 Good 32 58 72 79

Poor

Fair

Good

45

36

59

30 4/

66

60

55

74

77

73

70

82

83

79

77

86

Farmsteads—buildings, lanes, driveways,

and surrounding lots.

Table 2-2c

Woods. €

Runoff curve numbers for other agricultural lands V

¹ Average runoff condition, and  $I_a = 0.2S$ .

Poor: <50%) ground cover or heavily grazed with no mulch.

Fair: 50 to 75% ground cover and not heavily grazed.

Good: > 75% ground cover and lightly or only occasionally grazed.

Poor: <50% ground cover.

Fair: 50 to 75% ground cover.

Good: >75% ground cover.

⁴ Actual curve number is less than 30; use CN = 30 for runoff computations.

⁶ CN's shown were computed for areas with 50% woods and 50% grass (pasture) cover. Other combinations of conditions may be computed from the CN's for woods and pasture.

⁶ Poor: Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning.

Fair: Woods are grazed but not burned, and some forest litter covers the soil.

Good: Woods are protected from grazing, and litter and brush adequately cover the soil.

Chehalem Creek - Basin 1 Pre-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	5.7026	8.00	3.3486	55.7000	SCS	TYPE1A
5 year	9.5052	8.00	4.7354	55.7000	SCS	TYPE1A
10 year	13.8199	8.00	6.2626	55.7000	SCS	TYPE1A
25 year	18.5452	8.00	7.8997	55.7000	SCS	TYPE1A
100 year	23.6075	8.00	9.6257	55.7000	SCS	TYPE1A

Design Meth	nod	SCS	Rainfall type	pe		1	TYPE1A	
Hyd Intv .		10.00 min	Peaking Fa	actor	484.00			
Pervious Ar	ea	48.50 ac	DCIA	ti je diga kata kata kata kata kata kata kata ka	Trick de decommendation of the contraction of the c	-	7. <b>2</b> 0 ac	
		Pervi	ous CN Calc	Namentalistic steps for the Medical states of management of a section has followed by the security of the Section of the Secti	ander et al de de Principal de l'Archeologie et al est en englier de l'Archeologie et al est et al est et al e L'Archeologie et al est	-marini ar ar Amerika y megantari - in emilika eta eta eta eta eta eta eta eta eta et	time and given grant of the Western Constitution of the Constituti	
Department of the second of th	Description	1		SubArea	Size-Value		Sub cn	
Management of the Control of the Con	Meadow or Pasture 48						71.00	
		Pervi	ous TC Calc	interpretation of the second s		agreette een anaanteeren	kinda segan, ang	
Type	Description	Length	Slope	Coeff	Misc		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Fixed		Pervious TC				15.00 min		
		Directly Co	nnected CN	Calc	andre anne each de de manaceann air third in the fannan	and the third new construction and the law		
	De	escription			SubAr	ea	Sub cn	
	Impervious surface	es (pavements,	roofs, etc)		7.20 a	C	98.00	
		Directly Co	onnected TC	Calc	a gir yang yang sa da da da da da da da gang yang pada da da gang bang yang sa gang da da da da gang yang da d An da			
Type	Description	Length	Slope	Coeff	Misc		TŢ	
Fixed	Fixed Directly Connected TC					5.00 min		

## Chehalem Creek – Basin A Post-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	20.3632	8.00	7.2130	55.7000	SCS	TYPE1A
5 year	26.2258	8.00	9.1869	55.7000	SCS	TYPE1A
10 year	32.3003	8.00	11.2279	55.7000	SCS	TYPE1A
25 year	38.5311	8.00	13.3169	55.7000	SCS	TYPE1A
100 year	44.8779	8.00	15.4444	55.7000	SCS	TYPE1A

Design Method	SCS	Rainfall type	an odnik-rajayy'r.	TYPE1A 484.00	
Hyd Intv	10.00 min	Peaking Factor	and the same of th		
ervious Area 27.80 ac DCIA			27.90 ac		
	Perviou	s CN Calc			
The state of the s	Description	Unanderstyr og vilk i transminggjynna med upp gygen af transmingen grænner i skriver og en en en en en en en e Benne en	SubArea	Sub cn	
Open space	grass)	27.80 ac	79.00		

ammakatuun akaduun aga aka ga aku aga uu gu gu gu ga aka aku uu aga ay gaga amba ah na babbbbbbbbbbbbbbbbbbbbbbbbbbbbb		Perviou	s TC Calc			
Type	Description	Length	Slope	Coeff	Misc	
Fixed		Pervious TC		a garangan gigi kito di Mitolonia Pikalan kita an Til Samania an Angjanggan jaggan garangan kito di Kalanda an Angjangan kito di Kalanda an Angjangan kito di Kalanda an Angjangan kito di Kalanda	n de Malananan e amaren manadar debekerari neke eser alari eser balandaka.	5.00 min
normune var mende kunnen farmen fan de de kompen verken beken fan fûlde de fan fûlde kelember. Henre verk mende de kompen fan de fan de fan de fan		Directly Con	nected CN C	alc		espinantini ngantangan kalamatan pendahan kalamatan pendahan kalamatan pendahan pendahan pendahan pendahan pen Pendahan selamatan pendahan pendahan pendahan pendahan berana pendahan pendahan pendahan pendahan pendahan pend
	Des	scription	oddisk Abbaileid (Gibbs iden mimisteradussensenspersensen), propertie		SubArea	Sub cn
ann a mar darr de l'an d'Alleid a game ar a' ann de fait na de 'Annail ad dhliadh dhaidh aidh aidh aidh a dhai 'Annail a mar an da a' ann an ann ann ain ann an dhaidh an an dhaidh dhaidh ann an da ann an an an an ann an a	Impervious surfaces	s (pavements, ro	ofs, etc)		27.90 ac	98.00
ektronischer und der nach mit er einer der der der der der der der der der d		Directly Con	nected TC C	alc		
Туре	Description	Length	Slope	Coeff	Misc	tere de de la constante de la
Fixed	ay kanagan un kanan kanaga ya yakeni wasan kanaka dan umika ata ka u nanan kanan un inu h ^a 1979 kwa ka ka ka ka	Directly Conne	cted TC		iliminia in il America grantina grantina di Stato del Stato del Stato del Stato del Stato del Stato del Stato	5.00 min

## Hess Creek - Basin 2 Pre-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	18.8953	8.00	15.5716	279.2000	scs	TYPE1A
5 year	32.9226	8.00	22.3685	279.2000	SCS	TYPE1A
10 year	50.5867	8.17	29.8891	279.2000	SCS	TYPE1A
25 year	70.6256	8.17	37.9751	279.2000	SCS	TYPE1A
100 year	92.2592	8.17	46.5192	279.2000	SCS	TYPE1A

Design Metl	nod		SCS	Ra	infall type		TYPE1A	
Hyd Intv	a gazana kangana kangang pang kangang kangang kangang pang kangang kangang kangang kangang kangang kangang kang		10.00 min Peaking		aking Fact	or		484.00
Pervious Ar	ea (AMC 2)		251.30 ac	DC	CIA	entenniques de la parilhera <b>d</b> e réfel de reconservamente de annoces		27.90 ac
And the second of the second o		Pei	vious CN (	alc	одиниционня пот техниционня техниционня в потерительной достований в потерительной в потерительной в потерител В применения в потерительной в потерительной в потерительной в потерительной в потерительной в потерительной в	en e	and and for the land of the land of the land	antitekter kan ken eller er from er på på state eller er ken ken et et att ken er ken et et et et et et et et Melly er til er forste forste en en en en en et et et et en
	Description		200		SubArea	The state of the s		Sub cn
	Meadow or Pasture 251.3					The Control of the Co		71.00
		Pe	rvious TC 0	alc	tine più Printing de Antonio de Antonio de La Company de Antonio de Antonio de Antonio de Antonio de Antonio d Printing proprie de Antonio de An			
Type	Description	Length	Slop	е	Coeff	Misc		TT
Fixed		Pervious T	C				30.00 min	
		Directly	Connected	CN C	Calc			
is the state of th	Des	cription	***************************************	***************************************		SubAr	ea	Sub cn
CONTRACT AND ADMINISTRATION OF THE PROPERTY OF	Impervious surfaces	(pavement	s, roofs, etc	)		27.90	ac	98.00
		Directly	Connected	тс с	alc			
Type	Description	Length	Slop	е	Coeff	Misc		TT
Fixed Directly Connected TC						10.0	0 min	

## Hess Creek - Basin B Post-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	85.3496	8.00	31.1133	279.2000	SCS	TYPE1A
5 year	113.6283	8.00	40.4833	279.2000	SCS	TYPE1A
10 year	143.3316	8.00	50.2906	279.2000	SCS	TYPE1A
25 year	174.0841	8.00	60.4050	279.2000	SCS	TYPE1A
100 year	205.6149	8.00	70.7694	279.2000	SCS	TYPE1A

Design Method	SCS	Rainfall type	TYPE1A
Hyd Intv	10.00 min	Peaking Factor	484.00
Pervious Area (AMC 2)	181.48 ac	DCIA	97.72 ac
	Pervious CN C	alc	
Desc	ription	SubArea	Sub cn
Open spaces, lawns,	parks (50-75% grass)	181.48 ac	79.00

		Perviou	is TC Calc			
Type	Description	Length	Slope	Coeff	Misc	TT
Fixed		Pervious TC				5.00 min
affection from a region more and a construction and a construction of the state of		Directly Con	nected CN C	alc	labital malamas antara menangan menangan menangan salah s	
ginderhand mellemisk delimina sidderhaminet i störmer storman franciscus erichelminet i sid et stade	De	scription		The second secon	SubAre	a Sub ci
rang distript ja pende gelen en endele en jelen je vers yn enemen felyde y senem y plene fe garly geden den de De stere en	Impervious surface	es (pavements, ro	ofs, etc)		97.72 a	c 98.00
		Directly Con	nected TC C	alc		
Type	Description	Length	Slope	Coeff	Misc	T
Fixed		Directly Conne	cted TC	ener kansad da armikika menan sebenenan mikandi ike erre kebamaka di kansan.	and the state of t	5.00 min

Spring Brook - Basin 3 Pre-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	18.2134	8.00	10.4802	148.3000	SCS	TYPE1A
5 year	26.7924	8.00	14.3748	148.3000	SCS	TYPE1A
10 year	36.7584	8.00	18.6123	148.3000	SCS	TYPE1A
25 year	47.5866	8.00	23.1173	148.3000	SCS	TYPE1A
100 year	59.1271	8.00	27.8379	148.3000	scs	TYPE1A

Design Meth	od	Anticol Biolis	SCS	Rainfall type	)	The state of the s	TYPE1A
Hyd Intv	and the second s		10.00 min	Peaking Fac	tor		484.00
Pervious Ar	ervious Area (AMC 2) 118.60 ac DCIA					Vijestitolija	29.70 ac
en kalikuluk kembakan kembanan pembagai Prikalah kemban kalik sanda (Alik Salah Kemban). Sama Prikalah kemban kemban didi genjagai kemban menerakan dalah dalah sanda merer bera Berandarah		Per	vious CN Ca	alc	ers en manuel de la companya de la c		urbanin kangkangay (Mikhirik Maramatin di Agusy ya kangunya di pengipir ya mata danusia urbah Pilindi Danadi indonésia yangay ya ya di Minos dang da
	Description			SubArea	And the contribution and the Millian that his transform to the contribution of the con		Sub cn
	Meadow or Past	ure	777	118.60 ac	And a state of the	***************************************	71.00
		Per	vious TC Ca	ilc		n na maa anaan waayeen ka ambana. Maa inalahi waxaa dabaa ahka ahka ahka ka k	ata ananamango, pir memerum pengogogogogogogogogogogogogogogogogogogo
Туре	Description	Length	Slope	Coeff	Misc		TT
Fixed		Pervious T	С			30.0	0 min
		Directly (	Connected (	CN Calc		energicalistic and a second description of the second description of t	
	De	scription	entre in the second		SubAr	ea	Sub cn
	Impervious surface	es (pavement	s, roofs, etc)	andreas (1999) il der trop del consistencia la confessiona del consistencia anticolori del consistencia anticolori del consistencia del consis	29.70	ac	98.00
		Directly (	Connected 7	ΓC Calc	i i a (ang panganga) i sinaka na dangangganggangganggangganggangganggangg		
Type	Description	Length	Slope	Coeff	Misc		TT
Fixed		Directly Co	nnected TC	ing parties and the control of the c	***************************************	10.0	0 min

Spring Brook – Basin C Post-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	21.3428	8.00	7.5161	56.1000	SCS	TYPE1A
5 year	27.3027	8.00	9.5303	56.1000	SCS	TYPE1A
10 уеаг	33,4580	8.00	11.6071	56.1000	SCS	TYPE1A
25 year	39.7575	8.00	13.7288	56.1000	SCS	TYPE1A
100 year	46.1640	8.00	15.8866	56.1000	scs	TYPE1A

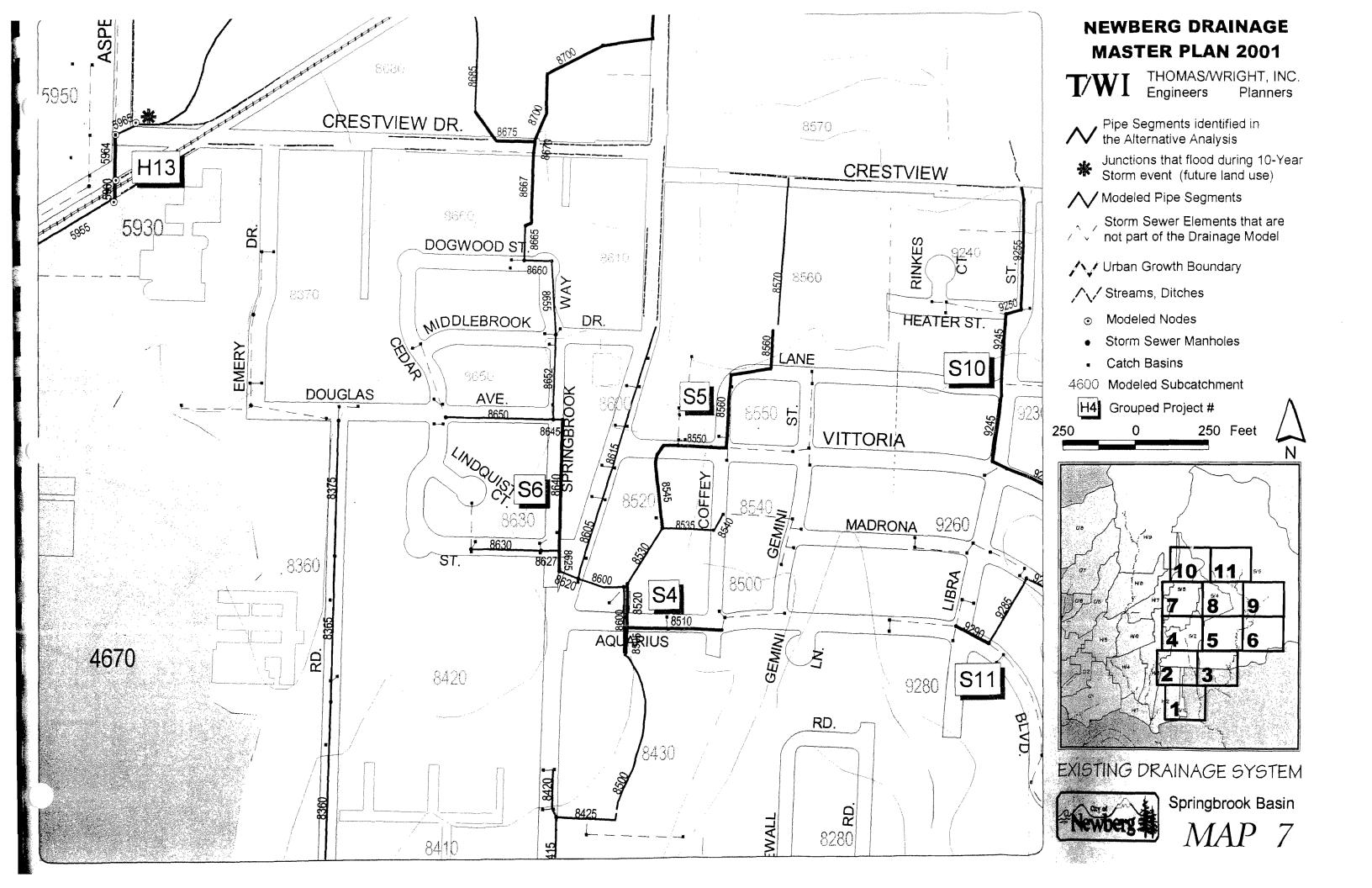
SCS	Rainfall type	TYPE1A
10.00 min	Peaking Factor	484.00
25.90 ac	DCIA	30.20 ac
Pervious CN C	alc	
cription	SubArea	Sub cn
, parks (50-75% grass)	25.90 ac	79.00
	10.00 min 25.90 ac Pervious CN C	10.00 min Peaking Factor 25.90 ac DCIA  Pervious CN Calc  cription SubArea

		Perviou	s TC Calc			
Type	Description	Length	Slope	Coeff	Misc	П
Fixed		Pervious TC				5.00 min
eget delikalise delika desik delika delik Sederak delika desik delika delik		Directly Con	nected CN C	alc	о оверхня в населения в на Населения в населения в на	
ng gang diguna ning ang manawan na ang mang ana ang tagan na ang tagan na ang tagan na ang tagan na ang tagan n	Des	scription			SubArea	Sub cn
	Impervious surfaces	s (pavements, ro	ofs, etc)		30.20 ac	98.00
andre discontinue de manuel de la contraction de		Directly Con	nected TC Ca	alc		
Type	Description	Length	Slope	Coeff	Misc	
Fixed	nagan nagan ngangangan ngangangan nagan nagan nagan nagan nagan di Aribert da 1944 (1944) (1944) (1944) (1944)	Directly Conne	cted TC	ан данарынын төбөбөгөө колой 18 km добооноо байнын айын атана аладандарды	[	5.00 min

## Spring Brook – Basin D Post-Developed Runoff Data

Event	Peak Q (cfs)	Peak T (hrs)	Hyd Vol (acft)	Area (ac)	Method	Raintype
2 year	54.6942	8.00	19.3253	137.2000	SCS	TYPE1A
5 year	69.3536	8.00	24.3522	137.2000	SCS	TYPE1A
10 year	84.4388	8.00	29.5025	137.2000	SCS	TYPE1A
25 year	99.8418	8.00	34.7537	137.2000	SCS	TYPE1A
100 year	115.4833	8.00	40.0784	137.2000	SCS	TYPE1A

Design Meth	nod	S	cs	Rainfall type			TYPE1A
Hyd Intv	pylymaet () yk odynamia pylym i ganta y yygyndy a my'i pymyd () del () filoso permindialaethalletha. Yr	10.0	00 min	Peaking Fact	or		484.00
Pervious Ar	ea (AMC 2)	(AMC 2) 55.50 ac DCIA					81.70 ac
		Pervio	us CN Cal	C			
	De	scription	······································	1	SubAre	a	Sub cn
Open spaces, lawns, parks (50-75% grass)						С	79.00
		Pervio	us TC Cal	ментун маницения учения на принцения на принцения на принцения на принцения на принцения на принцения на принц На принцения на принцен			O Distriction of the Control of the
Type	Description	Length	Slope	Coeff	Misc		ΪŢ
Fixed		Pervious TC				10.00	) min
		Directly Con	nected Cl	V Calc			
glark 1996 a Michiga nord neuwern waar an ernauw consumbra al enabæret	De	scription			SubAre	a	Sub cn
	Impervious surface	s (pavements, ro	ofs, etc)		81.70 a	С	98.00
		Directly Con	nected TO	Calc		(Control Control (Control Control Cont	
Type	Description	Length	Slope	Coeff	Misc		TT
Fixed	akini, anado no malining nasa dani manada da anta da da pagada da popular mining na mgi tampi taman pamanyan p	Directly Conne	ected TC	rige ya nari na . Ayan ya yaku waya giyaya ya 1907 ki ka Fisika Panaka danimaka dayah na yaya ga ya	numer me emercineus meneroluses di directo d'olombia de citarior e como es	5.0	0 min



## **Project Summary Sheet**

**CIP Project Number:** 

**S4** 

Master Plan Link Number:

8505, 8510, 8520

Basin:

**Spring Brook** 

Subbasin:

S/3

#### Location

Aquarius Blvd, west of Coffey Ln

#### **Project Description**

Replace three existing pipes with 331'L of 18"D pipe and 230'L of 36"D pipe.

### **Special Considerations**

L8505 & 8520: Pipe located between structures. Easement is necessary. Permit necessary (private property).

ltem	Description	Unit	Quantity	Unit Cost	Total Cost
1.00	GENERAL REQUIREMENTS				, , , , , , , , , , , , , , , , , , ,
1.10	Mobilization/demobilization	L.S.	1	5%-7%	\$4,800
1.20	Traffic control	lf	561	\$5	\$2,800
1.30	Erosion control measures	L.S.	1 1	1.4%	\$1,110
2.00	SITE WORK				
2.10	Clear and grub brush	acre	0	\$5,200	\$0
2.20	Saw cutting asphalt	lf	775	\$3	\$2,320
2.30	Remove existing pipe	lf	561	\$8	\$4,500
3.00	EARTHWORKS				
3.10	Trench excavation & backfi 6 - 12' deep	lf	561	\$15 - \$55	\$15,000
4.00	STRUCTURAL WORKS				
4.10	Reinforced concrete pipe, 18 - 36" diameter	lf	561	\$35 - \$98	\$34,200
4.20	Manholes, 6 - 10' deep	each	3	\$2300 - \$3700	\$8,300
4.30	Culvert headwall, 18 - 36" diameter	each	1	n/a	\$0
4.40	Rip-rap channel protection, 18" thick	sy	48	\$78	\$3,730
5.00	SURFACE RESTORATION				
5.10	Asphalt pavement, 4", including base	If	376	\$25	\$9,400
5.20	Sidewalk	sf	80	\$5	\$400
5.30	Concrete curb	lf	20	\$12	\$240
5.40	Revegetation	acre	0	\$22,000	\$0
6.00	CONTINGENCIES				
6.10	Contingencies	L.S.	1	20%	\$17,400
	CONSTRUCTION COSTS SUBTOTAL:				\$104,200
	PERMITTING COSTS			10%	\$10,400
	TECHNICAL SERVICES AND ADMINISTRATION	N:		30%	\$31,300
	PROJECT COSTS TOTAL:				\$145,900

## **Pipe Worksheet**

**CIP Project Number:** 

**S4-A** 

Master Plan Link Number:

8505

Basin:

Spring Brook

Subbasin:

S/3

#### Location

South of Aquarius Blvd

#### **Project Description**

Replace existing 85' long 24"D pipe with a 36"D pipe.

### **Special Considerations**

Pipe located between residential structures. Easement is necessary.

Item	Description	Unit	Quantity	Unit Cost	Total Cost
1.00	GENERAL REQUIREMENTS				
1.10	Mobilization/demobilization	L.S.	1 1	7%	\$1,400
1.20	Traffic control	lf .	85	\$5	\$400
1.30	Erosion control measures	L.S.	1 1	1.4%	\$250
2.00	SITE WORK				
2.10	Clear and grub brush	acre	0	\$5,200	\$0
2.20	Saw cutting asphalt	lf lf	8	\$3	\$20
2.30	Remove existing pipe	lf	85	\$8	\$700
3.00	EARTHWORKS				
3.10	Trench excavation & backfi 6' deep	lf	85	\$24	\$2,000
4.00	STRUCTURAL WORKS				
4.10	Reinforced concrete pipe, 36" diameter	If	85	\$98	\$8,400
4.20	Manholes, 6' deep	each	1	\$2,300	\$2,300
4.30	Culvert headwall,	each	1 1	n/a	\$0
4.40	Rip-rap channel protection, 18" thick	sy	48	\$78	\$3,730
5.00	SURFACE RESTORATION				
5.10	Asphalt pavement, 4", including base	lf .	0	\$25	\$0
5.20	Sidewalk	sf	40	. \$5	\$200
5.30	Concrete curb	lf lf	10	\$12	\$120
5.40	Revegetation	acre	0	\$22,000	\$0
6.00	CONTINGENCIES				
6.10	Contingencies	L.S.	1 1	20%	\$3,900
	CONSTRUCTION COSTS SUBTOTAL:			·-	\$23,400
	TECHNICAL SERVICES AND ADMINISTRATI	ION:		30%	\$7,000
	PROJECT COSTS TOTAL:		***************************************		\$30,400

## Pipe Worksheet

**CIP Project Number:** 

S4-C

Master Plan Link Number:

8520

Basin:

Spring Brook

Subbasin:

S/3

#### Location

North of Aquarius Blvd

#### **Project Description**

Replace existing 145' long 24"D pipe with a 36"D pipe.

### **Special Considerations**

Pipe located between residential structures. Easement is necessary.

ltem	Description	Unit	Quantity	Unit Cost	Total Cost
1.00	GENERAL REQUIREMENTS				
1.10	Mobilization/demobilization	L.S.	1 1	5%	\$1,600
1.20	Traffic control .	lf	145	\$5	\$700
1.30	Erosion control measures	L.S.	1 1	1.4%	\$410_
2.00	SITE WORK				
2.10	Clear and grub brush	acre	0	\$5,200	\$0
2.20	Saw cutting asphalt	lf	99	\$3	\$300
2.30	Remove existing pipe	<u> </u>	145	\$8	\$1,200
3.00	EARTHWORKS				
3.10	Trench excavation & backfi 12' deep	lf	145	\$55	\$8,000
4.00	STRUCTURAL WORKS				
4.10	Reinforced concrete pipe, 36" diameter	lf .	145	\$98	\$14,200
4.20	Manholes, 10' deep	each	1 1	\$3,700	\$3,700
4.30	Headwall	each	0	n/a	\$0
4.40	Rip-rap channel protection, 18" thick	sy	0	\$78	\$0
5.00	SURFACE RESTORATION			,	
5.10	Asphalt pavement, 4", including base	lf	45	\$25	\$1,100
5.20	Sidewalk	sf	40	\$5	\$200
5.30	Concrete curb	lf lf	10	\$12	\$120
5.40	Revegetation	acre	0.00	\$22,000	\$0
6.00	CONTINGENCIES				
6.10	Contingencies	L.S.	1	20%	\$6,300
	CONSTRUCTION COSTS SUBTOTAL:				\$37,800
	TECHNICAL SERVICES AND ADMINISTRATION	ON:		30%	\$11,300
	PROJECT COSTS TOTAL:				\$49,100

# EXHIBIT Q

REPORT OF BENEFICIAL WELL USE SURVEY





## REPORT OF BENEFICIAL WELL USE SURVEY

Springbrook Properties Development Newberg, Oregon

> For Springbrook Properties May 17, 2007

GeoDesign Project: SPDev-1-02



May 17, 2007

**Springbrook Properties** c/o WRG Design, Inc. 5415 SW Westgate Drive, Suite 100 Portland, OR 97221

Attention: Mr. Richard Boyle

Report of Beneficial Well Use Survey

Springbrook Properties Development Newberg, Oregon

GeoDesign Project: SPDev-1-02

GeoDesign, Inc. is pleased to submit our beneficial well use survey report for the proposed Springbrook Properties development in Newberg, Oregon. The site is an approximate 400-acre parcel located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon. Our services for this project were conducted in accordance with our proposal dated January 11, 2007.

We appreciate the opportunity to be of service to Springbrook Properties and WRG Design, Inc. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.

Craig W. Ware, R.G. Principal Geologist

CRH:CWW:sms

Attachments

Two copies submitted

Document ID: SPDev-1-02-051707-envr

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### 1.0 INTRODUCTION

This report presents the results of GeoDesign's beneficial water use survey for the proposed Springbrook Properties development (project site). The project site is an approximate 450-acre parcel generally located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon. Preliminary site development plans for the project were provided to us by Mr. Richard Boyle of WRG Design, Inc. Figure 1 shows the site vicinity relative to surrounding features. Figure 2 shows the current site layout and the locations of water supply wells identified during our study. For your reference, definitions of all acronyms are attached at the end of this document.

## 2.0 BACKGROUND

The project will be a mixed-use development consisting of residential subdivisions, a resort hotel, and office buildings. Development will include a relatively significant phase of infrastructure improvements (such as new roads and utilities). We understand that stormwater will be collected and routed to swales and detention ponds and then into local drainage basins. The basins include the Hess Creek Basin and the Springbrook Canyon, which run through the western and eastern portions of the project site.

GeoDesign completed a geotechnical investigation of the project site in February 2007. The results of the investigation were presented in a draft report, dated March 19, 2007 (GeoDesign, 2007a). It is our understanding that some property owners in the vicinity of the project site have expressed concern regarding potential impacts to water supply wells located in the site vicinity from the planned development. GeoDesign provided a draft proposal for hydrogeology services (GeoDesign, 2007b) to address potential concerns raised by nearby property owners regarding the potential impact of the development on nearby water supply wells. Based on a more clear understanding of project requirements, a more step-wise approach appeared to be warranted. GeoDesign submitted a revised scope of work in our January 2007 proposal that included a beneficial well use survey to develop a preliminary understanding of supply wells in the vicinity of the project site (including locations, well construction details, and groundwater occurrence).

### 3.0 PURPOSE AND SCOPE

The purpose of our services is to develop a preliminary understanding of site conditions and beneficial water uses in the vicinity of the project site that could potentially be impacted by the planned development. The completed scope of services includes the following:

 Conducted a site reconnaissance to observe and collect photographic documentation of the project site, adjoining properties, on-site water supply wells, surface water features, and project site drainage patterns.



- Conducted a search of water well records available through the OWRD. The search extended
  0.25 mile beyond the project site boundaries. We obtained and inventoried all water well
  records (domestic, municipal, irrigation, industrial, geotechnical, and environmental wells)
  and evaluated well construction depths, depth to groundwater, pumping rates, lithology, and
  location (as available). Each of the identified wells was plotted by address, or if OWRD records
  were limited, to the nearest section or quarter-section.
- Completed a qualitative assessment of potential impacts to identified beneficial water supply wells.
- Summarized the results of our assessment in this report.

#### 4.0 SITE CONDITIONS

### 4.1 REGIONAL GEOLOGY

The project site is located on the northern margin of the Central Willamette Valley physiographic province, which is bound by the Coast Range Mountains to the west, the Chehalem Mountains to the north, the Eola Hills to the south, and the Cascade Range to the east. The Central Willamette Valley is a structural basin formed by tectonic downwarping and faulting of the underlying CRBG and older marine sedimentary bedrock (Burns, et al., 1997). The project site is situated on a south-facing slope along the southern margin of the Chehalem Mountains (Figure 1). The general geologic profile for the site vicinity consists of alluvium and fine-grained basin fill deposits overlying marine sedimentary bedrock and basalt bedrock.

Based on a review of published geologic mapping, our geotechnical site explorations, and geologic reconnaissance, the site is mantled by Missoula Flood deposits (also referred to as Willamette Silt). The flood deposits consist of unconsolidated sand to silt with occasional clay layers that were deposited by multiple catastrophic glacial floods associated with the late Pleistocene (15,000 to 13,000 years before present) Glacial Lake Missoula (Gannett and Caldwell, 1998; Burns, et al., 1997; Schlicker and Deacon, 1967). The flood waters filled the valleys to elevations ranging from 300 to 400 feet and deposited fine-grained sediment covering preexisting topography. Older geologic units are exposed in deep drainages cut through the overlying flood deposits. Thickness of the flood deposits in the site vicinity is expected to be less than 20 feet.

The Pliocene to Pleistocene Age (5 to 1.6 million years before present) Troutdale Formation underlies the flood deposits and forms the majority of the sedimentary basin fill in the Central Willamette Valley. The unit ranges from stiff silt and clay to moderately cemented micaceous siltstone, claystone, and fine sandstone. The unit is considered to be equivalent to the Sandy River Mudstone reported in the Portland Basin (Schlicker and Deacon, 1967). The sedimentary basin deposits are reported to extend to a depth of approximately 30 to 50 feet in the site vicinity and overlie and lap onto basalt flows of the CRBG and the older marine sedimentary bedrock.



The higher elevations surrounding the project site to the north and west (Chehalem Mountains) and to the southwest (Red Hills of Dundee) are mapped (Gannett and Caldwell, 1998; Schlicker and Deacon, 1967) as basalt lava flows belonging to the middle Miocene Age (16 to 6 million years before present) CRBG. Weathered basalt was observed in one of our explorations and in a road cut along Springbrook Road located in the eastern portion of the project site.

In lower elevations of the site vicinity, the Troutdale Formation and CRBG are underlain by Oligocene Age (38 to 20 million years before present) marine sedimentary bedrock. The bedrock consists of a series of marine tuffaceous sandstone and siltstone units overlying a quartz sandstone and local conglomerate. Weathered siltstone was observed in several of our explorations and in the bottom of Hess Creek. Thickness of the sedimentary bedrock in the site vicinity is estimated to be 3,000 feet (Schlicker and Deacon, 1967).

### 4.2 SURFACE CONDITIONS

A field reconnaissance for this project was conducted on March 28, 2007. The site is bordered by a residential subdivision on the west, mixed residential and light industrial property to the south, and mixed farmland and residential areas to the north and east. The project site is predominantly occupied by pastures and orchards. The topography of the southern and southwestern portions of the project site is slightly to moderately sloped downwards towards the Hess Creek drainage. Surface topography on the southeastern portion of the project site undulates slightly, but in general slopes slightly towards Springbrook Canyon, with steeper slopes closer to Springbrook Canyon. The northern portion of the project site is occupied by the foothills of the Chehalem Mountains and slopes moderately to steeply upwards towards the north. Surface water at the project site is expected to flow into two drainages present at the project site, Hess Creek and Springbrook Canyon.

#### 4.3 SUBSURFACE CONDITIONS

Our understanding of subsurface conditions at the project site is based on the results of our geotechnical investigation completed in February 2007 and on a review of well logs completed for water supply wells located at the project site. The geotechnical field investigation included completing 23 soil borings (B-1 through B-23) to depths of 16.2 to 26.5 feet BGS, and 3 test pits (TP-1 through TP-3) to depths of 13 to 17 feet BGS.

Subsurface conditions at the project site generally consist of silt or silty gravel (Missoula Flood deposits) from the ground surface to depths of between 1 and 24 feet BGS. The silt is underlain by silty clay, interpreted to be decomposed bedrock, from depths of between 1 and 24 feet BGS to between 55 and 65 feet BGS. The silty clay is underlain by bedrock. According to water supply well logs available from OWRD, basalt bedrock is present beneath portions of the project site. Bedrock encountered during our geotechnical investigation included siltstone and claystone.

Slow groundwater seepage was encountered between 3 and 15 feet BGS in some geotechnical test pit explorations. Our geotechnical borings encountered groundwater levels across the site ranging from 2.5 to 23.5 feet BGS. However, it appears that the seepage observed was due to perched groundwater and does not represent the regional groundwater table. According to water supply well logs available from OWRD, regional groundwater is present beneath the project site at

3



depths of between 30 and 140 feet BGS. The depth to groundwater is expected to fluctuate in response to seasonal changes, changes in surface topography, and other factors not observed in the site vicinity.

### 5.0 OWRD WATER SUPPLY WELL LOGS

GeoDesign completed a search of water supply well logs available through the OWRD for water supply wells located within 0.25 mile of the project site boundaries. Based on a review of topographic maps of the site vicinity, the 0.25 mile radius from the project site includes the southeast quarter of Section 7, Section 8, Section 9 (with the exception of the northeast quarter), the northeast and northwest quarters of Section 16, the northeast and northwest quarters of Section 17, and the northeast quarter of Section 18 of Township 3 North, Range 2 West of the Willamette Meridian. The search results included community, domestic, irrigation, and monitoring wells. Municipal or industrial water supply wells were not identified during the search.

A discussion of the results of our review of the water supply well logs is presented below. Information obtained from water supply well logs including location, well log number, well type, construction depths, depths to groundwater, screened intervals, approximate yields, and construction dates, where available, is presented in Table 1. The locations of water supply wells located by address and quarter-quarter section are shown on Figure 2.

## 5.1 SECTION 7 (SOUTHEAST QUARTER)

We identified 10 domestic water wells, 1 irrigation well, and 1 domestic/irrigation well in the southeast quarter of Section 7. Two of the wells were listed by quarter-quarter section as within approximately 0.25 mile of the project site. The remaining eight wells were listed by section only and may or may not be located within 0.25 mile of the project site.

Based on a review of well logs for the two water supply wells (Yamh 2144 and Yamh 2158) identified within 0.25 mile of the project site in the southeast quarter of Section 7, water supply wells in this vicinity were completed at depths of between 92 and 360 feet BGS. A description of subsurface conditions was provided on one of the two well logs (Yamh 2144). Based on a review of this well log, subsurface conditions generally consist of fine-grained Missoula flood deposits, primarily clay, from near the ground surface to approximately 26 feet BGS. The clay is underlain by shale from 26 to 31, which is underlain by "decomposed rock" from 31 feet BGS to the maximum depth explored of 92 feet BGS. Water yields of the two wells ranged from 14 to 125 gpm, and an upward vertical hydraulic gradient was noted on well log Yamh 2144. Well log Yamh 2158 did not include sufficient information to evaluate hydraulic gradients.

## 5.2 SECTION 8

We identified 56 domestic water wells in Section 8. Eleven of the wells were listed by address or street and nine were listed by quarter-quarter section as within approximately 0.25 mile of the project site. The remaining 36 wells were listed by Section only and may or may not be located within 0.25 mile of the project site. Of the 20 wells in Section 8 identified within 0.25 mile of the project site, one is located south of the project site (Yamh 50395), one is located west of the project site (Yamh 52296), and the remainder are located north of the project site.



Based on a review of well logs for the water supply wells identified in Section 8 within 0.25 mile of the project site, water supply well Yamh 52296 was completed at 142 feet BGS, near the base of interbedded flows of the CRBGs, and yielded 20 gpm at the time of completion. Water supply well log Yamh 50395 did not contain sufficient information to evaluate subsurface conditions.

The remaining 18 water supply wells identified in Section 8 within 0.25 mile of the project site are located north of the project site, in the vicinity of Roberts Lane and between Aspen Way and Zimri Drive. These wells were completed to depths of between 240 and 540 feet BGS. Wells completed in the immediate vicinity of Roberts Lane generally encountered shale, claystone, siltstone, sandstone or other sedimentary units of the Troutdale Formation. These wells were generally poor yielding unless they encountered a sandstone layer occasional observed in the vicinity. Indications of poor water quality were noted on one of the well logs. Wells completed near the northern end of Roberts Land and further north of Roberts Lane, along Zimri Drive and Aspen Way, were completed in interbedded flows of the CRBG and are generally high-yielding with no poor water quality reported. Upward vertical hydraulic gradients were consistently noted in well logs completed in Section 8.

## 5.3 SECTION 9 (NORTHWEST, SOUTHEAST, AND SOUTHWEST QUARTERS)

We identified 70 domestic water wells, 1 irrigation well, and 1 unspecified water supply well in the northwest, southeast, and southwest quarters of Section 9. Seventeen of the wells were listed by address or street and 15 were reported by quarter-quarter section as located within approximately 0.25 mile of the project site. The remaining water supply wells were reported by quarter section or section only and may or may not be located within 0.25 mile of the project site.

A majority of the water supply wells within 0.25 mile of the project site in Section 9 are located northeast or east of the project site, along NE David Lane, Benjamin Road, and Putnam Road. Two of the water supply wells (52306 and 52308) are located along NE Zimri Road and three of the water supply wells (Well Log ID Nos. Yamh 2275, Yamh 3268, and Yamh 3901) appear to be located on the western portion of the project site. Water supply wells in this vicinity were generally completed to depths of between 85 and 425 feet BGS. Subsurface conditions encountered generally consisted of silty clay to between 20 and 35 feet BGS, underlain by interbedded flows of the CRBG to the maximum depths explored. In general, these water supply wells are high yielding, and upward vertical hydraulic gradients were consistently reported. One of the water supply wells located on the project site encountered artesian pressure at 2 pounds/square inch.

## 5.4 SECTION 16 (NORTHWEST AND NORTHEAST QUARTERS)

We identified 17 domestic water wells, 1 irrigation well, and 1 community water supply well in the northwest and northeast quarters of Section 16. Two of the wells were listed by address and one was reported by quarter-quarter section as being located within approximately 0.25 mile of the project site. The remaining water supply wells were reported by quarter section or section only and may or may not be located within 0.25 mile of the project site.

Of the three water supply wells identified within 0.25 mile of the project site, one community water supply well (Yamh 2385) and one irrigation well (Yamh 53865) were located near the



southeast corner of the project site, and one domestic water supply well (Yamh 2389) was located south of the project site. These water supply wells were completed to depths of between 80 and 200 feet BGs. Subsurface conditions generally consist of clay underlain by claystone and/or basalt bedrock. The deeper water supply wells, completed in the CRBG, are generally high yielding and the shallow well, completed in clay, is low yielding. Upwards vertical gradients were consistently noted on the well logs.

### 5.5 SECTION 17 (NORTHWEST AND NORTHEAST QUARTERS)

We identified six domestic water wells and three irrigation wells in the northwest and northeast quarters of Section 17. Two of the wells were listed by address and two were listed by quarter-quarter section as being located within approximately 0.25 mile of the project site. The remaining water supply wells were reported by section only and may or may not be located within 0.25 mile of the project site.

The four water supply wells identified within 0.25 mile of the project site are located south of the project site, south and southwest of the intersection of Mountainview Drive and Aspen Way. These water supply wells were completed to depths of between 170 and 600 feet BGS. Subsurface conditions reported on the boring logs generally consist of clay underlain by interbedded flows of the CRBG. The deeper water supply well, completed at 600 feet BGS, encountered sandstone beneath the basalt from approximately 200 feet BGS to the maximum depth explored. These wells are generally high yielding and upwards vertical gradients were consistently noted on the well logs.

## 5.6 SECTION 18 (NORTHEAST QUARTER)

We identified 10 water supply wells in Section 18 during the course of our research. All 10 of the wells were listed by section only and may or may not be located within 0.25 mile of the project site. These wells were completed at depths of between 61 and 340 feet BGS in fine-grained flood Missoula Flood deposits. These wells are generally poor-yielding.

### 5.7 MONITORING WELLS

We identified 15 groundwater monitoring wells within 0.25 mile radius of the project site, and all of the wells are located in the commercial area south of the project site across Mountainview Drive. These monitoring wells are located at the A-Dec facility at 2601 Crestvview Drive and the Technical Images facility located at 2206 Mountainview Drive. All of the groundwater monitoring wells were completed to depths of between 15 and 35 feet BGS. Static water levels measured in the wells ranged from 6 to 15 feet BGS.

### 6.0 FIELD RECONNAISSANCE

GeoDesign completed a field reconnaissance of the project site and surrounding properties on March 28, 2007. The field reconnaissance was completed to observe and collect photographic documentation of the project site and adjoining properties and to identify surface water features, project site drainage patterns, and on-site water supply wells. The locations of on-site water supply wells observed during our field reconnaissance are shown on Figure 2. Photographs of the project site and surrounding areas were taken to document observations made during our reconnaissance and are presented on Figures 3 through 6.



As stated in Section 4.2 of this report, surface water is expected to flow into two drainages present at the project site, Hess Creek and Springbrook Canyon. An apparent topographical divide is present on the eastern portion of the project site, at the approximate location of Zimri Drive. Surface water west of Zimri Drive is expected to generally flow to the west, towards Hess Creek. Surface water east of Zimri Drive is expected to generally flow to the east, towards Springbrook Canyon. However, because of the undulating topography of the eastern portion of the project site and the presence of several drainage ditches on the eastern portion of the project site along Springbrook Road and the Willamette/Pacific Railroad right-of-way, some surface water on the eastern portion of the project site may be diverted west towards Hess Creek. Both drainages are deeply incised, and the western drainage (Hess Creek) has cut down through silty soils and has exposed siltstone bedrock in the stream bottom. Two ponds are located in the northern portion of the site and are formed by low embankments constructed in the drainages. The ponds are filled by stream flow and discharge through small spillways.

The properties surrounding the project site to the west and south consist primarily of recently constructed, high-density residential and commercial property. With the exception of a residence located at 1221 Henry Road, evidence of water supply wells was not observed on these properties during our field reconnaissance, and evidence of municipal water service was observed in these areas. However, some irrigation water supply wells may still be in use west of the project site and in the commercial area located south of Mountainview Drive, between Alice Way and Aspen Way. The properties surrounding the project site to the east consist primarily of residential and agricultural-use land. The properties surrounding the project site to the north also consist of residential and agricultural use land. Apparent pumphouses and/or wellheads were observed at several residences located adjacent to the project site, off of Roberts Lane and on Zimri Road south of Roberts Lane. One of the wellheads (Yamh 53880) was located approximately 600 feet north of the intersection of Aspen Way and Mountainview Drive, within 15 feet of the northern property boundary.

We observed nine water supply wells on the project site during our site reconnaissance. We were unable to locate well identification numbers on any of the on-site water supply wells. Three of the water supply wells are associated with occupied residences and may still be in use. The three occupied residences are located at 2705 Zimri Road, 2913 Aspen Way, and on Benjamin Road, at the southwestern corner of the western-most intersection of Benjamin Road and Putnam Road (an address was not observed associated with this residence). One of the water supply wells was observed at the residence located at 3629 Aspen Way. However, according to the on-site resident, this well is no longer in service, and municipal water is available at this property. The remaining five water supply wells are located in agricultural areas or at the apparent locations of former residences along Aspen Way, Mountainview Drive, and Henry Road. Based on the apparent ages of three residences observed north of Mountainview Drive, near the intersection of Mountainview Drive and Villa Road, water supply wells may be present at these locations; however, municipal water service is available along Mountainview Drive.



### 7.0 CONCLUSIONS AND RECOMMENDATIONS

GeoDesign performed a beneficial well use survey in conformance with the general accordance with our scope of work presented in our proposal dated January 11, 2007 for the Springbrook Properties development located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon. Based on our assessment of the project area, we present the following conclusions:

- The majority of water supply wells in the site vicinity are completed in the interbedded basalt flows of the CRBG. Based on the information presented in OWRD well logs, wells completed in this unit are generally good-yielding, and indications of poor water quality were not observed on the well logs reviewed.
- The highest concentration of water supply wells located in close proximity to the project site
  occurs in the northeast and southeast quarters of Section 8, in the vicinity of Roberts Lane.
  Subsurface conditions in this area consist primarily of fine grained sedimentary units
  (claystone, siltstone, shale, and sandstone) of the Troutdale Formation. With the exception of
  the sandstone layers, wells completed in these fine-grained sedimentary units are generally
  poor yielding, and several wells in this vicinity were deepened after their original installation.
- Based on a review of water level information and well construction details available in the well
  logs, regional geology in the site vicinity, and the surface topography of the project site, it is
  our professional opinion that recharge of the underlying aquifers beneath and in the vicinity
  of the project site occurs in upland areas of the Chehalem Mountains to the north, as
  opposed to recharge from infiltration of surface water. Therefore, the proposed development
  would appear to have minimal, if any, potential for adverse impact to existing water supply
  wells completed in deeper confined aquifers in the vicinity of the project site.
- We observed evidence of at least 10 and possibly as many as 13 on-site water supply wells
  during our field reconnaissance. Prior to site development, these wells should be properly
  abandoned in accordance with state and local regulations, if not intended for future use.

Based on the results of this study, it is our professional opinion that additional investigation is not warranted at this time. We recommend that BMPs for wellhead protection at the project site be developed and implemented in accordance with applicable local and state guidance and requirements.

## 8.0 LIMITATIONS

This report has been prepared for use by Springbrook Properties and WRG Design, Inc. GeoDesign makes no warranties or guarantees regarding the accuracy or completeness of information provided or compiled by others. The information presented in this report is based on the above-described research and a single recent site visit. We have relied upon information provided by others in our description of water supply wells located in the study area. There is always a potential that water supply wells not identified during this study exist in the study area. Further evaluation of such potential would require additional research or exploration.



This report is not intended for use by others, and the information contained herein is not applicable to other sites. Reliance on this report by other parties is strictly at the risk of those parties, and GeoDesign will grant no third party reliance unless specifically requested in writing by our client for whom this report was prepared.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with the generally accepted environmental science practices for Level I HMAs in this area at the time this report was prepared. No warranty or other conditions, expressed or implied, should be understood.

+ + +

We appreciate the opportunity to be of continued service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,

GeoDesign, Inc

Colby R. Hunt, C.H.M.M.

Environmental Staff

Craig W. Ware, R.G.

Principal Geologist



#### REFERENCES

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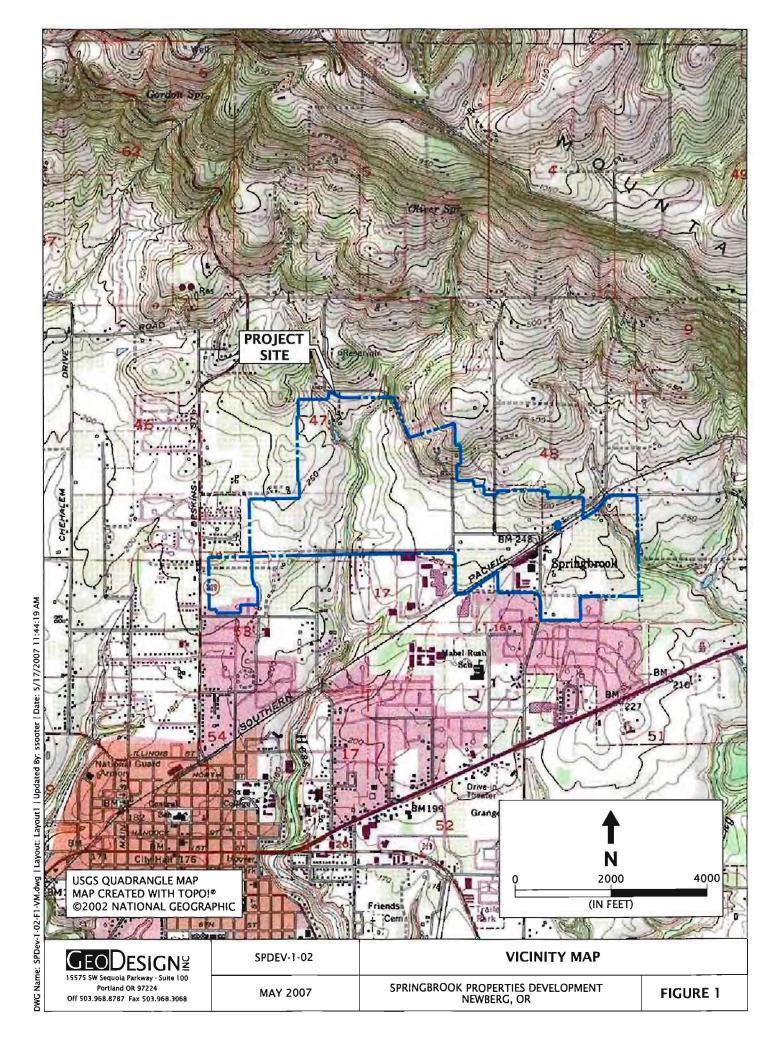
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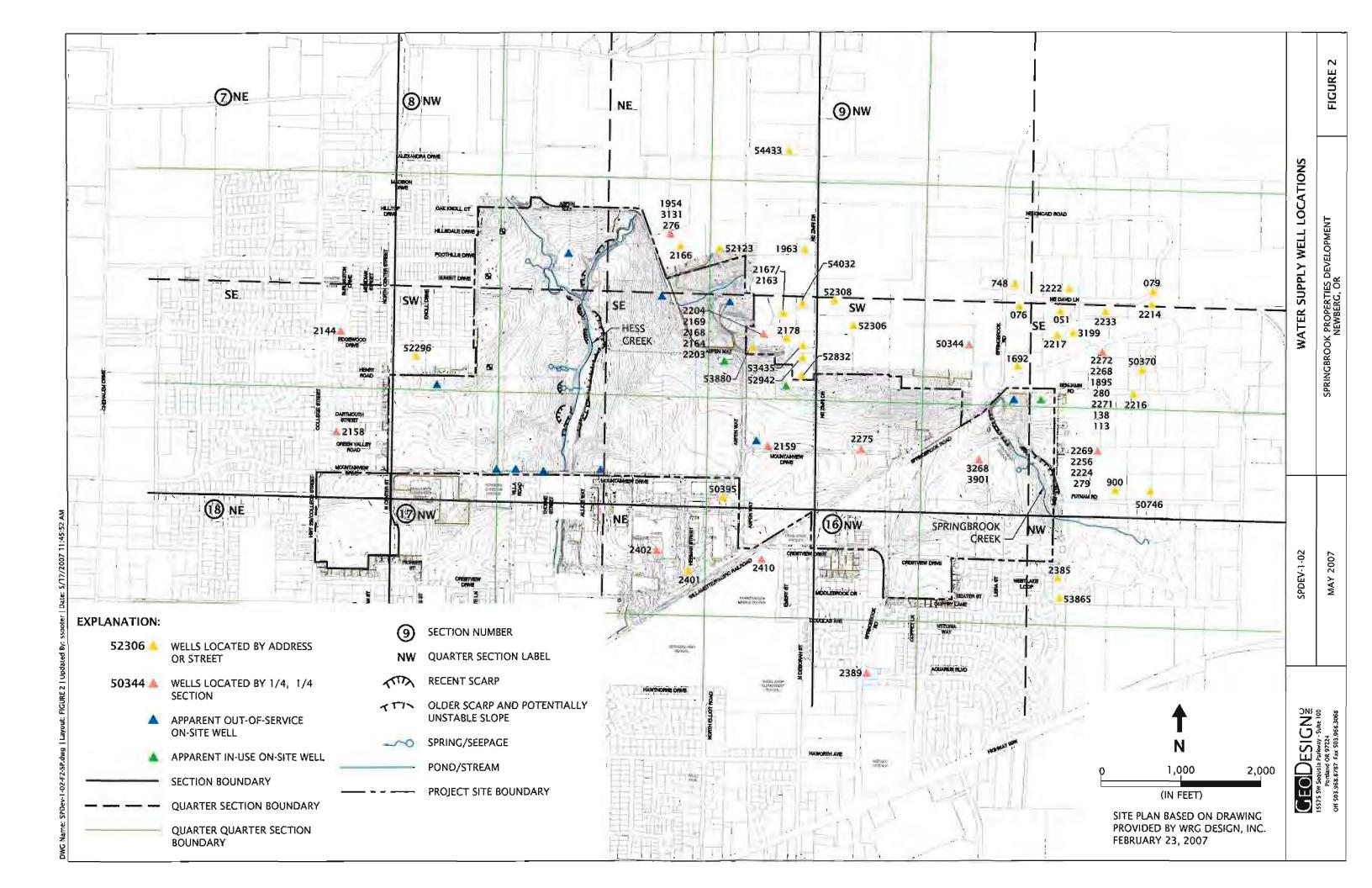
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## **FIGURES**







THE EASTERN PORTION OF THE PROJECT SITE, NEAR THE INTERSECTION OF ASPEN WAY AND CRESTVIEW DRIVE. PHOTOGRAPH TAKEN FACING NORTH.



OFF-SITE WATER SUPPLY WELL L7 (WELL LOG NO. 53880) LOCATED NEAR THE NORTHERN BOUNDARY OF THE PROJECT SITE. PHOTOGRAPH TAKEN FACING SOUTHWEST.



ON-SITE WATER SUPPLY WELL LOCATED WEST OF ASPEN DRIVE IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 8. PHOTOGRAPH TAKEN FACING SOUTH.



AGRICULTURAL AREA DRAINAGE COMING TOWARDS HESS CREEK. PHOTOGRAPH TAKEN FACING WEST.

GEO DESIGNE
15575 SW Sequoia Parkway - Suite 100
Portland OR 97224
Off 503.968.8787 Fax 503.968.3068



SOUTHERN PORTION OF THE PROJECT SITE, NORTH OF MOUNTAIN VIEW DRIVE. PHOTOGRAPH TAKEN FACING EAST TOWARDS HESS CREEK.



CENTRAL PORTION OF THE PROJECT SITE, LOOKING TOWARDS THE RESIDENCE AT 2913 ASPEN WAY. PHOTOGRAPH TAKEN FACING NORTHEAST.

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MAY 2007



ADJOING PROPERTIES EAST OF THE PROJECT SITE ACROSS BENJAMIN ROAD. PHOTOGRAPH TAKEN FACING SOUTHEAST.



ADJOINING PROPERTIES WEST OF THE PROJECT SITE, NEAR THE EASTERN END OF SUNSET DRIVE. PHOTOGRAPH TAKEN FACING NORTHWEST.

GEO DESIGNE
15575 SW Sequoia Parkway - Suite 100
Portland OR 97224
Off 503.968.8787 Fax 503.968.3068

SPDEV-1-02

## **TABLES**

Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
SECTION 7 (SE Quarter)								
Quarter-Quarter Section								
NW 1/4 of SE 1/4	Yamh 2144	Domestic	92	52 to 91	45	42	August-76	14
NE 1/4 of SE 1/4	Yamh 2158	Irrigation	360	NR	NR	100	May-05	100
SECTION 7 (SE Quarter)								
Section Only								
Section 7	Yamh 2207	Domestic/Irrigation	300	NR	35	24	August-56	50
Section 7	Yamh 2156	Domestic	75	48 to 70*	48	9	April-76	35
Section 7	Yamh 2154	Domestic	38	NR	NR	NR	October-58	NR
Section 7	Yamh 2149	Domestic	125	NR	NR	12	April-59	10
Section 7	Yamh 2148	Domestic	123	80 to 120*	NR	10	August-69	15
Section 7	Yamh 2143	Domestic	460	NR	100	50	June-75	5
Section 7	Yamh 2157	Domestic	250	NR	17	200	October-71	2
Section 7	Yamh 2142	Domestic	103	20 to 99*	20	16	September-72	4
Section 7	Yamh 2146/2147	Domestic	310	205 to 310	NR	56	November-70	7
SECTION 8								,
Address								
530 Edgewood Dr.	Yamh 52296	Domestic/Irrigation	142	122 to 141	16	10	July-00	20
2716 E. Roberts Lane	Yamh 53880	Domestic	240	220 to 240	121	82	August-04	60
3613 N. Zimri Dr.	Yamh 1963	Domestic	303	243 to 303	246	120	December-98	60
3205 NE Zimri Dr.	Yamh 54032	Domestic	480	420 to 480	209	38	February-05	9
2813 Roberts Lane	Yamh 53435	Domestic	280	180 to 275	260	52	July-03	9
2809 Zimri Drive	Yamh 52823	Domestic	259	219 to 259	89	63	October-01	19
3300 N. Aspen Way	Yamh 52123	Domestic (deepen)	420	NR	300	145	April-00	5
2611 Roberts Lane	Yamh 2167/2163	Domestic (deepen)	540	340 to 540	270	217	October-89	6
Roberts Lane	Yamh 2178	Domestic	300	100 to 160 and 240 to 280	145	90	September-81	10
3304 N. Aspen Way	Yamh 2166	Domestic	241	NR	NR	131	April-86	0.5
Corner Roberts Ln and Zimri	Yamh 52942	Domestic	358	158 to 358	170	122	April-02	10
SECTION 8								
Quarter-Quarter Section								,
SW 1/4 of NE 1/4	Yamh 3131	Domestic	395	345 to 395	135	100	April-83	2.5
SW 1/4 of NE 1/4	Yamh 1954	Domestic	262	182 to 202 and 242 to 262	101	93	December-92	6
SW 1/4 of NE 1/4	Yamh 276	Domestic	150	None	75	22	April-78	15
SECTION 8			·				· · · · · · · · · · · · · · · · · · ·	
Quarter-Quarter Section								
SE 1/4 of SE 1/4	Yamh 2159	Domestic	345	130 to 145 and 225 to 342	84	34	January-87	11.5
NE 1/4 of SE 1/4	Yamh 2204							22
NE 1/4 of SE 1/4	Yamh 2169	Domestic (deepen)	292	180 to 200 and 272 to 292	NR	61	1967/1984	5
NE 1/4 of SE 1/4	Yamh 2168	Domestic	231	180 to 231	159	137	August-86	14
NE 1/4 of SE 1/4	Yamh 2164	Domestic	300	260 to 297	260	197	March-88	7
NE 1/4 of NE 1/4	Yamh 2203	Domestic	227	187 to 226	180	130	June-76	20



Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
SECTION 8								
Section Only								
Section 8	Yamh 2197	Domestic	148	111 to 147	NR	30	June-64	18
Section 8	Yamh 2206	Domestic	275	None	NR	132	October-65	34
Section 8	Yamh 3918	Domestic (deepen)	275	145 to 275	NR	133	July-69	15
Section 8	Yamh 2205	Domestic	87	NR	NR	30	July-63	10
Section 8	Yamh 2202	Domestic	270	163 to 270	NR	30	October-66	12
Section 8	Yamh 2201	Domestic	245	35 to 173 and 175 to 243	75	40	July-72	12
Section 8	Yamh 2200	Domestic	100	None	NR	20	April-62	20
Section 8	Yamh 2199	Domestic	160	None	NR	39	July-62	5
Section 8	Yamh 2198	Domestic	105	None	NR	47	September-63	20
Section 8	Yamh 2196	Domestic	151	68 to 151	NR	58	May-64	20
Section 8	Yamh 2195	Domestic	252	160 to 242	195	160	August-72	21
Section 8	Yamh 2194	Domestic	285	187 to 283	225	175	June-74	14
Section 8	Yamh 2193	Domestic	190	110 to 190	110	110	September-71	10
Section 8	Yamh 2192	Domestic	263	145 to 260	175	90	May-74	14
Section 8	Yamh 2191	Domestic	91	25 to 91	NR	10	June-65	6
Section 8	Yamh 2190	Domestic	155	None	NR	35	April-66	15
Section 8	Yamh 2189	Domestic	162	None	NR	131	April-66	12
Section 8	Yamh 2188	Domestic	125	45 to 125	NR	27	March-67	9
Section 8	Yamh 2187	Domestic	500	None	44	85	July-76	22
Section 8	Yamh 2186	Domestic	300	140 to 300	140	130	July-73	14
Section 8	Yamh 2185	Domestic	250	231 to 249	207	57	August-82	17
Section 8	Yamh 2184	Domestic	340	256 to 340	252	95	September-72	15
Section 8	Yamh 2183	Domestic	65	42 to 62*	40	Artesian	June-73	10
Section 8	Yamh 2182	Domestic	147	80 to 146*	78	46	March-68	18
Section 8	Yamh 2180	Domestic	120	32 to 95*	36	17	February-71	30
Section 8	Yamh 2179	Domestic	120	60 to 120	70	60	May-71	30
Section 8	Yamh 2177	Domestic	325	60 to 310*	NR	75	September-68	7
Section 8	Yamh 2176	Domestic	67	43 to 63*	40	15	April-75	10
Section 8	Yamh 2175	Domestic	65	None	45	26	March-75	10
Section 8	Yamh 2174	Domestic	265	80 to 160*	100	115	August-75	35
Section 8	Yamh 2173	Domestic	118	35 to 106*	41	31	May-72	20
Section 8	Yamh 2172	Domestic	136	45 to 135	60	27	March-72	11
Section 8	Yamh 2171	Domestic	200	None	125	90	January-77	17
Section 8	Yamh 275	Domestic (deepen)	235	200 to 220*	208	49	June-76	8
Section 8	Yamh 274	Domestic	440	None	120	119	December-79	0.5
Section 8	Yamh 273	Domestic	201	170 to 200	185	34	May-71	11



Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
<b>SECTION 9 (Excluding NE Qua</b>	arter)							
Address								
29365 Putnam Road	Yamh 50746	Domestic	217	77 to 97 and 197 to 217	85	58	August-97	5
29815 Putnam Road	Yamh 54510	Domestic	183	136 to 176	103	33	June-06	90
29730 Putnam Road	Yamh 50354	Domestic	168	108 to 148 and 158 to 168	138	61	September-96	
29705 Putnam Road	Yamh 2216	Domestic	163	112 to 162	68	17	May-87	25
29465 Putnam Road	Yamh 900	Domestic	338	105 to 157 and 298 to 318	106	80	November-91	7.5
3220 Zimri Dr.	Yamh 52308	Domestic	183	163 to 183	176	115	August-00	50
3104 Zimri Dr.	Yamh 52306	Domestic	424	None	62	75	August-00	5
14630 NE Springbrook Rd	Yamh 1692	Domestic	125	85 to 125	75	32	April-92	15
David Lane/Springbrook Rd	Yamh 748	Domestic	125	85 to 125	85	15	June-91	23
David Court	Yamh 3199	Domestic	120	40 to 120	50	36	August-94	20
End of David Lane	Yamh 079	Domestic	215	155 to 185 and 205 to 215	95	90	June-90	100
David Lane/Springbrook Rd	Yamh 076	Domestic	175	115 to 125 and 145 to 175	100	20	June-90	17
David Court	Yamh 051	Domestic	97	77 to 97	90	72	June-90	50
David Lane	Yamh 2223	Domestic	235	175 to 235	125	70	November-85	9
David Lane	Yamh 2222	Domestic	225	160 to 180 and 200 to 220	115	80	October-85	6
David Court	Yamh 2217	Domestic	165	105 to 145 and 155 to 165				100
David Lane	Yamh 2214	Domestic	285	225 to 235 and 255 to 285	165	85	May-89	60
SECTION 9 (Excluding NE Qua	arter)						,	
Quarter-Quarter Section	,							
SW 1/4 of SW 1/4	Yamh 2275	Irrigation	30	NR	NR	4	prior to 1893	10
SE 1/4 of SW 1/4	Yamh 3901	Domestic	152	112 to 152	140	28	June-95	100
SE 1/4 of SW 1/4	Yamh 3268	Domestic	172	130 to 170	140	Artesian	November-94	100
NE 1/4 of SW 1/4	Yamh 50344	Domestic	207	147 to 187 and 197 to 207	135	99	September-96	100
SW 1/4 of SE 1/4	Yamh 2269	Domestic	160	None	126	85	May-78	15
SW 1/4 of SE 1/4	Yamh 2224	Domestic	88	49 to 87	50	8	July-82	75
SW 1/4 of SE 1/4	Yamh 279	NR	195	155 to 194	140	66	November-81	
SW 1/4 of SE 1/4	Yamh 2256	Domestic	102	None	79	56	May-79	20
SE 1/4 of SE 1/4	Yamh 2213	Domestic	118	NR	109	30	September-89	
NW 1/4 of SE 1/4	Yamh 2272	Domestic	126	NR	124	22	June-73	10
NW 1/4 of SE 1/4	Yamh 2271	Domestic	107	54 to 89*	60	30	September-76	32
NW 1/4 of SE 1/4	Yamh 2268	Domestic	162	None	156	90	November-74	40
NW 1/4 of SE 1/4	Yamh 1895	Domestic	175	132 to 172	120	50	October-92	50
NW 1/4 of SE 1/4	Yamh 280	Domestic (deepen)	290	NR	274	160	November-78	17
NW 1/4 of SE 1/4	Yamh 138	Domestic (deepen)	290	NR	235	158	September-90	2.5
NW 1/4 of SE 1/4	Yamh 113	Domestic	143	103 to 143	68	32	September-90	26



Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
SECTION 9 (Excluding NE	Quarter)							•
Quarter Section								
Southeast Quarter	Yamh 2270	Domestic	203	164 to 202	183	51	July-74	30
Southeast Quarter	Yamh 2236	Domestic	151	110 to 150	60	47	June-75	50
Southeast Quarter	Yamh 2219	Domestic	185	65 to 125 and 165 to 185	85	35	October-82	50
Southeast Quarter	Yamh 281	Domestic	324	277 to 317*	291	160	August-84	110
SECTION 9 (Excluding NE	Quarter)							•
Section Only								,
Section 9	Yamh 2273	Domestic	95	None	50	30	February-57	19
Section 9	Yamh 2266	Domestic	377	200 to 375	200	205	April-78	20
Section 9	Yamh 2264	Domestic	249	196 to 206*	NR	230	May-05	12
Section 9	Yamh 2262	Domestic	260	None	175	136	November-72	17
Section 9	Yamh 2261	Domestic	205	133 to 202*	NR	136	May-65	3
Section 9	Yamh 2259	Domestic	120	None	NR	55	August-66	18
Section 9	Yamh 2258	Domestic	191	NR	NR	63	August-66	9
Section 9	Yamh 2257	Domestic	120	70 to 120	NR	Artesian	May-67	50
Section 9	Yamh 2255	Domestic (deepen)	205	105 to 205	NR	70	June-68	8
Section 9	Yamh 2254	Domestic	145	None	NR	62	May-70	17
Section 9	Yamh 2251	Domestic	295	None	261	150	February-78	6
Section 9	Yamh 2250	Domestic	325	None	220	177	September-71	17
Section 9	Yamh 2248	Domestic	250	None	190	109	October-75	10
Section 9	Yamh 2247	Domestic	165	None	NR	52	October-71	20
Section 9	Yamh 2246	Domestic	245	None	120	47	June-76	60
Section 9	Yamh 2245	Domestic	135	None	78	18	August-72	7
Section 9	Yamh 2244	Domestic	135	81 to 134	107	54	January-74	30
Section 9	Yamh 2243	Domestic	160	100 to 160	95	73	May-74	37
Section 9	Yamh 2240	Domestic	165	None	65	65	February-73	100
Section 9	Yamh 2239	Domestic	345	245 to 345	175	140	June-80	20
Section 9	Yamh 2237	Domestic	305	None	140	135	September-74	17
Section 9	Yamh 2235	Domestic	145	125 to 145	125	72	May-75	75
Section 9	Yamh 2234	Domestic	180	155 to 175*	65	68	January-74	15
Section 9	Yamh 2233	Domestic	200	26 to 300	46	46	March-75	10
Section 9	Yamh 2231	Domestic	325	None	10	20	May-81	100
Section 9	Yamh 2227	Domestic	325	225 to 325	190	270	July-80	15
Section 9	Yamh 2226	Domestic	365	260 to 360*	135	305	July-80	75
Section 9	Yamh 2225	Domestic	300	None	265	150	August-79	150
Section 9	Yamh 2220	Domestic	195	95 to 155 and 175 to 195	130	25	July-84	50
Section 9	Yamh 2208	Domestic	135	60 to 135	16	45	August-73	10
Section 9	Yamh 285	Domestic	325	None	285	160	June-77	14
Section 9	Yamh 284	Domestic	305	None	275	105	March-77	13
Section 9	Yamh 283	Domestic	165	None	145	125	July-76	30

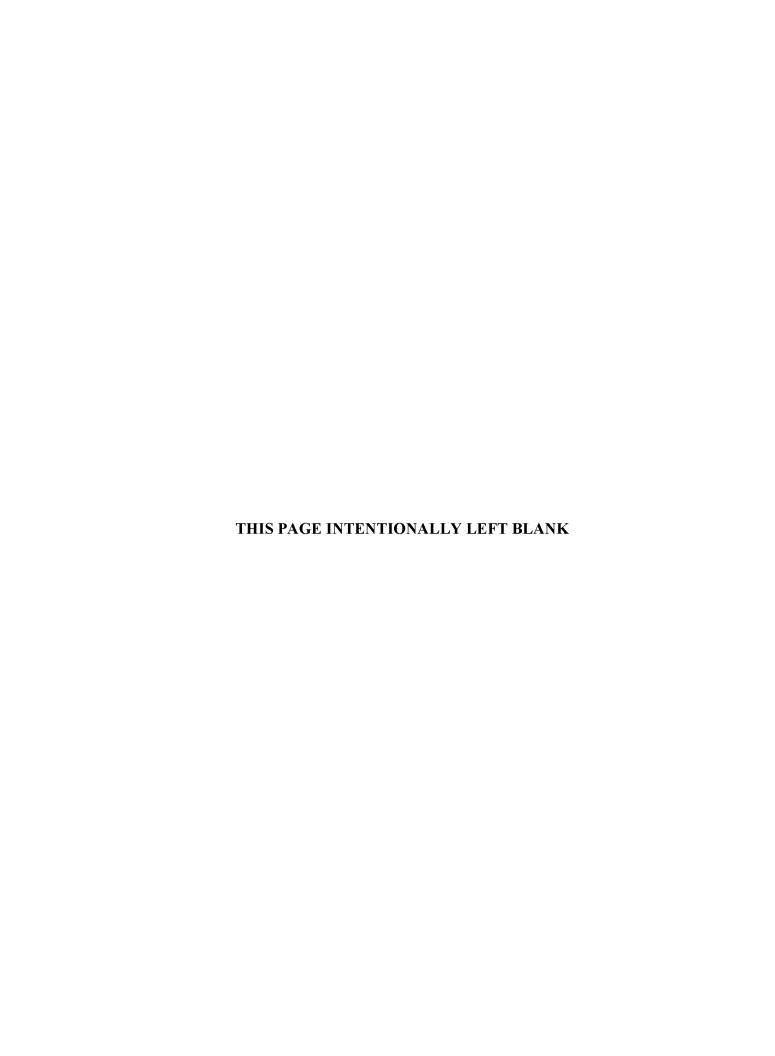


Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
<b>SECTION 9 (Excluding NE Q</b>	uarter)							
Section Only (Continued)								
Section 9	Yamh 282	Domestic	385	300 to 380	327	190	August-76	10
Section 9	Yamh 7841	Domestic	185	125 to 155 and 175 to 185	155	40	June-95	100
Section 9	Yamh 828	Domestic	165	105 to 135 and 155 to 165	130	50	August-91	60
SECTION 16 (NW and NE Qu	ıarters)							
Address								
4304 SE Robin Court	Yamh 53865	Irrigation	80	70 to 75	35	21.76	August-04	NR
4100 E. Crestview	Yahm 2385	Community	200	50 to 200	50	29	December-01	45
SECTION 16 (NW and NE Qu	iarters)							
Quarter-Quarter Section								
SW 1/4 of NW 1/4	Yamh 2389	Domestic	170	130 to 170	92	62	January-78	10
SECTION 16 (NW and NE Qu	iarters)							
Quarter Section	·							
Northeast Quarter	Yamh 4280	Domestic	115	75 to 115	80	35	January-76	12
Northeast Quarter	Yamh 2390	Domestic	122	87 to 122	90	34	March-76	15
Northeast Quarter	Yamh 362	Domestic	315	225 to 315	225	29	February-76	2
Northeast Quarter	Yamh 298	Domestic	115	70 to 115	65	25	May-76	15
SECTION 16 (NW and NE Qu	iarters)							
Section Only								
Section 16	Yamh 2387	Domestic	155	85 to 155	NR	22	August-58	5
Section 16	Yamh 2386	Domestic	75	35 to 75	NR	10	September-58	18
Section 16	Yamh 2395	Domestic	100	NR	87	90	May-77	NR
Section 16	Yamh 2399	Domestic	81	20 to 81	NR	18	December-66	7
Section 16	Yamh 2398	Domestic	148	40 to 100*	NR	38	September-65	10
Section 16	Yamh 2397	Domestic	105	35 to 103*	35	26	June-72	22
Section 16	Yamh 2396	Domestic	150	98 to 147*	63	61	December-70	17
Section 16	Yamh 2394	Domestic	170	93 to 113*	103	50	April-75	2
Section 16	Yamh 2392	Domestic	290	87 to 127*	270	50	April-75	11
Section 16	Yamh 2391	Domestic	205	125 to 205	140	20	May-77	30
Section 16	Yamh 2383	Domestic	149	100 to 130*	NR	58	September-70	18
Section 16	Yamh 299	Domestic	152	75 to 150	87	35	May-73	14
SECTION 17 (NE and NW Qu	iarters)							
Address								
2301 N. Aspen Way	Yamh 50395	Observation/Irrigation	NR	NR	NR	NR	September-96	NR
7001 E. Crestview	Yamh 2401	Irrigation	225	NR to 223	180	49.5	October-88	25
SECTION 17 (NE and NW Qu	iarters)			-				
Quarter-Quarter Section								
NW 1/4 of NE 1/4	Yamh 2402	Domestic	600	70 to 150	70	10	January-80	40
NE 1/4 of NE 1/4	Yamh 2410	Irrigation	200.5	NR	NR	45	November-50	NR



Location	Well Log No.	Well Type	Depth (feet BGS)	Screened Interval (feet BGS)	Depth of First Water (feet BGS)	Static Water Level (feet BGS)	Well Log Date	Yield (gpm)
SECTION 17 (NE and NW Qua	ırters)							
Section Only								,
Section 17	Yamh 363	Domestic	212	50 to 209	50	35	May-71	10
Section 17	Yamh 2404	Domestic	175	135 to 175	NR	10	September-58	30
Section 17	Yamh 2406	Domestic	175	31 to 172	NR	10	June-65	7
Section 17	Yamh 2409	Domestic	110	30 to 90*	NR	26	November-66	5
Section 17	Yamh 3920	Domestic	145	30 to 144	35	37	June-75	20
SECTION 18 (NE Quarter)								,
Section Only								
Section 18	Yamh 2423	Domestic	92	40 to 86*	NR	20	December-69	10
Section 18	Yamh 2422	Domestic	170	None	170	100	June-73	5.5
Section 18	Yamh 2420	Domestic	165	70 to 144	30	12	May-72	11
Section 18	Yamh 2418	Domestic	200	18 to 200	20	17	June-75	2
Section 18	Yamh 2417	Domestic	101	20 to 101	NR	17	July-61	6
Section 18	Yamh 2416	Domestic	190	23 to 165	NR	10	May-67	7
Section 18	Yamh 2415	Domestic	61	20 to 61	NR	8	June-67	20
Section 18	Yamh 2414	Domestic	145	40 to 140	NR	18	July-68	10
Section 18	Yamh 2419	Domestic	340	NR	110	90	August-72	2
Section 18	Yamh 2424	Domestic	105	None	9	4	July-68	6





## EXHIBIT R

TRANSPORTATION TECHNICAL MEMORANDUM





## **MEMORANDUM**

TO:

Trina Whitman

FROM:

Michael Ard, P.E.

DATE:

May 18, 2007

**SUBJECT:** 

Timing of Improvements Required for Development of Springbrook

In order to determine when specific mitigations are likely to be required, the proposed mitigations were examined in conjunction with the current phasing plan. For each construction phase, the increase in total trip generation was considered and analysis conducted to determine whether applicable operational thresholds are exceeded or improvements are warranted.

Based on the analysis, the following trigger points were identified for the planned improvements:

- Prior to completion of Phase III, construct a new traffic signal at the intersection of Springbrook and Haworth.
- Prior to completion of Phase VII, construct a northbound right-turn lane on College Street at Mountainview Drive.
- Prior to completion of Phase VII, construct a southbound right-turn lane on College Street at East Hancock Street.
- Prior to completion of Phase XVI, construct a new traffic signal at the intersection of Mountainview Drive and Villa Road.
- Prior to completion of Phase XVI, construct a new traffic signal at the intersection of Mountainview Drive and Aspen Way.



Trina Whitman May 17, 2007 Page 2 of 2

Detailed per-phase trip generation data developed for this analysis is attached to this memo.

Installation of traffic signals generally requires that minimum signal warrant thresholds be satisfied. It is recommended that a detailed warrant analysis be conducted prior to each signal installation to verify that the location meets applicable signal warrant criteria.

A southbound right turn lane on College Street at East Hancock Street is needed upon completion of Phase VII of the Springbrook properties development only if the Newberg-Dundee Bypass has not been constructed prior to completion of Phase VII development. The bypass is expected to divert significant traffic volumes from the Highway 99W corridor, restoring acceptable operation of this intersection through build-out of the Springbrook properties even without the addition of a southbound right-turn lane. Accordingly, no improvement is required or recommended at this location if the bypass has been constructed prior to completion of Phase VII development.

## Springbrook Development: Per-Phase Trip Generation Analysis and Analysis of Construction Timing for Required Improvements

Phase	Residential	Resort	Shopping	Office	Phase	Internal	Pass-by	Net Phase	Total Trip	
	Units	Rooms	Area	Size	Trips	Trips	Trips	Trips	Generation	
1	0	110	0	0	76	0	0	76	76	
2	70	0	0	0	78	0	0	78	154	
3	0	0	127.525	0	735	60	230	445	599	*1*
4	134	0	0	0	126	84	0	42	641	
5	135	0	0	0	118	12	0	106	747	
6	162	0	0	0	135	0	0	135	882	
7	0	0	156.816	0	513	108	138	267	1149	*2*, *3*
8	209	0	0	0	169	0	0	169	1318	
9	88	0	0	0	69	0	0	69	1387	
10	95	0	0	0	74	0	0	74	1461	
11	102	0	0	0	79	0	0	79	1540	
12	65	0	0	0	49	0	0	49	1589	
13	95	0	. 0	0	72	0	0	72	1661	
14	37	0	0	0	28	0	0	28	1689	
15	0	0	60	0	168	34	46	88	1777	
16	0	0	0	631.62	786	98	0	688	2465	*4*, *5*

## Improvements:

- *1* = Install a traffic signal at the intersection of Springbrook & Haworth.
- *2* = Install a northbound right-turn lane on College Street at Mountainview Drive.
- *3* = Install a southbound right-turn lane on College Street at East Hancock Street (Highway 99W).
- *4* = Install a traffic signal at the intersection of Mountainview Drive and Villa Road.
- *5* = Install a traffic signal at the intersection of Mountainview Drive and Aspen Way.

- Notes: 1) Improvement #3 is not needed if the bypass is constructed prior to construction of phase 7.
  - 2) Improvement #4 signal warrant calculations are based on the peak hour warrant. 8-hour warrants will not be satisfied until through traffic volumes on Mountain View increase by an additional 16%.
  - 3) Improvement #5 signal warrant calculations are based on the peak hour warrant. It was assumed that the majority of traffic from ADEC-B will access Mountainview Drive via Aspen Way.

## TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Springbrook Drive

Minor Street: Haworth Avenue

## Phases I & II Completed (2009)

Number of Lanes for Moving Traffic on Each Approach:		ADT on (total of both	ADT on Minor St. (higher-volume approach)		
WAI	RRANT 1				
CON	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
		<u>Warrants</u>	Warrants	Warrants	<b>Warrants</b>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CON	DITION B				
1	1 ·	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13.300	9.300	1.750	1.250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

## Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	2	9,670	10,600	
Minor Street*	1	2,180	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	2	9,670	15,900	
Minor Street*	1	2,180	1,350	No
Combination Warrant				
Major Street	2	9,670	12,720	
Minor Street*	1	2,180	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	2	967		
Minor Street*	1	218	225	No

^{*} Minor street right-turning traffic volumes reduced by 25%

## TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Springbrook Drive Minor Street: Haworth Avenue

Phases I, II & III Completed (2010)

Number of Lanes for Moving		ADT on	ADT on Minor St.		
Traffic on Each Approach:		(total of both approaches)		(higher-volume approach)	
WAR	RANT 1				
COND	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
		<u>Warrants</u>	<b>Warrants</b>	<u>Warrants</u>	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
COND	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

## Warrant Used

X 100 percent of standard warrants used

70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	2	12,380	10,600	
Minor Street*	1	2,210	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	2	12,380	15,900	
Minor Street*	1	2,210	1,350	No
Combination Warrant				
Major Street	2	12,380	12,720	
Minor Street*	1	2,210	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	2	1,238		
Minor Street*	1	221	138	Yes

^{*} Minor street right-turning traffic volumes reduced by 25%

Major Street: Mountainview Drive

Minor Street: Aspen Way

### With Development of Phases I through XV (2013)

	Lanes for Moving Each Approach:		ADT on Major St. (total of both approaches)		Minor St. me approach)
	RRANT 1	(1512)		(8	approximation
CON	DITION A				
Major St.	Minor St.	100%	70%	100%	70%
		<u>Warrants</u>	Warrants	Warrants	<b>Warrants</b>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
CON	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1.	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

X 100 percent of standard warrants used

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	8,320	8,850	
Minor Street*	1	740	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	8,320	13,300	
Minor Street*	1	740	1,350	No
Combination Warrant				
Major Street	1	8,320	10,640	
Minor Street*	1	740	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	832		
Minor Street*	1	74	450	No

^{*} Minor street right-turning traffic volumes reduced by 25%

Major Street: Mountainview Drive Minor Street: Aspen Way

### With Development of Phases I Through XVI (2013)

Number of Lanes for Moving Traffic on Each Approach:		ADT on	ADT on Minor St. (higher-volume approach)		
Traine on E	each Approach:	(total of both	approaches)	(nigner-voiu	ne approacn)
WAR	RANT I	,			
COND	DITION A				
Major St. Minor St.		100%	70%	100%	70%
		Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
COND	DITION B				
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	1 <b>5,9</b> 00	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

X 100 percent of standard warrants used

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	10,710	8,850	
Minor Street*	1	3,840	2,650	Yes
Condition B: Interruption of Continuous Traffic				
Major Street	1	10,710	13,300	
Minor Street*	1	3,840	1,350	No
Combination Warrant				
Major Street	1	10,710	10,640	
Minor Street*	1	3,840	2,120	Yes
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,071		
Minor Street*	1	384	178	Yes

^{*} Minor street right-turning traffic volumes reduced by  $25\,\%$ 

Major Street: Mountainview Drive Minor Street: Villa Road

### Phases I Through XV Completed (2013)

anes for Moving	ADT on M	ADT on Minor St.			
Each Approach:	(total of both	approaches)	(higher-volur	ne approach)	
RANT 1					
ITION A					
Minor St.	100%	70%	100%	70%	
	Warrants	Warrants	<b>Warrants</b>	Warrants	
1	8,850	6,200	2,650	1,850	
1	10,600	7,400	2,650	1,850	
2 or more	10,600	7,400	3,550	2,500	
2 or more	8,850	6,200	3,550	2,500	
OITION B					
1	13,300	9,300	1,350	950	
1	15,900	11,100	1,350	950	
2 or more	15,900	11,100	1,750	1,250	
2 or more	13,300	9,300	1,750	1,250	
	Ach Approach:  RANT 1  ITION A  Minor St.   1  1  2 or more 2 or more ITION B  1  2 or more	ach Approach: (total of both RANT 1  ITION A  Minor St. 100%  Warrants 1 8,850 1 10,600 2 or more 10,600 2 or more 8,850  ITION B 1 13,300 1 15,900 2 or more 15,900	Ach Approach: (total of both approaches)  RANT 1  OTION A  Minor St.  100%  Warrants  1 8,850 6,200  1 10,600 7,400  2 or more 10,600 7,400  2 or more 8,850 6,200  OTION B  1 13,300 9,300  1 15,900 11,100  2 or more 15,900 11,100	(ach Approach:)       (total of both approaches)       (higher-volunt RANT 1)         RANT 1         Minor St.       100%       70%       100%         Warrants       Warrants         1       8,850       6,200       2,650         2 or more       10,600       7,400       3,550         2 or more       10,600       7,400       3,550         2 or more       8,850       6,200       3,550         MITION B       1       13,300       9,300       1,350         1       15,900       11,100       1,350         2 or more       15,900       11,100       1,750	

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

X 100 percent of standard warrants used

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	9,590	8,850	
Minor Street*	1	1,760	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	9,590	13,300	
Minor Street*	1	1,760	1,350	No
Combination Warrant				
Major Street	1	9,590	10,640	
Minor Street*	1	1,760	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	959		
Minor Street*	1	176	224	No

^{*} Minor street right-turning traffic volumes reduced by 25%

Major Street: Mountainview Drive Minor Street: Villa Road

# Phases I Through XVI Completed (2013)

Number of Lanes for Moving		ADT on	ADT on Major St.				
Traffic on I	Each Approach:	(total of both	approaches)	(higher-volume approach)			
WAR	RRANT 1						
CONI	DITION A						
Major St.	Minor St.	100%	70%	100%	70%		
		Warrants	<u>Warrants</u>	Warrants	Warrants		
1	1	8,850	6,200	2,650	1,850		
2 or more	1	10,600	7,400	2,650	1,850		
2 or more	2 or more	10,600	7,400	3,550	2,500		
1	2 or more	8,850	6,200	3,550	2,500		
CONI	DITION B						
1	1	13,300	9,300	1,350	950		
2 or more	1	15,900	11,100	1,350	950		
2 or more	2 or more	15,900	11,100	1,750	1,250		
1	2 or more	13,300	9,300	1,750	1,250		

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

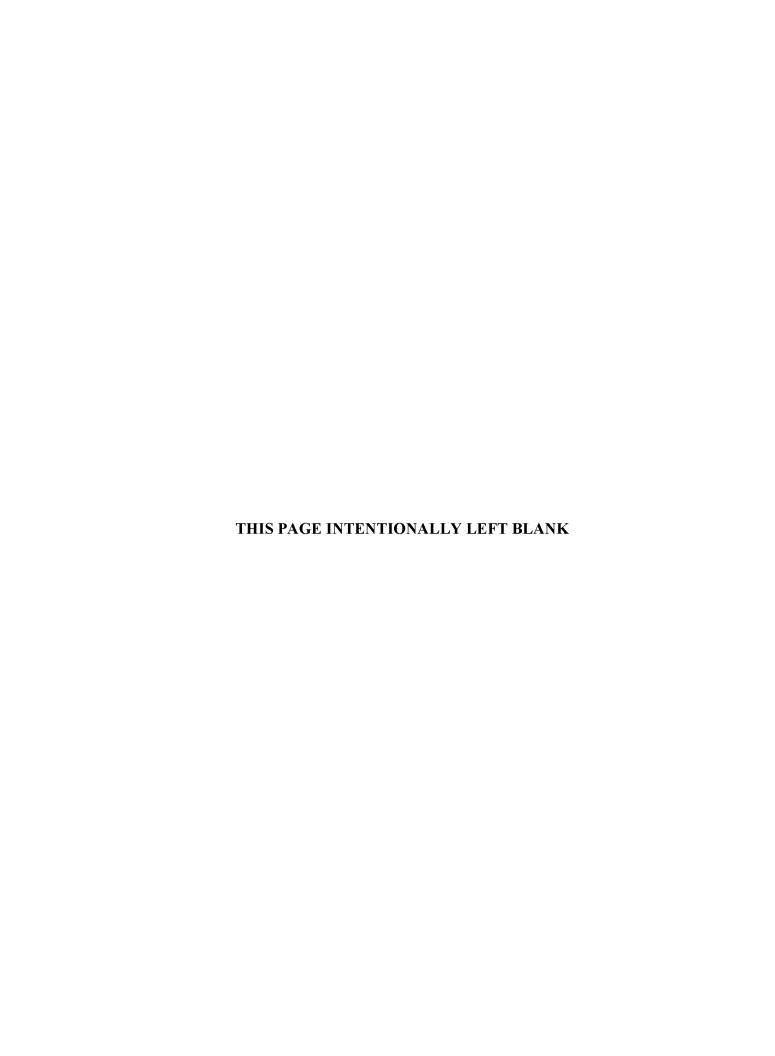
X 100 percent of standard warrants used

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1				
Condition A: Minimum Vehicular Volume				
Major Street	1	11,480	8,850	
Minor Street*	1	1,760	2,650	No
Condition B: Interruption of Continuous Traffic				
Major Street	1	11,480	13,300	
Minor Street*	1	1,760	1,350	No
Combination Warrant				
Major Street	1	11,480	10,640	
Minor Street*	1	1,760	2,120	No
Warrant 3: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,148		
Minor Street*	1	176	160	Yes

^{*} Minor street right-turning traffic volumes reduced by 25%

					HCS	S+" DET.	AILED F	REF	ORT							2000
General Inform			AV Y	水松工	THE	-700		-	mation		· Markett					
Analyst	C Sumrain						Interse				99W/College					
Agency or Co.	Lancaster						Area T	0.0			other areas					
Date Performed							Jurisd				OT					
Time Period	PM Peak						Analys			20	10 Through	Phase	6			
							Projec	t ID		Au.	stin Propert	/				
Volume and T	iming Input		-							-						
				E			WE	}			NB				SB	
Number of Lan	es N1		LT	TH	l RT	LT 0	TH 3		RT 0	L 1	Г ТН 1	R	RT _	LT	TH 1	RT 0
Lane Group	30,		T			<b>—</b>	LTR			T _L	T				TR	
Volume, V (vph	1)		_			75	2202	,	224	58					365	175
% Heavy Vehic						2	3		2	0	2		$\neg$		3	2
Peak-Hour Fac						0.99	0.99		0.99	0.9					0.99	0.99
Pretimed (P) or						A	A	-	Α	A	A				A	A
Start-up Lost T		-					2.0			2.0				_	2.0	
	fective Green, e			-		-	2.0			2.0		_			2.0	
Arrival Type, A	T						3			3	3				3	
Unit Extension,		***************************************					3.0			3.0	3.0				3.0	
Filtering/Metering	 ng, l						1.000	)		1.0	00 1.000				1.000	
Initial Unmet De							0.0			0.0	0.0 0.0				0.0	
Ped / Bike / RT	OR Volumes					0	3		0	0	0			1	0	0
Lane Width							12.0			12.0	12.0				12.0	
Parking / Grade	e / Parking					N	0		N	N	0	N		N	0	N
Parking Maneu	vers, Nm															
Buses Stopping	g, NB						0		8	0	0				0	
Min. Time for P	edestrians, Gp			7			3.2				3.2	3.2		3.2		
Phasing	WB Only		02	Marie and American	03		04		NS Per	rm	06		07			08
T::-	G = 51.0	G =		G =	:	G =		G	= 29.0	)	G =		G =	G =		
Timing	Y = 5	Y =		Y =		Y =		Υ	= 5		Y =		Y =		Y =	
Duration of Ana	lysis, T = 0.25										Cycle Leng	gth, C =	= 90.	0		
Lane Group Ca	apacity, Contro	l Dela	y, and	LOS Dete	erminatio	n			DES!	Make						
		_		EB			WB				NB_				SB	1-5-
Adjusted Flow F	Pato v		LT	TH	RT	LT	TH	}	RT	LT 59	273	RT		LT	TH 546	RT
Lane Group Ca							2526 2808	-		97	600				570	1
v/c Ratio, X	pacity, c						0.90			0.61	0.46				0.96	
Total Green Ra	tio a/C						0.57	-		0.32	0.32	_			0.32	
Uniform Delay,					1		17.2	_		25.7	24.2	_			29.9	1
Progression Fac		_		<u> </u>			1.000	-		1.000	1.000				1.000	
Delay Calibratio							0.42	-		0.19	0.11				0.47	
Incremental Del							4.4			10.6	0.5				27.4	
Initial Queue De			_				0.0			0.0	0.0				0.0	1
Control Delay	, <u>-3</u>				1		21.6			36.3	24.8				57.3	
Lane Group LO	S				1		Ç			D	С	T			E	
Approach Delay				J		2	1.6	J			26.8				57.3	
Approach LOS								_		-	С				E	
Intersection Del	ay		27	·.9			0.92			Interse	ction LOS				С	
	·													_		007 3:55 PM

						HCS+	· DET	AILED R	EF	PORT							
General Inform					0/1/0			Site In									
Analyst	C Sumrain								Intersection 99W/College								
Agency or Co.	Lancaster							Area T				All other areas					
Date Performe	d 5/18/07						Jurisdiction			ODOT							
Time Period	PM Peak							Analys					hrough Ph	ase 7			
								Projec	t 1D	)	Αι	ıstin	Property			-	
Volume and T	iming Input				VIEW.	100		736.10		9.70	WHI	1100			7		-
					EB			WB					NB	T		SB	
			LT	<u> </u>	ГН	RT	LT	TH	_	R⊺		T	TH	RT	LT_	TH	RT
Number of Lan	es, N1						0	3		0	1		1			1	0
Lane Group								LTR			L		T			TR	
Volume, V (vph			ļ				75	2202		256	6	8	315			424	210
% Heavy Vehic	les, %HV						2	3		2	0		2			3	2
Peak-Hour Fac	tor, PHF						0.99	0.99		0.99	0.9	9	0.99			0.99	0.99
Pretimed (P) or	Actuated (A)						A	Α		Α	Α		Α			Α	Α
Start-up Lost T								2.0			2.0	0	2.0			2.0	
Extension of Ef	fective Green, e							2.0			2.0	0	2.0			2.0	
Arrival Type, A	Т			***************************************				3			3		3			3	
Unit Extension,	UE							3.0			3.0	)	3.0			3.0	
Filtering/Meteri	ng, I							1.000	)		1.0	000	1.000			1.000	
Initial Unmet De	emand, Qь							0.0			0.0	)	0.0			0.0	
Ped / Bike / RT	OR Volumes						0	3		0	0		0		1	0	0
Lane Width								12.0			12.	0	12.0			12.0	
Parking / Grade	e / Parking						N	0		N	N		0	N	N	0	N
Parking Maneu	vers, Nm																
Buses Stopping	<b>ј</b> , Nв							0			(	)	0			0	
Min. Time for P	edestrians, Gp							3.2					3.2			3.2	
Phasing	WB Only		02		0;	3		04		NS Pe	erm		06		07		08
	G = 48.8	G =		G	=		G =		G	= 31.	2	G = G =			G =		
Timing	Y = 5	Y =		Υ	=		Y =		Υ	= 5		Υ =	:	Y =	: Y =		
Duration of Ana	llysis, T = 0.25											Су	cle Length	, C = 9	0.0		
Lane Group Ca	apacity, Control	Delay,	and L	)S De	eterm	ination											
		_		EB				WB	_				NB			SB	
A C	<b>3</b> -4	<u> </u>	LT	TH	F	₹T	LT	TH	F	RT	LT	-	TH	RT	LT	TH	RT
Adjusted Flow F								2559	_		69		318			640	
Lane Group Ca	pacity, c		-					2683			90		646		-	613	<del> </del>
v/c Ratio, X						_		0.95	_		0.77		0.49			1.04	<del> </del>
Total Green Ra					_			0.54			0.35		0.35		-	0.35	<del> </del>
Uniform Delay,								19.5	_		26.2		23.2			29.4	
Progression Fa							0	1.000	-		1.000		1.000			1.000	
Delay Calibration			27					0.46			0.32	_	0.11			0.50	
Incremental Del					_			9.0			32.0		0.6			48.4	
Initial Queue De	elay, d ₃				_			0.0			0.0		0.0			0.0	
Control Delay								28.5			58.2	_ _	23.8			77.8	
Lane Group LO								С			Ε		С			Ε	
Approach Delay								8.5				29.	9			77.8	
Approach LOS					_			C				С	********			E	
Intersection Del	ay		37.4			1	$X_c =$	X _c = 0.99			Intersection LOS				D		



# **EXHIBIT S**

# BEST MANAGEMENT PRACTICES FOR WELL PROTECTION





Page 1 of 5

To:	Richard Boyle	From:	Craig Ware and Derek McGregor
Company:	WRG Design, Inc.	Date:	June 8, 2007
Address:	5415 SW Westgate Drive, Suite 100		
	Portland, OR 97221		
cc:	n/a		
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
GDI Project:	SPDev-1-02		
RE:	Springbrook Properties Developmen	t	
	Best Management Practices for Wellh	nead Prote	ction

#### INTRODUCTION AND BACKGROUND

GeoDesign, Inc. is pleased to submit this technical memorandum on Best Management Practices (BMPs) for Wellhead Protection for the Springbrook Properties development located northwest of Highway 99W and east of Highway 219 in Newberg, Oregon (project site). GeoDesign previously performed a beneficial well use survey for the project site and concluded the following:

- The majority of water supply wells in the project site vicinity are completed in the interbedded basalt flows of the Columbia River Basalt Group. Based on the information presented on the Oregon Water Resources Department (OWRD) well logs, wells completed in this unit are generally good-yielding, and indications of poor water quality were not observed on the well logs we reviewed.
- The highest concentration of water supply wells located in close proximity to the project site occurs in the northeast and southeast quarters of Section 8, in the vicinity of Roberts Lane. Subsurface conditions in this area consist primarily of fine-grained sedimentary units (claystone, siltstone, shale, and sandstone) of the Troutdale Formation. With the exception of the sandstone layers, wells completed in these fine-grained sedimentary units are generally poor-yielding, and several wells in this vicinity were deepened after their original installation.
- Recharge of the underlying aquifers beneath and in the vicinity of the project site occurs in
  upland areas of the Chehalem Mountains to the north, as opposed to recharge from infiltration
  of surface water. Therefore, the proposed development would appear to have minimal (if any)
  potential for adverse impact to existing water supply wells completed in deeper confined
  aguifers in the vicinity of the project site.
- At least 10 and possibly as many as 13 on-site water supply wells were identified on the project site during the site reconnaissance. Prior to site development, these wells should be properly abandoned in accordance with state and local regulations, if not intended for future use.

This memorandum has been prepared to address appropriate BMPs for Wellhead Protection at the project site that are protective of future use of groundwater supplies in the vicinity of the project site. A brief overview of wellhead protection plans and related terms is provided below.



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#### WELLHEAD PROTECTION GUIDANCE AND REQUIREMENTS

Wellhead Protection originated from Section 1428 of the 1986 Safe Drinking Water Act (SDWA) that specified that each state had to submit individual wellhead protection programs to the U.S. Environmental Protection Agency (EPA) for approval. The SDWA provided great flexibility for states in establishing programs that suit local needs in protecting public water systems, but provided seven required elements. Section 1428 specified that each state program shall, at a minimum:

- Specify the duties of state agencies, local governmental entities, and public water supply systems with respect to the development and implementation of programs required by this section;
- For each wellhead, determine the wellhead protection areas based on all reasonable hydrogeologic information on groundwater flow, recharge and discharge, and other information the state deems necessary to adequately determine the wellhead protection area;
- Identify within each wellhead protection area all potential anthropogenic (man-made) sources of contaminants that may have any adverse affect on the health of persons;
- Describe a program that contains (as appropriate) technical assistance, financial assistance, implementation of control measures, education, training, and demonstration projects to protect the water supply within protection areas from such contaminants;
- Include contingency plans for the location and provision of alternate drinking water supplies for each public water system in the event of well or well field contamination by such contaminants;
- Include a requirement that consideration be given to all potential sources of such contaminants within the expected wellhead area of a new water well that serves a public water supply system; and
- Encourage public participation to the maximum extent possible, including (but not limited to) the establishment of technical and citizen's advisory committees, and including notice and opportunity for public hearing on the state program before it is submitted to the Administrator.

Oregon was 1 of 39 states that by May 1995 submitted and had its wellhead protection plan approved by EPA. Below are some commonly used terms in BMP for wellhead protection plans.

Annular Space: The cylindrical space between the drillhole wall and the outer well casing.

**BMP:** Operational or maintenance measures that are determined to be the most effective, practical means of preventing or reducing pollution inputs from non-point or point sources of contamination.

**Calculated Fixed Radius:** Means a technique to delineate a wellhead protection area, based on the determination of the volume of the aquifer needed to supply groundwater to a well over a given length of time.

**Casing Seal:** Is the watertight seal established in the borehole between the well casing and the drillhole wall to prevent the inflow and movement of surface water or shallow groundwater in the well annulus, or to prevent the outflow or movement of water under artesian or hydrostatic pressures.



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Confined Animal Feeding or Holding Area: The concentrated confined feeding or holding of animals or poultry, including (but not limited to) horse, cattle, sheep, swine feeding, dairy confinement areas, slaughterhouse, or shipping terminal holding pens where the animal waste is allowed to build up on the ground, and where the concentration of animals has destroyed the vegetative cover. Areas where animals and animal waste is confined in buildings are exempt.

**Critical Aquifer Recharge Areas:** An aquifer is a permeable subsurface soil or rock layer that is capable of storing, transmitting and supplying a significant amount of groundwater to wells or springs. Critical aquifer recharge areas are areas that have been identified as having a critical affect on aquifers used for potable water and are highly susceptible to groundwater contamination.

Interfering Wells: Interfering wells are wells, which due to their proximity and pumping characteristics, and as a result of the aquifer's hydraulic properties, produce drawdown cones that overlap during simultaneous pumping. The result is a lowering of the pumping level in each well below what it would be if that well were pumping by itself.

**Modified Spill Prevention Control and Countermeasure Plan:** The plan to prevent the spill of oil from a non-transportation related facility that has been modified to include those hazardous substances and hazardous wastes handled at the facility.

**Recharge:** The process by which water is added to a zone of saturation, usually by downward infiltration from the surface.

**Recharge Area:** A land area in which water percolates to the zone of saturation through infiltration from the surface.

**Time-of-Travel (TOT):** The amount of time it takes groundwater to flow to a given well. TOT is used to delineate the wellhead protection area based on a fixed radius from the well in the up-gradient direction.

**Wellhead Protection:** Means implementing strategies within a wellhead protection area to minimize the potential impact of contaminant sources on the quality of groundwater used as a drinking water source by a public water system.

**Wellhead Protection Area:** Means the surface and subsurface area surrounding a well, spring, or well field supplying a public water system, through which contaminants are reasonably likely to move toward and reach that well, spring, or well field.

Wellhead Protection Plan: Refers to a certified plan that identifies the actions to be taken at the local level to protect a specific defined wellhead protection area. The plan is developed by the local Responsible Management Authority(ies) and/or team and includes a written description of each element, public participation efforts, and an implementation schedule.



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**Zone of Contribution (ZOC):** Area surrounding a pumping well that includes all regions that supply groundwater to the well. In other words, groundwater within the ZOC boundaries will ultimately move to the well.

**Zone of Influence:** The area surrounding a pumping well where the hydraulic head has been modified by the pumping.

#### BMPs FOR WELLHEAD PROTECTION FOR THE SPRINGBROOK PROPERTIES DEVELOPMENT

In Oregon, typically for wells that supply potable water to 500 to 3,000 people, a combination of the calculated fixed radius method and hydrogeologic mapping is used to prepare a wellhead protection plan and determine the ZOC. Because the Springbrook Properties development will use municipally supplied water, it is not required to prepare a wellhead protection plan, but should apply applicable BMPs consistent with a wellhead protection plan for wells supplying water to 500 to 3,000 people in the state of Oregon.

Both structural and non-structural BMPs can be used for wellhead protection for the Springbrook Properties development. Typically wellhead BMPs identify threats from the following land uses: storage of crops, bulk fertilizer and pesticide storage, livestock, chemical applications, fuel storage, chemical storage, solid waste disposal, septic tanks, agricultural practices, wastewater disposal, stormwater runoff, mining, landfills, junk piles, industrial and manufacturing facilities, hazardous material storage/handling/generating/use, and other commercial, industrial and residential uses.

Based on the results of the Beneficial Well Use Survey, observations during our site reconnaissance, the proposed future land use, and because municipal water will be supplied to the project site, the wellhead BMPs should address the following issues: (1) proper abandonment of existing on-site wells and (2) stormwater management. Wellhead BMPs that are applicable to the Springbrook Properties development are presented as follows:

- Existing supply wells on the project site that are not intended for future use should be properly abandoned in accordance with OWRD requirements prior to initiating earthwork and grading activities. Improperly abandoned or closed wells provide a direct conduit to the aquifer for contamination from surface sources. By properly abandoning the existing wells on the project site, groundwater resources will not be jeopardized by future land use activities at the Springbrook Properties development.
- As part of basic wellhead protection BMPs, stormwater and surface water runoff should be
  properly managed to mitigate the potential for off-site impacts to nearby water supply wells.
  Preliminary design for engineered stormwater management systems has been completed for the
  project site. The final design will be prepared using standard of care for stormwater
  management and will meet applicable code requirements. The proper design and construction
  of on-site stormwater management systems to meet code requirements are consistent with BMPs
  for wellhead protection.



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Typical of any development, property owners and occupants should be aware of potential for impact from non-point sources from their land use. This includes junk piles, motor oil, fertilizers and pesticides applied to lawns and gardens, and improper disposal of other hazardous materials and chemicals used in the home. Basic BMPs can be applied to common use household and commercial hazardous materials and chemicals to avoid impacting groundwater and protect wells on nearby properties.

#### **REFERENCES**

GeoDesign, 2007. Report of Beneficial Well Use Survey. May 17.

Oregon Department of Environmental Quality. 1995. Wellhead Protection Program Guidance Manual, Water Quality Division. May.

U.S. EPA. 1996. Section 1454 Amendment to the Safe Drinking Water Act as part of Wellhead Protection Program. Office of Water, Washington DC.

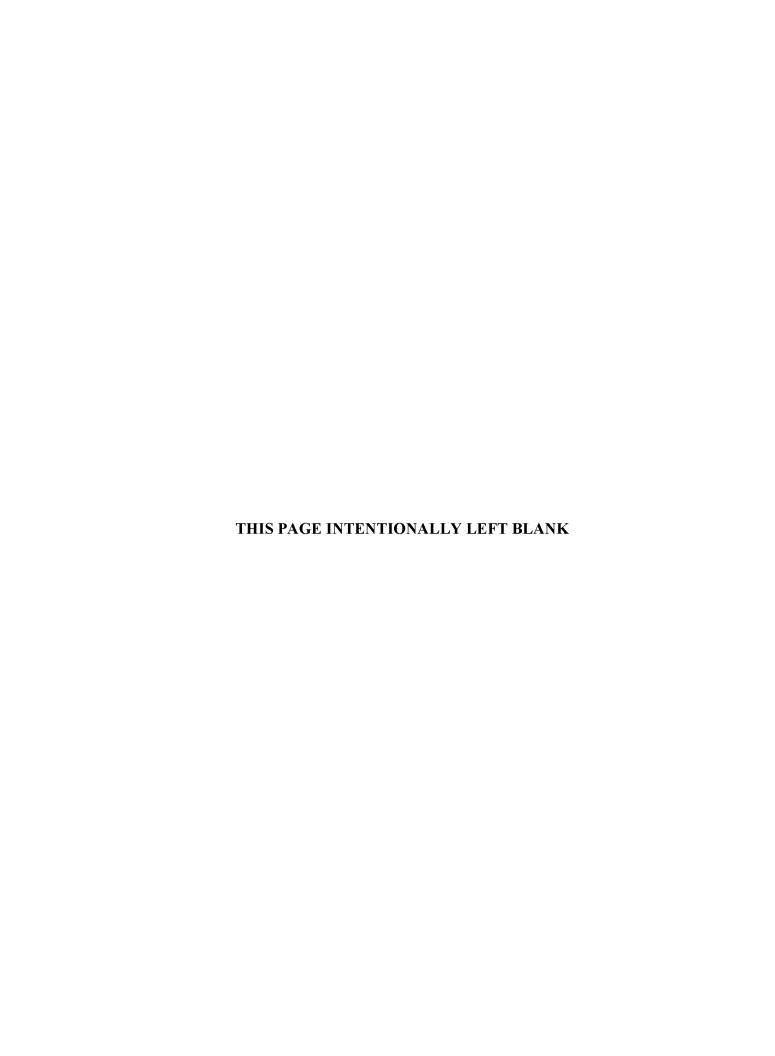
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this Comprehensive Plan policy.

#### f. The City shall encourage pedestrian access throughout commercially zoned areas.

#### **Response:**

The Applicant is proposing to rezone and redesignate the subject property to Springbrook District, a mixed-use zone. Within the SD zone the Applicant is proposing several commercial uses within the "Neighborhood Commercial", "Village", "Employment" and "Hospitality" Land Use Districts. The Applicant is striving to create a welcoming environment for both pedestrians and bicyclists. Through the Springbrook Master Plan (Exhibit "B"), the Applicant has proposed several bicycle and pedestrian connections throughout the subject site. Access between residential and non-residential areas within the project is provided via streets, sidewalks, bike lanes and pedestrian pathways. The proposed plan is consistent with this policy.

g. On-street bike lanes or parallel bikeways should be provided on all designated major collector and arterial roadways, and on certain neighborhood collectors if warranted from a bicycle system connectivity standpoint.

#### **Response:**

The Applicant is proposing to construct all collector and arterial streets within and adjacent the subject property to meet or exceed City standards including provisions for bike lanes or parallel bikeways. All of the proposed improvements to the bicycle system identified in Figure 6-2 of the TSP will be constructed and are detailed in Exhibit "C", Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2 and Transportation Plan – Street Cross Sections 3. The specific location of these improvements is detailed in Exhibit "C", Transportation Plan Sheet. The improvement along Mountainview Drive will be a ¾ street improvement that will include the provision of a 6-foot wide bike lane along the north. The improvements along Villa Road, Crestview Drive and Aspen way provide for 5-foot wide bike lanes. Bicyclists are accommodated on proposed local streets within the development through the provision of a shared facility that is 12-14 feet wide which is adequate to provide for automobiles as well as bikes. This plan is consistent with the Newberg Development Code, the Newberg Transportation System Plan and this policy.

# h. Sidewalks or parallel pathways should be provided on all designated collector and arterial roadways.

#### **Response:**

The Applicant is proposing to construct all collector and arterial streets to meet or exceed City standards including the provision of sidewalks and/or pedestrian pathways within all right-of-ways. All of the proposed improvements to the bicycle system identified in Figure 6-2 of the TSP will be constructed and are detailed in Exhibit "C", *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3*. The specific location of these improvements is detailed in Exhibit "C", *Transportation Plan* Sheet. Sidewalks will be constructed along all required frontages a minimum of 5-feet in width with a minimum of 4.5-feet of separation from the travel lane through the provision of a landscaped planting strip. The proposed plan conforms to this policy, the City's adopted TSP and street standards in the Newberg Development Code.

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

#### **POLICIES:**

a. The City shall develop land use, density, and design standards to encourage development patterns that accommodate pedestrian, bicycle and transit uses.

#### Response:

The proposed Amendments will allow for the development of the subject property pursuant to the Springbrook Master Plan (Exhibit "B"). The Springbrook Master Plan strategically locates uses and densities within the project to encourage walking and biking to and from residential, employment and commercial areas through an integrated pathway and bike system. Commercial areas are situated to provide commercial services to the existing adjacent development and the proposed development in the Springbrook District. The proposed residential density decreases as it radiates out from the commercial areas, providing for a logical transition and ensuring compatibility within the existing adjacent development. This pattern of development ensures that the highest concentrations of uses are located in specific areas thereby promoting the use of alternative modes of travel. The plan demonstrates consistency with this policy.

b. New development shall be designed to accommodate integrated multiple modes of transportation facilities where appropriate.

#### Response:

Appropriate transportation facilities are proposed in conjunction with the development. The Applicant seeks to create a vibrant community that embraces bicyclists and pedestrians. Development within the proposed Springbrook District for commercial, institutional, office, industrial, and multi-family development will be required to undergo design review at which point in time City staff will ensure that adequate provisions to ensure direct and convenient access of pedestrians and bicyclists are provided pursuant to the Newberg Development Code consistent with this policy.

# GOAL 7: Minimize the capital improvement and community costs to implement the transportation plan.

#### **POLICIES:**

e. Excessive impacts of improvements to adjacent properties shall be avoided where possible.

#### Response:

The Applicant prepared a Traffic Impact Study (TIS) in support of the proposed Map Amendments and Master Plan. The TIS (Exhibit "F") demonstrated that there would be no significant impact on the transportation system due to the fact that the trips anticipated to be generated will be less than what could reasonably be expected under the current zoning. Within the TIS the Applicant has proposed offsite projects to assist in mitigating the trips generated from the subject property to ensure that the adjacent transportation system continues to function at an acceptable level of service.

The Applicant is proposing to defer the improvement to the intersection of College Street and East Hancock Street in an effort to avoid excessive impacts to adjacent properties. The proposed mitigation would require the construction of a southbound right-turn lane. According to the projected 2025 traffic conditions the improvement is not required assuming the completion of the Newberg-Dundee bypass. The Applicant is proposing to conduct additional analysis when the subject property is within 1-year of being 50% built out (approximately 2.5 years from start) in order to minimize potential impacts to existing

business in the vicinity of the intersection.

The Applicant will be required to complete street improvements on proposed and existing facilities within the site that are not currently developed to City standards. The proposed plan and recommended improvements will limit or mitigate impacts to adjacent properties. Thereby conforming to this policy.

# f. A Future Streets Plan shall be developed to serve as a guide in the decision making process on new development requests.

#### Response:

The Springbrook Master Plan does not require the submission of a Future Streets Plan as confirmed by City staff. The proposed Development Agreement is consistent with this requirement.

g. Future rights-of-way should be identified in undeveloped areas to facilitate acquisition with minimal disruption and cost.

#### Response:

All anticipated right-of-way will be dedicated to the City consistent with needs identified in the TSP and as required by City staff. The proposal is consistent with this policy.

- h. Transportation facilities will be designed to minimize impacts on:
- -Present and Planned Land Use patterns;
- -Natural and Scenic Resources;
- -Air Resource Quality, including noise;
- -Water and Land Resource Quality; and
- -Existing and Planned Transportation Facilities.

#### **Response:**

The Transportation Impact Study (TIS) that was prepared on behalf of the Applicant demonstrates that the proposed transportation facilities are consistent with the current planned land use pattern of the subject property. As previously discussed, the trips generated from the Master Planned site are not expected to exceed those trips that could currently be developed on the site with the existing zoning. As a result, the Applicant is proposing a trip cap on the project to ensure this level of impact.

The proposed design and layout of the transportation system seeks to create the least impact on the natural and scenic resources of the property. Hess Creek and Springbrook Canyon are the only Goal 5 designated resources identified on the site and represent the two most significant natural resources within the proposed development. The Applicant is proposing to preserve and enhance these resources. The transportation system is designed to minimize impacts to both of these resources.

Springbrook Canyon will be marginally impacted as a result of the proposed pedestrian trails that bisect and parallel the drainage. The applicant is also proposing locate a stream crossing across Springbrook Canyon. These improvements are necessary in order to provide for a minimal level of connectivity. The Applicant has located the proposed stream crossing so that is does not impact the viability of the rail line or any existing or planned transportation facilities. The proposed crossing will be designed and constructed

consistent with the policies and requirements of the Comprehensive Plan, the Newberg Development Code, and any relevant State and Federal laws.

Hess Creek will also have pedestrian trails that parallel and bisect the drainage. In addition, three (3) road crossings are proposed along the northern portion of the site and one (1) road crossing along the southern portion of Hess Creek which corresponds to an improvement to Mountainview Drive. These connections are necessary to provide a minimal level of connectivity which is consistent with many of the policies contained within the Comprehensive Plan. In designing and locating these facilities that Applicant sought to minimize the impact to the corridor by limiting the number of crossings and ensuring that the crossings bisected the creek at near right angles.

The proposed plan is designed to encourage walking and biking and reduce the amount and length of necessary vehicle trips. This is accomplished through providing improved facilities for walking and biking and by locating commercial services and recreation opportunities within close proximity to the proposed residential areas. This design results in a reduction of vehicle miles traveled, which leads to a reduction in emissions and minimizes the impact of the development on the airshed for the greater Newberg area. Significant open space and existing trees will be retained on-site and many new trees will be planted in and around the subject property. These strategies will support the natural function provided by trees and help to mitigate the affects of urbanization positively impact the regional airshed.

The TIS demonstrates that the proposal will have no greater effect on the transportation system than what is currently planned for. Furthermore, the TIS identifies mitigation opportunities that minimize the impact of the proposed development on the existing and planned transportation system. The proposed transportation improvements are consistent with this policy.

i. New development and existing development undergoing expansion or modification shall be designed to accommodate planned long-term transportation improvement projects which are adjacent to the development.

#### Response:

All proposed improvements to existing streets and the construction of new streets will be completed consistent with City standards and the TSP. The Traffic Impact Study (TIS) (Exhibit "F") which demonstrates that the proposed development will not significantly impact the existing or planned transportation system. During the scoping of the TIS, the City identified several intersections that were studied to ensure that adequate capacity would exist or be provided to maintain the functionality of the system. The TIS identifies mitigation measures necessary to ensure that the proposed development will not cause any of the adjacent existing or planned transportation facilities to fail. As noted elsewhere in this report, the proposed mitigation in some instances will actually increase the capacity and level of service for intersections beyond what exists today. The proposed development is consistent with the City's TSP, development standards and this Comprehensive Plan policy.

j. The City shall encourage the use of specific area plans in order to minimize the impacts of transportation facilities on neighboring properties.

**Response:** The Applicant considered utilizing the specific area plan provisions of the Newberg

Development Code as vehicle to gain land use approval for the Master Plan. After review of the process and the City's code, the Applicant elected to pursue the implementation of the Springbrook District as opposed to a specific area plan. The criteria and standards necessary to be addressed are fairly similar and the Springbrook District appears to be a better fit for the overall development goals of the property. The resulting process is a more straightforward and transparent approach to master planning the site and thus is consistent with the spirit if this policy.

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

#### **POLICIES:**

a. Adopt transportation/land use system design standards which emphasize visual and aesthetic quality.

#### **Response:**

The proposed Amendments will allow for the development of the subject site pursuant to the Springbrook Master Plan. All transportation facilities (see Exhibit "C", *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3*) that will be improved or constructed are proposed to be designed and constructed consistent with City standards in compliance with this Comprehensive Plan policy.

b. New office park and commercial developments shall provide internal pedestrian circulation by clustering of buildings, construction of pedestrian ways, covered walkways and skywalks, and other similar techniques.

#### **Response:**

Conformance with this policy will be assured at the time of development of each commercial structure. The Springbrook Master Plan (Exhibit "B") requires that commercial development adhere to the design review process prior to permitting. At that time, City staff will ensure compliance with this policy through the implementation of the standards and requirements contained within the Newberg Development Code.

- c. Encourage plans which protect the integrity of existing neighborhoods, commercial, and industrial areas.
- 1) New development and new transportation facilities shall be designed to meet the street classification, design, and access standard identified in the Transportation System Plan.

#### Response:

The proposed street improvements adjacent to and within the subject property are consistent with the functional classification identified in the City of Newberg's TSP and will be constructed to City standards or as set forth in the Springbrook Master Plan. The Applicant is proposing the ability to construct "Local Streets (K)" identified in Exhibit "C", *Transportation Plan Sheet* to all applicable standards with the exception of the paved surface. The minimum standard of 32-foot wide improvement is proposed to be reduced to 28-feet wide, this request will not reduce the right-of-way. The provisions within section 151.255(B)(3) of the Newberg Development Code allow for the Applicant to deviate from this standard pursuant to the establishment of a Development Agreement.

The proposed reduction in pavement surface provides for reduction in the amount of impervious surface which reduces runoff and associated impacts to the natural environment. In addition, it reduces the long-term maintenance costs to the City and it

conserves resources. The deviation still provides for adequate access for residents and emergency vehicles while maintaining consistency with the Oregon Transportation Planning Rule. The City standard requires a thirty-two (32) foot wide curb-to-curb improvement which accommodates parking on both sides. The applicant is proposing a twenty-eight (28) foot wide improvement which will only allow for parking on one side of the street with the location of that parking alternating from side-to side as one travels down the street. While parking on both sides of the street will be permitted in the proposed cross section, no section of the street will allow for parking on both sides of the street at the same time. This design will actually result in a net gain of three (3) feet in the shared travel ways of the street cross section. The alternating parking provides for traffic calming within the road right-of-way through the provision of "serpentine" travel lanes, which will assist in controlling the speed of vehicles while reducing construction cost, maintenance costs and the impact of the proposed streets impacts on the natural environment. The proposed plan is consistent with this policy. A visual depiction of this comparison is included as Exhibit "J".

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

#### b. Enhance existing and add alternative routes for local travel.

#### **Response:**

The Amendments will allow for development of the subject property pursuant to the proposed Master Plan (Exhibit "B"). The Applicant commissioned a Traffic Impact Study (TIS) included as Exhibit "F" to assist in the development of the Master Plan and demonstrate compliance with the Transportation Planning Rule. The proposed development of the site will include boundary street improvements to Mountainview Drive, Crestview Drive and Aspen Way which will enhance existing local routes. The extension of Villa Road from Mountainview Drive north to Aspen Way will provide for the extension of an existing collector and provide the community an additional north-south route. The development also includes offsite improvements including the installation of a signal at the intersection of Haworth Avenue and Springbrook Road and improvements to the intersection of College Street and East Hancock Street (Highway 99), both of which will provide additional capacity and enhance those routes.

The proposed layout of the site provides connectivity sufficient to provide residents multiple choices in routes to and from the development. Special care was taken in the layout of the site to balance the needs for transportation connectivity and the preservation of natural corridors that bisect the site, the result was as compromise that results in a minimal disturbance to Hess Creek and Springbrook Canyon and provides good circulation and connectivity within the site and into the adjacent neighborhoods. The proposed development is consistent with this policy through the provision of improvements that enhance the adjacent streets and the provision of connectivity within the development.

- 1) The City shall coordinate the development of a continuous interconnected street pattern which connects adjacent developments and minimizes the use of cul-de-sacs.
- c. Develop a system of roads which provide for efficient movement of traffic, considering the general design guidelines below:

#### **Response:**

The proposed internal street network is consistent with this policy. The Springbrook Master Plan provides for a street layout, contained within Exhibit "B", that minimizes the use of cul-de-sacs and results in good connectivity internally and adjacent the property. Cul-de-sacs were used in areas where, topographical constraints and or natural features precluded connections. The proposed street plan provides for a continuous interconnected system of streets, good circulation within the development and connections to existing streets outside the property. The layout also provides for access for emergency service vehicles. The proposed layout is consistent with this policy.

d. Apply appropriate access spacing criteria to enhance traffic operation and safety on City streets. The access spacing standards apply to traffic signals, public street intersections, private driveways, and non-traversable median openings. The standards shall be applied to new street construction, reconstruction of existing streets, and new street access associated with development.

#### Response:

The proposed Amendments will allow for the development of the subject property pursuant to the Springbrook Master Plan. The Applicant is proposing the street layout depicted within Exhibit "C", *Transportation Plan* sheet for the development of the site. Street intersections have been designed to ensure consistency with this policy.

#### 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.

#### **POLICIES:**

- 1. All Facilities & Services Policies
  - a. The provision of public facilities and services shall be used as tools to implement the land use plan and encourage an orderly and efficient development pattern.

#### **Response:**

The proposed Amendments and development of the subject site pursuant to the Springbrook Master Plan (Exhibit "B") are consistent with this policy. Public facilities are adjacent the subject property allowing for urbanization of the property consistent with the Springbrook Master Plan. The collective application represented in this report provides the City the opportunity to review the development proposal to ensure that the provision of facilities and services are adequate and the proposed development of the subject property is orderly and efficient. The proposed Amendments and Master Plan provide for the development of the 450-acre subject property as a unified district that presents an orderly and efficient arrangement of land uses strategically situated throughout the area. All of the land use reviews necessary to implement the Springbrook District are included in the Development Agreement including provisions for timing and construction of facilities. The design and layout of the site and proposed phasing of the project ensure that the entire area will develop in a logical manner and that the provisions of public services are adequate and in place at the time of development. The proposal is consistent with this policy.

b. The extension of publicly-owned facilities and services into currently undeveloped areas shall occur only in accordance with the Public Facilities and Service Plan.

#### Response:

The Applicant proposes a public infrastructure system which meets all applicable City standards. These systems have been upsized or stubbed to the property boundary in certain locations in order to provide for future development outside the site. Planned improvements to the water and sewer system will result in the extension of oversized facilities which will provide adequate capacity for development of the subject property as well as some of the adjacent properties. The proposed plan is consistent with this policy.

c. New public facilities and services shall be designed at levels consistent with planned densities and designated land uses for the area.

#### Response:

The City of Newberg has completed and adopted master facility plans for water, sewer, stormwater and transportation facilities within the UGB. The development of each master plan assumed the planned density of the subject property according to the zoning in place at the time they were developed. This process resulted in the identification of future infrastructure necessary to provide for development of the property located within the UGB.

All proposed improvements have been designed to be consistent with the City's master facility plans. As a result, the Applicant will be constructing some public improvements such as water lines, sewer lines and streets that will have capacity above and beyond what is needed for the proposed development in order to facilitate development of other properties. The proposal is consistent with this plan policy.

d. Services shall be planned to meet anticipated community needs.

#### **Response:**

The City of Newberg has completed and adopted master facility plans for water, sewer, stormwater and transportation facilities within the UGB. The development of each master plan assumed the planned density of the subject property according to the zoning in place at the time they were developed. This process resulted in the identification of future infrastructure necessary to provide for development of the property located within the UGB.

All proposed improvements have been designed to be consistent with the City's master facility plans. As a result, the Applicant will be constructing some public improvements such as water lines, sewer lines and streets that will have capacity above and beyond what is needed for the proposed development in order to facilitate development of other properties. The proposal is consistent with this plan policy.

e. Owners of properties which are located on unimproved streets should be encouraged to develop their streets to City standards.

#### Response:

The Applicant is proposing to improve all streets within and adjacent the development consistent with City standards and will complete any reasonable boundary street improvements as specified by the City. Specific street improvements are detailed in the *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* located in Exhibit "C". The

proposed development is consistent with this policy.

# f. Maximum efficiency for existing urban facilities and services will be encouraged through infill of vacant City land.

#### Response:

The proposed Amendments will allow for the development of approximately 450-acres of mostly vacant located within the UGB and City limits pursuant to the proposed Master Plan (Exhibit "B"). The proposed development is consistent with this policy.

g. Public facilities and services necessary to meet the special needs of industrial activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available.

#### **Response:**

The Master Plan would provide for some expansion of existing adjacent industrial and development of office space through the provision of an "Employment Land Use District" which will encompass approximately 32-acres of the subject site. The planned facility improvements for water, sewer and transportation will be constructed pursuant to the Springbrook Master Plan and consistent with City standards. This will ensure that adequate capacity within each utility is present on site and is consistent with the intent of this policy and goal.

h. New residential areas shall have: paved streets, curbs, pedestrian ways, water, sewer, storm drainage, street lights and underground utilities.

#### Response:

The proposed development will have paved streets, curbs, pedestrian ways, water, sewer, storm drainage and underground utilities pursuant to the Springbrook Master Plan and consistent with the adopted standards and specifications of the City of Newberg. The Applicant is proposing to utilize street lights that differ from those currently used in Newberg as a way to unify the district and distinguish it from other areas of the City. All residential areas within the subject area will be developed as required and approved by the City of Newberg consistent with this Comprehensive Plan policy as described in more detail later in this narrative.

#### 2. Sewers and Water Policies

b. Water systems within the planning area will be designed to provide an adequate peak flow for fire protection.

#### **Response:**

The Applicant is proposing development in conformance with the water master plan. Specific improvements to Newberg's water system are detailed in the *Proposed Utilities – Water System* plan provided in Exhibit "B". The applicant has commissioned a Water Capacity Report (Exhibit "N") which concludes that adequate capacity can be provided to serve the subject property within the existing and planned public facility improvements. Adequate peak fire flow will be assured as each area of the subject property is developed through on-site testing. Conformance with this Comprehensive Plan policy is further assured at the time of development through required compliance with the City of Newberg water master plan and development code. The plan is consistent with this policy.

c. Developments with urban densities should be encouraged to locate within the area which can be serviced by Newberg's present sanitary sewer system.

#### Response:

The subject area is located within the City limits of the City of Newberg in an area that has been master planned for sanitary sewer service by the City. The proposed development area can be serviced by the City's present sanitary sewer system and is located adjacent to existing sanitary services. The applicant has commissioned a Sanitary Sewer Capacity Report (Exhibit "O") which concludes that adequate capacity can be provided to serve the subject property within the existing and planned public facility improvements.

Sanitary sewer service will be extended from Crestview Drive, Springbrook Road, Aspen Way, Mountainview Drive, Center Street, Hess Creek, and Aldersgate Drive. The Applicant does not need to construct any lift stations or additional treatment facilities in order to service the subject property. The site can be developed utilizing the existing treatment facilities with a gravity activated conveyance system. The Applicant is proposing the following improvements to the Newberg sanitary sewer system:

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

The proposed plan is consistent with this Comprehensive Plan policy and the City's adopted sanitary sewer facility plan.

f. Additional sewer and water connections should be discouraged in the floodplain. Any new sewer and water connections in the flood plain will be required to be flood proofed in order to prevent inundation.

#### Response:

There is one area of the subject property that contains mapped floodplain. That area is associated with Hess Creek and located on the southern portion of the subject property. The Applicant has specifically set aside this area as open space in an effort to avoid the need to develop property in the floodplain. There will be no anticipated sewer or water connections within the floodplain, in the event water or sewer lines need to be constructed within the floodplain the applicant will flood-proof the facilities to guard against inundation.

#### 3. Street Lighting Policies

a. Adequate street lighting shall be provided with priority given to arterial and collector streets, intersections, pedestrian paths, and bikeways.

#### Response:

All arterials and collector streets that exist or are to be developed within the subject property will have adequate street lighting as required and approved by the City. In addition, pedestrian pathways shall also have adequate lighting as required and approved by the City. The Springbrook Master Plan (Exhibit "B") proposes the placement of street lighting along all proposed right-of-way improvements and pedestrian paths consistent with this Comprehensive Plan policy.

b. New street lights shall use high pressure sodium or other energy efficient lamps.

#### Response:

The Applicant is proposing the installation of street lights that are manufactured by Hadco. The specific pole, light and luminare information is included in the Master Plan (Exhibit "B"). The lights proposed are less than 15 feet above ground and are High Pressure Sodium. The proposed lights are shielded to ensure that light is directed towards the ground and not towards adjacent properties which minimizes any contribution to light pollution. The proposed lights have already been approved by the City of Newberg and Portland General Electric for use on the Mountainview S-Curve project. New street lights are consistent with this requirement.

#### 4. Fire Protection Policies

a. Fire protection should be provided in accordance with the suggested guidelines of the National Board of Fire Underwriters and the Insurance Services Office.

#### **Response:**

The proposed Amendments would allow for the site to be developed pursuant to the Springbrook Master Plan (Exhibit "B"). The Applicant shall provide adequate fire protection on site as may be required by the City of Newberg. Provisions for fire protection will be constructed as the site is developed through the extension of water lines and construction and location of fire hydrants. Any other requirements deemed appropriate at the time of development will be provided such as provision of sprinklers in commercial or industrial buildings. Compliance with this policy will be assured at the time of development by the City of Newberg and through the provision of improvements to the water system detailed in *Proposed Utilities – Water System* set forth in Exhibit "B".

#### 5. Schools Policies

b. In accordance with the land use plan, the school district should anticipate development and acquire the best sites in advance of urbanization.

#### **Response:**

The Applicant has been in close coordination with the Newberg Public Schools District in planning for the development of the subject property. The district recently provided the following statement to the Applicant in correspondence received in February of 2007 (Exhibit "K"), "We believe the Newberg Public Schools are well positioned to absorb the impact of future growth."

The school district worked with the cities of Newberg and Dundee, Chehalem Parks and Recreation District as well as Yamhill County in the preparation of a strategic plan entitled, *Beyond the Vision: Chehalem Valley in 2020.* This long range plan for schools was adopted by the Board of Directors as well as the City of Newberg and Yamhill County. The plan sets forth capital projects, operational improvements and timelines for the construction of projects.

A \$46.3 million construction bond was approved by Newberg in November 2002 to assist with the provision of school capacity to serve the growing needs of the community. In May of 2005, the district completed construction of Joan Austin Elementary School and improvements that increased the capacity of Mabel Rush Elementary and the Newberg High School.

The district recently completed a review and analysis of future enrollment projections on school capacity entitled, *Community and School Growth Projections*. The report concludes, "Elementary school facilities provide adequate space for current and projected enrollment. However, middle school enrollment growth is pressuring school facilities and portable classrooms are required to house all students. Newberg High school is 85% occupied. High school enrollment is projected to exceed building capacity in five to six years." Also within the report are suggestions for how the school might be able to accommodate the projected growth. The School District has been proactive in their planning. The District's long-range capital facilities plan identifies the need for a third middle school by 2011 and second high school by 2022.

The Applicant has previously worked with the district to provide a school site for the Joan Austin Elementary School. The proposed location of the development is in close proximity to Joan Austin Elementary, Mabel Rush Elementary, Mountainview Middle School and the High school. The districts proposed locations for the third middle school at the Renne site and for the second high school are not located on the subject property Adequate school facilities are located in close proximity to serve the subject development. Therefore, the proposed Amendments and Master Plan conform to this plan policy.

#### h. Access to existing schools should be upgraded to levels required for new school facilities.

#### Response:

The proposed development and associated capital improvements will assist in providing better access via foot, vehicle and bicycle to the existing schools adjacent the subject property (see *Transportation Plan Sheet*, *Transportation Plan – Street Cross Sections 1*, *Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C"). The proposed plan conforms to this policy through the continued development of the transportation system and results in improved access to existing schools adjacent the subject property.

#### 7. Park Facilities Policies

a. In conjunction with Chehalem Park and Recreation District, park facilities shall be provided consistent with recreational needs.

#### **Response:**

The proposed development of the subject property provides for the development of park facilities consistent with the recreation needs of the community. The proposal would preserve approximately 63-acres of park and open space area within the development or approximately 13% of the gross site area, as detailed in the *Parks & Pedestrian Circulation Plan* included in Exhibit "B". As demonstrated above, the proposed parks are also in conformance with the park facilities guidelines created by Chehalem Parks and Recreation District and set forth in the Newberg Comprehensive Plan. This Master Plan is consistent with this policy.

b. New residential development shall contribute to the Public Lands Fund or shall donate land for public parks or facilities when appropriate and acceptable to the City.

#### Response:

The Master Plan includes the provision of approximately 63-acres of developed parks and open space that will be available for public enjoyment. The Applicant will pay all required fees and charges to the City of Newberg including but not limited to system development charges or impact fees related to parks development. The proposed Master Plan is

consistent with this policy.

#### M. ENERGY

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

#### **POLICIES:**

#### 1. Planning Policies

a. The City will encourage energy-efficient development patterns. Such patterns shall include the mixture of compatible land uses and a compactness of urban development.

#### Response:

The Master Plan is designed to encourage the mixture of compatible uses and encourage the reduction of energy consumption. The proposed layout of the site provides for residential areas in close proximity to recreational, employment and commercial development. The strategic location of these uses reduces the amount and length of vehicle trips which results in a reduction in energy consumption. The Master Plan also encourages the use of alternative modes of transportation through the development of pedestrian and bicycle connections that are safe and inviting (see *Transportation Plan Sheet, Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C"). The proposed plan will allow for the development of the subject property consistent with this policy.

#### 3. Design Policies

a. The City shall encourage the use of energy-efficient materials and construction methods in building new residential, commercial, industrial and other types of structures.

#### Response:

All new residential, commercial and industrial structures that will be built on the subject property will be designed consistent with the Newberg Development Code. All new construction on-site will be reviewed by the City prior to construction, any opportunities there are for the utilization of energy-efficient materials and construction methods will be looked at to determine the feasibility of those opportunities. The Applicant is will consider the use of energy-efficient materials and methods consistent with this policy.

#### 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.

#### **POLICIES:**

- 1. Urban Growth Boundary and Urban Reserve Area Policies
  - c. The City shall encourage urban development within the City limits.

#### **Response:**

The Applicant is proposing to develop the site to urban densities within the City limits. The proposed development conforms to this policy and provides the opportunity for adjacent land to do so as well.

#### 3. General Policies

a. In new development areas all utility lines shall be placed underground. In existing areas an effort will be made to locate power, telephone, cable television and other utility cables underground over a period of time.

#### **Response:**

All new utilities will be placed underground within the development. The Applicant is also opting to underground utilities along the north side of Crestview Drive in front of the Austin Industries Building. Therefore, the proposed plan conforms to this policy.

c. The City may use the following or similar implementation measures to promote and encourage the establishment and expansion of industry in the planning area: tax incentives, land use controls and ordinances, preferential assessments, capital improvement programming, fee and less than fee acquisition techniques, and available state and federal programs or grants.

#### **Response:**

The proposed plan includes the establishment and expansion of industry within the subject property through the provision of an "Employment Land Use District". This district will also provide the opportunity for new office uses to locate, relocate or expand within the community. The design controls and development standards in the Master Plan for the area will entice new industry through the provision of a unified and attractive district that can cater to their needs.

The proposed development of the subject property pursuant to the Springbrook Master Plan will allow for the implementation of land use controls that will guide how the entire property develops. The quality of the proposed development will be an asset to the community in attracting outside industry to locate in Newberg by improving the aesthetics of the area, providing attractive housing stock and suitable commercial and recreational amenities desired by residents. The proposed development will also assist the community in extending and improving infrastructure that will enable adjacent lands to develop and redevelop.

The proposed plan conforms to this policy through the development of industrial uses and design strategy which may attract new industries.

#### DEVELOPMENT AGREEMENT APPLICABLE REVIEW CRITERIA

- (B) A development agreement may do any of the following:
- (1) Designate the zoning district, comprehensive plan designations, and sub-districts that will be applied to a property upon execution of the agreement, upon successful completion of the terms of the agreement, and in case of failure to complete the terms of the agreement.

#### Response:

The Applicant is proposing approval of a Development Agreement which includes a request for the entire property to be designated as "Springbrook District" on the Comprehensive Plan Map as well as Springbrook District on the Zoning Map. Findings in support of the proposed designation are contained throughout this report.

(2) Require specific performance conditions for development of the property. These performance conditions may include, but are not limited to, construction of public facilities, dedication or reservation of land for right-of-ways, easements, or open spaces, construction of certain amenities, or other conditions proper for the development.

#### Response:

The Springbrook Development Agreement (Exhibit "A") set forth the required phasing and timing for capital improvement projects necessary to allow for proper development of the subject property.

(3) Create certain standards or specifications for development.

#### Response:

Pursuant to the provisions of the section 151.255(B)(3) of the Newberg Development Code and Chapter 94 of the Oregon Revised Statutes the Applicant can propose specific standards that will be utilized for review of subsequent development. The Applicant is proposing alternate standards that those adopted by the City of Newberg. The proposed standards relate mainly to the transportation system and the development standards of the Newberg Development Code.

#### 151.685.C STREET DESIGN STANDARDS

The Applicant is proposing to deviate from the standards contained within section 151.685 for specific streets within the subject property. The proposed street cross sections are detailed in *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in the Exhibit "C". The Applicant is requesting the deviation to enable the design of streets for the most part that exceed the requirements/limitations of the City. The Applicant is proposing "entrance" treatments for the transition areas along the periphery of the development which will require the ability to exceed right-of-way standards and/or curb-to-curb pavement width in some instances. These gateways will assist with identifying and distinguishing the district from other areas of the City consistent with the intent Springbrook District. The only alternative design requested is the ability for local streets to be built with a reduced curb-to-curb pavement width. Specific information about each deviation is detailed below.

It is necessary to provide flexibility in the Local Street Standards to provide for the implementation of the Springbrook Master Plan. The Applicant is requesting the ability to deviate from the curb-to-curb pavement width standard. There are three local street cross sections proposed on the *Transportation Plan – Street Cross Sections 2* exhibit in Exhibit "C". "Local Road (K)" represents the typical cross section for interior local streets within

the development, this proposed street design would require the ability to construct a 28-foot wide paved curb-to-curb width where a 32-foot wide improvement would be required. The City standard accommodates parking on both sides. The applicant is proposing a twenty-eight (28) foot wide improvement which will only allow for parking on one side of the street with the location of that parking alternating from side-to side as one travels down the street. While parking on both sides of the street will be permitted in the proposed cross section, no section of the street will allow for parking on both sides of the street at the same time. This design will actually result in a net gain of three (3) feet in the shared travel ways of the street cross section. The alternating parking provides for traffic calming within the road right-of-way through the provision of "serpentine" travel lanes, which will assist in controlling the speed of vehicles while reducing construction cost, maintenance costs and the impact of the proposed streets impacts on the natural environment. A visual depiction of how the proposed parking for local streets will work is set forth in Exhibit "J".

"Local Road (L)" represents the entrance or transition from higher classification streets such as collectors and arterials to the local road system. This proposed cross section would require the ability to construct a 33-foot paved curb-to-curb width where a 32-foot wide improvement would be required. "Local Road (M)" is specifically designed to accommodate pedestrians with the provision of an 8-foot wide sidewalk on one side of the street. This proposed cross section would require the ability to construct a 33-foot paved curb-to-curb width where a 32-foot wide improvement would be required. The Applicant is proposing to alter the requirements of the Local Street design with the following standards:

Table 7 – Local Street Standards										
	City Standard (151.685.C)	Springbrook Standard								
Right-of-Way Width	54' to 60'	54' to 65'								
Curb-to-Curb Pavement Width	32' or 34'	28' to 33'								

The Applicant is proposing three (3) different cross sections for Aspen Way as depicted by proposed cross sections (G), (H) and (J) on the *Transportation Plan – Street Cross Sections* 2 exhibit in Exhibit "C". Aspen Way is classified as a Minor Collector. Proposed cross section (H) is the only Aspen Way cross section that would require a deviation, specifically the ability to exceed the right-of-way and curb-to-curb pavement width in order to accommodate an "entrance" treatment that includes a nine-foot wide median. The Applicant is proposing to alter the requirements of the Minor Collector design as specified in the following table:

Table 8 – Minor Collector Street Standards		
City Standard	Springbrook	
(151.685.C)	Standard	

Right-of-Way Width	56' to 65'	63' to 72'
Curb-to-Curb Pavement Width	34'	29' to 43'

The Applicant is proposing improvements to three Major Collectors as part of the proposed development of the subject property: Villa Road, Crestview Drive and Zimri Drive as depicted in proposed cross sections (A), (B), (D), (E) and (F) on the *Transportation Plan – Street Cross Sections* 1 exhibit in Exhibit "C". The Applicant is requesting a deviation from the standards to allow the development of cross section (B) which exceeds the curb-to-curb pavement width due to the provision of an "entrance" treatment that includes a nine-foot wide median. The Applicant is proposing to alter the requirements of the Major Collector design as specified in the following table:

Table 9 – Major Collector Street Standards			
	City Standard (151.685.C)	Springbrook Standard	
Right-of-Way Width	60' to 80'	60' to 80'	
Curb-to-Curb Pavement Width	34'	34' to 43'	

The Applicant is proposing improvements to Mountainview Drive which is identified as a Minor Arterial, the proposed cross section is depicted as cross sections (C) on the *Transportation Plan – Street Cross Sections* 1 exhibit in Exhibit "C". The *Mountainview Perspective* included within the Springbrook Master Plan (Exhibit "B") also provides an artistic rendering of the proposed improvement. In order to construct this improvement the Applicant would require the ability to exceed the paved curb-to-curb width standard. The need to do this stems from the inclusion of a center median/turn lane and provision of an eight-foot wide meandering pathway on one side. The Applicant is proposing to alter the requirements of the Minor Arterial design as specified in the following table:

Table 10 – Minor Arterial Street Standards			
	City Standard (151.685.C)	Springbrook Standard	
Right-of-Way Width	60' to 80'	60' to 80'	
Curb-to-Curb Pavement Width	46'	48'	

#### 151.588 EXTERIOR LIGHTING REQUIREMENTS

The Applicant is proposing the installation of street lights that are manufactured by Hadco. The specific pole, light and luminare information is included in the Master Plan (Exhibit "B"). The lights proposed to be utilized within the district are less than 15 feet above ground and are High Pressure Sodium. The proposed lights are shielded to ensure that light is directed towards the ground and not towards adjacent properties minimizing any contribution to light pollution. The proposed lights have already been approved by the City of Newberg and Portland General Electric for use on the Mountainview S-Curve project. The proposed lights are consistent with this requirement.

#### 151.567 LOT FRONTAGE REQUIREMENTS

The applicant is proposing the ability to deviate from the lot frontage requirements of the

code for the subdivision that is collectively under review as a part of this development agreement. Subsequent subdivision applications and processes shall be required to conform to this requirement. There are currently several tracts in the proposed subdivision that do not have frontage as defined by the Newberg Development Code. The intent of the subdivision is to divide the subject property into "tracts" in order to facilitate the future development of the property. All "tracts" will be divided into legal and developable lots subsequently. This approach facilitates both phasing and the assignment of improvements and fees. The lots proposed for creation with this application meet all applicable standards. The applicant is requesting the ability for the tracts that are proposed for creation to be able to deviate from the frontage requirement. The applicant has supplied adequate information in order for the reviewing body to determine that all of the proposed tracts can be divided in the future to meet this standard. The applicant is willing to place a note on the plat or be conditioned to preclude development of these tracts until subsequent review is completed and this standard is met. The applicant could provide easements or design the tracts so that they have "flags", neither of which will assist them in meeting their long term goals for the property. Both of which will cost additional money and take additional time to complete, only to be removed or amended by a subsequent subdivision application. As such, the applicant requests the ability to deviate from this requirement for the current subdivision.

#### 151.568 LOT COVERAGE AND PARKING COVERAGE REQUIREMENTS

The applicant is proposing to apply the Lot Coverage and Parking Coverage requirements contained in Section 151.568 of the Newberg Development Code to both the Low Density and Mid-Rise Residential Land Use Districts. Within the remainder of the Land Use Districts these requirements will not apply. The specific requested deviations are detailed within the *Springbrook Master Plan: Development Standards Matrix* located in Exhibit "B" of this report. In general, the applicant is requesting the ability to increase the lot coverage allowances in order to provide greater development intensity while still maintaining appropriate levels of open space.

#### **NEWBERG SIGN CODE**

The applicant is requesting the ability to have the proposed Landscape Monument Signs as set forth in the *Springbrook Master Plan: Gateway Features Plan and Gateway Features Concepts* (Exhibit "B") exempted from the requirements of the Newberg Development Code. The proposed signs assist in creating a cohesive unified district consistent with the intent of the Newberg Comprehensive Plan. The applicant intends to utilize these gateway signs to help create a sense of place that is distinct from adjacent developments.

#### 151.550 FRONT YARD SETBACKS

The applicant is proposing specific Front Yard Setbacks to the Employment and Village Land Use Districts, as detailed within the *Springbrook Master Plan: Development Standards Matrix* located within Exhibit "B". The reduced front-yard setbacks will enable the development of the subject property pursuant to the Springbrook Master Plan. The reduced front yard setbacks will assist in developing a comfortable pedestrian friendly environment in more urban areas of the property.

#### **HOSPITALITY DEVELOPMENT STANDARDS**

The majority of the Land Use Districts were modeled after existing zones within the Newberg Development Code. The exception is the Hospitality Land Use District where there is no similar zone currently administered by the City of Newberg. As such, the applicant has proposed specific development standards necessary for the development of

this District pursuant to the Springbrook Master Plan. Those specific development standards are located within the *Springbrook Master Plan: Development Standards Matrix* located within the Exhibit "B" of this report. Otherwise the standards already contained within the Newberg Development Code will apply to development in the Hospitality District.

#### **ALLOWED USES**

The applicant has provided requirements for allowed and prohibited uses within the *Springbrook Master Plan: Development Standards Matrix* located within Exhibit "B". The uses allowed for and prohibited are primarily based on the applicants' vision for the development of the subject property. The allowed uses function in tandem with the proposed development standards and will work together to create vibrant mixed-use community that will be an asset to the City of Newberg.

#### 151.565 SETBACKS AND YARD RESTRICTIONS

The applicant is requesting the ability to deviate from the requirements for setbacks and yard restrictions for Schools, Churches and Public Buildings in the Village Land Use District. This request is consistent with the intent to develop the Village Land Use District pursuant to the Springbrook Master Plan.

#### MINIMMUM LOT SIZE

The applicant is proposing a minimum lot size for the Hospitality, Low Density Residential and Mid-Rise Residential Land Use Districts. All other Land Use Districts are proposing to utilize existing standards within the Newberg Development Code. The applicant is proposing the minimum lot size for the Low Density Residential district be 5,000 square feet. This request is supported by the target densities identified in the Newberg Comprehensive Plan and will allow for the variety of residential development, 5,000 square-foot lots up to lots in excess of ½ acre in size, reflected in the Springbrook Master Plan.

The minimum lot size for the Hospitality District is proposed to be 5,000 square feet. While the property will be designed and constructed as one integrated development, it is possible that future residential or commercial development could occur on small parcels within the District. These developments would be closely associated with the hospitality function of the district, but could have separate ownership.

The minimum lot size for the Mid-Rise Residential District is proposed to be 1,800 square feet in order to all for attached residential development. The smaller lot size allows for development of single family attached housing which will assist the applicant and the community in providing for a variety of housing consistent with the policies identified in the Newberg Comprehensive Plan and Statewide Planning Goal 10. The High Density Residential (R-3) zone currently allows for a lot size of 1,500 square feet. The proposed uses within the Mid-Rise Residential Land Use District are most similar to those provide for in the R-3 zone.

#### 151.610 REQUIRED OFF-STREET PARKING

The applicant is proposing to provide off-street parking consistent with the requirements of the Newberg Development Code for all of the Land Use Districts except for the Village Land Use District. As set forth in the Master Plan and throughout this document the intent of the Village Land Use District is to foster the development of a vibrant mixed use focal point within the Springbrook Community. However, the design and land use components

of this area are still under development. Therefore, the provision of detailed parking studies with each phase of development in this area, as proposed, is the most effective means to insure that the number of parking spaces is adequate to service this area.

#### (4) Create review processes by which development under the plan is approved.

#### Response:

The proposed applications will be reviewed by staff and through the provision of public hearings at both the Planning Commission and City Council per the City's code. The Applicant understands that this proposal is complex and warrants a more detailed review.

Due to the extensive nature of this proposal, the Applicant is proposing that subsequent land division processes follow a Type II and design review be conducted administratively as a Type I of Type II process depending on the proposed development being reviewed. The specific process for subsequent development review within the Springbrook District is set forth in Exhibit "M".

#### 151.256 DURATION; CONTENT.

(A) The agreement shall specify the duration of the agreement, which may not exceed four years for a development of fewer than seven lots or seven years for a development of seven or more lots. The agreement may specify when construction will begin, when phases will be completed, and what extension opportunities are available.

Response:

Oregon Revised Statute allows for Development Agreements to be in effect for up to 15 years. In compliance with state statute, a fifteen (15) year term is proposed.

- (B) A development agreement shall contain all those items listed in ORS 94.504. In addition, the development agreement shall specify:
- (1) The zoning district, comprehensive plan designations, and sub-districts that will be applied to a property upon adoption, upon successful completion of the terms of the agreement, and in case of failure to complete the terms of the agreement.

#### **Response:**

The Applicant is proposing that the subject property be designated "Springbrook District" on the Comprehensive Plan Map and Zoning Map pursuant to the Springbrook Development Agreement (Exhibit "A"). The Springbrook Development Agreement (Exhibit "A") contains all of the applicable required items as set forth in ORS 94.504. The Applicants have full legal interest in the real property which is entirely located within the City of Newberg City limits and have included proof of ownership as part of the application submittal package in Exhibit "D". The applicant has developed "Land Use Districts" that will assist in the implementation of the zoning throughout the Springbrook District. Permitted uses within the Springbrook District are controlled through the application of the "Neighborhood Commercial", "Mid-Rise Residential", "Low Density Residential", "Employment", "Hospitality", and "Village: Land Use Districts described in detail within the Springbrook Master Plan (Exhibit "B").

Each of these "Land Use Districts" includes a detailed list of permitted and restricted uses are required by ORS 95.504. The density and intensity as well as the height and lot coverage for future development within the Springbrook District are set forth in ranges for each respective "Land Use District" in the *Development Standards Matrix* included in the Springbrook Master Plan (Exhibit "B").

(2) The signature of the applicant.

**Response:** The property owners have all signed the application which is included in this report as

Exhibit "D". This criterion has been met.

#### 151.257 PROCEDURE; CRITERIA.

(A) A property owner or duly authorized agent may submit a proposed development agreement for approval.

**Response:** The application is being submitted by WRG Design, a duly authorized agent representing

the property owners with legal representation by Steve Abel of Stoel Rives. The application includes the signatures of the property owners. This criterion has been met.

(B) In addition, in lieu of denying an application that would otherwise not meet applicable criteria, the Planning Commission or City Council may request that an applicant prepare a development agreement for consideration in conjunction with the application, including reasonable extensions of the time periods for decision making to allow preparation and review of the agreement. The applicant is under no obligation to do so, but may risk denial of an application.

**Response:** 

The Applicant has elected to prepare a Development Agreement for the subject property. This was done in order to provide a process whereby the Applicant can demonstrate compliance with all applicable review criteria for multiple land use applications. This is the most straight-forward and transparent approach to gaining development approval for the property. This process provides the community, City staff, appointed and elected officials the opportunity to scrutinize the proposed Development Agreement and its parts in one collective process. The Development Agreement has been prepared prior to the review process as such it is unlikely there will be a need for an extension to the 120-day review timeline afforded the Applicant by the State of Oregon. This criterion is met.

(C) The city shall process the request for development agreement approval using a Type III procedure. The development agreement shall be adopted by the City Council by ordinance.

**Response:** The Applicant is proposing the request be processed as a Type III development application pursuant to this requirement.

(D) The fee collected shall be the fee for the zone change, annexation, or other approval that is requested in conjunction with the development agreement.

**Response:** The Applicant will pay all required fees in association with the review of this application. This criterion is met.

(E) The criteria for approval for a development agreement shall be those criteria for a zoning map amendment, design review approval, planned development approval, or other processes that otherwise would be applied to the property.

Response:

The proposed Development Agreement includes requests for a Development Code Text Amendment, Comprehensive Plan Text Amendment, Zoning Map Amendment, Comprehensive Plan Map Amendment as well as a Subdivision. The Applicant has prepared draft findings in support of the proposal that satisfy all relevant review criteria. The criterion has been met.

#### COMPREHENSIVE PLAN TEXT AMENDMENT

The applicant is requesting a Text Amendment to the Newberg Comprehensive Plan in order to remove language to allow for the development of more than 10 acres of Commercial Uses. The applicant has formally requested that the City Council initiate both this Text Amendment as well as one to the Newberg Development Code to facilitate the implementation of the Springbrook Master Plan on the subject property (Exhibit "L"). The Newberg City Council initiated both of these text amendments through the adoption of Resolution 2007-2707 on April 2, 2007.

The Newberg City Council created the Ad Hoc Committee (committee) on Newberg's Future to provide a forum for citizen involvement in planning for Newberg's future land use patterns. The committee made recommendations to the City Council regarding proposed Amendments to the Newberg Comprehensive Plan. These recommendations included the provision of additional commercial development within the proposed Springbrook District. In developing their recommendations, the committee worked with several consultants and City staff to accurately identify the current land inventory for residential, commercial and industrial land, as well as, the projected need for additional land to provide for the future growth of the community. The committee also looked at different types of commercial development patterns and identified the preferred commercial development pattern and proposed locations for the future of Newberg.

Springbrook Properties submitted a proposed land sue summary for their land holdings which the committee utilized in the formulation of their recommendations. The committee assumed the development of 6-10 acres of a mixed-use "village" area, approximately 36-acres for a resort or hospitality facility, and approximately 10-acres of mixed-use area southwest of the intersection of Crestview Drive and Springbrook Road. In addition, their recommendations assumed the development of 7-8 acres of commercial uses as well as 7-acres for a church near the intersection of College Street and Mountainview Drive. The church has since been relocated to another site. The recommendations of the committee were accepted by the City Council on July 21, 2005.

The Newberg City Council adopted Ordinance 2006-2635 on January 5, 2006 which revised the "Economy" section of the "Inventory of Natural and Cultural Resources" which is part of the Newberg Comprehensive Plan. This revision included the adoption of an "Economic Opportunity Analysis" (EOA) for the City of Newberg, in compliance with Oregon Statewide Planning Goal 9, which supports the need for additional 111-acres of commercial to provide for the City's projected growth through the year 2025. The EOA sets forth a strategy of providing for the 111-acres needed through a combination of rezoning and additions to the UGB.

The current zoning of the proposed master planned area consists of approximately 17-acres of C-2 (Community Commercial) and 2-acres C-1 (Neighborhood Commercial). The existing zoning of the subject property provides for commercial development in excess of 10-acres. The proposed change will enable the designation of commercially viable land in excess of 10-acres which is logical due to the deficit of commercially designated land currently within the UGB.

The proposed Text Amendment is supported by the recent revisions to the Comprehensive Plan which identified a deficit of commercially designated property within the UGB and a desire to provide for commercial development through "community" and "neighborhood center development". The proposed change would allow for development to occur consistent with the proposed Springbrook Master Plan (Exhibit "B").

# NEWBERG DEVELOPMENT CODE TEXT AMENDMENT

The proposed Text Amendment, detailed in Exhibit "M" of this report, is necessary in order to clarify how the zone will be implemented and what standards and processes will be used to review future development on the site. The applicant has formally requested that the City Council initiate both this Text Amendment as well as one to the Newberg Comprehensive Plan to facilitate the implementation of the Springbrook Master Plan on the subject property (Exhibit "L"). The Newberg City Council initiated both of these text amendments through the adoption of Resolution 2007-2707 on April 2, 2007.

The proposed Amendment is consistent with the Sections 151.425 and 151.426 of the Newberg Development Code. The Amendments are designed to provide more detail and increase assurance to the City, the community and the property owners on how the Springbrook District Zoning and Comprehensive Planning Designation will be implemented. The proposed Amendment is in conformance with the legislation passed by the City of Newberg in March of 1988 that created the Springbrook District. The proposed Amendments would ensure that a mixture of residential, commercial, hospitability and employment uses can be developed within the district consistent with the proposed Springbrook Master Plan (Exhibit "B").

# COMPREHENSIVE PLAN AND ZONING MAP AMENDMENT APPLICABLE REVIEW CRITERIA

Section 151.122 of the City of Newberg Development Code sets forth the procedures and criteria pertinent to proposed Comprehensive Plan Map and Zoning Map Amendments. This section will identify the applicable criteria and set forth findings that demonstrate compliance with those criteria.

# 151.122 PROCEDURES FOR COMPREHENSIVE PLAN MAP AND ZONING MAP AMENDMENTS.

The applicant must demonstrate compliance with the following criteria:

(a) The proposed change is consistent with and promotes the goals and policies of the Newberg Comprehensive Plan and this code;

#### **Response:**

Each applicable section of the Newberg Development Code and the applicable goals and policies of the Comprehensive Plan as well as those applicable sections of the City of Newberg Development Code have been addressed within this document. This criterion has been met.

(b) Public facilities and services are or can be reasonably made available to support the uses allowed by the proposed change.

# Response:

The proposal is located within the UGB and City limits of Newberg. As such the City has anticipated adequate public facilities necessary to accommodate development of the subject property.

The applicant has completed a detailed analysis of the Newberg Water System included as Exhibit "N". Based on this analysis the applicant has determined that the existing infrastructure and planned public facility improvements provide sufficient capacity to service the proposed development. The Applicant is proposing the following master planned improvements as detailed in the *Proposed Utilities - Water System* plan (included as part of Exhibit "B") in order to ensure adequate fire flow for the site and ensure proper delivery of water:

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

The applicant has completed a detailed analysis of the Newberg Sanitary Sewer System included as Exhibit "O". Based on this analysis the applicant has determined that the existing infrastructure and planned public facility improvements provide sufficient capacity to service the proposed development. The Applicant is proposing the following improvements as detailed in *Proposed Utilities - Wastewater System* plan (included as part of Exhibit "B") to ensure proper sanitary sewer service to the property:

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

Springbrook Road (north of railroad): construct new 15-inch segment

The applicant has completed a detailed analysis of the Newberg Stormwater System included as Exhibit "P". Based on this analysis the applicant has determined that the existing infrastructure and planned public facility improvements provide sufficient capacity to service the proposed development. The Applicant has designed a storm drainage system for the property that utilizes a combination of existing and upgraded public storm sewers and on site facilities as detailed in Proposed Utilities - Storm Drainage System plan (included as part of Exhibit "B"). Stormwater generated within the Springbrook Master Plan boundary will be captured and piped through a system of stormwater lines, which will discharge the water into water quality facilities. Stormwater generated in the Hess Creek and Springbrook Canyon basins will be collected and discharged into linear water quality swales along each creek, which reduce flow velocity and filter particulates from the water before it is released into the creek. Stormwater from other drainage basins will be directed to mechanical water quality and detention features within each basin that treat and restrict water flow into the City's public system. The Applicant is proposing the following improvements to ensure adequate capacity exists within the public system to serve the property:

- Villa Road: construct new 12-inch line
- Aspen Way: (north of Mountainview): construct new 12-inch line
- Mountainview Drive: (N. Center to Aspen Way): 12-inch and 24-inch lines
- Zimri Drive: construct new 12-inch line
- Crestview Drive: (east of Springbrook Road) construct new 24-inch line
- Springbrook Road: (south of Mountainview Drive) replace existing 12-inch storm line with a 30-inch line and a 24-inch line with a 36-inch line

The Applicant has provided detailed information within the body of this report that demonstrates adequate capacity within existing and or planned facilities for the water, sewer, stormwater and transportation systems. This criterion has been met.

# (c) Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.

#### **Response:**

Specific findings detailing compliance with all 19 Statewide Planning Goals are set forth above including compliance with Goal 12 Transportation. In summary, the proposed Amendments to the Newberg Comprehensive Plan and the Newberg Development Code do not "significantly" affect the existing and planned transportation facilities (transportation system). A Traffic Impact Study (TIS) was completed in support of the proposed development in accordance with Oregon Department of Transportation and City of Newberg standards and is attached to this report as Exhibit "F". The findings set forth above as well as in the TIS submitted demonstrate the proposed Map Amendments conform to the Oregon Transportation Planning Rule. This criterion has been met

#### SUBDIVISION APPLICABLE REVIEW CRITERIA

The applicable review criteria are set forth below along with responses that demonstrate compliance and serve as findings in support of approval of the application.

Approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the safe and healthful development of such remainder or adjoining land or access thereto. 151,242 (A)(1)

#### **Response:**

The proposed subdivision utilizes the entire 450-acre property, with no remainder. The intent of the subdivision is to divide the subject property into "pods" that will facilitate future development of the Springbrook District pursuant to the Springbrook Master Plan (Exhibit "B"). This will be accomplished through the creation of thirty-four (34) buildable lots, forty-two (42) landscape tracts and fifty-one (51) tracts which will be subsequently divided in order to facilitate development of the subject property pursuant to the Springbrook Master Plan. The proposed phased division of the property (Exhibit "C") ensures the entire subject property will be developed uniformly in a timely manner.

Provisions for public facilities including storm drainage, streets, water and sewer have been planned for to ensure the proper development of the subject site. The entire site is planned to be developed pursuant to the Springbrook Master Plan, thus approval of this subdivision will not impede future development of the site. The public facilities will be designed and constructed consistent with City standards as set forth in the Springbrook Master Plan, this will ensure that development of adjacent properties will not be hindered in the future.

The proposed development of the subject property does not create any landlocked parcels or preclude future access to adjacent parcels. The layout of the proposed subdivision (Exhibit "C") responds to the existing street network and physical constraints of the property and provides for future connections to adjacent properties were appropriate. Sufficient connectivity to adjacent properties is provided consistent with City requirements.

The applicant commissioned a Report of Beneficial Well Use Survey (Exhibit "Q") to examine the potential impact of the proposed development on nearby water supply wells. The report concluded that the proposed development would have minimal, if any, potential for adverse impact to the existing water supply wells completed in deeper aquifers near the project site. The report concluded that recharge of the underlying aquifers beneath and in the vicinity of the project site occurs in upland areas of the Chehalem Mountains to the north of the subject site, as opposed to from infiltration of surface water on the subject property. The report also identified between ten (10) and thirteen (13) wells within the subject property, the abandonment of these wells on site as the property is developed should have a positive effect on nearby water supply wells. As such the proposed development is unlikely to have negative effects on adjacent wells as a result of the development of the subject property. Exhibit "S" provides Best Management Practices (BMP's) for Well Protection that are recommended for site development. The identified BMP's include the abandonment of wells that currently exist on the subject property pursuant to Oregon Water Resource Department rules and regulations. In addition, the applicant will design and implement a stormwater management system in accordance with all local, state and federal requirements.

There is no evidence that the proposed subdivision will adversely affect public services to

any surrounding properties. Approval of the proposed subdivision does not impede future use of the property or adjacent property and as such it is consistent with this criterion.

The subdivision complies with this code including but not limited to section 151.450 through 151.617 and section 151.680 et seq. 151.242 (A)(2)

# STANDARDS FOR LAND DIVISIONS

#### 151.252.1 **DEDICATION**.

(A) Generally. The Director may require right-of-way for adequate and proper streets, including arterials, collector streets, local streets, and other streets, to be dedicated to the public by the applicant of such design and in such locations as are necessary to facilitate provision for the transportation and access needs of the community and the subject area in accordance with the purpose of this code.

#### **Response:**

The proposed street system (see *Transportation Plan Sheet* include in Exhibit "C") for the subject property was designed to be consistent with City standards. The Applicant has commissioned a Traffic Impact Study (Exhibit "F") in support of the collective applications. The study demonstrates the subject property can be developed pursuant to the Springbrook Master Plan. The Applicant is proposing to construct Local, Minor Collector, Major Collector and Minor Arterial streets in varying right-of-way widths that either meet or exceed the right-of-way required in Table 151.685.C. All streets constructed within and adjacent the subject property shall be dedicated to the public. The design including proposed right-of-way dedication for the transportation facilities is consistent with the Newberg Development Code and meets this criterion.

(C) Ownership verification of dedications. In the event approval of a land division is conditioned upon the dedication of a portion of the area to the public, the applicant shall submit to the Director a title report issued by a Title Insurance Company licensed in the State of Oregon, verifying ownership by the applicant of the real property that is to be dedicated to the public.

# Response:

The proposed subdivision includes provisions for public dedication. As such the Applicant has included a current title report (Exhibit "E") that demonstrates ownership of the subject property and that real property that is to be dedicated to the public. This criterion has been met.

(D) Approval required on dedications. No instrument dedicating land to the public shall be accepted for recording unless such instrument bears the approval of the Director.

**Response:** The Applicant will coordinate with the Director prior to dedication to ensure that the instruments prepared are suitable. This criterion has been met.

(E) Inclusion of a transportation route in the Transportation Plan is intended to indicate the public's need to acquire a public right-of-way in the area through legally and constitutionally allowed means. Notwithstanding other provisions of this code or the Comprehensive Plan, inclusion of such a route does not restrict the use of the property by the owner who owns the property when the route is first included in any city plan, unless the review body finds the restriction is exempt from those provisions of O.R.S. Chapter 197, as amended by Ballot

Measure 37, passed November 2, 2004, or that just compensation will be paid in accordance with that section.

# Response:

The Applicant is proposing the development of the subject property consistent with the City of Newberg Transportation System Plan, as such the Applicant is not proposing to utilize any proposed transportation route for anything other than transportation. The *Transportation Plan Sheet* included as part of Exhibit "C" demonstrates the Applicant's conformance with this standard.

# 151.252.2 LOT AND PARCEL SIDE LINES.

As far as is practicable, lot and parcel side lines shall run at right angles to the street upon which the lots or parcels face, except that on curved streets they shall be radial to the curve.

# Response:

The intent of this current subdivision application is to provide for the organization of the subject property into tracts that can be subsequently divided and developed consistent with the Springbrook Master Plan (Exhibit "B"). The proposed subdivision will result in ninety-three (93) non-buildable tracts and thirty-four (34) buildable lots. Fifty-one (51) of the tracts are proposed for subsequent division to provide for the phased development of the subject property. The arrangement of the lines that make up the boundaries of the proposed lots and tracts (see Exhibit "C") have been laid out in such a manner as to run parallel and or perpendicular to the proposed street system as far as practical. In some instances the existing parcelization of the subject property, topography or adjacent development has resulted in the need to deviate from this standard. The proposed division of the subject property overall conforms to this requirement.

#### 151.252.3 SUITABILITY FOR INTENDED USE.

All lots and parcels shall be suitable for the purpose for which they are intended to be used. No lot or parcel shall be of such size or design as to be detrimental to the health, safety, or sanitary needs of the residents of the subdivision or partition, or of such lot or parcel, as determined by the Director, in accordance with this code.

# Response:

As previously mentioned the intent of this proposed land division is to allow for the future development of the subject property pursuant to the Springbrook Master Plan (Exhibit "B"). The Applicant is proposing to divide the property primarily into tracts in order to facilitate their sale and development. The size and location of the tracts (see Exhibit "C") and associated right-of-way assure that the property will be suitable for future division and development pursuant to the Springbrook Master Plan. In addition the applicant is proposing the creation of thirty-four (34) lots where infrastructure is readily available or an existing dwelling is located. Each of these lots meets or exceeds minimum dimensional standards and are well suited for their respective intended uses. This criterion has been met.

# 151.252.4 FUTURE SUBDIVISION OR PARTITION OF LOTS OR PARCELS.

Where the subdivision or partition will result in a lot or parcel one-half acre or larger in size, which in the judgment of the Director is likely to be further divided in the future, the Director may require that the location of lot and parcel lines and other details of layout be such that future division may readily be made without violating the requirements of this code, and without interfering with orderly extension of adjacent streets. Any restriction of buildings within future

street locations shall be made a matter of record if the Director deems it necessary for the purpose of future land division.

# **Response:**

The proposed subdivision will result in the creation of thirty-four (34) buildable lots, forty-two (42) landscape tracts and fifty-one (51) tracts which will be subsequently divided to provide for the development of the subject property pursuant to the Springbrook Master Plan. All of the tracts planned for subsequent division are in excess of one-half acre. The intent of the division is to allow for the subject property to be divided facilitating development by multiple builders. The Applicant has identified the infrastructure needs for each tract including provisions for vehicular access. Furthermore the Applicant has prepared a phasing plan to ensure that adequate facilities are in place and timely development occurs consistent with this requirement. Specific information regarding the phasing and infrastructure requirements for each phase is detailed within The Development Agreement (Exhibit "A"). The provisions of the Development Agreement and the Springbrook Master Plan along with the proposed division of the subject property into tracts as proposed ensure that future divisions will be in conformance with the Newberg Development Code and that adequate public facilities are in place for each subsequent division.

The applicant is also proposing the creation of thirty-four (34) lots as a part of this application. Twenty-three (23) of these lots are located north of Mountainview Drive, west of Villa Road and south of Aspen Way. All of these lots are intended for residential development. The resulting size of each of these lots is well below one-half acre, as such these lots all conform to this requirement.

The applicant is also proposing the creation of a lot in the northeast section of the subject property which corresponds with the "Hospitality Land Use District". This proposed lot is approximately thirty-two (32) acres in size. As noted previously the applicant intends to develop this site with a resort/spa and does not intend to divide the area again in the future. This proposed lot has adequate frontage along Zimri Drive as well as Springbrook Road to facilitate the extension of the street system and subsequent division should it become necessary.

The applicant is also proposing the creation of a lot in the southwest section of the subject property which corresponds with the "Neighborhood Commercial Land Use District". This proposed lot is approximately eleven (11) acres in size. The applicant intends to develop this site with neighborhood commercial services. This area has sufficient frontage along both Mountainview Drive and College Street to allow for subsequent division should it become necessary.

The applicant is also proposing the creation of three (3) lots in the southeast section of the subject property which corresponds with the "Employment" and "Village Land Use Districts". The first lot is located north of the railroad right-of-way and south of the intersection of Zimri Drive and Mountainview Drive and is approximately twenty (20) acres in size. The second proposed lot is located directly south of the railroad right-of-way and is approximately eight (8) acres in size. The lot proposed for creation is located south of Crestview Drive and east of Springbrook Road and is approximately nine (9) acres in size.

The reminder of the lots proposed for creation coincides with existing dwellings located within the subject property. These lots are proposed for creation to allow for the continued

use of the site as it develops in a phased fashion pursuant to the Springbrook Master Plan. All of these areas have sufficient frontage to allow for subsequent division should it become necessary. This criterion has been met.

#### 151.252.5 PLATTING STANDARDS.

(A) Drainage. Where land in the subdivision or partition is or will be periodically subject to accumulations of surface water, or is traversed by any water course, channel, stream, or creek, the Director may require the applicant to provide for adequate unrestricted drainage over drainage land by dedicating to the public easements therefore approved by the Director for protection of such needs by conveying ownership of such drainage purposes to the city or to an incorporated drainage district, or domestic water supply district, within which such land may be located.

# **Response:**

The applicant has created tracts that coincide with Hess Creek and Springbrook Canyon. Should the City require an easement within either of these areas the Applicant is willing to comply with any reasonable request for dedication.

# (B) Railroads.

(1) Crossings. Special requirements may be imposed by the Director, including but not limited to provisions for separation of street and railroad grades, connection with any railroad crossing, which will immediately affect the safety of the residents of the subdivision or partition, for the protection of such residents and the safety of the general public in accordance with the purpose of this code.

# **Response:**

The Applicant has coordinated with both the City and Railroad to ensure that the proposed railroad crossing at Mountainview Drive and Springbrook Road is designed in accordance with their requirements. The City is in the process of constructing the improvement during the current calendar year. The Applicant has worked in good faith with the Railroad and the City of Newberg to ensure conformance with this requirement.

(2) Subdivision or partition adjacent to right-of-way. Where the subdivision or partition is adjacent to a railroad right-of-way, and the surrounding economic and physical conditions indicate such property will be used for industrial purposes in the normal growth of the community, all streets shall be located at a sufficient distance from said right-of-way to allow for reasonable sites for industrial use adjacent to said right-of-way.

# **Response:**

The proposed subdivision complies with this requirement of the code. There is one specific area within the development that could be utilized for "industrial purposes", that area is the "Employment Land Use District". The Applicant is not currently proposing any internal streets in this area other than the streets that currently exist adjacent and define the proposed district. The proposed subdivision does not propose the creation of any streets that would limit the ability of the "Employment Land Use District" to develop pursuant to the Springbrook Master Plan (Exhibit "B"), as such the proposal complies with this requirement.

(C) Partial development. Where the subdivision or partition include only a part of the area owned by the applicant, the Director may require a sketch of a tentative layout of streets in the remainder of said ownership.

# Response:

The subject area does not exclude any property owned by the Applicant except for property located directly adjacent the proposed "Employment Land Use District" that is already developed (A-dec) and seven (7) properties located south of Crestview Drive that are already parcelized at urban densities, as such the criterion is met.

(D) *Unsuitable areas*. Areas subject to slippage, flooding, or other natural hazards, shall not be divided in a manner that would be dangerous to the health and safety of those who would live in said areas, or the general public.

# **Response:**

The southern portion of Hess Creek on the subject property is an area prone to flooding as identified by the Federal Emergency Management Agency, this area is identified as being within the 100-year floodplain. The Applicant has to the greatest extent possible avoided placement of facilities and buildable areas within the floodplain for this area through the placement of open space tracts. Any development that will occur within this boundary will be designed in accordance with City standards to ensure this area is not dangerous or hazardous to the general public. The proposed subdivision will ensure this area will not be developed by allowing for the creation of a tract (Tract KK) specifically targeted for open space preservation.

The applicant commissioned a *Report of Initial Geotechnical Engineering Analysis* (Exhibit "I") to explore the subsurface soil and groundwater conditions on the subject property. The report was completed by a certified Geologist and a Geotechnical Engineer who provided the foundation for geotechnical design recommendations for preliminary site development. The team completed a geologic assessment of the subject property in accordance with the recommendations outlined in the Newberg Comprehensive Plan Section 2 (F). The report identifies soils that could present an erosion hazard during site grading and construction, these soils are depicted in *Figure 4* of Exhibit "I". The vast majority of the site contains slopes that are less than or equal to twenty percent (20%), which is not considered a "significant" slope hazard conditions under the Newberg Comprehensive Plan Section 2 (F). The slopes located in sections of Hess Creek and Springbrook Canyon and on the hills located north of Aspen Way and Springbrook Road have some areas that exceed twenty percent (20%), and in some areas are greater than fifty percent (50%) as can be seen in *Figure 5* of Exhibit "I".

There are no mapped landslide hazard areas identified on the subject property within the proposed development area according to a literature review conducted. Field reconnaissance identified several areas of isolated slope instability depicted in *Figure 2* of Exhibit "I". These areas are confined to the Hess Creek and Springbrook Canyon drainage basins and are likely to have resulted from a combination of steep slopes, high groundwater and erosion at the toes of slopes from the corresponding streams.

The Report of Initial Geotechnical Engineering Analysis (Exhibit "I") concluded that development of the property as proposed is feasible provided the recommendations within the report are incorporated into the design and construction of the site. The steepest areas of the subject property are those adjacent the creek corridors which are to be preserved as open space. Other steep areas of the site located northeast of Aspen Way and the northern portions of the subject property adjacent Hess Creek are designated for large lot development. The proposed development of large lots in these areas along with proposed street alignments that follow existing contours allows for minimal disturbance to the area which reduces the likelihood of landslides, it also provides for the maximum utilization of residential lands located within the UGB. The Applicant has demonstrated that those areas subject to natural hazards will not be divided in such a manner that would be dangerous to the health and safety of the future residents or the general public consistent with this requirement.

# 151.243 FUTURE STREET PLAN REQUIRED

- A. A future street plan shall not be required for any portion of an area for which a proposed street layout has been established by either the Newberg comprehensive plan, its implementing ordinance, or a future street plan previously approved by a hearing body.
- B. A future street plan is a conceptual plan that its adoption does not establish a precise alignment. The plan shall demonstrate how access can be provided to adjoining parcels. The Director may require that a traffic analysis be required where access to the land division includes streets that are classified as a collector or greater functional classification status.
- C. Except as provided for in division (A) of this section, a future street plan shall be filed and reviewed as part of an application for a partition or subdivision.

**Response:** After consultation with City staff it was determined that the applicant does not need to submit a Future Street Plan with this application.

# Part 14. AIRPORT OVERLAY (AO) SUBDISTRICT (151.450-454)

**Response:** 

According to the Displaced Threshold Approach Surface Map prepared by the Newberg Engineering Department the proposed subdivision is not located within any of the imaginary surfaces that surround the Sportsman Airpark. Accordingly the provisions of Newberg development Code 151.450 through 151.454 do not apply to the review of this subdivision.

# Part 15. STREAM CORRIDOR SUBDISTRICT (151.465-478)

# 151.472 PLAN SUBMITTAL REQUIREMENTS FOR TYPE II ACTIVITIES.

A site plan indicating all of the following existing conditions:

A Location of the boundaries of the SC Overlay Sub-district.

**Response:** The Applicant has prepared a stream corridor plan pursuant to these requirements it is included within Exhibit "C" of this application. The location of both Stream Corridors is accurately displayed within each sheet labeled *C12.0* through *C12.3* of Exhibit "C".

B Outline of any existing features including, but not limited to, structures, decks, areas previously disturbed, existing utility locations.

Response: The existing features that are within the Stream Corridor Overlay are depicted within the Existing Conditions – Survey and the Existing Conditions Utilities included as part of Exhibit "C".

C Location of any wetlands or water bodies on site and the location of the stream centerline and top-of-bank.

Response: Potential wetlands located within the Stream Corridor Overlay are described and depicted within Exhibit "J". The stream centerline is depicted within the Existing Conditions – Survey included within Exhibit "C".

D Within the area to be disturbed, the approximate location of all trees that are more than six inches in diameter at breast height must be shown with size and species. Trees outside the disturbed area may be individually shown or shown as crown cover with an indication of species type or types.

**Response:** 

All trees in excess of six (6) inches in diameter at breast height that are located within areas to be disturbed are depicted with a description of size and species for each. Trees located adjacent the Stream Corridor Overlay are depicted as well. Detailed information about the trees located within the subject property is provided within Exhibit "H".

E Topography shown by contour lines at five foot intervals, or less.

**Response:** The topography for those areas within the Stream corridor proposed to be impacted is depicted with both ten (10) foot and two (2) foot contours.

F Photographs of the site may be used to supplement the above information but are not required.

Response: The applicant has included photographs and detailed descriptions of the Stream Corridor areas within Exhibit "H".

Proposed development plan including all of the following:

A Outline of disturbed area including all areas of proposed utility work.

**Response:** The areas that are proposed to be disturbed are depicted for each proposed stream crossing and water quality facility.

B Location and description of all proposed erosion control devices.

Response:

Erosion control devices will be utilized on-site to protect each respective stream corridor from adverse impacts associated with the construction of the proposed improvements. All areas proposed to be impacted pursuant to this request shall be protected with erosion control devices which shall be installed prior to construction activity commencing. Said erosion control devices shall remain in place until ninety (90) percent ground cover is achieved.

The applicant will make every effort to preserve existing natural vegetation within the proposed impact areas. Proposed construction activities shall avoid and minimize excavation and creation of bare ground. Sediment controls shall be placed and maintained on all down gradient sides of the proposed impact areas prior to, during work and after work until ninety (90) percent ground cover is achieved.

All proposed activities within the Stream Corridor Overlay areas shall be conducted according to an approved 1200C permit as required by the Oregon Department of Environmental Quality (DEQ). Additional Best Management Practices (BMP's) as may be required by the Oregon DEQ and/or the City of Newberg shall be complied with. The applicant shall be responsible for the proper installation and maintenance of all erosion and sediment control measures in accordance with all local, state and federal regulations.

C A landscape plan prepared by a landscape architect, or other qualified design professional, shall be prepared which indicates the size, species, and location of all new vegetation to be planted. Said plan shall be prepared pursuant to 151.473 MITIGATION REQUIREMENTS FOR TYPE II ACTIVITIES.

Response: The Applicant is proposing to mitigate the impacts identified within the subject property by improving both Hess Creek and Springbrook Canyon corridors on-site as well as

through improvements that could occur adjacent the subject property. Springbrook Canyon and Hess Creek, especially that portion of Hess Creek located directly north of Mountainview Drive provide opportunities for the applicant to mitigate the impact of the proposed stream crossings as well as water quality facilities. The applicant shall first seek to mitigate their impacts in those areas within and directly adjacent where the impacts will occur. The next priority will be to make improvements within the same stream corridor within the subject property, and lastly within the stream corridors adjacent the property if the need and opportunity arise.

# Hess Creek

The applicant is proposing the removal of fifty-three (53) trees and proposing to impact approximately .95 acres of land within the Stream Corridor Overlay within the Hess Creek corridor to allow for the development of four (4) water quality areas and four (4) transportation stream crossings. These areas will be mitigated pursuant to section 151.473 of the Newberg Development Code. There are forty-three (43) trees between six (6) and eighteen (18) inches proposed for removal. There are eight (8) trees between eighteen (18) and thirty (30) inches proposed for removal. There are two (2) trees in excess of thirty (30) inches proposed for removal. As such, the applicant shall be required to replant one-hundred-eighty-five (185) trees to mitigate the removal of fifty-three (53) trees within the Hess Creek Corridor.

In addition the applicant is proposing to replant one (1) tree and three (3) shrubs for each five-hundred (500) square feet of area impacted as well as a mix of seed which shall not exceed fifty (50) percent grass in composition. Within the Hess Creek Corridor the applicant will be impacting approximately .95 acres or 41,470 square feet of area which will require planting of two-hundred-forty-nine (249) shrubs and an additional eighty-three (83) trees.

# Springbrook Canyon

The applicant is proposing the removal of four (4) trees and proposing to impact approximately .31 acres of land within the Stream Corridor Overlay within the Springbrook Canyon corridor to allow for the development of one (1) transportation stream crossing. This area will be mitigated pursuant to section 151.473 of the Newberg Development Code. There are four (4) trees between six (6) and eighteen (18) inches proposed for removal. As such, the applicant shall be required to replant twelve (12) trees to mitigate the removal of four (4) trees within the Springbrook Canyon Corridor.

In addition the applicant is proposing to replant one (1) tree and three (3) shrubs for each five-hundred (500) square feet of area impacted as well as a mix of seed which shall not exceed fifty (50) percent grass in composition. Within the Springbrook Canyon Corridor the applicant will be impacting approximately .31 acres or 13,504 square feet of area which will require planting of eighty-two (82) shrubs and an additional twenty-seven (27) trees.

All proposed planting plans will be submitted for review to City Staff prior to approval of the final plat. All proposed planting plans shall include a minimum of eight (8) different plant species, of which two (2) shall be trees and two (2) shall be shrubs. All trees to be planted shall have a caliper measurement of a minimum of one (1) inch.

# Part 16. HISTORIC LANDMARKS (H) SUB-DISTRICT (151.490-494)

#### Response:

According to the Historic Resources section of the City of Newberg Comprehensive Plan there is one inventoried historic resource on the subject site. The Springbrook School (Field #113) is identified as a "Primary Resource" by the Comprehensive Plan. Identified "Primary Resources" in the Comprehensive Plan are individually the most important properties in the City, distinguished by outstanding qualities of architecture, historical association, and relationships to the environment; they are the highest priority for local landmark designation and potentially eligible for the National Register. The Springbrook School is not designated as a local landmark by the City, as such it is not considered a Goal 5 resource and subject to Environmental, Social, Economic and Energy (ESEE) analysis pursuant to OAR 660-023-0200. Due to the fact the site is not "designated" a "local landmark" it is not subject to the provisions of Newberg development Code 151.490 through 151.494.

The Applicant acknowledges the significance of the resource and is proposing to rehabilitate the structure, if feasible, and include it as part of the planned Village Center. The proposed subdivision is not affected by this section of the development code.

# Part 17. SPECIFIC PLAN (SP) SUB-DISTRICT (151.505-510)

#### **Response:**

The proposed subdivision is not located in an area of the City that is subject to the requirements of either the Springbrook Oaks or Northwest Newberg Specific Plans and is therefore not subject to the requirements contained with section 151.505 though 151.510 of the Newberg Development Code.

# Part 18. INSTITUTIONAL OVERLAY (IO) SUB-DISTRICT (151.520-525)

#### **Response:**

According to the City of Newberg Zoning Map dated 1-19-07, the proposed subdivision is not located in an area of the City that is subject to the Institutional Overlay (IO) Subdistrict and is therefore not subject to the requirements contained within section 151.520 though 151.525 of the Newberg Development Code.

# Part 18.1. CIVIC CORRIDOR OVERLAY (CC) SUB-DISTRICT (151.526.1-526.6)

# Response:

According to the City of Newberg Zoning Map dated 1-19-07, the proposed subdivision is not located in an area of the City that is subject to the Civic Corridor Overlay (CC) Subdistrict and is therefore not subject to the requirements contained within section 151.526.1 though 151.526.6 of the Newberg Development Code.

# **Part 18.2. RIVERFRONT (RF) SUB-DISTRICT (151.271.1-527.5)**

#### Response:

According to the City of Newberg Zoning Map dated 1-19-07, the proposed subdivision is not located in an area of the City that is subject to the Riverfront (RF) Sub-district and is therefore not subject to the requirements contained within section 151.271.1 though 151.527.5 of the Newberg Development Code.

# Part 19. LIMITED USE OVERLAY (LU) SUB-DISTRICT (151.530-534)

# Response:

According to the City of Newberg Zoning Map dated 1-19-07, the proposed subdivision is not located in an area of the City that is subject to the Limited Use Overlay (LU) Subdistrict and is therefore not subject to the requirements contained within section 151.530

though 151.534 of the Newberg Development Code.

# Part 20. BYPASS INTERCHANGE (BI) OVERLAY (151.531-531.5)

#### Response:

According to the City of Newberg Zoning Map dated 1-19-07, the proposed subdivision is not located in an area of the City that is subject to the Bypass Interchange Overlay (BI) Sub-district and is therefore not subject to the requirements contained within section 151.531 though 151.531.5 of the Newberg Development Code.

# **BUILDING AND SITE DESIGN STANDARDS (151.535-566)**

# Response:

Section 151.535 through 151.566 provide the development standards and criteria that govern site design and buildings. These standards and those contained within the Springbrook Master Plan will govern how the subject property is developed. Final review of site plans for individual dwellings and commercial structures to be constructed within the Springbrook District will be done as part of the design review process where compliance with the requirements these section of the code is determined. Construction plans for facilities within the development will be reviewed for compliance with conditions of approval and design standards prior to final plat. This proposal is consistent with section 151.535 through 151.566 of the Newberg Development Code.

# **LOT REQUIREMENTS (151.565-568)**

# 151.565 LOT AREA; LOT AREAS PER DWELLING UNIT.

# Response:

The Applicant is proposing the creation of tracts as well as lots with the proposed subdivision. The proposed tracts will allow for subsequent division and development in a phased manner (see Exhibit "C"). The proposed tracts are of adequate size to ensure that subsequent land divisions will result in lots that are consistent with the applicable standards contained within the Newberg Development Code and the Springbrook Master Plan. The proposed tracts will not be buildable and can be so noted on the final plat. Conformance with these standards and those standards within the Springbrook Master Plan will be assured at the time of future land division.

The applicant is also proposing the creation of thirty-four (34) lots with this subdivision application. All of the proposed lots are consistent with the requirements contained within Newberg Development Code and the Springbrook Master Plan. The lots proposed for creation are located in the "Hospitality", "Neighborhood Commercial", "Village", "Employment" and "Low Density Residential" Land Use Districts, all of which require a minimum 5,000 square foot lot. All of the lots proposed for creation are in excess of 5,000 square feet, as such the current proposal is consistent with these standards and criteria.

#### 151.566 LOT AREA EXCEPTIONS.

# Response:

As previously mentioned the subdivision (Exhibit "C") is laid-out in such a manner as to allow for future phased division of the property. Each proposed tract is arranged to ensure that subsequent divisions will result in lots that are consistent with the standards located within the Newberg Development Code and the Springbrook Master Plan (Exhibit "B"). The proposed subdivision is not proposing to create lots that necessitate an exception and therefore is consistent with this standard.

# 151.567 LOT DIMENSIONS AND FRONTAGE.

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

# Response:

The subject property is proposed to be redesignated and rezoned to Springbrook District (SD). There is no minimum or maximum lot width required within the SD zone. Section 151.567(D)(a) specifies a minimum street frontage for all lots of 25 feet. This is essence sets the minimum lot width standard to 25 feet. The Applicant is proposing the creation of ninety-three (93) tracts with the proposed subdivision and thirty-four (34) lots. The lots that are proposed for creation have widths that are in excess of twenty-five (25) feet consistent with this requirement. None of the tracts that are intended for future division will result in a width less than 25 feet. The proposed lots and tracts conform to the applicable standards set forth in the code and the Springbrook Master Plan and therefore conform to this standard.

(B) Depth. Each lot and parcel shall have an average depth between the front and rear lines of not more than two and one-half times the average width between the side lines. Depths of lots shall conform to the standards of this code.

#### **Response:**

The subject property is proposed to be redesignated and rezoned to Springbrook District (SD). There is no specific minimum or maximum lot depth required within the SD zone. The Applicant is proposing the creation of ninety-three (93) tracts with the proposed subdivision and thirty-four (34) lots. The lots that are proposed for creation have width-to-depth ratios that are less than two and one-half times the average width with the exception of proposed Lot 30. Lot 30 is located south of the intersection of Villa Road and Aspen Way. The lot is proposed for creation due to the presence of an existing dwelling and the applicants desire to continue to allow the dwelling to be utilized while the site develops. The lot is intended to be ultimately divided to create residential lots which will be dimensioned consistent with this requirement. None of the tracts proposed for creation will result in a depth in excess of 2.5 times the average width. The proposed lots and tracts conform to the applicable standards set forth in the code and the Springbrook Master Plan and therefore conform to this standard.

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

# Response:

The subject property is proposed to be redesignated and rezoned to Springbrook District (SD). There are specific minimum lot sizes required within each respective "Land Use District" within the SD zone. The Applicant is proposing the creation of ninety-three (93) tracts with the proposed subdivision and thirty-four (34) lots. The lots that are proposed for creation are all in excess of 5,000 square feet which is the minimum lot size for the Springbrook District. All of the tracts proposed for creation will allow for subsequent division pursuant to the applicable standards and criteria contained within the Newberg Development Code and Springbrook Master Plan. The proposed lots and tracts conform to the standards set forth in the code and the Springbrook Master Plan and therefore conform to this standard.

- (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 '151.003, shall be created to provide frontage or access.

# **Response:**

The subject property is proposed to be redesignated and rezoned to Springbrook District (SD). There is no specific frontage requirement within the SD zone. The Applicant is proposing the creation of ninety-three (93) tracts with the proposed subdivision and thirty-four (34) lots. The lots that are proposed for creation range all have frontage along public street in excess of twenty-five (25) feet. All of the tracts proposed for creation will allow for subsequent division pursuant to the applicable standards and criteria contained within the Newberg Development Code and Springbrook Master Plan.

The applicant is requesting the ability to deviate from the street frontage standards. As previously mentioned the applicant is proposing the creation of buildable lots and non-buildable tracts. The tracts are intended to be developed in the future after subsequent division. Several of the tracts currently do not meet this standard. The applicant is proposing that this standard not apply to this current subdivision request. Additional discussion and findings are presented earlier on in this report. The proposed lots conform to this standard.

# 151.568 LOT COVERAGE AND PARKING COVERAGE REQUIREMENTS.

- (A) For all buildings and uses the following shall mean the maximum permitted lot coverage, maximum coverage of public or private parking areas or garages, and/or combined maximum lot and parking combined coverage required in the various districts expressed in percentage of the area of the lot or development site in which district such coverage is permitted or required (Fig. IV).
- (B) All other districts not listed in division (A) of this section shall not be limited as to lot coverage and parking area coverage.

# Response:

This section of the code does not apply to the review of this application. Requirements that pertain to the Springbrook district are not specifically set forth in 151.568(A) as such section 151.568(B) applies. With the Springbrook Master Plan the Applicant has proposed lot coverage and parking coverage requirements to be applied to subsequent development within the Springbrook District. These standards will be applied during the Design Review process prior to building permit approval, as such the subdivision conforms to this requirement.

# LANDSCAPING AND OUTDOOR AREAS (151.580-581)

# 151.580 REQUIRED MINIMUM STANDARDS

#### Response:

This section provides the development standards and criteria that govern landscaping requirements. These standards and those contained within the Springbrook Master Plan will detail the landscape requirements for future development within the district. Final review of site plans for all development to be constructed within the proposed subdivision will be done as part of the Design Review process where compliance with these requirements will be established. These standards will be applied to future development

of the subject property as it develops and therefore the subdivision is consistent with these provisions. Conformance with these standards will be assured prior to issuance of a building permit. The applicant is proposing the creation of Landscape Tracts as part of the subdivision application. These tracts will be maintained by the Home Owners Association in perpetuity.

# 151.581 LANDSCAPING AND AMENITIES IN PUBLIC RIGHTS-OF-WAY

#### **Response:**

The Applicant has included the proposed street cross sections within and adjacent the development in the *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2, and Transportation Plan – Street Cross Sections 3* within Exhibit "C". The Applicant is proposing to develop all street right-of-ways with landscaped planter strips ranging in size from 4.5 to 8 feet in width. The *Mountainview Perspective* included within Exhibit "B" depicts the typical cross section and proposed landscaping along Mountainview Drive adjacent the development.

The Applicant is proposing to utilize a specific street light within the district along right-of-ways and within the parks. The street lights are designed to provide lighting at a pedestrian scale. Detailed information about the proposed lighting in the district is contained within the Springbrook Master Plan (Exhibit "B").

The landscaping for the proposed streets within the development will be designed to conform to City standards and will be subject to subsequent review by City staff prior to Final Plat. The proposed subdivision is consistent with this policy as the Applicant proposes to develop the right-of-ways with landscaping consistent with the applicable requirements of the Newberg Development Code and the Springbrook Master Plan.

# **EXTERIOR LIGHTING (151.585-588)**

# 151.588 REQUIREMENTS.

- (A) General requirements: All zoning districts.
- (2) Medium level light fixtures include exterior lights which are installed between six feet and 15 feet above ground level. Medium level light fixtures must either comply with the shielding requirements of division (B) below, or the applicant shall show that light trespass from a property has been designed not to exceed 0.5 foot-candle at the property line.

# **Response:**

The Applicant is proposing the installation of street lights that are manufactured by Hadco. The specific pole, light and luminare information is included in the Master Plan (Exhibit "B"). The lights proposed to be utilized within the district are less than 15 feet above ground and are High Pressure Sodium. The proposed lights are shielded to ensure that light is directed towards the ground and will not be directed towards adjacent properties or contribute to light pollution. The proposed lights have already been approved by the Portland General Electric and the City of Newberg for use on the Mountainview S-Curve project. The proposed lights are consistent with this requirement.

# **UNDERGROUND UTILITY (151. 589)**

# 151.589 UNDERGROUND UTILITY INSTALLATION.

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

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

**Response:** The Applicant is proposing that all of the utilities for the subject be located underground in conformance with this criterion.

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

**Response:** Any utilities that are relocated as a result of this project will be relocated underground, if feasible consistent with this requirement.

- (C) The Director may make exceptions to the requirement to underground utilities based on one or more of the following criteria:
  - (1) The cost of under grounding the utility is extraordinarily expensive.
  - (2) There are physical factors that make under grounding extraordinarily difficult.
  - (3) Existing utility facilities in the area are primarily overhead and are unlikely to be changed.

**Response:** The Applicant is proposing to underground all utility lines within the subject property and is not requesting an exception to the standard, as such the criterion is met.

# SIGNS (151.590-601)

# Response:

These sections provide the development standards and criteria that govern construction and placement of signs in the community. These standards and those contained within the Springbrook Master Plan (Exhibit "B") will detail the signage requirements for future development within the district. Prior to any placement of signs (except for those explicitly provided through section 151.592(B)) the Applicant shall be required to obtain a permit and demonstrate compliance with those standards contained within the Springbrook Master Plan as well as those applicable standards and criteria contained within section 151.590 through 151.601 of the Newberg Development Code. These standards will be applied to future development of signage for the subject property as it develops and therefore the subdivision is consistent with these provisions.

# **OFF-STREET PARKING REQUIREMENTS (151.610-617)**

# Response:

These sections provide the development standards and criteria that set forth the construction and placement requirements for off-street parking in the community. These standards and those contained within the Springbrook Master Plan will detail the provision and development of off-street parking for future development within the district. Prior to obtaining a building permit the Applicant shall be required to undertake design review and demonstrate compliance with those standards contained within the Springbrook Master Plan as well as those applicable standards and criteria contained within section 151.590 through 151.601 of the Newberg Development Code. Conformance with these standards will be assured at the time of development of each individual lot in conformance with these standards.

# STREET AND TRANSPORTATION IMPROVEMENTS DESIGN STANDARDS (151.680-705) 151.681 LAYOUT OF STREETS, ALLEYS, BIKEWAYS, AND WALKWAYS.

(A) Streets, alleys, bikeways, and walkways shall be laid out and constructed as shown in the Newberg Transportation System Plan or in adopted future street plans.

# Response:

The proposed layout of the streets within the subject property is consistent with the Newberg Transportation System Plan (TSP). The applicant is proposing to construct all streets, bikeways and walkways as set forth in the *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2,* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C". These standards are consistent with those found in the TSP and Newberg Development Code with the following exceptions: the applicant has requested the ability to reduce the curb-to-curb paved section for local streets from 32-feet to 28-feet; and the applicant has requested the ability to exceed right-of-way dedication and curb-to-curb width for collector and arterial streets. The Applicant has provided for minimum five-foot wide sidewalks adjacent all streets and minimum five-foot wide bike lanes adjacent all collector and arterial streets consistent with the requirements of the Newberg Development Code. The proposed layout and design of the streets, bikeways and walkways is consistent with this requirement.

(B) In areas where the Transportation System Plan or future street plans do not show specific transportation improvements, roads and streets shall be laid out so as to conform to subdivisions, partitions, and developments previously approved for adjoining property as to width, general direction and in other aspects, unless it is found in the public interest to modify these patterns. In addition, transportation improvements shall conform to the standards within this code.

# **Response:**

The design team has laid out the transportation facilities that serve the subject property consistent with this requirement. The proposed transportation system provides for the continuation and extension of existing and planned facilities when appropriate. The proposed transportation system does not create any dangerous or hazardous intersections and does not result in the creation of any "offset" intersections. The streets that will be constructed within and adjacent the subject property have been designed consistent with City standards except for the few deviations requested that were detailed earlier on in this report.

# 151.682 CONSTRUCTION OF NEW STREETS AND ALLEYS.

The land divider or developer shall grade and pave all streets and alleys in the subdivision, partition or development to the width specified in 151.685, and provide for drainage of all such streets and alleys, construct curbs and gutters within the subdivision, partition or development in accordance with specifications adopted by the City Council under 151.717. Such improvements shall be constructed to specifications of the city under the supervision and direction of the Director. It shall be the responsibility of the land divider or developer to provide street signs.

# Response:

The Applicant has proposed specific street design standards as part of the Development Agreement and Springbrook Master Plan. The streets widths and pavements sections will be constructed consistent with these standards. The Applicant is proposing to construct curbs and gutters as part of the construction of the streets. Stormwater from the street system will be directed into storm drainage system that was designed for the subject property, a visual depiction is included as *Proposed Utilities- Storm Drainage System* 

located in Exhibit "B". Prior to final plat the construction drawings for the proposed subdivision will be reviewed by City staff to ensure conformance with this requirement. The final plat review process the City of Newberg has will ensure conformance with these standards prior to recording the subdivision.

# 151.683 IMPROVEMENTS TO EXISTING STREETS.

A subdivision, partition or development requiring a Type II design review abutting or adjacent to an existing road of inadequate width, shall dedicate additional right-of-way to and improve the street to the width specified in 151.685.

# Response:

The Applicant is proposing improvements to the following existing streets: Center Street, Henry Road, Hillsdale Drive, Aldersgate Drive, Aspen Way, Mountainview Drive, Zimri Drive and Crestview Drive. The Applicant is proposing the dedication of right-of-way as part of these improvements. Improvements to these existing streets will be completed consistent with applicable City Standards and the Springbrook Master Plan. The improvements will be required consistent with the timing identified in the Exhibit "A". The proposed improvement of the existing streets which includes dedication of right-of-way is sufficient to comply with this requirement.

# 151.684 IMPROVEMENTS RELATING TO IMPACTS.

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

# Response:

The design team worked closely with City staff to identify public infrastructure improvements that would be required to allow for development of the property pursuant to the Springbrook Master Plan (Exhibit "B"). The Applicant has packaged their development request in a Development Agreement (Exhibit "A") which includes provisions for timing of public improvements. If approved the ability to develop the property will be subject to the execution of the Development Agreement including any requirements for installation and or improvements to public infrastructure consistent with this requirement.

# 151.685 STREET WIDTH AND DESIGN STANDARDS.

(A) Design standards. All streets shall conform with the standards contained in Table 151.685.C. Where a range of values is listed, the Director shall determine the width based on a consideration of the total street section width needed, existing street widths, and existing development patterns. Preference shall be given to the higher value. Where values may be modified by the Director, the overall width shall be determined using the standards under divisions (B) through (E).

# Response:

Pursuant to the provisions of the section 151.255(B)(3) of the Newberg Development Code and Chapter 94 of the Oregon Revised Statutes, the Applicant can propose specific standards that will be utilized for review of subsequent development. The Applicant is

proposing to deviate from the standards contained within section 151.685 for specific streets within the subject property. The proposed street cross sections are detailed in Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2 and Transportation Plan – Street Cross Sections 3 included in Exhibit "C". The Applicant is requesting the deviation to enable the design of streets for the most part that exceed the requirements of the City. The Applicant is proposing "entrance" treatments for the transition areas along the periphery of the development which will require the ability to exceed right-of-way standards and/or curb-to-curb pavement width in some instances. These gateways will assist with identifying and distinguishing the district from other areas of the City consistent with the intent Springbrook District. The only relaxation requested is the ability for local streets to be built with a reduced curb-to-curb pavement width. Detailed information regarding these deviations from the street standards is set forth within this document. Pending review and approval by the City of Newberg the proposed street width and design standards are consistent with this requirement.

(B) *Motor vehicle travel lanes*. Collector and arterial streets shall have a minimum width of 12 feet. Where circumstances warrant, the Director may allow a reduction of this width to 11 feet.

# **Response:**

The proposed street cross sections are detailed in *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C". The Applicant is proposing that all streets to be improved or constructed within and adjacent the proposed project have minimum 12-foot wide travel lanes. The proposed design of the public streets meets this criterion.

(C) *Bike lanes*. Striped bike lanes shall be a minimum of five feet wide. Where circumstances warrant, the Director may allow a reduction of this width to four feet. Bike lanes shall be provided where shown in the Newberg Transportation System Plan.

# Response:

The proposed street cross sections are detailed in *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C". The Applicant is proposing that all collector and arterial streets to be improved or constructed within and adjacent to the proposed project have bike lanes that are a minimum of 5-feet wide. The proposed design of the public streets meets criterion.

(D) Parking lanes. Where on-street parking is allowed on collector and arterial streets, the parking lane shall be a minimum of eight feet wide. Where circumstances warrant, the Director may allow a reduction of this width to seven feet.

#### **Response:**

The Applicant is not proposing to provide on-street parking on any of the proposed arterial or collector streets within and adjacent to the proposed project. This criterion is therefore not applicable to the review of the subdivision.

(E) Center turn lanes. Where a center turn lane is provided, it shall be a minimum of 12 feet wide.

# Response:

Mountainview Drive is the only street proposed to have center turn lanes. The proposed cross section for Mountainview Drive is identified in the *Transportation Plan – Street Cross Sections 1* included in Exhibit "C" as "Mountainview Drive (C)" and as proposed

would have a 12-foot wide median with pockets for turn lanes located to correspond with existing and planned streets. The proposed design of Mountainview Drive conforms to this standard.

# (F) Sidewalks. Sidewalks shall be provided on both sides of all public streets. Minimum width is five feet.

# **Response:**

The Applicant is proposing to either construct or provide for the construction of sidewalks consistent with this criteria and section 151.684 of the Newberg Development Code. The proposed street cross sections are detailed in *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C". All sidewalks planned for within and adjacent the proposed development are a minimum of five-feet in width consistent with this criteria.

(G) *Planter strip*. A planter strip shall be provided between the sidewalk and the curb line. This strip shall be landscaped in accordance with the standards in '151.581.

# Response:

The Applicant is proposing to either construct or provide for the construction of planter strips consistent with this criteria and section 151.684 of the Newberg Development Code. The proposed street cross sections are detailed in *Transportation Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2* and *Transportation Plan – Street Cross Sections 3* included in Exhibit "C". All planter strips planned for within and adjacent the subject properties are a minimum of four-feet in width consistent with these requirements. In some instances the Applicant is proposing the development of up to 8-foot wide planter strips to improve the aesthetics of the development and facilitate pedestrian movement in and around the subject site. The proposed width of the planter strips is adequate to facilitate planting pursuant to section 151.581 of the City of Newberg Development Code. The proposed design of the public streets meets this criterion.

(H) Slope easements. Slope easement shall be provided adjacent to the street where required to maintain the stability of the street.

# Response:

The applicants' deign team has not identified the need for any slope easements to facilitate the development of the proposed transportation system. Should that need arise during the construction drawing phase of the development, the applicant will work with the City to determine the appropriate easement necessary to accommodate construction and maintenance in areas that may necessitate additional easements width.

# 151.688 INTERSECTIONS OF STREETS.

(A) Angles. Streets shall intersect one another at an angle as near to the right angle as is practicable considering topography of the area and previous adjacent layout; where not so practicable, the right-of-way and street paving within the acute angle shall have a minimum of 30 feet centerline radius where such angle is not less than 75 degrees. In the case of streets intersecting at an angle of less than 75 degrees, then of such minimum as the Director may determine in accordance with the purpose of this code.

# **Response:**

The Conceptual Master Plan located in the Springbrook Master Plan (Exhibit "B") provides a visual representation of the proposed street alignment and intersection alignment. All of the proposed streets to be constructed as part of this development will

conform to this criteria. The proposed intersection of all of the streets shown in the *Conceptual Master Plan* are oriented to intersect one another as near to a right angle as possible. In no case shall the intersection created as a result of the proposed street layout create an angle less than 75 degrees. The proposed street layout and associated intersections conform to this criterion.

(B) Offsets. Intersections shall be so designed that no offset dangerous to the traveling public is created as a result of staggering of intersections; and in no case shall there be an offset of less than 100 feet centerline to centerline.

# Response:

None of the proposed street intersections will result in offsets that violate this criterion as demonstrated in proposed street layout in Exhibit "C". To the greatest extent possible planned streets were aligned with existing streets adjacent the property. All intersections within the subject property are designed to avoid offsets. The proposed street layout conforms to this criterion.

(C) New or improved intersection construction shall incorporate the minimum intersection curb return radii requirements shown in the following table:

Table 11 – Minimum Curb Return Radii (feet) Edge of pavement/Curb	
Lowest Street Classification of Two Intersection Streets	Minimum Curb Return Radius*
Major arterial	30 feet
Minor arterial	30 feet
Major collector	25 feet
Minor collector	25 feet
Local residential street	15 feet
Local commercial/industrial street	30 feet
* If bicycle lane or on-street parking exists, the turning radii may be reduced by	
five feet	

# Response:

Streets Designed within the proposed subdivision have been designed and will be constructed to meet these standards. The City Engineering Department will review the final construction drawings prior approval of the Final Plat. City staff will assure the proposed street system is designed and constructed in accordance with these standards, as such the proposed subdivision is consistent with this standard.

# 151.689 TOPOGRAPHY.

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

# Response:

The subject property contains relatively flat agricultural lands, steeper forested areas as well as steep slopes associated with two natural drainage corridors. The general topography of the area is characterized as sloping from high points in the north down to the low points in the south. A high point of approximately 450 feet above mean sea level (msl) exists north of Aspen Way, nearly centered in the middle of the proposed

development, and a low point of 180 feet above msl exists north of Mountainview Drive. Aside from the two creek drainageways, there are two topographical features that are prominent on the landscape. There is a knoll that exists in the northeast quadrant of the site located north of the railroad, west of Springbrook Road and East of Zimri Drive. This area rises from approximately 260 feet msl to a height of approximately 340 feet msl. The second feature is a ridge that rises from Hess Creek to the northeast beginning at an elevation of approximately 240 feet msl rising to approximately 450 feet msl.

The design team took special care in laying out the proposed street system for the subject property. Existing topographical constraints were accounted for in locating roads in order to minimize the necessity for excavation and fills. Both Springbrook Canyon and Hess Creek are characterized by steep topography, the design team minimized the impact to both of these corridors through the layout of the transportation system by minimizing the amount of crossing necessary to provide connectivity. The proposed street system crosses Hess Creek twice and Springbrook Canyon once. The portion of the subject property that is located north of Aspen Way (approximate center of the subject property) has a proposed local street that follows the topography of the site in order to minimize site disturbing activity associated with road construction. The proposed layout of the street system is consistent with this standard as the existing topography of the subject site was accommodated in the layout and design of the proposed street system.

#### 151.690 FUTURE EXTENSION OF STREETS.

Where the subdivision or partition is adjacent to land likely to be divided in the future, streets shall continue through to the boundary lines of the area under the same ownership of which the subdivision or partition is a part, where the Director determines that such continuation is necessary to provide for the orderly division of such adjacent land or the transportation and access needs of the community.

# **Response:**

The proposed subdivision is mostly adjacent developed areas within the City of Newberg with the exception of a few areas. The first area is located in the northwest quadrant of the proposed development adjacent a vacant parcel that is zoned for residential use, within the UGB and outside of the City limits, this property is located at 3705 Aspen Way (Section 8 T.3S. R.2W. Tax Lot 3200). The Applicant has planned for the extension of a local street that will be stubbed to this property boundary.

The Applicant is proposing the development of a portion of property that is located north and east of the Aspen Way. This area borders the UGB to the north and east and is adjacent properties identified as urban reserve. This area is one of the steeper portions of the subject property. The Applicant has designed a local street that will service this area and is proposing to stub that street to the north to provide access to the property to the north.

The remainder of the property is either bordered by developed areas or public right-ofway. As detailed above the Applicant has provided for the future extension of public streets to adjacent undeveloped property consistent with this requirement.

# 151.691 CUL-DE-SAC.

(A) Cul-de-sacs shall only be permitted when one or more of the circumstances listed in this section exist. When cul-de-sacs are justified, public walkway connections shall be provided to connect with

another street, greenway, school, or similar destination unless one or more of the circumstances listed in this section exist.

- (1) Physical or topographic conditions make a street or walkway connection impracticable. These conditions include but are not limited to controlled access streets, railroads, steep slopes, wetlands, or water bodies where a connection could not be reasonably made.
- (2) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment.
- (3) Where streets or accessways would violate provisions of leases, easements, or similar restrictions.
- (4) Where the streets or accessways abut the urban growth boundary and rural resource land in farm or forest use, except where the adjoining land is designated as an urban reserve area.

# Response:

The Applicant is proposing the construction of five (5) cul-de-sacs necessary to provide for the proper development of the subject property. Southwest of Aspen Way the Applicant is proposing the construction of three cul-de-sacs on local streets. These three cul-de-sacs are proposed in order to allow for safe development of the site. Connections into Aspen Way at these three points would be precluded do to the steep topography of the area, this fact coupled with the need to ensure adequate site distance for the intersections effectively precludes the connection of these streets with Aspen Way. These areas can provide for pedestrian connections to Aspen Way and other areas of the site through a public sidewalk system.

In the northwest quadrant of the subject property, the Applicant is proposing to construct a cul-de-sac just south of Villa Road on a local street. The proposed location is situated directly adjacent the Hess Creek Corridor and proposed open space area. The continuation of the street is precluded by the existence of Hess Creek, the Applicant has designed the site to minimize the impacts to Hess Creek which has resulted in the creation of a cul-de-sac at this location.

The last cul-de-sac is proposed to be constructed north of Mountainview Drive and west of Aspen Way on one of the local streets. The length is very short, but it is necessary in order to provide for proper development of the site. This cul-de-sac would allow for pedestrian access through the public sidewalk system proposed with the development of the street system. The Applicant has complied with this criterion through the design of the site that limits the use of cul-de-sacs to those areas that future connections are precluded.

(B) There shall be no cul-de-sacs more than 400 feet long (measured from the centerline of the intersection to the radius point of the bulb) or serving more than 18 single family dwellings.

**Response:** None of the five (5) cul-de-sacs planned as part of the proposed development exceeds 400 feet in length.

(C) Each cul-de-sac shall have a circular end with a minimum diameter of 90 feet, curb-to-curb, within a 103-foot minimum diameter right-of-way. For residential uses, a 35-foot radius may be allowed if the street has no parking, a mountable curb, attached sidewalks, and sprinkler systems in every building along the street.

**Response:** All proposed cul-de-sacs meet this standard.

# 151.692 STREET NAMES AND STREET SIGNS.

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

**Response:** 

Proposed streets that are in alignment with existing named streets will be named consistent with those that exist. Prior to Final Plat the Applicant will coordinate with the Fire Chief and Planning & Building Director to ensure that street names are designated consistent with this standard.

#### 151.694 PLATTING STANDARDS FOR ALLEYS.

(A) *Dedication*. The Director may require adequate and proper alleys to be dedicated to the public by the land divider of such design and in such location as necessary to provide for the access needs of the subdivision or partition in accordance with the purpose of this code.

**Response:** The Applicant is not proposing to dedicate any alleys with this application, as such this standard is not applicable.

(B) Width. Width of right-of-way and paving design for alleys shall be not less than 20 feet, except that for an alley abutting land not in the subdivision or partition a lesser width may be allowed at the discretion of the Director where the land divider presents a satisfactory plan whereby such alley will be expanded to the width otherwise required. Slope easements shall be dedicated in accordance with specifications adopted by the City Council under "151.715 et seq.

**Response:** The Applicant is not proposing to dedicate any alleys with this application, as such this standard is not applicable.

(C) Corner cut-offs. Where two alleys intersect, ten feet corner cut-offs shall be provided.

**Response:** The Applicant is not proposing to dedicate any alleys with this application, as such this standard is not applicable.

(D) Grades and curves. Unless otherwise approved by the Director where topographical conditions will not reasonably permit, grades shall not exceed 12% on alleys, and centerline radii on curves shall be not less than 100 feet.

**Response:** The Applicant is not proposing to dedicate any alleys with this application, as such this standard is not applicable.

(E) Other requirements. All provisions and requirements with respect to streets identified in this code shall apply to alleys the same in all respects as if the word "street" or "streets" therein appeared as the word "alley or alleys" respectively.

**Response:** The Applicant is not proposing to dedicate any alleys with this application, as such this standard is not applicable.

# 151.695 PLATTING STANDARDS FOR BLOCKS.

Block length shall not exceed 500 feet. The average perimeter of blocks formed by streets shall not exceed 1,500 feet. Exceptions to the block length and perimeter standards shall only be granted where street location and design are restricted by controlled access streets, railroads, steep slopes, wetlands, water bodies, or similar circumstances.

# **Response:**

The applicant has designed the site to promote the use of alternative modes of transportation and to preserve and take advantage of the presence of two large natural drainage areas that divide the subject property. The transportation system that has been designed to service the site is a direct result of the presence of existing transportation facilities such as Mountainview Drive, Aspen Way, and Villa Road as well as the existing topography of the site including Hess Creek and Springbrook Canyon.

As a result of the topography, existing and planned transportation facilities there is a need to deviate from platting standards for certain blocks located within the development. Along Aspen Way between Mountainview Drive and Villa Drive the applicant has limited the amount of entrances into the development in response to the topography and design of Aspen Way. The topography, number and frequency of curves results in street frontage along this section of Aspen Way that is not conducive to development of safe intersections. It is appropriate along this section of Aspen Way to limit access points to those areas that allow for safe ingress and egress from the development. In those areas where it is appropriate and feasible pedestrian connections from cul-de-sacs are planned to connect in with the planned pedestrian sidewalk that parallels Aspen Way.

Along Mountainview Drive just east of the intersection with Aspen Way there is a block length that exceeds five-hundred (500) feet. This is appropriate due to the presence of a curve and two significant intersections of a major collector (Zimri Dr,) and minor collector (Aspen Way) with Mountainview Drive which is a Minor Arterial. The curve here creates a site distance issue that is exacerbated by the close proximity of these two intersections, as such it is appropriate that this area be permitted to exceed the block spacing standard prescribed by the code.

There are four (5) additional block length deviations requested that are clustered along Center Street and Mountainview Drive east of Villa Road. There are two block faces between Center Street and Villa Road along Mountainview Drive that exceed fivehundred (500) feet in length. These two blocks are located across from the Joan Austin Elementary School and the Newberg Christian Church. There are no existing or planned streets south of Mountainview Drive in this area, as such there is not a need to provide for the continuation of any streets from this area. The applicant has planned for one street connection which is centered between Villa Road and Center Street, this connection provides an unobstructed view into the property which assists in framing a planned park within the development. In addition, the Applicant has provided for two pedestrian walkways within this area to provide for pedestrian and bicyclist connection to the planned meandering sidewalk that will parallel Mountainview Drive. There is one interior block length deviation located south of the park and west of Aldersgate Drive. The southern block face exceeds this standard by approximately 50 feet. This deviation is necessary to allow for the proper development of the site. The requested deviation in block length is appropriate in this area as there is no need to accommodate an existing or planned transportations system and the spacing will assist in prolonging the functionality and capacity of Mountainview Drive consistent with its classification within the TSP.

The last two requested deviations are located along Center Street north of Mountainview Drive. There is only one corresponding street connection that exists along the west side of Center Street between Mountainview Drive and Henry Road. The applicant has designed their site to accommodate this existing connection. This connection results in a block length that is approximately 650 feet long to the Mountainview Drive intersection and approximately 550 feet long to the Henry Road intersection. This area is constrained due to the existing development located east of the subject property. The increased distance from Center Street and Mountainview Drive is appropriate as it will assist in prolonging the capacity of this intersection. The requested deviations are necessary to allow for proper development of the subject property and allow for flexibility in the site design as it responds to the existing and planned transportation system and the presence of natural features within the site.

# 151.700 GUIDELINES FOR LOCATING MAJOR STREET ALIGNMENTS.

(A) The Director shall determine the location of major streets including collectors, minor arterials, and arterials, which do not have a set alignment, by applying the guidelines defined in this section. A major street location shall be prepared which addressed each of these guidelines. The Director shall use a Type II process as outlined in this Development Code to establish the street alignment after the Director determines that the guidelines have been adequately addressed by the applicant.

#### Response:

The Applicant is proposing the location of Villa Road as a part of this process. The Applicant has included a *Conceptual Master Plan* in Exhibit "B" which depicts the proposed future alignment of Villa Road for City review.

- (B) Guidelines for locating major streets, which do not have a set alignment are as follows:
  - (1) Availability or existence of right-of-way. An evaluation of the cost of purchase versus dedicating the right-of-way.

# Response:

There is no existing right-of-way available in which to locate Villa Drive. The Applicant is proposing the dedication of necessary right-of-way as part of the development of the site consistent with this criterion.

- (2) Efficiency of the identified route versus other routes as defined by the following:
- (a) Commercial and industrial access and circulation:
  - 1. Route does not traverse local streets.
  - 2. Route minimizes out-of-direction travel.
  - 3. Route reduces or maintains travel time and trip length.
- (b) Residential circulation.
  - 1. Route does not traverse local streets.
  - 2. Route minimizes out-of-direction travel.
- (c) Number of stops and starts.
- (d) Access which meets the standards Route minimizes traffic conflict and access points.

**Response:** The proposed route for Villa Road does not provide access to commercial or industrial

property. The proposed route does not utilize any existing streets. The proposed route provides a logical connection between the existing Villa Road to the south of Mountainview Drive and Aspen Way to the north of the subject property. The proposed layout of the Villa Road conforms to these guidelines.

# (3) Safety enhancements provided by the proposed route.

**Response:** Traffic calming is inherent in the proposed serpentine alignment. The meandering of the street provides a direct route that deters excessive speed consistent with this guideline.

- (4) Reduction in number or improvement to rail crossings.
- (a) Route minimizes the number of railroad tracks to be crossed.
- (b) Route minimizes interference with railroad operations.
- (c) Route improves crossing angle and/or visibility at crossing.

**Response:** The proposed alignment does not cross any existing or planned railroads as such this guideline is not applicable to this review.

- (5) Neighborhood compatibility.
- (a) Route provides a buffer between adjacent neighborhoods and traffic.
- (b) Route is used to separate different land uses.

#### **Response:**

The proposed route is located within the proposed development, thereby buffering its creation from adjacent already developed property. The proposed alignment would not separate different uses, both sides of the proposed alignment are residential. The proposed alignment is consistent with this requirement.

# (6) Compatibility with city plans.

# Response:

The City of Newberg Transportation System Plan (TSP) identifies the need to extend Villa Road from Mountainview Drive north to Aspen Way. The project is identified as proposed project number 4 in Exhibit 6-3 of the TSP and is described in detail on page 124. The Applicant is proposing the improvement consistent with the identified location within Exhibit 6-3 of the TSP and consistent with the design standards identified on page 124. The proposed extension of Villa Road is compatible with the City's TSP, Comprehensive plan and development code as detailed in the findings within this report.

# (7) Alternative mode enhancements. Route improves bicycle and pedestrian access.

# Response:

The proposed alignment and cross section of Villa Road would provide for five-foot wide sidewalks and five-foot wide bike lanes as well as eight-foot wide planter strips. These proposed improvements would improve bicycle and pedestrian access within this area of the community by providing an additional north-south route between Mountainview Drive and the UGB where currently there exists none. The proposed improvement enhances the bicycle and pedestrian opportunities within and adjacent the development through the provision of planned facilities consistent with the TSP, as such the proposal conforms to

this requirement.

(8) Stream corridor impacts are minimized and in compliance with this Development Code.

# **Response:**

The Applicant has minimized impacts to the Stream Corridor Overlay (SC) area that is associated with Hess Creek. The proposed extension of Villa Road between Aspen Way and Mountainview Road necessitates the crossing of Hess Creek. The design team chose the proposed location of the crossing based on the conceptual alignment identified in the TSP and the location and extent of the SC zoning. The proposed crossing is perpendicular to the corridor and in an area that where the corridor is narrow providing the opportunity to limit the impacts of the proposed development consistent with the provisions of the SC Overlay. Included in this submittal is a Type II request for this proposed crossing of Hess Creek and other proposed impacts within the SC Overlay. The Applicant has met this standards through the application of the standards within the SC overlay and proposed location of the crossing in conformance with the TSP.

(9) Cost of the route. Cost factors are evaluated including right-of-way acquisition, design and construction costs based on the length and efficiency of the route.

# **Response:**

The proposed location is consistent with the conceptual alignment identified in the TSP. The alignment provides a direct connection that minimizes the impact to Hess Creek and avoids unnecessary development within and adjacent the creek which could result in increased costs resulting from engineering and mitigation requirements. The proposed alignment of Villa Road is consistent with this requirement.

# 151.701 PRIVATE STREETS.

New private streets, as defined in '151.003, shall not be created.

**Response:** 

The Applicant is not proposing the creation of any private streets through this subdivision application as such the criterion is met.

# 151.702 TRAFFIC CALMING.

- (A) The following roadway design features may be required in new street construction where traffic calming needs are anticipated:
  - (1) Serpentine alignment.
  - (2) Curb extensions.
  - (3) Traffic diverters/circles.
  - (4) Raised medians and landscaping.
  - (5) Other methods shown effective through engineering studies.

# Response:

The Applicant is proposing to utilize some of these traffic calming techniques within the Springbrook District. The subdivision application includes the provision of a serpentine alignment along the proposed extension of Villa Road north from Mountainview Drive to Aspen Way. The proposed improvements to Mountainview Drive and Springbrook Road include the provision of a round-a-bout as part of the construction of the S-curve improvement. The applicant is proposing to construct several of the roads within the Springbrook District with raised medians, the *Transportation Plan Sheet, Transportation* 

Plan – Street Cross Sections 1, Transportation Plan – Street Cross Sections 2 and Transportation Plan – Street Cross Sections 3 included in Exhibit "C" depict how and where these improvements will occur. Subsequent applications may include provisions for additional traffic calming such as curb extensions or traffic circles. As previously noted this current subdivision application is intended to divide approximately 450-acres into ninety-three (93) tracts which will not be developable until subsequent division and thirty-four (34) buildable lots. The intent of the application is to prepare the subject property for development and vest the Master Plan that will guide its future development.

(B) Traffic calming measures such as speed humps and additional stop signs should be applied to mitigate traffic operations and/or safety problems on existing streets. They should not be applied with new street constructions.

#### **Response:**

The Applicant is not proposing to construct any speed humps or additional stop signs. The Applicant has commissioned a Traffic Impact Study (Exhibit "F") in support of the proposed subdivision. The TIS identified mitigation measures necessary to ensure the existing transportation facilities will continue to operate at acceptable levels. Exhibit "R" includes analysis that identifies the when improvements identified within the TIS is required. The proposed phasing and timing of each improvement is set forth in detail within the Springbrook Development Agreement attached as Exhibit "A". The proposed subdivision application conforms to this standard.

# 151.703 VEHICULAR ACCESS STANDARDS.

- (A) Purpose. The purpose of these standards is to manage vehicle access to maintain traffic flow, safety, roadway capacity, and efficiency. They help to maintain an adequate level of service consistent with the functional classification of the street. Major roadways, including arterials, and collectors serve as the primary system for moving people and goods within and through the city. Access is limited and managed on these roads to promote efficient through movement. Local streets and alleys provide access to individual properties. Access is managed on these roads to maintain safe maneuvering of vehicles in and out of properties and to allow safe through movements. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.
- (B) Access spacing standards. Public street intersection and driveway spacing shall follow the table below: (see page 175 of the Newberg Development Code)

# Response:

The future location of driveways will be subject to review and approval of City staff through the design review process. The Applicant has designed the local street system to exceed the minimum spacing standards required by this section, therefore the criterion is met.

(C) Properties with multiple frontages. Where a property has frontage on more than one street, access shall be limited to the street with lesser classification.

# **Response:**

The future location of driveways will be subject to review and approval of City staff through the design review process. Consistency with this standard will be assured by the City as the subject property develops.

(D) Alley access. Where a property has frontage on an alley and the only other frontages are on collector or arterial streets, access shall be taken from the alley only.

#### Response:

The future location of driveways will be subject to review and approval of City staff through the design review process. Consistency with this standard will be assured by the City as the subject property develops.

(E) Closure of existing accesses. Existing accesses that are not used as part of development or redevelopment of a property shall be closed and replaced with curbing, sidewalks, and landscaping, as appropriate.

# **Response:**

The Applicant shall replace any existing access that is not to be used as part of the development or redevelopment of the subject property with curbing, sidewalk and/or landscaping as deemed appropriate by the City of Newberg.

- (F) Shared driveways. 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 in accordance with the following standards:
  - (1) Where there is an abutting developable property, a shared driveway shall be provided. 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).
  - (2) Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.
  - (3) No more than two lots may access one shared driveway.

# **Response:**

The Applicant is not proposing the location of any driveways as a part of this application. Design Review will be required prior to development of any portion of the subject site at which time City staff will ensure that driveways are situated appropriately and the applicable section of the Newberg Development Code and the Springbrook Master Plan are applied. The current application is consistent with this standard.

(G) Frontage streets and alleys. The review body for a design review or subdivision may require construction of a frontage street to provide access to properties fronting an arterial or collector street.

# Response:

The streets of the subject property are carefully laid out in such a manner so that every potential lot that could be created with frontage along an arterial or collector will also have the opportunity to take access from a local street thereby satisfying this criterion.

- (H) Exceptions. The Director may allow exceptions to the access standards above in any of the following circumstances:
  - (1) Where existing and planned future development patterns or physical constraints, such as topography, parcel configuration, and similar conditions, prevent access in accordance with the above standards.

- (2) Where the proposal is to relocate an existing access for existing development, where the relocated access is closer to conformance with the standards above and does not increase the type or volume of access.
- (3) Where the proposed access results in safer access, less congestion, a better level of service, and more functional circulation, both on-street and on-site, than access otherwise allowed under these standards.

**Response:** The Applicant is not proposing to deviate from any of the standards contained within Section 151.703 of the Newberg Development Code.

#### 151.704 SIDEWALKS.

Sidewalks shall be located and constructed in accordance with the provisions of 151.717. Minimum width is five feet.

#### Response:

The Applicant has designed the transportation system for the subject property consistent with this standard. All streets within the development will have minimum five-foot wide sidewalks on both sides separated from the travel lane with a landscaped planter strip. All roads that are on the boundary of the subject site will be improved as required by the City including at a minimum the provision of a five-foot wide sidewalk separated from the travel lane by a landscaped planter strip on the development side of the street. Sidewalks are planned for within the subdivision consistent with this criterion.

# 151.705 PUBLIC WALKWAYS.

(A) The review body for a design review or land division may require easements for and construction of public walkways where such walkway is needed for the public safety and convenience or where the walkway is necessary to meet the standards of this code or a walkway plan. Public walkways are to connect to cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans, or to provide access to schools, parks or other community destinations or public areas of such design, width, and location as reasonably required to facilitate public use. Where possible, said dedications may also be employed to accommodate public utilities.

# Response:

The applicant is proposing the development of twenty-seven (27) public walkways within the proposed subdivision in order to provide for pedestrian accessibility throughout the site. Said public walkways are located mid-block and at the end of cul-de-sacs. The locations of the proposed public walkways are depicted on the Proposed *Conceptual Master Plan* (Exhibit "B").

- (B) Public walkways shall be located within a public access easement a minimum of 15 feet in width.
- **Response:** All proposed public walkways will be located within an easement that will be a minimum of fifteen (15) feet wide consistent with this requirement.
- (C) A walk strip, not less than five feet in width, shall be paved in the center of all public walkways easements. Such paving shall conform to specifications adopted by the City Council under '151.717.

# **Response:**

The proposed public walkways will provide for a paved improvement which shall be centered to the greatest degree possible within the proposed easement. The walkways shall be improved to specifications as required by the City of Newberg, conformance with this requirement will be assured at the time of final construction drawing review by the City of Newberg prior to approval of the final plat.

# (D) Public walkways shall be designed, as far as practical, to meet the Americans with Disabilities Act requirements.

# **Response:**

All public walkways shall be designed to the greatest extent possible to meet the Americans with Disabilities Act requirements. In areas where topography or other constraints limit the ability to meet these standards the applicant shall design the improvements as required by the City of Newberg.

(E) Public walkways connecting one right-of-way to another shall be designed to provide as short and straight of a route as practical.

# **Response:**

All of the proposed public walkways as depicted within the Conceptual Master Plan (Exhibit "B") have been designed to provide efficient and straight routes consistent with this requirement.

(F) The developer of the public walkway shall provide a homeowners association or similar entity to maintain the public walkway and associated improvements.

#### Response:

The Applicant shall provide for the maintenance of the walkways and associated improvements in perpetuity through the creation of a Home Owners Association consistent with this requirement.

(G) Lighting may be required for public walkways in excess of 250 feet in length.

Response:

The applicant is not proposing to construct any lighting improvements adjacent public walkways within the development.

(H) The review body may modify these requirements where it finds that topographic, pre-existing development, or similar constraints exist.

**Response:** The applicant is not requesting any modifications to these requirements.

# **IMPROVEMENTS; SPECIFICATIONS (151.715-726)**

151.718 WATER SUPPLY.

All lots and parcels within subdivisions and partitions shall be served by the water system of the city.

Response:

The Applicant has completed feasibility analysis (Exhibit "N") to ensure that there is adequate capacity within the City of Newberg water system to provide for the development of the subject property. The Applicant has prepared the *Proposed Utilities – Water System* plan as part of Exhibit "B" to provide the review body additional

information regarding the proposed layout of the public water system that will serve the subject property. The Applicant has demonstrated that adequate capacity is available within the public water system and designed a system to City standards to supply all proposed tracts and subsequent lots within the proposed subdivision with public water service consistent with this requirement.

#### 151.719 SEWAGE.

All lots and parcels within subdivisions and partitions shall, where practicable, as determined by the Director, in accordance with the provisions of this code, be served by the sewage system of the city.

# **Response:**

The Applicant has completed feasibility analysis (Exhibit "O") to ensure that there is adequate capacity within the City of Newberg sanitary sewer system to provide for the development of the subject property. The Applicant has prepared the *Proposed Utilities – Wastewater System* plan as part of Exhibit "B" to provide the review body additional information regarding the proposed layout of the public sanitary sewer system that will serve the subject property. The Applicant has demonstrated that adequate capacity is available within the public sanitary sewer system and designed a system to City standards to supply all proposed tracts and subsequent lots within the proposed subdivision with public sanitary sewer service consistent with this requirement.

# 151.720 LAND SURFACE DRAINAGE.

Such grading shall be done and such drainage facilities shall be constructed by the land divider as are adequate for the purpose of proper drainage of the partition or subdivision, of areas affected thereby, and for the preservation of healthful and convenient surroundings and conditions for residents of the subdivision or partition, and for the general public, in accordance with specifications adopted by the City Council under '151.717.

# **Response:**

The Applicant has completed feasibility analysis (Exhibit "P") to ensure that there is adequate capacity within the City of Newberg stormwater system to provide for the development of the subject property. The Proposed Utilities - Storm Drainage System plan included as part of the Springbrook Master Plan (Exhibit "B") details the proposed storm drainage system for the subject property. The proposed plan follows the natural drainage basins around the property that are defined in relation to topography, existing creeks, existing stormwater facilities and anticipated development patterns. Each basin includes one or more water quality/flow control features that are designed to capture and treat stormwater flow. Stormwater generated within the Springbrook Master Plan boundary will be captured and piped through a system of stormwater lines, which will discharge the water into water quality facilities. Stormwater generated in basins that drain to Hess Creek and Springbrook Canyon will be collected and discharged into linear water quality swales along each creek, which reduce flow velocity and filter particulates from the water before it is released into the creeks. Stormwater from other drainage basins will be directed to mechanical water quality and detention features within each basin that treat and restrict water flow into the City's public system. The proposed stormwater drainage system for the subject property utilizes the existing topography of the site to provide for specific basins and associated treatment facilities that area consistent with this requirement.

# 151.725 STREET TREES.

Street trees shall be provided adjacent to all public rights-of-way abutting or within a subdivision or partition. Street trees shall be installed in accordance with the provisions of '151.580(B)(4).

#### Response:

The Applicant is proposing to provide for street trees on both sides of all proposed streets within the development and is proposing to plant street trees on the development side of adjacent streets. All trees species to be planted will be approved by City staff and installed in accordance with section 151.580(B)(4) of the Newberg Development Code consistent with this standard.

#### 151.726 EASEMENTS FOR UTILITIES.

Dedication of easements for storm water sewers, and for access thereto for maintenance, in order to safeguard the public against flood damage and the accumulation of surface water, and maintenance, and dedication of easements for other public utilities, may be required of the land divider at sufficient widths for their intended uses, by the Director along lot or parcel rear lines or side lines, or elsewhere as necessary to provide needed facilities for present or future development of the area in accordance with the purpose of this code. Before a partition or subdivision can be approved, there shall appear thereon a restriction providing that no building, structure, or other obstruction shall be placed or located on or in a public utility easement.

# Response:

The Applicant has prepared conceptual utility plans included within the Springbrook Master Plan (Exhibit "B") that demonstrate how the subject property can be served with public utilities. Prior to Final Plat the Applicant shall prepare and submit for review construction drawings that will identify where the utilities will be constructed. The Applicant will coordinate with City staff to ensure that adequate provisions for access to these utilities are provided and displayed on the final plat in accordance with this standard.

#### Either:

- a. Improvements required to be completed prior to final plat approval; or
- b. The subdivider will substantially complete, as defined by city policies, required improvements prior to final plat approval, and enter into a performance agreement to complete the remaining improvements. The performance agreement shall include security in a form acceptable to the city in a sufficient amount to insure completion of all required improvements; or
- c. A local improvement district (LID) shall have been formed to complete the required improvements; or
- d. The required improvements are contained in a city or other government agency capital improvement project that is budgeted and scheduled for construction.

#### Response:

The Applicant has collectively packaged all of the necessary applications to begin development of the Springbrook District into a Development Agreement (DA). The DA provides a framework to ensure that improvements required to be able to develop the subject property are accounted for and triggered at appropriate times. The current subdivision proposal is necessary to divide the property into developable tracts. The Applicant is the master developer and as such will be responsible for the major infrastructure or "backbone" infrastructure for the project as detailed in the *Development Assignments Exhibit* included within the Springbrook Master Plan (Exhibit "B"). These improvements listed below will be completed prior to Final Plat approval.

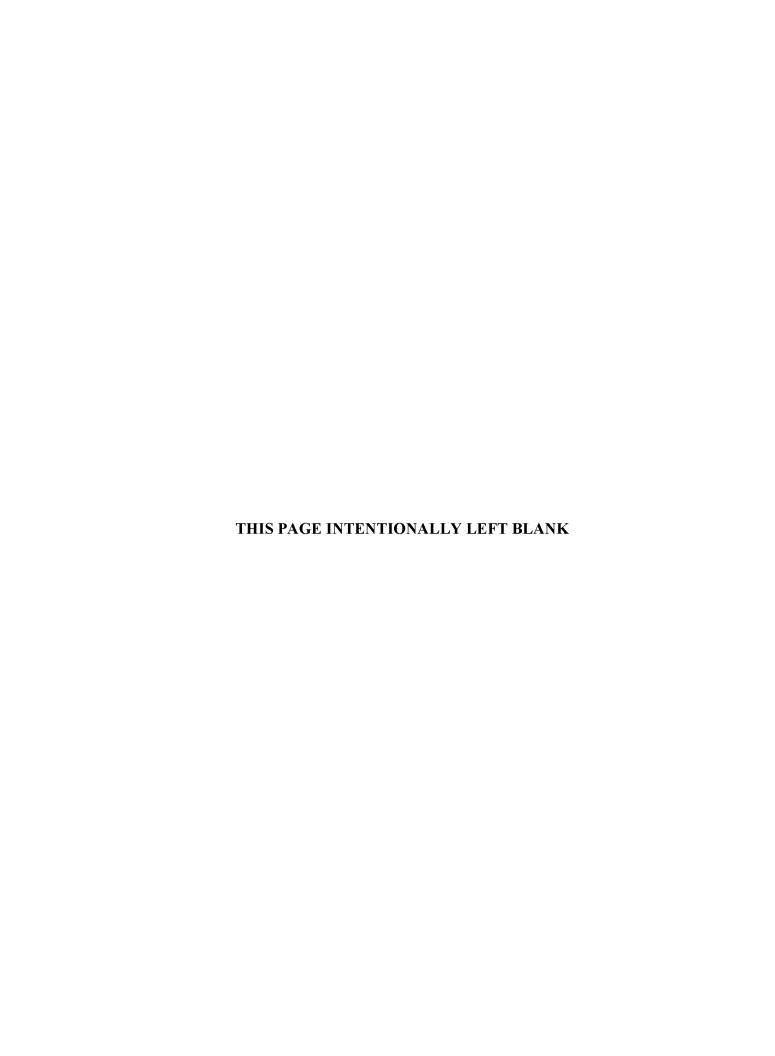
Additional improvements necessary to develop each individual "pod" or tract will be the

responsibility of the developer who purchases and develops that area and will be specified and set forth in each subsequent subdivision decision and required to meet this criteria prior to Final Plat. The Applicant is proposing to enter into a Development Agreement (Exhibit "A") with the City which will detail the necessary improvements, timing and responsibility consistent with this requirement of the Newberg Development Code.

# **CONCLUSION**

The applicant has provided justification in the form of specific detailed reports, supporting documents and detailed findings in support of the proposed Development Agreement, Comprehensive Plan and Development Code Amendments, Comprehensive Plan Map and Zoning Map Amendments as well as the proposed Subdivision. These documents demonstrate compliance with all applicable Statewide Planning Goals, Comprehensive Plan Goals and Policies, and Development Code Criteria.

The proposed development plans for the subject property will be an asset to the community through the provision of an attractive district which will provide needed housing, employment and commercial opportunities that will compliment the City of Newberg and Yamhill County. The comprehensive planning and integration of uses reflected in this application will create a vibrant area within the Newberg Community where people can live, work and play. As such, the applicant respectfully request the Development Agreement and associated applications be approved as submitted.



# **EXHIBIT A**

SPRINGBROOK DEVELOPMENT AGREEMENT



# DEVELOPMENT AGREEMENT

#### SPRINGBROOK MASTER PLAN

THIS DEVEL	OPMENT AGREEMENT ("Agreement") is entered into and effective this
day of	, 2007, by and among the CITY OF NEWBERG, an Oregon
municipal corporation	(the "City"); and SPRINGBROOK PROPERTIES, INC.,
("Springbrook"); colle	ctively, "Parties".

# Recitals

- A. Springbrook is the owner of certain real property located in the City of Newberg, Oregon and more particularly described in Exhibit "A" attached hereto (the "Property").
- B. Springbrook desires to master plan the Property for purposes of a mixed-use development (the "Master Plan").
- C. City allows for the approval of development agreements through the procedures set forth in the Newberg Development Code ("NDC"), 151.255, et. seq., and the provisions allowing development agreements under Oregon state law. ORS 94.504, et. seq.
- D. This development agreement sets forth the elements of the Master Plan for the Property which include, without limitation, the establishment of comprehensive plan designations, zone map designations, and the standards and specifications of the Master Plan.
- E. Springbrook has satisfied the requirements for the approval of this Development Agreement and City finds that the City's infrastructure is adequate to support the development contemplated by this Development Agreement.
- F. In order to satisfy the requirements set forth in the NDC for a development agreement and to provide for documentation as to the obligations of the Parties hereto, this

Development Agreement is entered into pursuant to ORS 94.504, et. seq. and NDC 151.255, et. seq.

# **Agreement**

IN CONSIDERATION of the mutual promises contained herein, including those set forth in the Recitals, and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

# 1. City Performance.

- 1.1 <u>Comprehensive Plan and Zoning Designations</u>. City adopts the Comprehensive Plan Designation and Zoning Designations for the Property set forth in Exhibit "B" attached hereto.
- 1.2 <u>Master Plan.</u> City adopts the Master Plan as set forth in Exhibit "C" attached hereto.
- 1.3 <u>Text Amendments</u>. City adopts the text Amendments to the City of Newberg Code set forth in Exhibit "F" attached hereto.
- 1.4 <u>Subdivision</u>. City adopts the subdivision set forth in Exhibit "G" attached hereto.

# 2. Springbrook Performance.

2.1 <u>Infrastructure Improvements</u>. Springbrook agrees to perform the infrastructure improvements set forth on Exhibit "D" attached hereto for water system improvements, sanitary sewer system improvements, stormwater system improvements, and transportation system improvements. Improvements are identified by Phase I through XVII. The listed improvements are required for each phase, except as may be modified by the City and Springbrook in a Type I City process. Phasing is set forth with an anticipated timeline.

Springbrook reserves the right to alter the phasing of the development as conditions warrant, however, the improvements required for each phase are still required unless modified pursuant to this paragraph.

- 2.2 <u>SDC Charges</u>. Springbrook will pay SDC charges as required by city ordinance for the development under the Master Plan. SDC charges applicable to the development are those set forth in Exhibit "E" attached hereto.
- 2.3 <u>SDC Credits</u>. The improvements made by Springbrook identified in Exhibit "D" are subject to SDC credit or reimbursement pursuant to the methodology set forth in Exhibit "E" for each type of system improvement.
- 2.4 <u>Reimbursement Districts</u>. City and Springbrook agree to mutually develop an SDC credit system and reimbursement district, as necessary, in order to facilitate the appropriate credit and reimbursement of SDC charges to Springbrook.
- 2.5 <u>Construction Standards</u>. Springbrook shall construct all public improvements to public works standards of the City and its service providers.
- 3. <u>Assignment</u>. Springbrook may assign its responsibilities and obligations under this Development Agreement to any party purchasing all or any portion of the Property.
- 4. <u>Measure 37 Waiver</u>. As inducement to the City to proceed with this Agreement, Springbrook agrees and covenants to the City of Newberg, its officers, agents, employees and assigns that the undersigned, as to the Property, hereby remises, waivers, releases and forever discharges, and agrees that Springbrook shall be estopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by Ballot Measure 37 (2004) or under future legislation, which would

create a right of claim for compensation or waiver from City land use regulations as a result entering into this Agreement.

- 5. Compliance with ORS 94.504 and NDC 151.256(B).
- 5.1 <u>Compliance With Code Requirements</u>. Pursuant to ORS 94.518, the effective Comprehensive Plan, zoning ordinances and other rules and policies of the City ("Land Use Regulations") governing permitted uses of land and density applicable to the development of the Property shall be the Comprehensive Plan and those ordinances, rules and policies of the City in effect at the time of approval of this Development Agreement, including the amendments adopted pursuant to paragraph 1 above.
- 5.2 <u>Assumptions, Provision of Services and Change In Circumstances</u>. For purposes of ORS 94.504 (6), the Parties acknowledge that the assumptions underlying this Agreement relating to the ability of the City to serve development of the Property are those set forth in the City's Comprehensive Plan and the application and supporting documents submitted by Springbrook to support approval of this Development Agreement. For purposes of ORS 94.504(2), the Parties further agree as follows:
- 5.2.1 <u>Duration of Agreement</u>. The duration of this Development Agreement shall be fifteen (15) years.
- 5.2.2 <u>Permitted Uses</u>. The Property may be used for all uses allowed or allowable under the land use regulations for the Comprehensive Plan and Zone Designations set forth in the Master Plan in effect on the effective date of this Development Agreement.
- 5.2.3 <u>Density</u>. Approved uses on the Property may be developed at the densities set forth in the Master Plan.

- 5.2.4 <u>Height and Size</u>. No structure shall be of a greater height or size than permitted by the land use regulations for the Comprehensive Plan and Zone Designations set forth in the Master Plan in effect on the effective date of this Development Agreement.
- 5.2.5 <u>Reservations/Dedications for Public Purposes</u>. Reservations or dedications of portions of the Property for public purposes are set forth in paragraph 2 above.
- 5.2.6 <u>Fees & Charges</u>. Fees and charges, other than as set forth in this Development Agreement, imposed on development of the Property shall be in accordance with those in effect at the time that applications for building permits are submitted.
- 5.2.7 <u>Compliance Review</u>. Review of development in each phase shall be in accordance with the Master Plan.
- 5.2.8 <u>Infrastructure & Services</u>. Responsibility for providing infrastructure and services not addressed in this Development Agreement and the Conditions of Approval will be established pursuant to ordinances and regulation in effect at the time of subsequent application for development under the approved Master Plan.
- 5.2.9 Effect of Changes in Policies. If there is a change in federal, regional or state laws or rules, or in any other circumstances affecting compliance with this Development Agreement, then the Parties shall perform their respective obligation under this Development Agreement to the maximum extent permitted by the then prevailing circumstances.
- 5.2.10 <u>Remedies</u>. The Parties hereto retain all remedies available at law or equity to enforce this Development Agreement.
- 5.3 <u>Public Expenditures</u>. If there is any obligation(s) under the terms of this Agreement imposed on the City to expend monies in the future, said obligation is expressly

contingent upon the absolute discretionary ability of the City to appropriate (or not appropriate) monies for that obligation, subject to the City's budgetary processes.

6. Notice. As the term "notice" or "notices" is used herein by and among the Parties, the term shall mean a written document, explaining the reason for the notice, and the same shall be mailed by United States Postal Service via certified mail, return receipt requested, addressed as follows:

To City of Newberg:	
With Copy to:	
To Springbrook:	
With Copy to:	

Such notice shall be deemed to have been given on the date placed in the U.S. Mail, and sent by fax to counsel, whether actually received by the addressee or not. The Parties shall, as a matter of convenience and courtesy, send each party receiving notice a copy of said notice by facsimile or electronic means, or by courier, Federal Express, or similar service, but such notifications shall not be deemed lawful "notice" as required hereby. The Parties may from time to time amend the above addresses and names by written notice given the other Party.

- 7. <u>Full Authority</u>. Each of the Parties and signatories to this Agreement represents and warrants that each has the full right, power, legal capacity and authority to enter into and perform the Parties' respective obligations hereunder.
- 8. Severability. Nothing contained herein shall be construed to require the commission of any act contrary to law, and wherever there is any conflict between any provisions contained herein and any present or future statute, law, ordinance, or regulation contrary to which the Parties have no legal right to contract the latter shall prevail; but, the provision of this Agreement which is affected shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law.
- 9. <u>Further Assurances and Additional Documents</u>. Each of the Parties hereto shall execute and deliver any and all additional papers, documents, or other assurances, and shall do any and all acts and things reasonably necessary in connection with the performance of their obligations hereunder to carry out the intent of the Parties hereto. The Parties shall execute and deliver all other appropriate supplemental agreements and other instruments and take any other action necessary to make this Development Agreement fully and legally effective, binding and enforceable as between the Parties, and as against third parties. This Agreement requires the Parties to agree upon various items at different times in the future. The Parties will cooperate in good faith, and will deal fairly with one another, in an attempt to fulfill the expectations of the Parties as reflected in this Agreement and to facilitate the full performance of this Agreement by the Parties.
- 10. <u>Attorney Fees</u>. If a suit, action, arbitration or other proceeding of any nature whatsoever, including without limitation any proceeding under the U.S. Bankruptcy code, is instituted, or the services of an attorney are retained, to interpret or enforce any provision of this

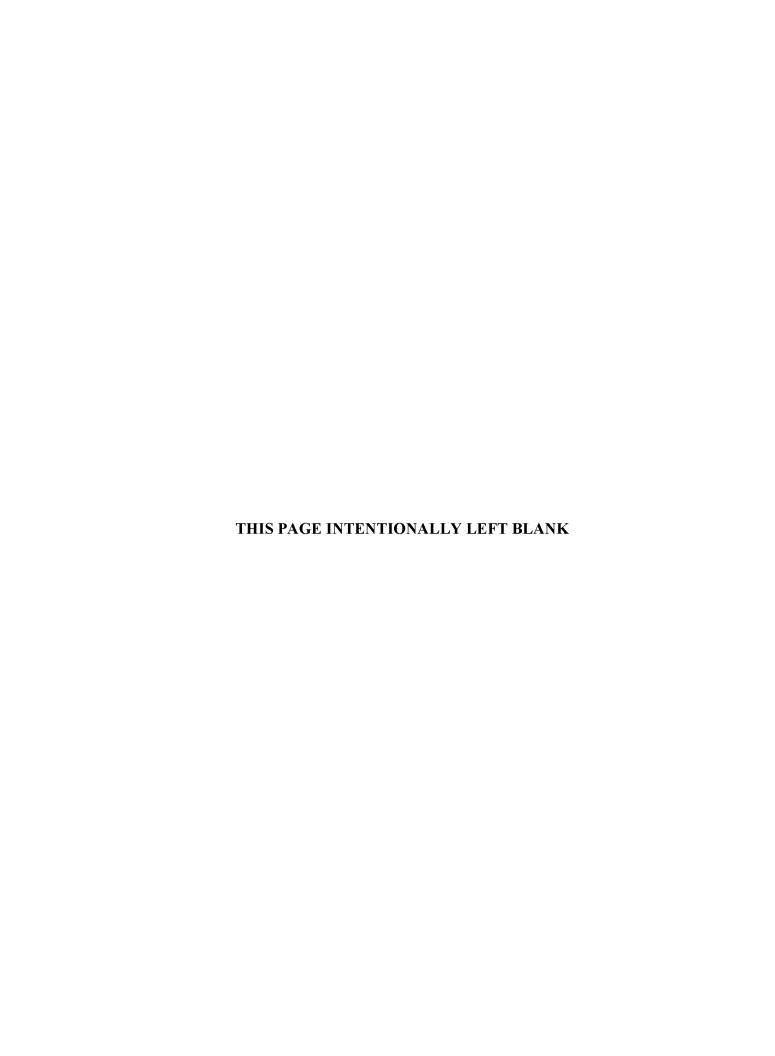
Development Agreement or with respect to any dispute relating to this Development Agreement, the prevailing party shall be entitled to recover from the losing party its attorney fees, paralegal fees, accountant fees, and other expert fees, and all other fees, costs and expenses actually incurred and reasonably necessary in connection therewith. In the event of suit, action, arbitration or other proceeding, the amount of fees shall be determined by the judge or arbitrator, shall include fees and expenses incurred on any appeal or review, and shall be in addition to all other amounts provided by law.

- 11. <u>Survival</u>. The warranties, representations, covenants and agreements made in this Agreement by each party shall survive the delivery of any deed or bill of sale and shall be and remain in full force and effect.
- 12. <u>Waiver</u>. Failure of any party at any time to require performance of any provision of this Agreement shall not limit the party's right to enforce the provision, nor shall any waiver of any breach of any provision be a waiver of any succeeding breach of the provision or a waiver of the provision itself or any other provisions.
- 13. <u>Time</u>. TIME IS OF THE ESSENCE with respect to the performance of the duties and obligations of this Development Agreement.
- 14. <u>Counterparts</u>. This Development Agreement may be executed in several counterparts, each of which shall be an original, but all of which shall constitute but one and the same Agreement.
- 15. <u>Captions and Headings</u>. The captions and headings of this Development Agreement are for convenience only and shall not be construed or referred to in resolving questions of interpretation or construction. Any recitals set forth at the beginning of this

Agreement are contractual and shall be considered or referred to in resolving questions of interpretation or construction.

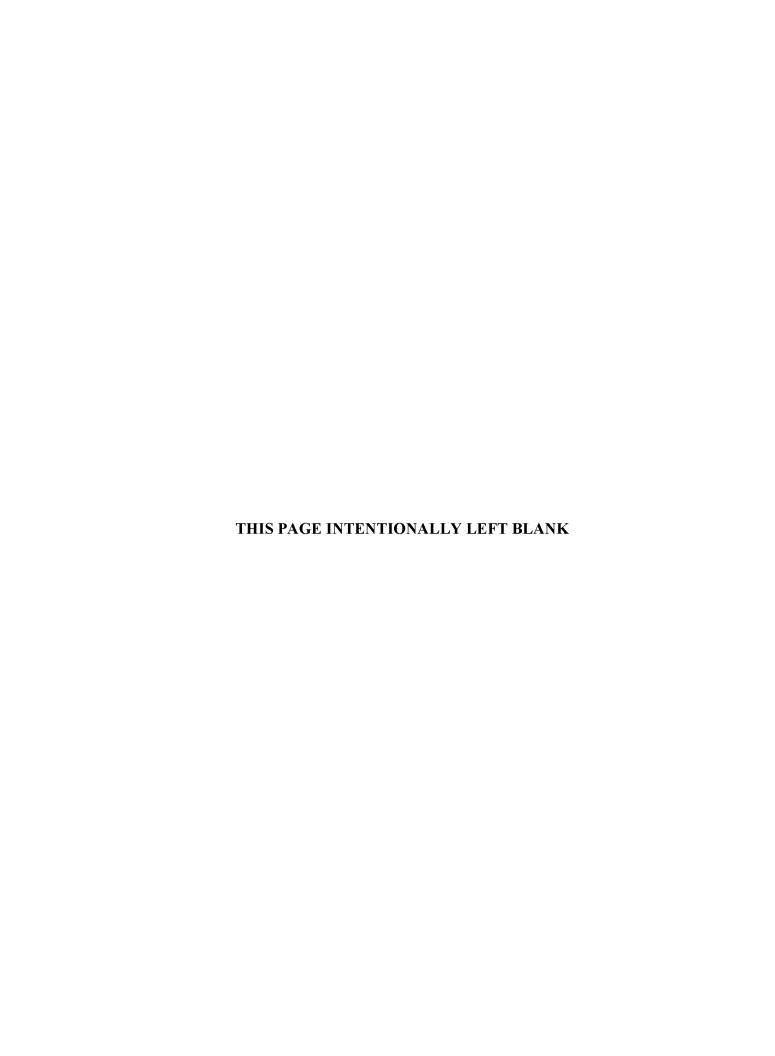
- 16. <u>Modifications or Amendments</u>. No amendment, change, or modification of this Agreement shall be valid, unless in writing and signed by all the parties hereto.
- 17. <u>Successors and Assigns</u>. All of the terms and provisions contained herein shall inure to the benefit of and shall be binding upon the Parties hereto and their respective heirs, legal representatives, successors and assigns.
- 18. <u>Other Agreements</u>. This Development Agreement constitutes the entire agreement among the Parties.

SPRINGBROOK PROPERTIES, INC.	CITY OF NEWBERG
By:	By:
Its:	Its:



# EXHIBIT A

# REAL PROPERTY DESCRIPTION



#### LEGAL DESCRIPTION

#### Parcel 1:

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being parts of Sections 7 and 8, in Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point on the South line of said Claim 53-1/3 rods East of the Southwest corner of said Claim, running thence North 72 rods; thence East 66 rods, 6-2/4 feet; thence South 72 rods; thence West 66 rods, 6-2/4 feet to the place of beginning.

Except that portion lying in public roads.

# Also Except the following described tract;

Beginning at a point 415 feet West of the Northeast corner of the above described tract, said point being the true point of beginning; thence South 240 feet; thence West 375 feet; thence North 240 feet; thence East 375 feet to the place of beginning.

#### Parcel 2:

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being a part of Section 8, Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point 415 feet West of the Northeast corner of that parcel described in that certain deed given by Mae Grove to Henry O. and Gladys Seidel recorded April 13, 1939, in Book 115, Page 278, Deed Records, Yamhill County, Oregon; thence South 240 feet; thence West 375 feet; thence North 240 feet; thence East 375 feet to the place of beginning.

#### Parcel 3:

Parts of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Tract No. 1: BEGINNING at the Southwest corner of said Claim; thence East along the Claim line, 119 rods 12 1/4 feet; thence North 20 feet to the true place of beginning; thence North 70.79 rods; thence East 20.25 rods; thence South 70.79 rods; thence West 20.25 rods to the place of beginning.

Tract No. 2: an undivided 1/2 interest in the following described tract to be used as a roadway:

BEGINNING at a point on the South line of said Claim, 119 rods 12 ½ feet East of the Southwest corner of said Claim; thence East 27 rods to the County Road; thence North 20 feet; thence West 27 rods to a point due North of the place of beginning; thence South 20 feet to the place of beginning

#### Parcel 4:

A part of the Donation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477 in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and said part being more particularly described as follows:

BEGINNING at a point on the South line of said Donation Land Claim, 140 rods East of the Southwest corner thereof; and running thence North 10.7 rods; thence East 14 rods; thence

South 10.7 rods; thence West 14 rods to the place of beginning.

EXCEPTING THEREFROM a one-half interest in and to the following described roadway: BEGINNING at the most Southwest corner of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; thence South 20 feet to the place of beginning.

#### Parcel 5:

Part of the Donation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being more particularly described as follows:

BEGINNING at a point on the South line of said Donation Land Claim 140 rods East of the Southwest corner thereof, and running thence North 18.00 chains; thence East 44 and 4/9 rods; thence South 18.00 chains to the South line of said Claim; and thence West 44 and 4/9 rods to the place of beginning.

EXCEPTING THEREFROM a one-half interest in and to the following described roadway, Beginning at the Southwest corner of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; and thence South 20 feet to the place of beginning.

ALSO EXCEPT that portion conveyed to Ruth M. Rees by deed recorded January 19, 1948, in Book 146, Page 743, Deed Records.

#### Parcel 6:

A tract of land in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

COMMENCING at a point which is 18 chains North and 29.64 1/3 chains East of the Southwest corner of the Wm. T. Wallace Donation Land Claim in Sections 7 and 8 of Township 3 South, Range 2 West of the Willamette Meridian; thence running East 17.19 chains to a post and iron pin; thence North 31.87 chains to an iron pin and post; thence West 17.19 chains to a point 9 links West of an iron pipe; thence South 31.87 chains to the place of beginning, which is 9 links West of an iron pipe.

EXCEPT that portion described in instrument recorded March 1, 1999, Instrument Number 199904249, records of Yamhill County, Oregon

#### Parcel 7:

Part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim; thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim; thence South 11.35 chains to a point East of the place of beginning; thence West 5.25 chains to the place of beginning.

EXCEPT the following described tract of land:

Being part of the

William T. Wallace and wife Donation Land Claim in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows to wit:

BEGINNING at angle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Wallace Claim and running thence South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 84° 40' West 670.0 feet; thence North 2° 35' West 460.0 feet to center of County Road No. 57; thence East along the center of said road to the place of beginning.

ALSO EXCEPT the following described tract of land:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of beginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim thence North in a straight line to the Southwest corner of a tract of land conveyed to Glenn L. Whitman et ux by deed recorded August 25, 1969 in Film Volume 76, Page 1739, thence East along the South line of the Whitman tract 670 feet to the centerline of County Road, thence Southeast along the centerline of County Road to the true point of beginning.

#### Parcel 8:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim, thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of beginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim; thence North in a straight line to the Southwest corner of a tract of land conveyed to Glenn L. Whitman et ux by deed Recorded August 25, 1969 in Film Volume 76, Page 1739; thence East along the South line of the Whitman tract 670 feet to the centerline of County Road; thence Southeast along the centerline of County Road to the true point of beginning.

#### Parcel 9:

Being a part of the William T. Wallace and Wife Donation Land Claim in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows:

BEGINNING at angle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Wallace Claim and running thence South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 84° 40' West, 670.0 feet; thence North 2° 35' West, 460.00 feet to the center of County Road No. 57; thence East along the center of said road to the place of beginning. EXCEPTING THEREFROM that portion described in instrument recorded May 22, 1989, in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

#### Parcel 10:

Being a part of the William T. Wallace and wife Donation Land Claim No. 47, Notification No. 1477, in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows:

Beginning at a stake 23.00 chains North and 10.00 chains West of the Southeast corner of said William T. Wallace and wife Donation Land Claim; thence West 18.50 chains to creek; thence North 2.00 chains; thence East 58 1/3 links to the Southeast corner of the E.H. Arthur tract; thence North 11.35 chains; thence East 12.89 chains to stake and center of County Road (Survey No. 375); thence South 21 10' East along center of County Road 13.83 chains to place of beginning.

#### Parcel 11:

A part of the Donation Land Claim of William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47, in Township 3 South, Range 2 West of the Willamette Meridian, bounded and described as follows, to-wit:

Beginning at the Southeast corner of said Claim and running thence North along the East line of said Claim 23 chains; thence West 28.50 chains to the center of creek; thence North along center of creek 2.00 chains; thence West 4.55 chains; thence South 25 chains to the South line of said Donation Land Claim; and thence East along the South line of said Claim 33.05 chains to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Zion Lutheran Church of Newberg, Oregon, an Oregon corporation by instrument recorded January 22, 1980 in Film Volume 147, Page 1453, Deed and Mortgage Records.

FURTHER EXCEPTING that portion described in instrument recorded May 13, 1968 in Film Volume 67, Page 965, Deed and Mortgage Records, described as follows:

A part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim, 1518.0 feet to the most Easterly Northeast corner of that tract described in Contract between John H. Larson, et ux, and Merle D. Brandt, et ux, recorded January 27, 1967, in Film Volume 57, Page 810, Deed and Mortgage Records; thence North 89 degrees 39' West along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0 degrees 14' West, 1518.0 feet to the South line of said Wallace Claim; thence South 89 degrees 39' East along the South line of said Wallace Claim, 596.58 feet to the place of beginning.

ALSO EXCEPTING the following: A part of the William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit: Beginning at a point on the South line of the said William T. Wallace Donation Land Claim North 89 degrees 39' West, 596.58 feet from the Southeast corner of said Claim in Section 8,

Township 3 South, Range 2 West of the Willamette Meridian; thence North 89 degrees 39' West along said Claim line, 408.0 feet; thence North 00 degrees 15' East, 1518.0 feet to an iron pipe; thence South 89 degrees 39' East, 408.0 feet to an iron rod; thence South 00 degrees 15' West, 1,518.0 feet to the point of beginning.

AND FURTHER EXCEPTING THEREFROM that portion conveyed to Yamhill County, a political subdivision of the State of Oregon, by instrument recorded November 29, 1979, in Film Volume 146, Page 647, Deed and Mortgage Records.

#### Parcel 12:

A tract of land in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in

Yamhill County, Oregon, being part of that certain tract of land described in Deed to Merle D. Brandt, et ux., recorded May 13, 1968, in Film Volume 67, Page 964, Yamhill County Deed and Mortgage Records and being more particularly described as follows:

Beginning at an iron rod that is West 1,012.80 feet and North 30.00 feet from the Southeast corner of the William Wallace Donation Land Claim, said iron rod being 8.22 feet West from the West line of that certain tract of land described in contract between Merle D. Brandt, et ux., vendors, and Robert E. Harshman, et ux, vendees, recorded August 4, 1969, in Film Volume 76, Page 1244, Yamhill County Deed and Mortgage Records; thence West 400.00 feet, parallel with and 30 feet Northerly from the South line of said Claim, to an iron rod; thence North 0 degrees 06' West 1,125.00 feet to an iron rod; thence East 400.00 feet to an iron rod that is West 8.22 feet from the West line of said Harshman Tract; thence South 1,125.00 feet to the point of beginning.

#### Parcel 13:

A part of the William T. Wallace and Susan R. Wallace Donation Land Claim No. 47, Notification #1477, in Section 8, Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit:

Beginning at a point on the South line of the said William T. Wallace Donation Land Claim, North 89 degrees 39' West 596.58 feet from the Southeast corner of said Claim; thence North 89 degrees 39' West along said Claim line, 408.0 feet; thence North 00 degrees 15' East 1518.0 feet to an iron pipe; thence South 89 degrees 39' East 408.0 feet to an iron rod; thence South 00 degrees 15' West 1518.0 feet to the point of beginning.

#### Parcel 14:

Part of the William T. Wallace Donation Land Claim #47 in Section 8 Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at the Southeast corner of the Wallace Claim; thence North 0° 14' East along the East line of said Claim, 1518.0 feet to the most Easterly Northeast corner of that certain tract described in contract between John H. Larson, et ux and Merle D. Brandt, et ux recorded January 27, 1967 in Film Volume 57, Page 810 Deed and Mortgage Records, and the True place of beginning; thence North 89° 39' West along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0° 14' West 379.50 feet to an iron rod; thence South 89° 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0° 14' East along the East line of said Claim, 379.50 feet to the point of beginning.

EXCEPTING THEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

#### Parcel 15:

(a) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 1,138.58 feet to an iron rod set for the true point of beginning; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to an iron rod; thence South 89 degrees 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.

- (b) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 759.0 feet to an iron rod set for the true point of beginning; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to an iron rod; thence South 89 degrees 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.
- (c) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to an iron rod; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to the South line of the Wallace Claim; thence South 89 degrees 39' East along the South line of said Claim 596.58 feet to the point of beginning. EXCEPTING therefrom that portion lying in the county roads.

#### TOGETHER with:

those portions of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 15 by operation of law, if any.

EXCEPTING FROM Parcel 15 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 16:

A tract of land in Section 8 and 9 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at a ½ iron pipe being North 45.35 chains and 2.23 chains East of the ¼ corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian, being the center of County Road 58 and County Road 56; thence North 20 feet and West 20 feet to an iron pipe and the true point of beginning; thence North 89 degrees 15' 00" West 859.49 feet to an iron pipe; thence North 0 degrees 14' 00" East 1163.03 feet to an iron pipe; thence South 89 degrees 35' 55" East 377.46 feet to an iron pipe; thence South 0 degrees 11' 45" West 515.21 feet to an iron pipe; thence North 89 degrees 46' 25" East 480.76 feet to an iron pipe; thence South 0 degrees 08' 45" West 658.32 feet to an iron pipe and the point of beginning.

EXCEPTING THEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

#### TOGETHER with:

those portions of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 16 by operation of law, if any.

#### Parcel 17:

Being a part of the Solomon Heater and wife Donation Land Claim, #48 Notification #1417, in Section 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

BEGINNING at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Book 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206; thence North 00° 12' East along the center line of County Road #56, 680.3 feet to the Southeast corner of the Webster tract in deed recorded May 17, 1968 in Film Volume 68, Page 93, Deed and Mortgage Records; thence South 89° 50' West 260.64 feet to the true point of beginning; thence continuing South 89° 50' West 240 feet to the Southwest corner of said Webster tract; thence North 00° 12' East 391.62 feet to the Northwest corner of said Webster tract; thence North 89° 50' East along said North line 207.64 feet to the Northwest corner of a tract of land deeded to William W. Jansen and Joann A. Jensen recorded August 20, 1965 in Film Volume 47, Page 447, Deed and Mortgage Records; thence South 00° 12' West 189 feet to the Southwest corner of said Jansen tract; thence North 89° 50' East 32.68 feet; thence South 202.62 feet to the true place of beginning.

#### Parcel 18:

Being a part of the Solomon Heater and wife Donation Land Claim #48, Notification #1471, in Sections 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

BEGINNING at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Volume 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206 and being 45.35 chains North and 2.23 chains East from the Quarter corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian; thence North 00° 12' East 680.3 feet to the true place of beginning; thence North 00° 12' East along the

center line of County road #56, a distance of 391.62 feet to the South line of Bryce Acres according to the duly recorded plat thereof; thence South 89° 28' West along the South line of said Bryce Acres, 500.64 feet; thence South 00° 12' West, 391.62 feet; thence North 89° 28' East 500.64 feet to the true place of beginning.

EXCEPTING THEREFROM that certain tract conveyed to William W. Jansen, et ux, by deed recorded August 20, 1965 in Film Volume 47, Page 447, Deed and Mortgage Records.

ALSO EXCEPTING THEREFROM that portion conveyed to Ronald Duane McClaflin et ux, by deed recorded October 19, 1971 in Film Volume 86, Page 1323, Deed and Mortgage Records

#### Parcel 19:

Beginning at a point in angle of County Road and on division line of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, and 27.28 chains North of the Southeast corner of the West half of said Claim; thence North 14.604 chains to an iron pipe on division line of said Claim; thence South 89 degrees 48' West 13.815 chains to an iron pipe in center of County Road; thence South 0 degrees 12' East 14.604 chains along center of County Road to iron pipe set in angle of road; and thence North 89 degrees 48' East along center of the County Road 13.775 chains to an iron pipe at place of beginning.

#### TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 19 by operation of law, if any.

EXCEPTING FROM Parcel 19 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 20:

Being a part of the Donation Land Claim of Solomon Heater and wife, Notification No. 1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim being all that portion of the following described tract lying North of the Railroad right of way: Beginning at a point on the division line between the East and West halves of the aforesaid Donation Land Claim, said beginning point being the Northeast corner of a certain tract of land formerly owned by Albert Hoskins, where a stone is set in the center of the road; running thence North following said division line between the East and West halves of said Donation Land Claim, 18 chains; thence West 13.84 chains; thence South 18 chains; and thence East 13.84 chains to the place of beginning.

# TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 20 by operation of law, if any.

EXCEPTING FROM Parcel 20, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 21:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron pipe which is North 0 degrees 05' 20" West 2243.68 feet, more or less, and North 88 degrees 53' 13" West 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest corner of that property described in Film Volume 116, Page 1689, Yamhill County Deed Records; thence South 0 degrees 05' 20" East 15.87 feet to the true point of beginning; thence North 89 degrees 59' 02" West 18.75 feet more or less to a point; thence North 0 degrees 00' 58" East 163.12 feet more or less to an iron pipe on the South right of way of the Southern Pacific Railroad; thence South 42 degrees 50' 19" West 63.63 feet more or less, along said Railroad right of way as described in Deed Book U, Page 385; thence South 57 degrees 20' 56" West 898.59 feet more or less along said railroad right of way to the Northwest corner of that 50 foot strip of land deeded to the O & C Railroad and described in Deed Book 34, Page 459; thence South 0 degrees 03' 54" East 59.33 feet more or less to the Southeast corner of said strip; thence South 0 degrees 11' 53" West 137.30 feet more or less to an iron rod; thence South 25 degrees 09' 59" West 308.23 feet more or less to an iron rod; thence North 89 degrees 38' 54" West 81.78 feet more or less to an angle iron marking the Northeast corner of the Church lot; thence South 0 degrees 21' 41" West 109.83 feet more or less to an iron rod at the Southeast corner of the Church lot; thence North 89 degrees 52' 58" West 167.98 feet more or less to an iron rod at the Southwest corner of the Church lot and being on the East right of way of Market Road No. 5; thence South 0 degrees 03' 54" West along said East right of way along said East right of way 194.70 feet more or less to the Southwest corner of that property described in Film Volume 74, Page 362; thence South 88 degrees 59' 37" East 1202.27 feet more or less, along the South line of said property to a point; thence North 0 degrees 05' 20" West 1168.74 feet more or less parallel to the East line of said Claim to the point of beginning.

# TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure

to the above described Parcel 21 by operation of law, if any.

EXCEPTING THEREFROM being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon more particularly described as follows:

Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 166.82 feet more or less to an iron pipe; thence North 89 degrees 05' 40" West 1202.16 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 54" East 30.00 feet from the Southwest corner of the Church lot; thence South 0 degrees 03' 54" East 164.70 feet more or less to the point of beginning.

#### Parcel 22:

Being a part of the Solomon Heater and Wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 363, Yamhill County Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and North 89° 59' 37" West 828.99 feet more or less from the Southeast corner of said Claim; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.06 feet more or less; thence on a curve right with a radius of 1000.00 feet and a central angle of 34° 10' 29" (chord bears South 72° 00' 27" East 587.66 feet) to a point; thence North 89° 05' 41" West 558.14 feet more or less to the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence North 0° 06' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 88° 59' 37" West 209.65 feet more or less to the point of beginning.

#### Parcel 23:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron pipe which is North 0° 05′ 20″ West 2243.68 feet more or less and North 88° 53′ 13″ West 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest corner of that property described in Film Volume 116, Page 1689, Yamhill County Deeds and Records; thence South 0° 05′ 20″ East 15.87 feet to the TRUE POINT OF BEGINNING; thence South 0° 05′ 20″ East 1168.74 feet more or less, parallel to the East line of said Claim, to a point on the South line of that property described in Film Volume 74, Page 362, Yamhill County Deeds and Records; thence South 88° 59′ 37″ East 209.65 feet to a point; thence South 0° 06′ 24″ East 5.51 feet more or less to an iron rod at the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence South 89° 05′ 41″ East 619.33 feet more or less to a point on the East line of said Claim; thence North 0° 05′ 20″ West along said East line 1187.48 feet more or less to a point; thence North 89° 59′ 02″ West 828.84 feet to the point of beginning.

EXCEPTING THEREFROM being a part of the Solomon Heater and wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 363,

Yamhill County Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and North 88° 59' 37" West 828.99 feet more or less from the Southeast corner of said Claim; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.59 feet more or less; thence on a curve right with a radius of 1000.00 feet and a central angle of 34° 08' 39" (chord bears South 71° 59' 32" East 587.15 feet) to a point; thence North 89° 05' 41" West 558.14 feet more or less to the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence North 0° 06' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 88° 59' 37" West 209.65 feet more or less to the point of beginning.

#### Parcel 24:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon more particularly described as follows:

Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 166.82 feet more or less to an iron pipe; thence North 89 degrees 05' 40" West 1202.16 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 54" East 30.00 feet from the Southwest corner of the Church lot; thence South 0 degrees 03' 54" East 164.70 feet more or less to the point of beginning. TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 24 by operation of law, if any.

# Parcel 25:

Beginning at an iron pipe 1 inch in diameter, said iron pipe marking the Southeast corner of the Solomon Heater D.L.C. No. 48, Notification No. 1571, situated in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and running thence North a distance of 2245.32 feet to a point in the present County Road; thence West a distance of 451.06 feet to an iron pipe, said iron pipe marking the true point of beginning of this description; thence continuing West a distance of 398.36 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in Southeasterly right of way line of the Southern Pacific Railway; thence along a curve to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a point in the centerline of said County Road; thence following said center line of said County Road East 195.13 feet to a point; thence South 1°45'30" West a distance of 393.42 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion of land within the limits of the right of way of the present County Road lying immediately adjacent to the Northerly boundary line of the property herein described.

#### Parcel 26:

Beginning at a stake set on the East line of Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South, of Range 2 West of the Willamette Meridian, in Yamhill County, and State of Oregon, from which stake a fir 4 inches in diameter bears South 75° West 36 links, said stake being 34.02 chains North of the Southeast corner of said Claim;

thence West 12.87 chains to stake from which an oak 8 inches in diameter bears North 16 links; thence North 2.45 chains to stake set on the South side of the Southern Pacific Railway right of way; thence North 42°57' East along the East line of said right of way 4.79 chains to stake set in County Road; thence East along road 9.606 chains to stake on the East line of the said Heater D.L.C. from which an oak 12 inches in diameter bears South 37°15' West 14 links, oak 12 inches in diameter bears South 45° West 50 links; thence South along the East line of said claim 5.96 chains to beginning.

EXCEPTING THEREFROM the tract conveyed to R.E. Chapman and Cecil Chapman, husband and wife, to Leonard E. Barton and Mildred Julia Barton, husband and wife, by deed recorded in Book 143, Page 250 of the Deed Records of Yamhill County described as follows: Beginning at an iron pipe, 1 inch in diameter, said iron pipe marking the Southeast corner of the Solomon Heater Donation Land Claim No. 48, Notification No. 1471, situated in Township 3 South of Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and running thence North a distance of 2245.32 feet to a point in the present County Road; thence West a distance of 451.06 feet to an iron pipe marking the True Point of Beginning of this description; thence continuing West a distance of 398.36 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in the Southeasterly right of way line of the Southern Pacific Railway; thence along a curve to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a point in the centerline of the present existing County Road; thence following said centerline of said County Road, East 195.13 feet to a point; thence South 1°46'30" West a distance of 393.42 feet to the True Point of Beginning of this description.

#### Parcel 27:

Situate, lying and being in Yamhill County, Oregon, and particularly described as follows:

Beginning at a point 100 rods North and 70-8/33 rods West of the Southeast corner of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, said County and State, and running thence South 354.8 feet to the center of the County Road; thence South 57°15′ West along center of said County Road, 270 feet to its intersection with Cherry Street, in the Town of Springbrook as platted; thence West along the center of said Cherry Street 340.4 feet to the Southwest corner of that certain tract of land conveyed by Matilda J. Hoskins, widow to Lindley M. Carey and Rosella Carey, husband and wife, by deed dated February 10, 1912; thence North 503.9 feet; and thence East 573 feet to the place of beginning.

#### Parcel 28:

A part of the East Half of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South of Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being particularly described as follows, to wit:

BEGINNING at a point on the North line of Cherry Street 40 feet North and 20 feet East of the Northwest corner of Lot 4, Block 1, TOWN OF SPRINGBROOK, as platted and of record in the office of the County Clerk for Yamhill County, Oregon, running thence North 466 feet to the South line of land now owned by the Springbrook Packing Company Cooperative; thence East along said South line of said land owned by the Springbrook Packing Company Cooperative 128 feet; thence North 48 feet to the South line of land owned by Fred Kincaid; thence East along said South line of said land owned by Fred Kincaid 192 feet; thence South 474 feet to the North line of said Cherry Street; thence West 320 feet to the place of beginning.

Parcel 29:

(a) Part of the East half of the Solomon Heater Donation Land Claim in Section 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and part of Lots 2, 3 and 4 in Block 1 of the Town of Springbrook in Yamhill County, Oregon, described as follows:

Beginning at the Southwest corner of said Lot 2, Block 1 of the Town of Springbrook; thence North along the West line of Lots 3 and 4 and the West line of Cherry Street and the West line of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records, to the Northwest corner of said Baldwin tract; thence East along the North line of said Baldwin tract, 148 feet to the Northeast corner of that tract described as Parcel #3 in Deed to Springbrook Packing Co., recorded February 21, 1938 in Book 114, Page 2; thence South 48 feet; thence West parallel with the North line, 128 feet; thence South parallel with and 20 feet East of the West line of the herein described tract to the South line of said Lot 2, Block 1 of Springbrook; thence West 20 feet to the place of beginning.

Except that portion lying within public roads.

(b) Part of the East half of the Solomon Heater Donation Land Claim in Section 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the Northwest corner of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records which place of beginning is also the Southwest corner of that tract conveyed to William Kincaid, et ux, by deed recorded in Book 61, Page 531, Deed Records; thence North 148 feet; thence East 148 feet; thence South parallel with the West line, 148 feet to the South line of said Kincaid tract; thence West 148 feet to the place of beginning.

#### TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 29 by operation of law, if any.

#### Parcel 30:

Lots 1 and 2, Block 2, TOWN OF SPRINGBROOK, in Yamhill County, Oregon, according to the plat of said Recorder of Conveyances for Yamhill County, Oregon.

EXCEPTING 10 feet off of and from the East side of said Lots.

TOGETHER WITH that portion of vacated Cherry Street, by vacation ordinance No. 76-235, which inures by law.

#### Parcel 31:

Lots 1, 2, 3 and 4 in Block 1 in the TOWN OF SPRINGBROOK, in Yamhill County, Oregon.

EXCEPTING THEREFROM A tract conveyed to Springbrook Packing Company by deed recorded November 18, 1930 in Book 104, Page 377, Deed Records, Yamhill County, Oregon.

ALSO EXCEPTING THEREFROM a tract conveyed to Springbrook Packing Company Co-operative, a corporation, by deed recorded February 21, 1938 in Book 114, Page 2, Deed Records, Yamhill County, Oregon.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 32:

BEGINNING at a point 220 feet North and 20 feet East from the intersection of the North line of the P. & W. R.R. (now Southern Pacific Railroad) land with the West line of the East half of the Solomon Heater Donation Land Claim No. 48 in Section 9, Township 3 South, Range 2 West of the Willamette Meridian; thence East 100 feet; thence South 142.0 feet to the North line of said Railroad land; thence in a Southwesterly direction along the North line of said Railroad land 142.6 feet; thence North 171 feet, more or less, to the North Boundary of County Road; thence East 20 feet; thence North 49 feet, more or less, to the place of beginning. The said property being parts of Lots 1 and 2 of Block 1 of the TOWN OF SPRINGBROOK, in Yamhill County, Oregon.

# TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 32 by operation of law, if any.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 33:

- (a) Commencing at a point in the center of Market Road #5 at the Southwest corner of that certain tract described in deed from Cyrus E. Hoskins to Oregon and California Railroad Company by deed recorded in Book 34, Page 459, Deed Records; thence running South 9 rods 3 feet; thence East 12 rods; thence North 16 rods 15 feet to Southern line of said Oregon and California Railway; thence Southwesterly along the said Oregon and California Railway and 80 feet from center of same to the place of beginning, said land being a part of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim #48, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill, Oregon.
  - EXCEPT that portion lying in Market Road #5.
- (b) Situate, lying and being in Yamhill County, Oregon, and being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, and the part thereof herein conveyed being particularly described as follows, to-wit: Beginning at a gas pipe at Southeast corner of the real property conveyed to School by deed recorded in Book 34, Page 288, Deed Records, in said Donation Land Claim; and running thence East 1.25 chains to a gas pipe; thence North 24° 57' East 4.67 chains to a gas pipe; thence North 2 chains to a gas pipe; thence South 57° 24' West 3.81 1/2 chains; and thence South 4.20 chains to the place of beginning.
- (c) Beginning at a point 14 rods South of the center of Southern Pacific Railroad and the center line of Market Road No. 5, being at the Southwest corner of the School grounds of School District No. 56 in Yamhill County, Oregon; thence running South 6 2/3 rods; thence East 12 rods; thence North 6 2/3 rods; thence West 12 rods to the place of beginning.

EXCEPT that portion lying in Market Road No. 5.

# TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 33 by operation of law, if any.

#### Parcel 34:

Part of the Solomon Heater Donation Land Claim No 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows:

Beginning at a point 8 chains North of the Southeast corner of said Claim; thence North 8 chains; thence West 618.25 feet to a point; thence South 8 chains; thence East 618.25 feet to the place of beginning.

#### Parcel 35:

Being a part of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part bounded and described as follows, to-wit:

BEGINNING at a point 8 chains North and 37 rods 8 1/2 feet West of the Southeast corner of said Claim; and running thence North 8 chains; thence West 343.75 feet to the Northwest corner of that tract conveyed to Amos Graves on July 21, 1911 by deed recorded in Book 59, Page 588, Deed Records; thence South along the West line of said Graves tract to the Southwest corner thereof; thence East 343.75 feet, more or less, to the place of beginning.

EXCEPTING THEREFROM THAT part conveyed to public for road purposes by deed recorded February 23, 1972, Book 62, Page 369, Deed Records.

#### Parcel 36:

Being a part of the Original Donation Land Claim of Solomon Heater, Notification #1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being particularly described as follows:

BEGINNING at a point which is 8 chains North and 58 rods and 5.5 feet West of the Southeast corner of said Claim; and running thence North 8 chains; thence West 7 rods; thence South 8 rods; thence West 6 rods and 10.5 feet; thence South 24 rods; and thence East 13 rods and 10.5 feet to the place of beginning.

# Parcel 37:

- (a) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:
- Beginning at a point 16 chains North and 31.34 chains West of the Southeast corner of said Donation Land Claim, and running thence East, 15 chains; thence South 2 chains; thence West, 15 chains; and thence North 2 chains to the place of beginning.
- EXCEPTING THEREFROM the following described portion: A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05' 20" West 1056.00 feet and North 88° 59' 37" West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00' 23" West 120.00 feet; thence North 88° 59' 37" West 100.00 feet; thence North 01° 00' 23" East 120.00 feet; thence South 88° 59' 37" East 100.00 feet to the point of beginning.
- (b) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:
- Beginning at a point 11 chains North and 94 rods and 3 feet West of the Southeast corner of said Donation Land Claim, and running thence North, 12 rods; thence West, 31 rods and 2 feet; thence South 12 rods; thence East, 31 rods and 2 feet to the place of beginning.

- (c) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:
- The North one-half of a tract described as follows: Beginning at a point 8 chains North and 87 rods and 3 ½ feet West of the Southwest corner of said Donation Land Claim, and running thence North, 24 rods; thence West, 6 rods and 11 feet; thence South 24 rods; and thence East, 6 rods and 11 feet to the place of beginning.
- (d) Being a part of the East Half of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being more particularly bounded and described as beginning at a point 8 chains North and 71 rods and 16 feet West of the Southeast corner of said Claim, and running thence North 24 rods; thence West, 15 rods and 9 feet; thence South, 24 rods; and thence East, 15 rods and 9 feet to the place of beginning.
- (e): A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05' 20" West 1056.00 feet and North 88° 59' 37" West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00' 23" West 120.00 feet; thence North 88° 59' 37" West 100.00 feet; thence North 01° 00' 23" East 120.00 feet; thence South 88° 59' 37" East 100.00 feet to the point of beginning. TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 37 by operation of law, if any.

EXCEPTING FROM Parcel 37, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 38:

SITUATE, lying and being in the County of Yamhill and in the State of Oregon, and being a part of the East Half of the original Donation Land Claim of Solomon Heater, deceased, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, said part being bounded and particularly described as follows, to wit;

BEGINNING at a point 8 chains North and 87 Rods and 8 1/2 feet West of the Southeast corner of said Claim, and running thence West 24 Rods and Three feet; thence North 12 Rods; thence East 24 Rods and Three feet; thence South 12 Rods to the place of beginning. TOGETHER with:

those portions of vacated Crestview Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 38 by operation of law, if any.

EXCEPTING FROM Parcel 38 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 39:

A portion of that certain tract of land in Solomon Heater Donation Land Claim No. 48 in the Northwest 1/4 Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described in deed to Lela R. Gulley, recorded March 5, 1937 in Deed Records, Yamhill County, Oregon, said portion being more particularly described as follows: Commencing at a point on the South line of said Lela R. Gulley tract which bears North 528.00 feet and West 1843.00 feet from the Southeast corner of said Solomon Heater Claim and running thence North 30.00 feet and North 88°58'30" West 122.47 feet to the true point of beginning; thence continuing North 88°58'30" West 75.00 feet to the Easterly right-of-way of Market Road No. 5; thence along said Easterly right-of-way, North 100.00 feet; thence South 88°58'30" East, 75.00 feet; thence South 100.00 feet to the true point of beginning. TOGETHER with:

those portions of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 39 by operation of law, if any. EXCEPTING FROM Parcel 39, that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 40:

Parcels 2 and 3 of PARTITION PLAT 92-62, recorded August 28, 1992 in Film Volume 3, Page 268 record of Plats of Yamhill County, Oregon.

#### TOGETHER with:

those portions of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 40 by operation of law, if any.

EXCEPTING FROM Parcel 40 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 41:

Being a part of the East half of the original Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being particularly described as follows, to-wit: BEGINNING at a point 75 rods West of the Southeast corner of said Claim and running thence North 32 rods; thence West 50 rods; thence South 32 rods; and thence East 50 rods to the place of beginning.

#### TOGETHER with:

those portions of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 41 by operation of law, if any.

EXCEPT the following described tract: Being a portion of lands described in Book 162, Page 522, Deed Records of Yamhill County, beginning at a point West 1237.5 feet from the Southeast corner of the Donation Land Claim of Solomon Heater and of Jane Heater, his wife, Notification #1471, Claim #48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, measured along the South line of said Claim, and being the Southwest corner of lands conveyed to Harold E. Baurer and Margaret J. Baurer, August 10, 1973, as recorded in Film Volume 95, Page 2120 Deed Records; thence North 0° 13' 16" West 531.36 feet to the Northeast corner of the tract of land described in Book 162, Page 522,

said point being also the centerline of County Road #59; thence North 88° 50' 24" West along the center of said road 17.94 feet; thence South 1° 19' 14" East 531.71 feet; thence South 89° 07' 01" East 8.64 feet to the place of beginning.

ALSO EXCEPTING FROM Parcel 41 that portion described in Exhibit "A" of Instrument October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 42:

Part (a) A tract of land in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being part of that certain tract of land described as Parcel 1 and Parcel 9 in deed recorded in Film Volume 75, Page 1139, Deed and Mortgage Records, and being more particularly described as follows:

Beginning at an iron rod at the intersection of the West line of said Parcel 9 with the North line of Crestview Drive (formerly County Road); thence South 89° 44' East along said North line and along the South line of said Parcel 1, a distance of 600.24 feet to an iron rod at the most Southerly Southeast corner of said Parcel 1; thence North along the Southerly portion of the East line of said Parcel 1 and its Northerly extension, 375.94 feet to an iron pipe; thence South 89° 53' 40" East, 131.70 feet to an iron pipe at the Southwest corner of a building; thence North 00° 25' 20" East 150.40 feet along the Westerly face of said building to an iron pipe at the Northwest corner of said building; thence North 35° 15' 20" East 124.65 feet to the most Southerly corner of a building as the same is now located as of August 21, 1976; thence North 32° 41' 40" West along the Westerly face of the Easterly building 159.38 feet to the Northerly line of said Parcel 1; thence South 57° 26' West along said Northerly line and the Northerly line of said Parcel 9, a distance of 853.33 feet to an iron rod at the Northwest corner of said Parcel 9; thence South 299.89 feet to the point of beginning.

EXCEPTING THEREFROM the following described tract:

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast corner of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet to the South boundary line of the Southern Pacific Company right of way; thence South 57° 28' West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning. Part (b):

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast corner of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet to the South boundary line of the Southern Pacific Company right of way; thence South 57° 28' West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning.

FURTHER EXCEPTING from Parts (a) and (b) of Parcel 42 above described the following tract of land:

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

BEGINNING at the Southeast corner of that tract of land described in deed from AUSTIN to HEAD START OF YAMHILL COUNTY, INC., and recorded April 21, 2005, in instrument No.

200508033, Yamhill County Deed Records, said corner being a point on the Northerly margin of Crestview Drive (30 feet from centerline), from which an iron rod set in CSP-5819 bears West 0.72 feet and North 0.28 feet as shown on CS-11478; thence North 00° 02' 12" East 301.41 feet to the Northeast corner of said HEAD START tract, being a point on the Southerly margin of the Southern Pacific Railroad right of way from which as iron rod set in CSP-5819 bears South 59° 47' 56" West 2.60 feet; thence North 57° 12' 17" East 89.26 feet along said Railroad right of way to an iron rod; thence South 00° 02' 12" West 349.80 feet to an iron rod on said Northerly margin of Crestview Drive; thence North 89° 57' 48" West 75.00 feet to the POINT OF BEGINNING.

Part (c):

Part of the Solomon Heater and wife Donation Land Claim No. 48, Notification No. 1471, in Sections 9 and 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the intersection of the South line of the Oregon and California Railroad Company right of way, and the line between the East and West Halves of said Donation Land Claim; thence South along said line between the East and West Halves of said Donation Land Claim 721.1 feet; thence West 387.8 feet; thence South to the North line of county Road; thence West along the North line of said County Road, 516.6 feet to the East line of tract conveyed to Lilah R. Newby by Deed recorded May 7, 1943 in Book 121, Page 573, Deed Records; thence North along said Newby Tract to the South line of said Railroad right of way; thence Northeasterly along said Railroad right of way, 1074.5 feet to the place of beginning.

EXCEPT that portion lying in the County Road. ALSO EXCEPTING THEREFROM that portion conveyed to Yamhill County, by Deed recorded in Film Volume 93, Page 2288, Deed and Mortgage Records.

FURTHER EXCEPTING THEREFROM that portion conveyed to A-DEC, INC., an Oregon corporation in Deed recorded January 7, 1977 as Film Volume 117, Page 477, Deed and Mortgage Records.

Part (d):

Part of the Solomon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at the Northwest corner of land conveyed to Zimri Mills by deed recorded January 25, 1944 in Book 123, Page 429, Deed Records, and on the South line of land conveyed to the Springbrook Packing Company, in deed recorded May 23, 1944 in Book 124, Page 389, Deed Records; thence West along the South line of said Springbrook Packing Company tract, 183.4 feet; thence South parallel with the West line of said Mills tract to the center of the County Road; thence East along the center of the County Road to the Southwest corner of said Mills tract; thence North to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County, Oregon, for road purposes by deed recorded 9-21-1973 in Film Volume 91, Page 462. Part (e):

Being a part of the Solomon Heater and wife Donation Land Claim, Notification No. 1471, Claim No. 48 in Sections 9 and 16, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim hereby conveyed being particularly described as follows, to-wit:

Beginning at the Southeast corner of the Springbrook Packing Company Cooperative's land on the West line of Market Road No. 5; thence West 183.4 feet following the South boundary line of said Springbrook Packing Cooperative land; thence South parallel with said Market Road No. 5 to the center of the County Road as now established; thence East following the center of said County Road 183.4 feet to the West line of said Market Road No. 5; and thence North along the West line of said Market Road No. 5 to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County, Oregon, for road purposes by deed recorded August 30, 1972 in Film Volume 90, Page 2215, Deed and Mortgage Records.

TOGETHER with:

those portions of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 42 by operation of law, if any.

ALSO EXCEPTING FROM parcel 42 that portion described in Exhibit "A" of Instrument October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 43:

Part of the West half of the Solomon Heater Donation Land Claim in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being further described as follows:

Beginning at an iron pipe set 30 feet South of the Center of Growers Avenue, said point being North 576.54 feet and North 89° 40' West 586.47 feet from the Southeast corner of the West half of said Heater claim; thence North 89° 40' West 90.68 feet to an iron pipe; thence South 234.23 feet to an iron pipe; thence South 89° 40' East 90.68 to an iron pipe; thence North 234.23 feet to the place of beginning, said tract also being Parcel 3 of CSP No. 6116.

#### Parcel 44:

Part of the West half of the Solomon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point that is 9.19 chains North and 495.79 feet North 89° 40' West from the Southeast corner of the West half of said Claim No. 48; thence North 89° 40' West 90.68 feet; thence South parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974, in Film Volume 102, Page 1990, Deed and Mortgage Records of Yamhill County 264.23 feet to a point on the North line of that tract conveyed to E. C. Green, et ux, by deed recorded December 20, 1943, in Book 123, Page 258, Deed Records; thence South 89° 40' East along said North line 90.68 feet; thence North parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974 in Film Volume 102, Page 1990, Deed and Mortgage Records 264.23 feet to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County by deed recorded August 30, 1972 in Film Volume 90, Page 2219, Deed and Mortgage Records of Yamhill County, Oregon.

#### Parcel 45:

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

Beginning at an iron rod that is North 606.62 feet North 89°40' West 138.16 feet and South 30 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 54 feet to an iron rod; thence South 89°40' East 12.36 feet to an iron rod; thence South 37.48 feet to a 5/8" iron rod; thence North 89°40' West 89.36 feet to an iron rod; thence North 91.4 feet to a 5/8" iron rod; thence South 89°40' East 77.0 feet to the true point of beginning.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 46:

A tract of land situated in the Northwest ¼ of Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows: Beginning at an iron rod that is North 606.62 feet, North 89° 40' West 138.16 feet and South 30 feet from the Southeast corner of the West ½ of the Solomon Heater Donation Land Claim, THE TRUE POINT OF BEGINNING; thence South 54 feet to an iron rod; thence South 89° 40' East 12.36 feet to an iron rod; thence South 37.48 feet to an iron rod; thence South 89° 40' East 95.80 feet to an iron rod; thence North 91.48 feet to an iron rod; thence North 89° 40' West 108.16 feet to an iron rod and the TRUE POINT OF BEGINNING. EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 47:

Part (a):

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

Beginning at a point that is North 606.62 feet, North 89°40' West, 405.11 feet and South 30 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim; thence South 82.23 feet; thence South 89°40' East 94.95 feet (passing an iron rod at 5 feet) to an iron rod; thence North 82.23 feet to an iron rod; thence North 89°40' West 94.85 feet (Passing an iron rod to 89.95 feet) to the place of beginning. Part (b):

An undivided 1/5 interest in the following property:

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

Beginning at an iron rod that is North 606.62 feet, North 89°40' West, 285.16 feet and South 30.00 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim and the true point of beginning; thence North 89°40' West, 25.00 feet to a 5/8 inch iron rod; thence South 164.23 feet to a 5/8 inch iron rod; thence South 89°40' East, 25.00 feet; thence North 164.23 feet to the true point of beginning.

#### Parcel 48:

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

Beginning at an iron rod that is North 606.62 feet, North 89°40' West 215.16 feet and South 30.0 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 117.00 feet to an 1/2" iron rod; thence North 89°40' West 70.00 feet to a 5/8" iron rod; thence North 117.00 feet to a 5/8" iron rod; thence South 89°40' East 70 feet to the true point of beginning.

#### Parcel 49

Being a part of the Donation Land Claim of Solomon Heater and Jane Heater, his wife,

Notification No. 1471, Claim No. 48 in Sections 8, 9, 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being more particularly bounded and described as follows, to-wit:

Beginning at a point 26.72 chains North of the Quarter post on line between Sections 16 and 17 of said Township and Range; thence West 11.61 chains; thence North 18.063 chains; thence East 13.84 chains; thence South 18.063 chains; thence West 2.23 chains to the place of beginning.

TOGETHER with:

those portions of vacated Crestview Road, Aspen Way and Mountainview Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 49 by operation of law, if any.

EXCEPT that portion of the premises lying South of the North boundary of the Southern Pacific Railroad right of way.

ALSO EXCEPT that portion described in instrument recorded May 22, 1989 in Film Volume 0232, Page 0780, records of Yamhill County, Oregon.

ALSO EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 50:

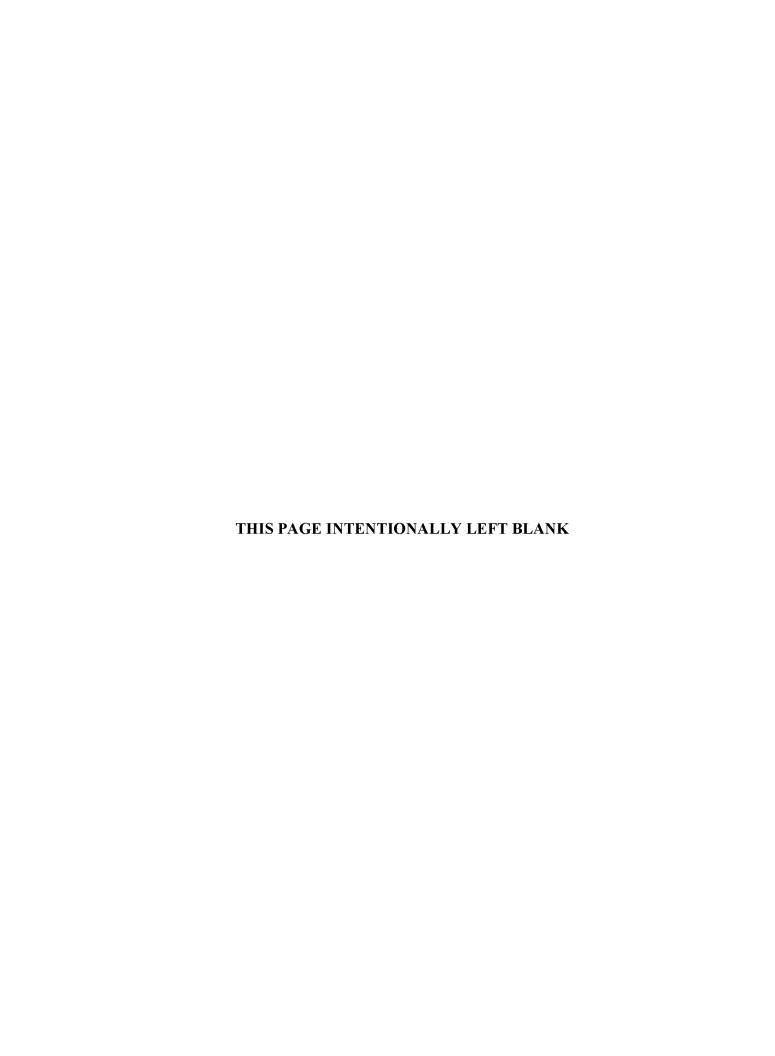
Parcel 3, PARTITION PLAT 2003-30, recorded December 3, 2003, Instrument No.: 200330511, records of Yamhill County, Oregon.

#### Parcel 51:

(Intentionally deleted)

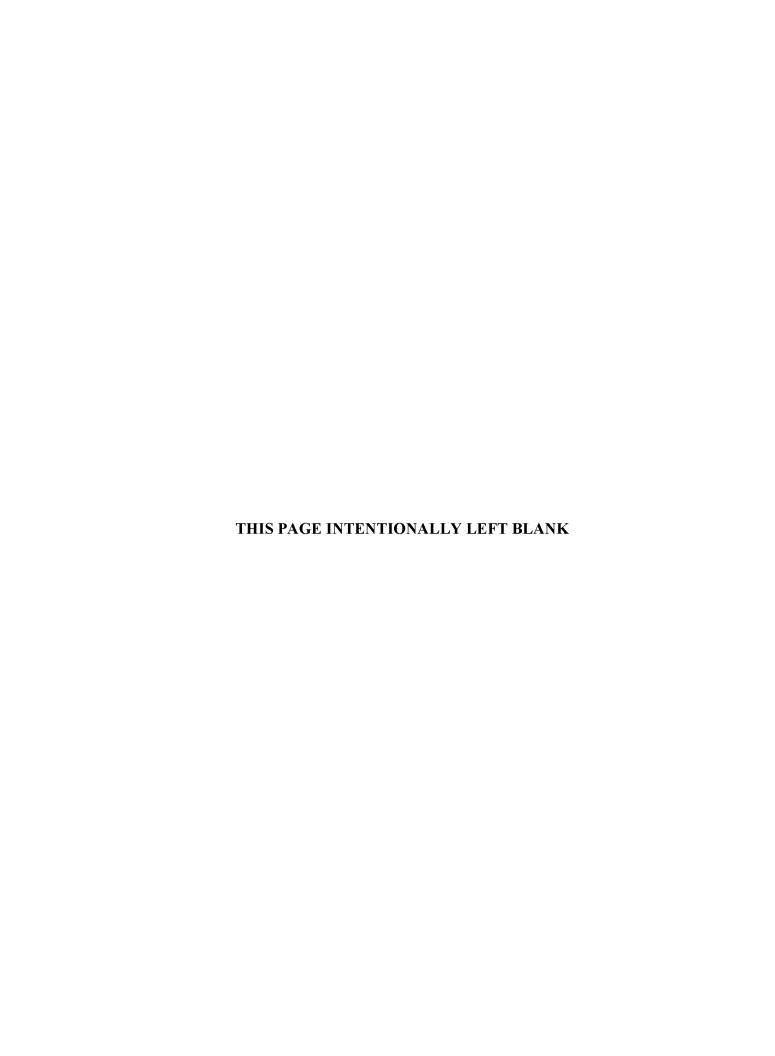
#### Parcel 52:

Part of the Oliver J. Walker Donation Land Claim in Section 18, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at a point 4 rods West of the Section line between Sections 17 and 18 in said Township and Range, and 96 rods North of the South line of said Claim; thence North 160 feet to the TRUE point of beginning, which point is also the Northeast corner of that tract conveyed to Carl Johnson and Anna Johnson, by Deed recorded 11-30-53 in Book 171, Page 657, Deed Records; thence North 170 feet to the South line of that tract of land conveyed to Gordon J. Manary and Ruth H. Manary, by Deed recorded 1-7-47 in Book 140, Page 22, Deed Records; thence West along the South line of said Manary Tract 630 feet to the East line of the County Road; thence South 170 feet to the Northwest corner of said Johnson Tract; thence East along the North line of said Johnson Tract 630 feet to the TRUE point of beginning. EXCEPTING THEREFROM that portion conveyed to the State of Oregon by and through its State Highway Commission by Deed recorded 4-12-56 in Book 180, Page 468, Deed Records. AND FURTHER EXCEPTING that portion conveyed to Chester W. Emmert, et ux, by Deed recorded 5-20-59 in Film Volume 5, Page 216, Deed and Mortgage Records for Yamhill County, Oregon.

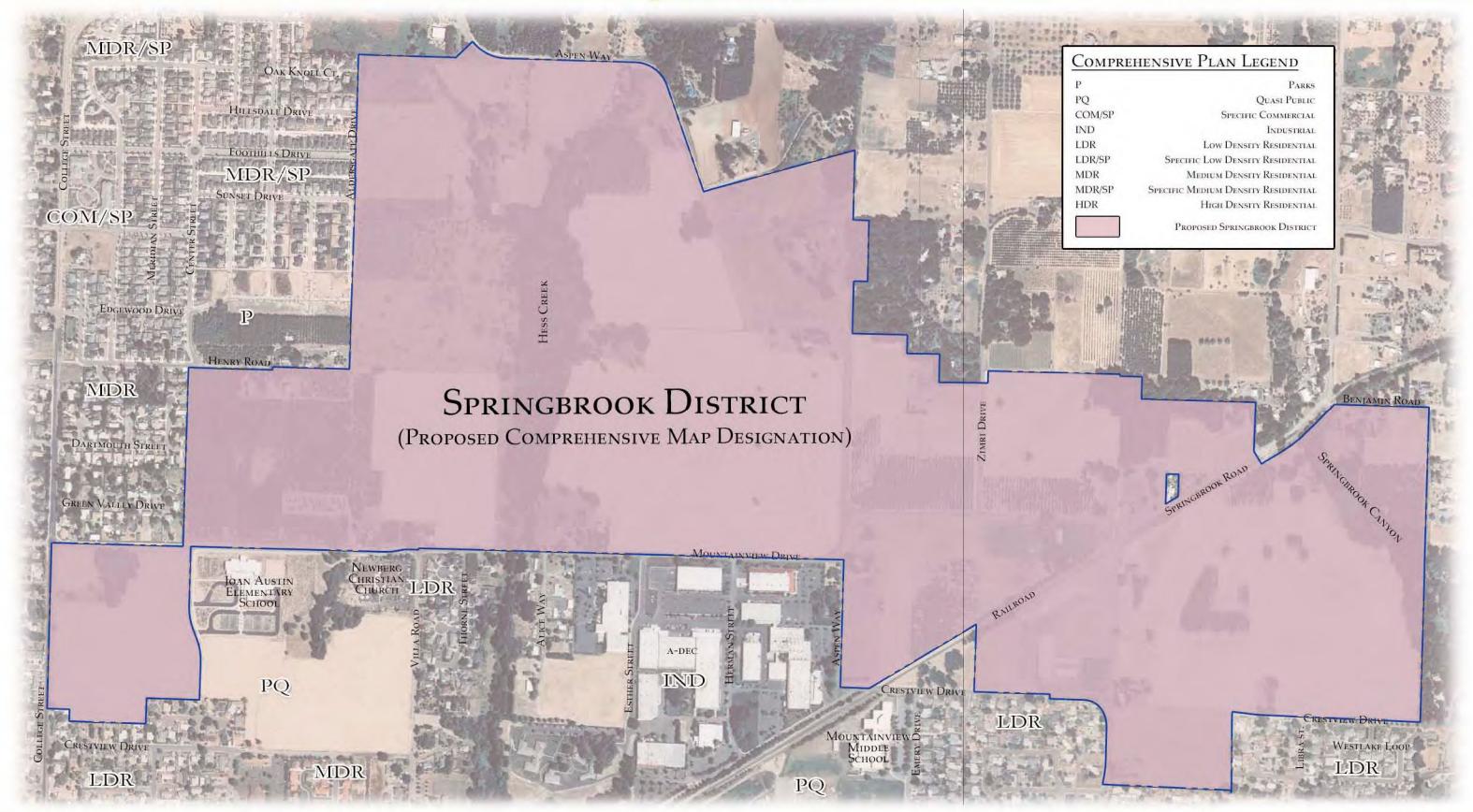


### **EXHIBIT B**

### COMPREHENSIVE PLAN DESIGNATION AND ZONING DESIGNATIONS

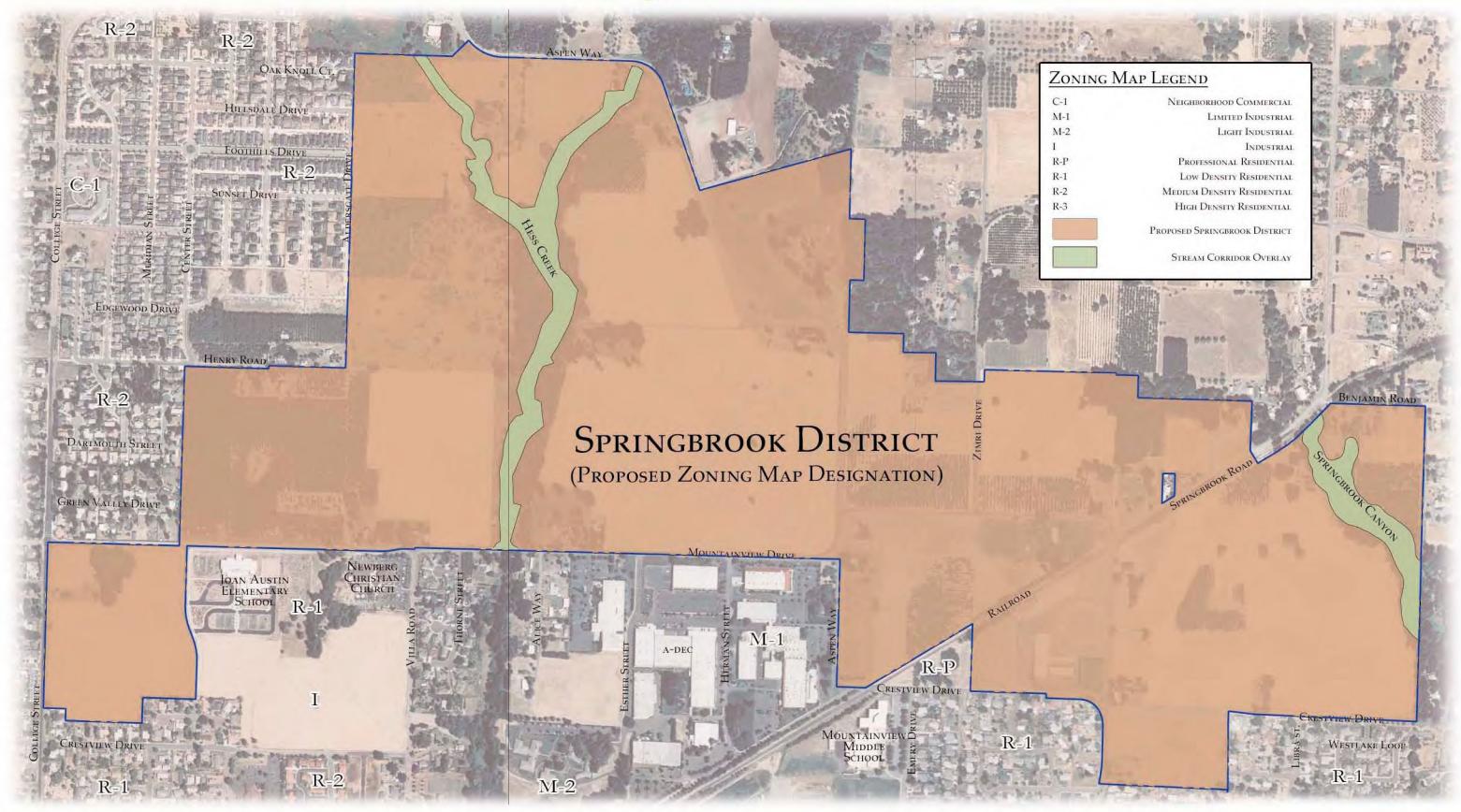


## SPRINGBROOK





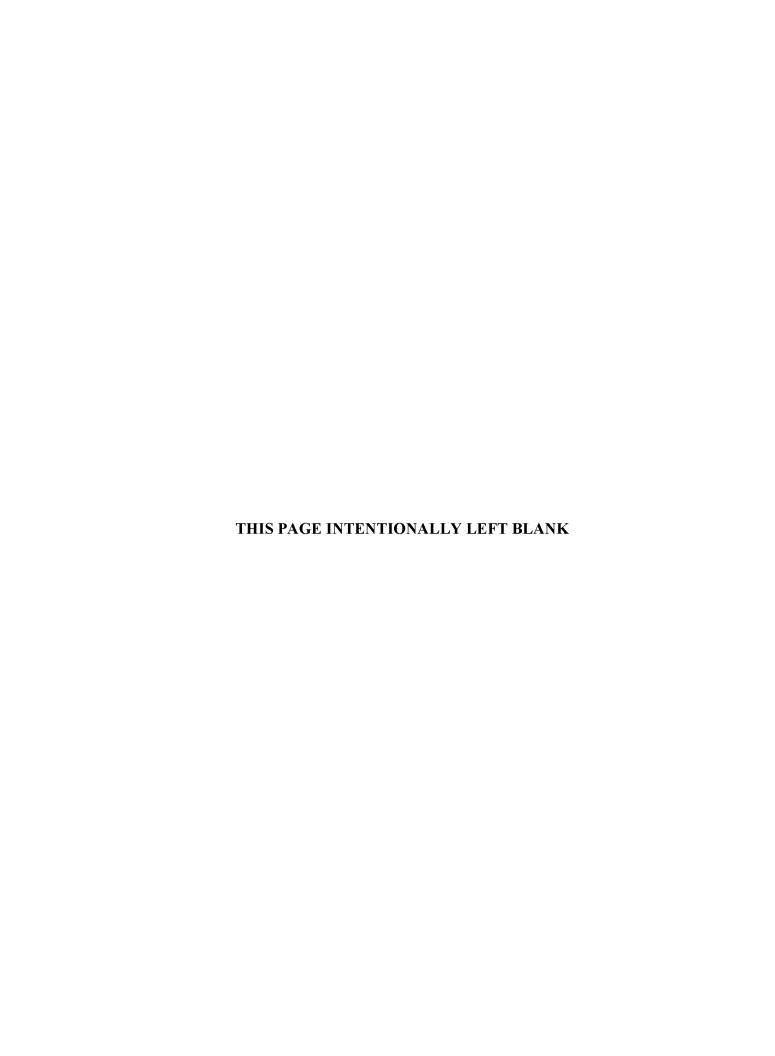
## SPRINGBROOK



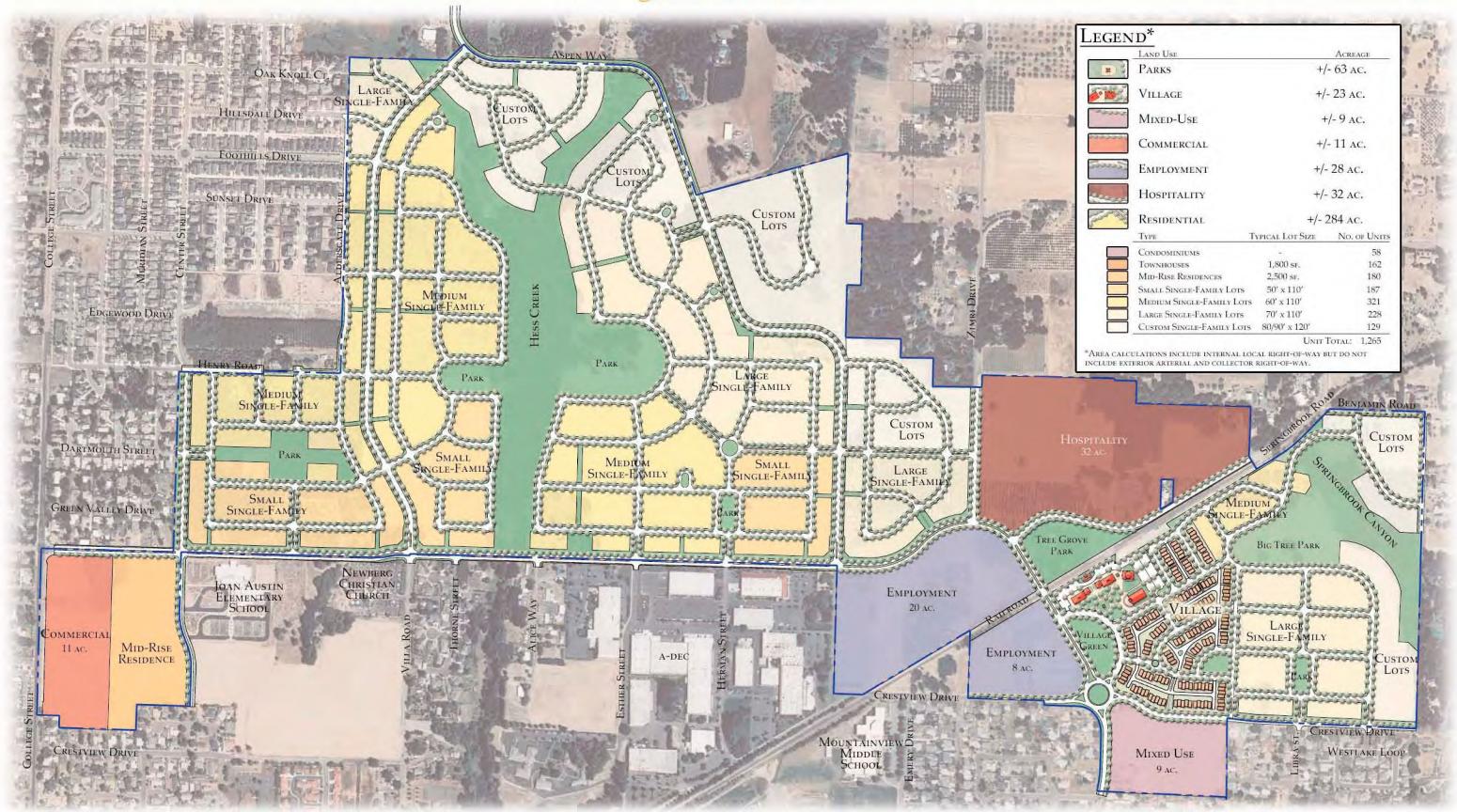


#### **EXHIBIT C**

### MASTER PLAN



## SPRINGBROOK





### Springbrook Development Agreement Exhibit D-1

Reimbursable Water System Improvements				
RN	Phase	Improvement		
1-W	Phase I	Zimri 24-inch (925 lf)		
2-W	Phase I	Springbrook 12-inch (900 lf)		
3-W	Phase II	Villa 24-inch (1,300 lf)		
4-W	Phase II	Mountainview 24-inch (700 lf)		
5-W	Phase V	Villa 24-inch (2,400 lf)		
6-W	Phase VIII	Aspen 12-inch (2,000 lf)		
7-W	Phase VIII	Mountainview 24-inch (2,200 lf)		
8-W	Phase IX	Aspen 12-inch (1,700 lf)		
9-W	Phase XIV	Aspen 12-inch (1,400 lf)		

Reimbursement/Credit Methodology: Reimbursement for Water projects identified above shall be the sum of the cost of the oversized component of the improvement and the design costs. Reimbursable construction costs shall be equal to the difference in cost between constructing the identified improvement and a standard eight (8) inch water line. Reimbursable Design and Construction Management costs are equal to 15% of the total project cost.

## Springbrook Development Agreement Exhibit D-2

Reimbursable Sanitary Sewer System Improvements				
RN	Phase	Improvement		
1-SS	Phase I	Springbrook Corridor: improvements (1,500 lf)		
2-SS	Phase II	Hess Corridor: improvements (1,800 lf)		

Reimbursement/Credit Methodology: Reimbursement for off-site Sanitary Sewer projects identified above shall be the sum of the land cost, the cost of the improvement and the design costs. The land cost is equal to the Real Market Value of the land. Reimbursable construction costs shall be equal to 100% of the construction costs. Reimbursable Design and Construction Management costs are equal to 15% of the total project cost.

3

#### Springbrook Development Agreement Exhibit D-3

	Reimbursable	Stormwater System Improvements
RN	Phase	Improvement
1-SW	Phase I	Springbrook road corridor (Replace 800 lf)
2-SW	Phase I	Springbrook road corridor improvements CIP #S4 (231 lf)
3-SW ¹	Phase I	Railroad stormwater line bore
4-SW	Phase I	Zimri storm line (925 lf)
5-SW	Phase I	Springbrook storm line (900 lf)
6-SW1	Phase I	Detention/Water quality (7,200 sf)
7-SW	Phase II	Villa storm line (1,300 lf)
8-SW	Phase II	Mountainview storm line (700 lf)
9-SW	Phase II	Water quality swale (1,661 sf)
10-SW ²	Phase III	Detention/Water quality (142,000 cf)
11-SW	Phase IV	Mountainview storm line (925 lf)
12-SW	Phase IV	Water quality and flow control (39,000 cf)
13-SW	Phase V	Villa storm line (2,400 lf)
14-SW	Phase V	Water quality swales (4,240 sf)
15-SW	Phase VI	Crestview storm line (900 lf)
16-SW ³	Phase VII	Water quality and flow control (34,000 cf)
17-SW	Phase VIII	Aspen storm line (2,500 lf)
18-SW	Phase VIII	Mountainview storm line (2,200 lf)
19-SW	Phase VIII	Water quality swale (7,500 sf)
20-SW	Phase IX	Aspen storm line (1,100 lf)
21-SW	Phase IX	Water quality swales (6,600 sf)
22-SW	Phase X	Water quality swale (6,600 sf)
23-SW ⁴	Phase XII	Detention/Water quality (35,000 cf)
24-SW	Phase XIII	Water quality swale (1,200 sf)
25-SW	Phase XIV	Aspen storm line (900 lf)
26-SW	Phase XIV	Water quality swales (2,670 sf)
27-SW ⁵	Phase XVI	Detention/Water quality

Reimbursement/Credit Methodology: Reimbursement for Stormwater projects identified above shall be the sum of the land cost, oversized component of the facility, and the design costs. The land cost is equal to the Real Market Value of the land. The construction costs are those costs necessary to upsize (provide additional capacity) and can include such costs as the difference in pipe size, the difference in excavation costs and other similar costs. Reimbursable Design and Construction Management costs are equal to 15% of the total project cost. The dimensions of the water quality/flow control areas are approximate and based on the information available. Specific site plans and elevations will dictate final sizes.

¹Note: The applicant will either have to complete 3-SW or upsize the improvement 6-SW from 7,200 square feet to 10,000 square feet. The improvements are currently under review.

²Note: The applicant will either complete 10-SW or complete CIP #S-10 and Improvement #2

³Note: The applicant will either complete 16-SW or complete CIP #H10 and Improvement #3

⁴Note: The applicant will either complete 23-SW or complete CIP #H13

⁵Note: The applicant shall either complete 27-SW or complete CIP#S6

#### Springbrook Development Agreement Exhibit D-4

	Reimburs	able Transportation System Improvements
RN	Phase	Improvement
1-T	Phase I	Zimri 3/4 street improvement (925 lf)
2-T	Phase I	Springbrook full street improvement (900 lf)
3-T	Phase II	Villa full street improvement (1,300 lf)
4-T	Phase II	Mountainview 3/4 street improvement (700 lf)
5-T	Phase II	Mountainview Dip sight distance improvement
6-T	Phase III	Crestview street improvement (1,700 lf)
7-T	Phase III	Haworth at Springbrook signalized intersection
8-T	Phase IV	Mountaview 3/4 street improvement (1,600 lf)
9-T	Phase V	Villa full street extension (2,400 lf)
10-T	Phase V	Villa Hess Creek Crossing
11-T	Phase VII	College 3/4 street improvement (1,100 lf)
12-T	Phase VII	Mountainview 1/2 street improvement (450 lf)
13-T	Phase VII	College at Mountainview Northbound Right Turn Lane
14-T	Phase VII	College at E. Hancock Southbound Right Turn Lane
15-T	Phase VIII	Mountainview 3/4 street improvement (2,200 lf)
16-T	Phase VIII	Aspen full street improvement (2,200 lf)
17-T	Phase VIII	Aspen 3/4 street improvement (600 lf)
18-T	Phase IX	Aspen 3/4 street improvement (1,700 lf)
19-T	Phase XI	Center 3/4 street improvement (1,218 lf)
20-T	Phase XI	Mountainview 1/2 street improvement (450 lf)
21-T	Phase XII	Zimri 1/4 street improvement (925 lf)
22-T	Phase XIII	Putnam 1/2 street improvement (1,050 lf)
23-T	Phase XIII	Benjamin 1/2 street improvement (750 lf)
24-T	Phase XIV	Aspen 3/4 street improvement (1,400 lf)
25-T	Phase XIV	Hess Creek Crossing (local)
26-T	Phase XIV	Aspen Hess Creek Crossing
27-T	Phase XV	Crestview 1/4 street improvement (550 lf)
28-T	Phase XVI	Crestview 3/4 street improvement (700 lf)
29-T	Phase XVI	Mountainview 1/4 street improvement (1,700 lf)
30-T	Phase XVI	Mountainview at Villa signalized intersection
31-T	Phase XVI	Mountainview at Aspen signalized intersection
32-T	Phase XVII	Aspen 1/4 street improvement (1,000 lf)

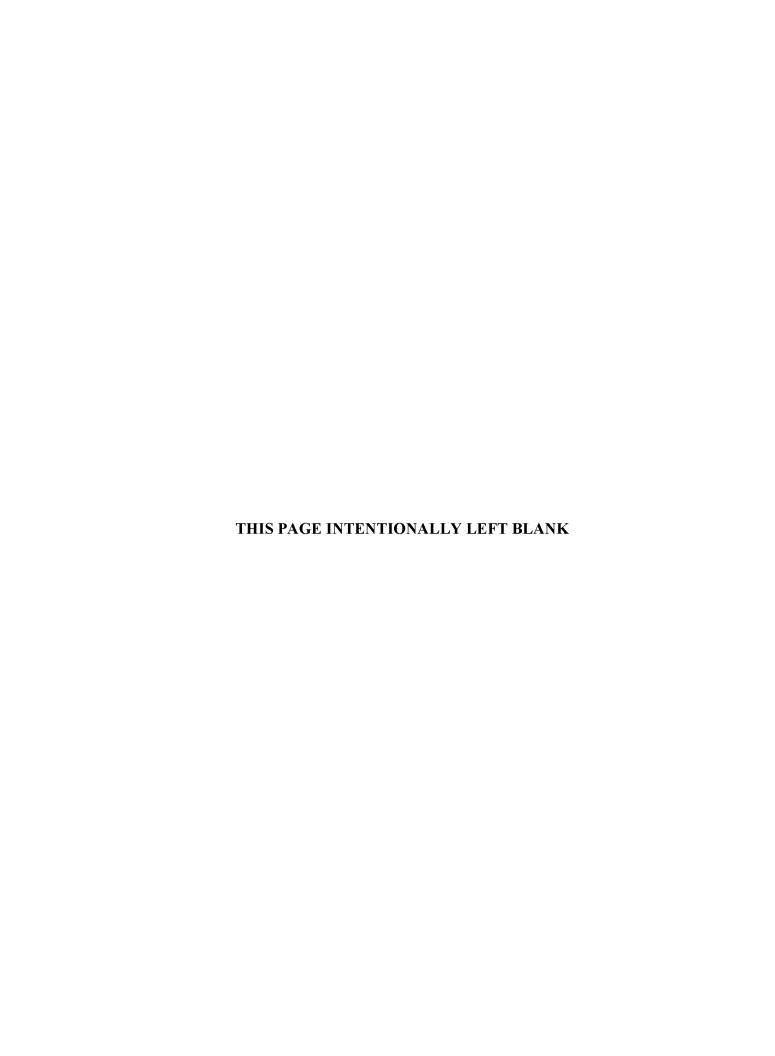
**Reimbursement/Credit Methodology:** Reimbursement for Intersection projects identified above shall be the sum of the land cost for right-of-way or easements, the construction costs, and the design costs. The land cost is equal to the Real Market Value of the land. The reimbursable construction costs shall be equal to 100% of the construction costs. Reimbursable Design and Construction Management costs are equal to 15% of the total project cost.

Reimbursement for Street Improvement projects identified above shall be the sum of the land cost, the oversized component of the facility and design costs. The land cost is equal to the Real Market Value of the land. Reimbursable construction costs shall be equal to the difference in cost between constructing the identified improvement and a "local street". Reimbursable Design and Construction Management costs are equal to 15% of the total project cost.

Note: The analysis is based on preliminary warrants and anticipated phasing. Updated traffic analysis will be conducted prior to improvement construction.

### **EXHIBIT E**

### **SDC CHARGES**



#### Springbrook Development Agreement Exhibit E

The actual cost of system development charge fees imposed upon development within the Springbrook District shall be equal to current fees in effect as set forth below. Should the system development charge fee assessed be lowered below what is currently assessed, that new fee will be utilized for all development within the Springbrook District effective on the date of that resolution, ordinance or administrative order becomes effective.

	System Development Charge Fee
Water	Based on meter size, \$3,533 for ³ / ₄ -inch
	(see below)
Sewer	\$1,469 for the first 18 fixtures plus \$82 for each additional fixture
Stormwater	\$258 per 2,877 square feet of impervious
	area
Transportation	\$250 per adjusted trip (see attached)

System Development Fees (SDF) per meter size:

Meter Size	Multipler	SDF	Meter Size Multipler	SDF
¾ " - 5/8" meter	\$3533.00 x 1.0	<b>s</b> 3533.00	4" meter \$3533.00 x	16.7 = \$ 59,001.00
l" meter	\$3533.00 x 1.7	= \$ 6,006.00	6" meter \$3533.00 x	33.3 = \$117,649.00
1.5" meter	\$3533.00 x 3.3	= \$ 11,659.00	8" meter \$3533,00 x	53.3 = \$188,309.00
2" meter	\$3533,00 x 5.3	<b>\$ 18,725.00</b>	10" meter \$3533.00 x	83.3 = \$294,299.00
3" meter	\$3533.00 x 10.	0 = \$ 35,330.00		

^{*} standard single family meter size is 3/4"

## CITY OF NEWBERG TRANSPORTATION SYSTEM DEVELOPMENT CHARGE ${\bf CALCULATION\ TABLE}$

 $SDC = UNIT \times ITE\ TRIP\ RATE \times TRIP\ LENGTH \times LINKED\ TRIP \times \$250.00$  ITE TRIP GENERATION RATES/ELNDT ADJUSTMENT FACTORS TABLE #7

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
RESIDENTIAL					
Single Family Detached	210	9.55	Dwelling Unit	1	I
Multi-Family Attached (MDR)	220	8.00	Dwelling Unit	1	i
Multi-Family Attached (HDR)	220	6.47	Dwelling Unit	1	1
Residential Condominium	230	5.86	Dwelling Unit	1	1
Manufactured Housing	240	4.81	Occupied		
			Dwelling Unit	1	1
Recreational Home/Condo INSTITUTIONAL	260	3.16	Dwelling Unit	1	1
Truck Terminals (b)	030	9.85	1,000 sf GFA	1	1
Park (b)	411	2.23	Acres	1	l
Marina	420	2.96	Docking Berths	l	1
Golf Course (c)	430	37.59	Holes	1	1
Movie Theater (b)	443 492	1.76 17.14	Seats 1,000 sf GFA	1	1
Racquet Club (c) Military Base	501	17.14	Employee	1	1
Elementary School	520	1.09	Student	1	1
Junior High School (e)		1.20	Student	1	1
High School	530	1.38	Student	1	1
Jr./Community College (b,d)	540	1.33	Student	1	1
University	550	2.37	Student	1	1
Church (c) Day Care Center/Preschool	560 565	9.32 4.65	1,000 sf GFA Student	1 1	1 1
(c)	303	4.03	Student		•
Hospital	610	16.78	1,000 sf GFA	1	1
Nursing Home	620	2.60	Occupied Bed	1	1
BUSINESS & COMMERCIAL	ı				
Hotel/Motel	310	8.70	Occupied Room	.49	.75
Building Materials/Lumber	812	30.56	1,000 sf GFA	.49	.75
Specialty Retail Center (b)	814	40,67	1,000 sf GFA	.49	.75
Discount Stores	815	70.13	1,000 sf GFA	.49	.75
Hardware/Paint Stores	816	51,29	1,000 sf GFA	.49	.75
Nursery-Ratail (c)	817	36.08	1,000 sf GFA	.49	.75
Shopping Center	820				
(Under 50,000 sf GLA)	820	167.59	1,900 sf GLA	.49	.75
(50,000-99,999 sf GLA)	820	91.65	1,000 sf GLA	.49	.75
(100,000-199,999 sf GLA)	820	70.67	1,000 sf GLA	.49	.75
(200,000-299,999 sf GLA)	820	54.50	1,000 sf GLA	.49	.75
(300,000-399,999 sf GLA)	820	46.81	1,000 sf GLA	.49	.75
(400,000-499,999 sf GLA)	820	42.02	1,000 sf GLA	.49	.75
(500,000-599,999 sf GLA)	820	38.65	1,000 sf GLA	.49	.75
High Turnover Sit-Down	32V		Apren at Olar		
Restaurant (b)	832	205.36	1,000 sf GFA	.49	.75
		786.22	1,000 sf GFA	.49	.75
Fast Food Restaurant (c)	833				
New Car Sales (b)	841	47,91	1,000 sf GFA	.49	.75

## CITY OF NEWBERG TRANSPORTATION SYSTEM DEVELOPMENT CHARGE CALCULATION TABLE

SDC = UNIT × ITE TRIP RATE × TRIP LENGTH × LINKED TRIP × \$25 ITE TRIP GENERATION RATES/ELNDT ADJUSTMENT FACTORS TABLE #7

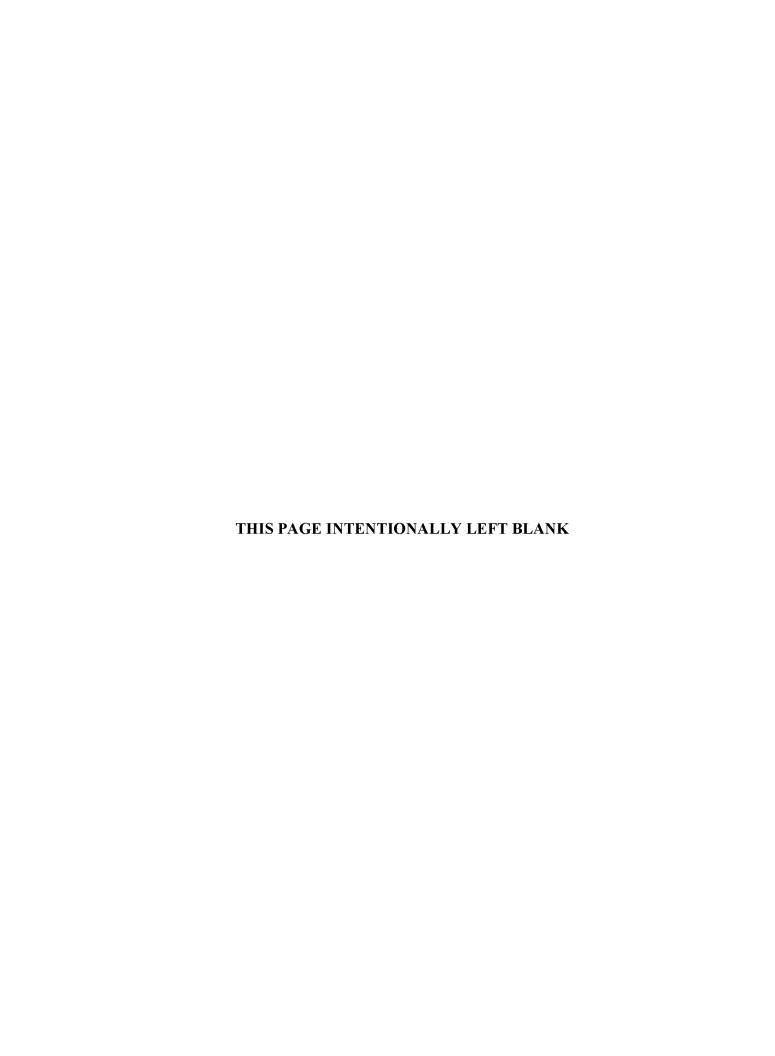
ITE TRIP GENERATION RATES/ELNDT ADJUSTMENT FACTORS TABLE #7					
ITE Land Use	Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
Service Station (b,d)	844	142.52	Gasoline Pump	.49	.75
Supermarket (b)	850	87.82	Employee	.49	.75
Convenience Market (c)	851	737.99	1,000 sf GFA	.49	.75
Apparel Store (d)	870	31.27	1,000 sf GFA	.49	.75
Furniture Store (c)	890	4.34	1,000 sf GFA	.49	.75
Bank/Savings: Walk-in (b)	911	140.6I	1,000 sf GFA	.49	.75
Bank/Savings: Drive-in (c)	912	265.21	1,000 sf GFA	.49	.75
OFFICE					İ
Clinic (b)	630	23.79	1,000 sf GFA	.96	1
General Office	710				
(Under 100,000 sf GFA)	710	16.58	1,000 sf GFA	.96	1
(100,000-199,999 sf GFA)	710	14.03	1,000 sf GFA	.96	1
(200,000 sf GFA and over)	710	11.85	1,000 sf GFA	.96	ı
Medical Office Building	720	34.17	1,000 sf GFA	.96	1
Govt. Office Building. (b)	730	68.93	1,000 sf GFA	.96	
State Motor Vehicles Department	731	166.02	1,000 sf GLA	.96	
U.S. Post Office (c)	732	87.12	1,000 sf GLA	.96	i
Research Center	760	7.70	1,000 sf GLA	.96	1
Business Park	770	14.37	1,000 sf GLA	.96	1
INDUSTRIAL					
General Light Industrial	110	6.97	1,000 sf GLA	1	1
General Heavy Industrial (b)	120	1.50	1,000 sf GLA	1	1
Industrial Park (c)	130	6.97	1,000 sf GFA	1	1
Manufacturing	140	3,85	1,000 sf GFA	1	I
Warehouse	150	4.88	1,000 sf GFA	1	1
Mini-Warehouse	151	2.61	1,000 sf GFA	i	1
Utilities (b)	170	1.06	Employees		erverse and
Wholesale	860	6.73	1,000 sf GFA		METROLINE PROPERTY AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE

#### Notes:

- (a) Abbreviations used in "Units" column:
  - GFA Gross Floor Area
  - GLA Gross Leasable Area
  - sf square feet
- (b) The ITE Trip Generation has less than 5 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (c) The fitted relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation of less than 0.70. Applicants are strongly encouraged to conduct, at own expense, independent trip generation studies in support of their application.
- (d) The rate shown has been approximated from the published p.m. peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation in support of their application.
- (e) Average of elementary and high school trip generation rates.

### **EXHIBIT F**

### TEXT AMENDMENTS



### Proposed Text Amendment to the Newberg Development Code

#### Part 11. SPRINGBROOK DISTRICT (SD)

#### 151.425 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 section serves as a roadmap for development applications within the Springbrook District. This section explains the relationship between the Springbrook Master Plan document and the Newberg Development Code. Applicants should use this section as a starting point and a guide to determine the applicable procedures and standards for development within the Springbrook District.

#### 151.426 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 uses and activities as well as compatibility with adjacent uses. Development within the Springbrook District shall follow the applicable standards set forth in sections 151.425 through 151.431, and those standards set forth in the "Development Standards Matrix" in the Springbrook Master Plan.

## 151.427 CONFLICT BETWEEN THE MASTER PLAN AND THE NEWBERG DEVELOPMENT CODE.

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.

#### 151.429 REVIEW PROCESS.

Proposed development applications and land divisions within the Springfield 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 the City of Newberg Development Code, as identified below.
  - a) Type I:
    - 1. Single Family Residences;
    - 2. Duplexes;
    - 3. Institutional, commercial or industrial additions which do not exceed 1,000 square feet in gross floor area;
    - 4. Multi-family additions which do not exceed 1,000 square feet in gross floor area and do not add any new units, or new construction incidental to the main use on any existing developed site which do not exceed 1,000 square feet in gross floor area and do not add any new units.
  - b) Type II: All other uses allowed in the Springbrook Land Use Districts as set forth in the Springbrook Master Plan.

- (2) Requirements: Development proposals subject to Site Design Review shall follow the application requirements set forth in Newberg Code Section 151.192
- (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 Newberg Development Code section 151.195.
  - b) The requirements of the Newberg Development Code 151.196 through 151.197 (Additional requirements for Development in the C-2 and C-3 Districts) shall not apply to development within the Springbrook District.

#### (B) Land Division:

- (1) Applicability: All Land Division proposals will follow the Type II procedure identified in the Newberg Development Code section 151.022. The procedures set forth in Newberg Code Section 151.023 shall not be applicable.
- (2) Requirements & Criteria:
  - i. Partition applications shall meet the criteria set forth in Newberg Development Code sections 151.241.1 through 151.241.2, Type II process and criteria.
  - ii. Subdivision applications shall meet the criteria set forth in Newberg Development Code sections 151.242.1 through 151.242.2, Type II unless otherwise set forth in the "Development Standards Matrix" in the Springbrook Master Plan with the following exceptions:
    - 1. Subdivisions within the Springbrook District are subject to the lot area and dimensional requirements set forth in the Springbrook Master Plan.
    - 2. Subdivisions within the Springbrook District are not subject to development standards otherwise administered by the Site Design Review process in this section.

## 151.430 CERTIFICATION OF COMPLIANCE WITH SPRINGBROOK DESIGN GUIDELINES HANDBOOK.

Development proposals within the Springbrook District shall meet the private standards established by the property owner. 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 subsection.

#### 151.431 MODIFICATIONS TO THE MASTER PLAN.

- (A) The following modifications to the Master Plan shall follow the Type I administrative procedure identified in the Newberg Development Code Section 151.021.
  - a. Land Use District boundary modifications of no more than 1 acre
  - b. Modifications to development standards set forth in the "Development Standards Matrix"
- (B) The following modifications to the Master Plan shall follow a Type II procedure identified in the Newberg Development Code Section 151.022

- a. Land Use District boundary modifications greater than 1 acre and less than 5 acres
- b. Modifications to Conditions of Approval, including 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 the Newberg Development Code Section 151.022.
  - a. Land Use District boundary modifications greater than 5 acres
  - b. Modifications to the Springbrook District Boundary.

### Proposed Text Amendment to the Newberg Comprehensive Plan

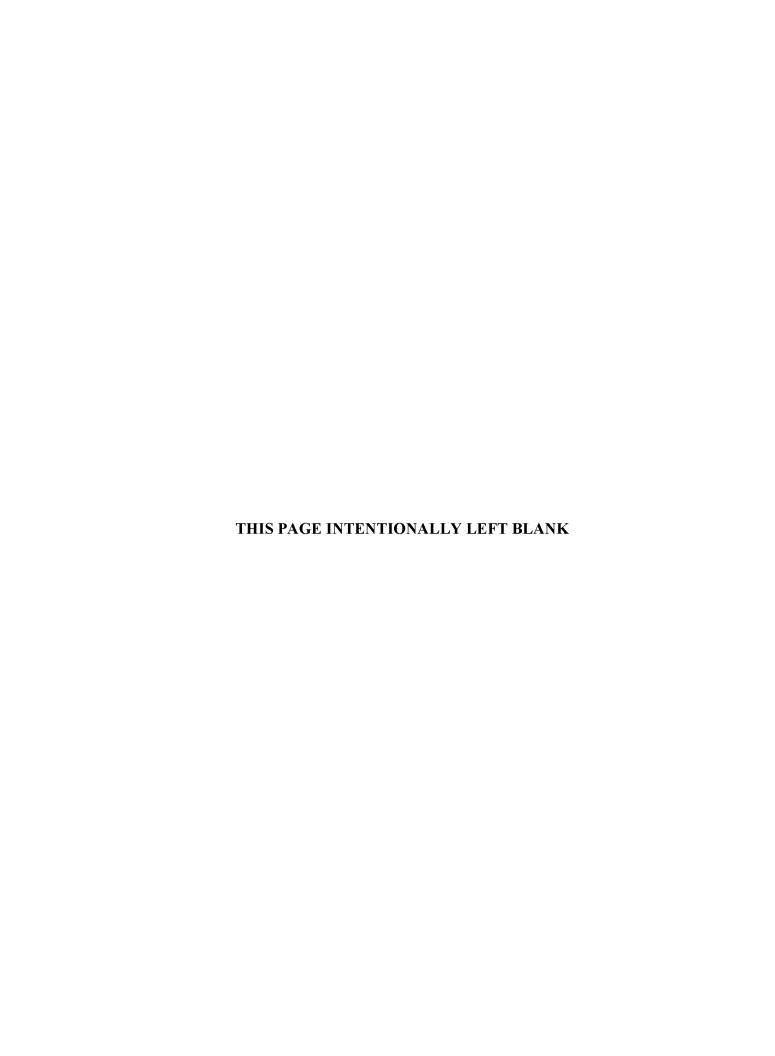
Language proposed for deletion is shown with a strikethrough.

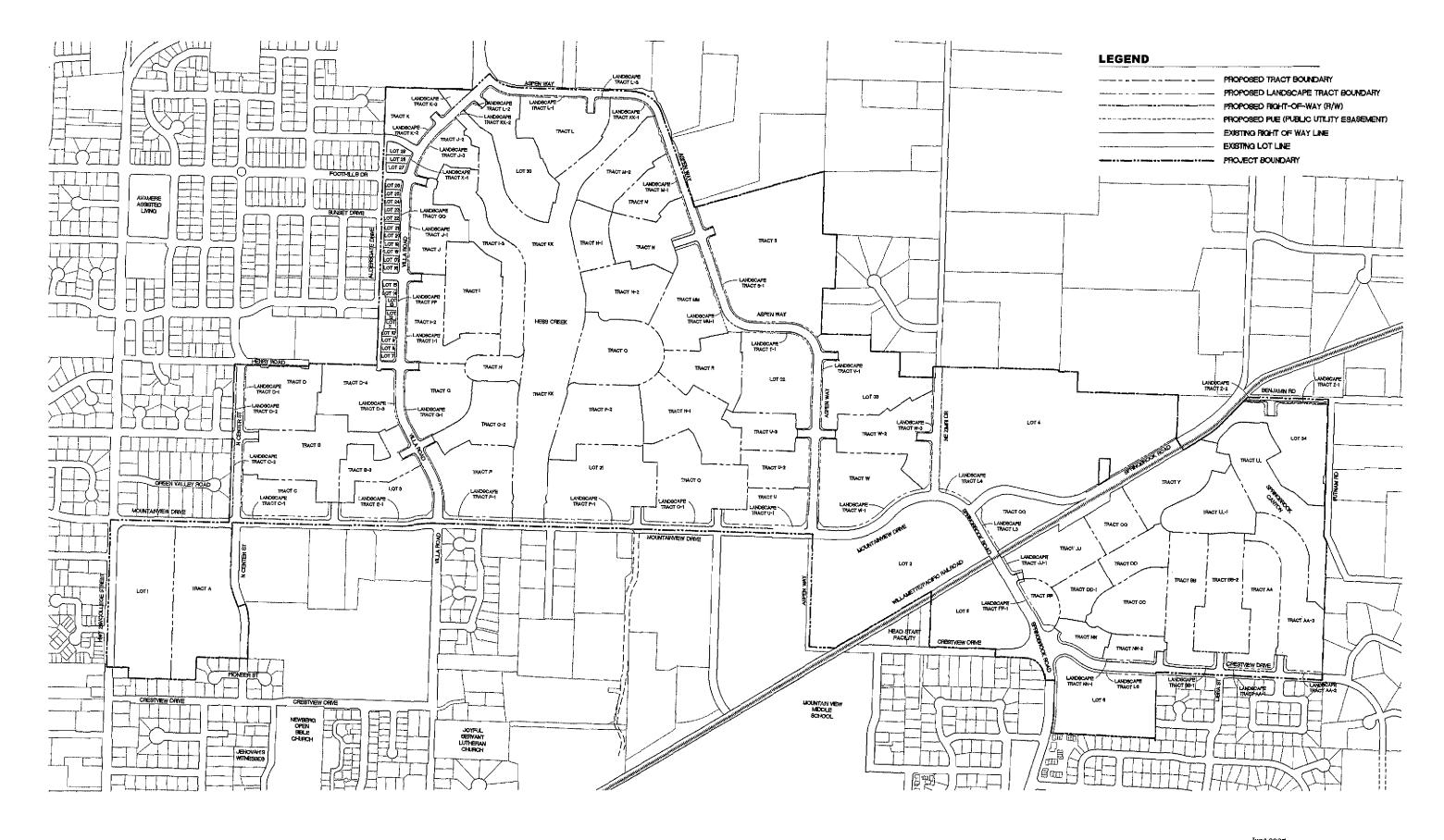
#### 11. Springbrook District (SD)

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. Total area for commercial uses shall not exceed 10 acres, excluding open space. 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.

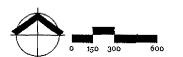
### **EXHIBIT G**

### **SUBDIVISION**





# Springbrook Master Subdivision

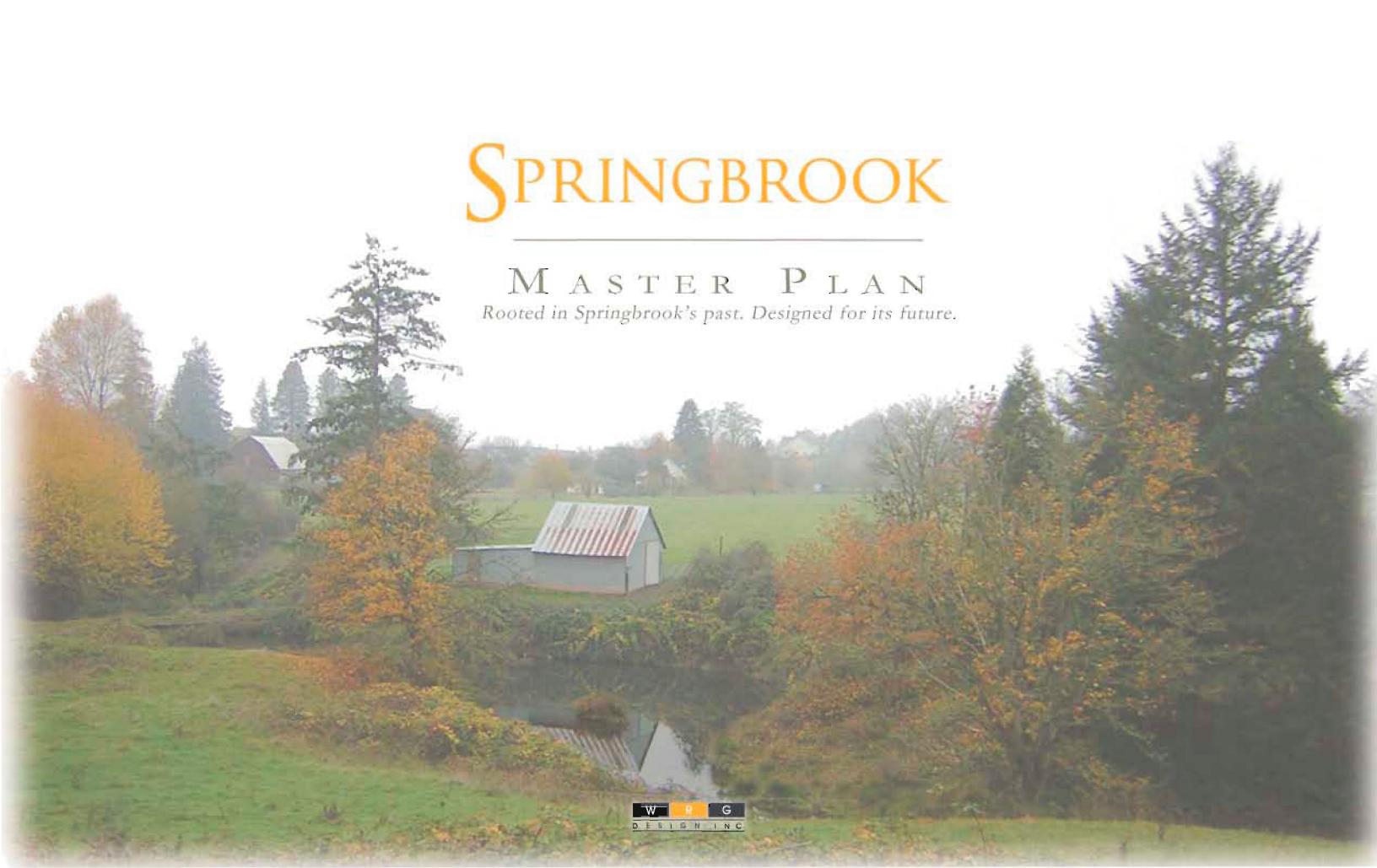




## EXHIBIT B

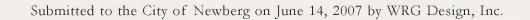
SPRINGBROOK MASTER PLAN





## SPRINGBROOK

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







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## Springbrook

## EXHIBITS LIST

Existing Conditions - Aerial
Existing Conditions - Survey
Wetland Determination Map
Tree Reconnaissance Map
Existing Conditions-Utilities
Proposed Conceptual Master Plan
Village Center Concept Plan
Existing Comprehensive Plan Map
Existing Zoning Map
Proposed Land Use District Map
Comprehensive Plan Map Amendment
Zoning Map Amendment
Development Standards Matrix
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Community Elements
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Parks and Recreation - Concept Plan
Street Classification Map
Transportation Improvement Plan
Proposed Utilities - Water System Plan
Proposed Utilities - Sanitary Sewer System Plan
Proposed Utilities - Stormwater System Plan



## PROJECT TEAM

## PROJECT REPRESENTATIVE

SPRINGBROOK PROPERTIES INC.

3113 Crestview Drive

PO Box 1060

Newberg, OR 97132

(503) 537-1000 (phone)

(503) 537- 1009 (fax)

info@springbrookproperties.com

CONTACTS:

Joan and Ken Austin, Owners

Sonja Haugen, Project Manager

Joe Kavale, Assistant Project Manager

## **AUSTIN FAMILY** REPRESENTATIVES

3113 Crestview Drive

PO Box 1060

Newberg, OR 97132

(503) 537-1000 (phone)

(503) 537- 1009 (fax)

CONTACTS:

Ken and Celia Austin

Loni and Scott Parrish

### LEGAL COUNSEL

STOEL RIVES, LLP

900 SW Fifth Avenue, Suite 2600

Portland, OR 97204

(503) 224-3380 (phone)

(503) 220-2480 (fax)

CONTACT:

Steve Abel

## TAX & FINANCIAL ACCOUNTING

KPMG LLP

1300 SW Fifth Avenue - Suite 3800

Portland, OR 97201

(503) 221-6500 (phone)

(503) 820-6881 (fax)

CONTACT:

James D. Walker, CPA

## PLANNING, CIVIL Engineering, LANDSCAPE ARCHITECTURE, LAND

WRG DESIGN, INC.

5415 SW Westgate Dr, Suite 100

Portland, OR 97221

(503) 419-2500 (phone)

(503) 419-2600 (fax)

CONTACTS:

SURVEY

Mimi Doukas, AICP, ASLA

Trina Whitman, AICP, LEED AP

Andrew Hill, ASLA

Rich Boyle, PE

Paul Galli, PLS

### TRAFFIC ENGINEER

Lancaster Engineering

321 SW 4th Avenue, Suite 400

Portland, OR 97204

(503) 248-0313 (phone)

(503) 248-9251 (fax)

CONTACTS:

Tom Lancaster, PE

Mike Ard, PE

## WETLAND AND PROTECTED SPECIES ASSESSMENT

PACIFIC HABITAT SERVICES

9450 SW Commerce Circle, Suite 180

Wilsonville, OR 97070

503-570-0800 (phone)

503-570-0855 (fax)

CONTACTS:

Jennifer Goodridge, PWS

John van Staveren, PWS

## ARBORIST

WALTER H. KNAPP

Silviculture & Urban Forestry

7615 SW Dunsmuir

Beaverton, OR 97007

(503) 646-4349 (phone)

(503) 265-8117 (fax)

## HOSPITALITY CONSULTANTS

Arnstad & Associates, Inc.

5995 Hillcrest Road

Medford, OR 97504

(541) 773-2445 (phone)

(541) 318-1113 (fax)

CONTACT:

Mary Arnstad

WATERFORD HOTELS & INNS INC.

181 Second Ave Suite 580

San Mateo, CA 94401

(650) 347-1222 (phone)

(650) 347-0118 (fax)

CONTACT:

Bruce Hraba, CHA

## MARKETING AND PUBLIC RELATIONS

LEOPOLD KETEL & PARTNERS

112 SW First Avenue

Portland, OR 97204

(503) 295-1918 (phone)

(503) 295-3601 (fax)

CONTACTS:

Olga Haley, APR

Amy Spreadborough

Jerry Ketel

John Russell

### ARCHITECT

GGLO

1301 First Avenue, Suite 301

Seattle, WA 98101

(206) 467-5628 (phone)

(206) 467-0627 (fax)

CONTACTS:

Alan Grainger, AIA

Bill Gaylord, AIA

James Bradley, AIA

Pamela Trevithick, AIA

Carol Schaefer

## GEOTECHNICAL INVESTIGATION

GeoDesign, Inc.

15575 SW Sequoia Parkway, Suite 100

Portland, OR 97224

(503) 968-8787 (phone)

(503) 968-3068 (fax)

CONTACTS:

Craig Ware, RG

## GENERAL CONTRACTOR

LEASE CRUTCHER LEWIS

921 SW Washington, Suite 150

Portland, OR 97205

(503) 223-0500 (phone)

(503) 223-2874 (fax) CONTACTS:

Bart Ricketts

Mannie Mills

Ted Gayman

Giles Ganey



## SPRINGBROOK

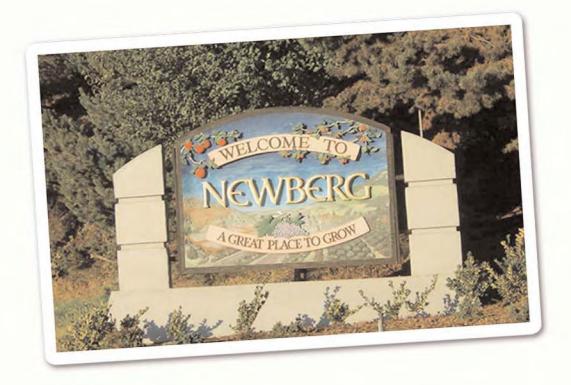
"We have had many offers over the years from developers who wanted to purchase our property.

We could have sold it and lost control of the quality of the way it will look and feel."

— Joan Austin.









### INTRODUCTION

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

### PURPOSE

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

### **O**VERVIEW

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





### THE AUSTIN FAMILY

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

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

### THE VISION

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

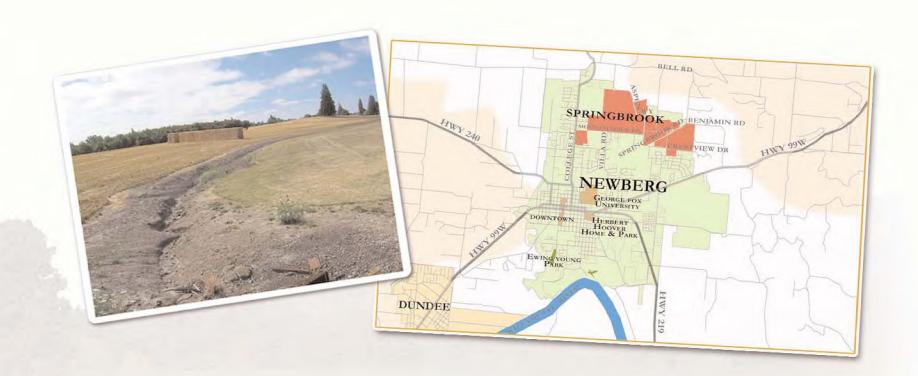
She imagined a luxury inn on the hillside looking down over a revived Springbrook village, in the historic Springbrook community location. The village could provide a vibrant focal point for people to gather, shop, dine, watch artists at work, attend a concert in a village green or stroll through a farmer's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

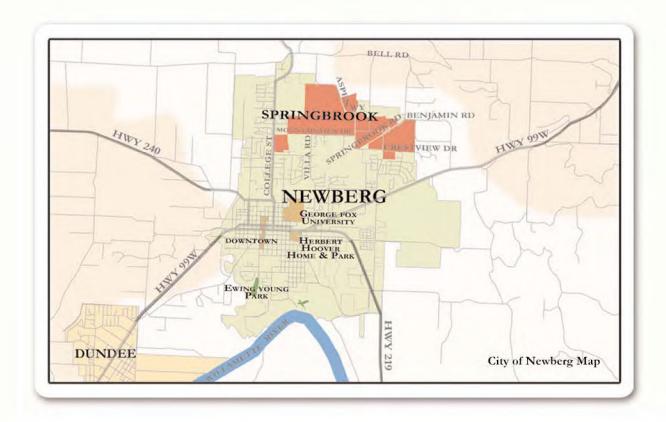
It is this vision that the family has and will continue to work tirelessly to fulfill. The Master Plan document is an important piece in their effort to turn their vision into reality.

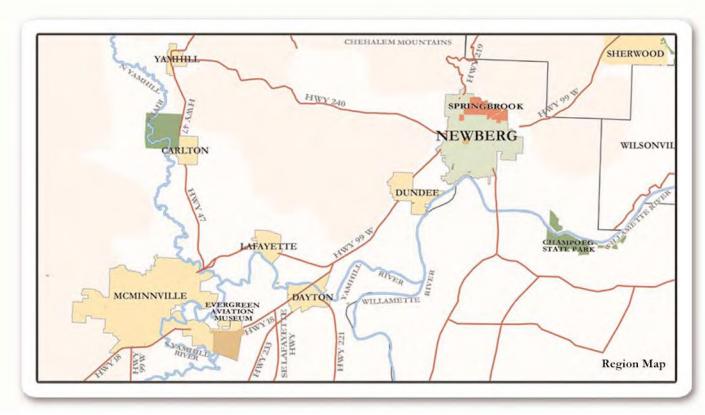
W R G

# EXISTING CONDITIONS









### 1.1 SITE LOCATION

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

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

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

## Springbrook



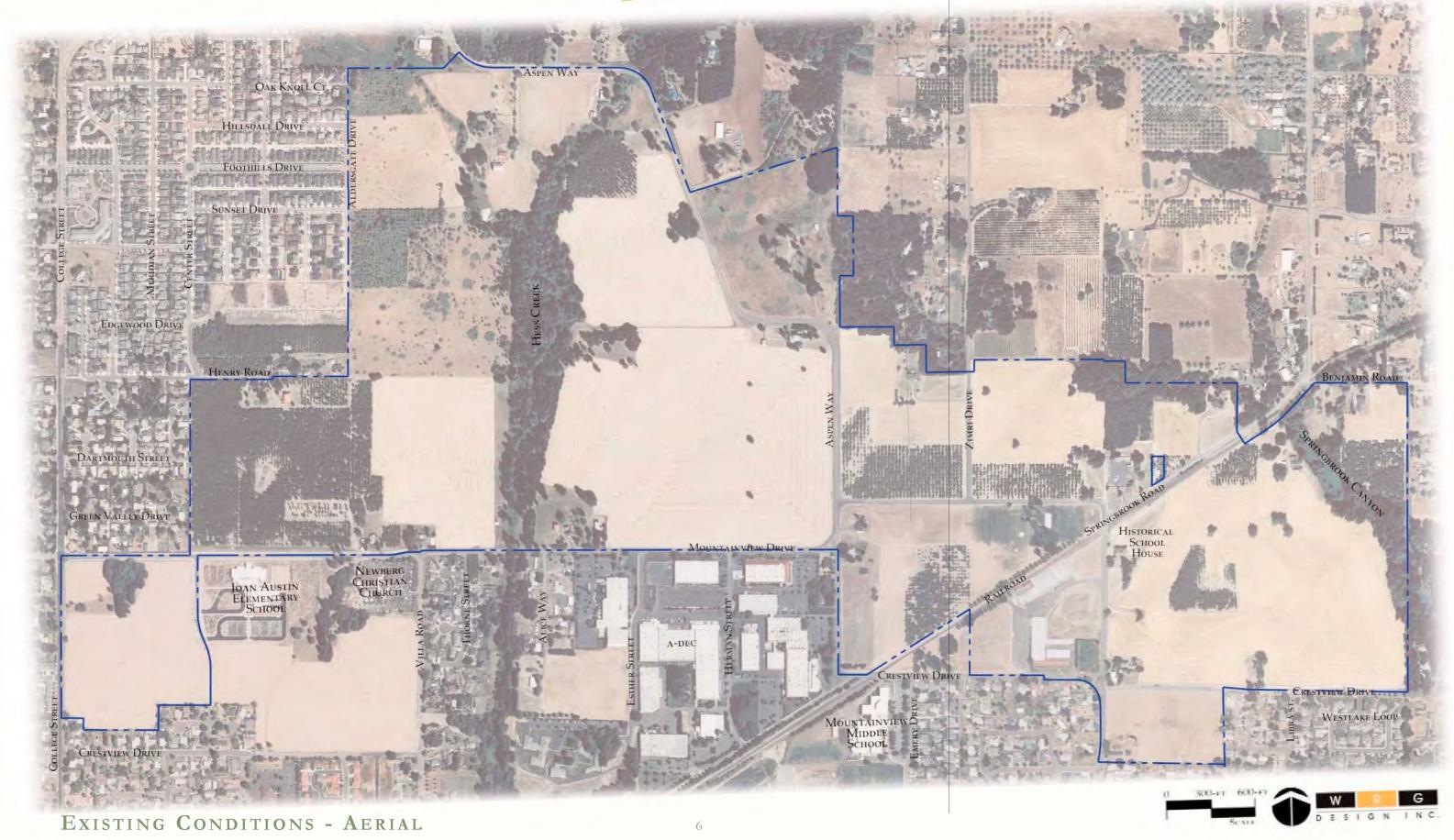
### 1.2 LAND USES

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

### 1.3 TOPOGRAPHY

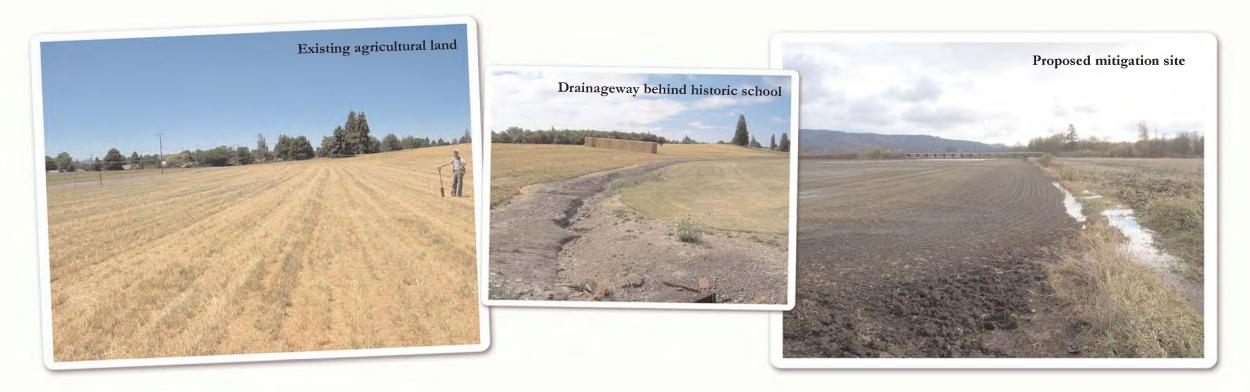
The property mostly contains relatively flat agricultural lands. However, steeper forested areas as well as steep slopes are associated with the two natural drainage corridors. The general topography of the area is characterized as sloping from high points in the north down to low points in the south.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





# SPRINGBROOK LEGEND PROJECT LIMITS EXISTING RIGHT-OF-WAY EXISTING LOT LINE EXISTING RAILROAD LINE 10' CONTOUR 2' CONTOUR EXISTING PRIVATE STREET EXISTING ORCHARD/TREE GROVE EXISTING TREE 000 VACATED RIGHT-OF-WAY FOOTHILLS DR EXISTING BUILDING HISTORICAL SCHOOL HOUSE NEWBERG CHRISTIAN CHURCH FOAN AUSTIN . ELLIMENTÄRY SCHOOL -PUTNAMRO WESTLAKE MOUNTAINVIEW MIDDLE SCHOOL BIA DR





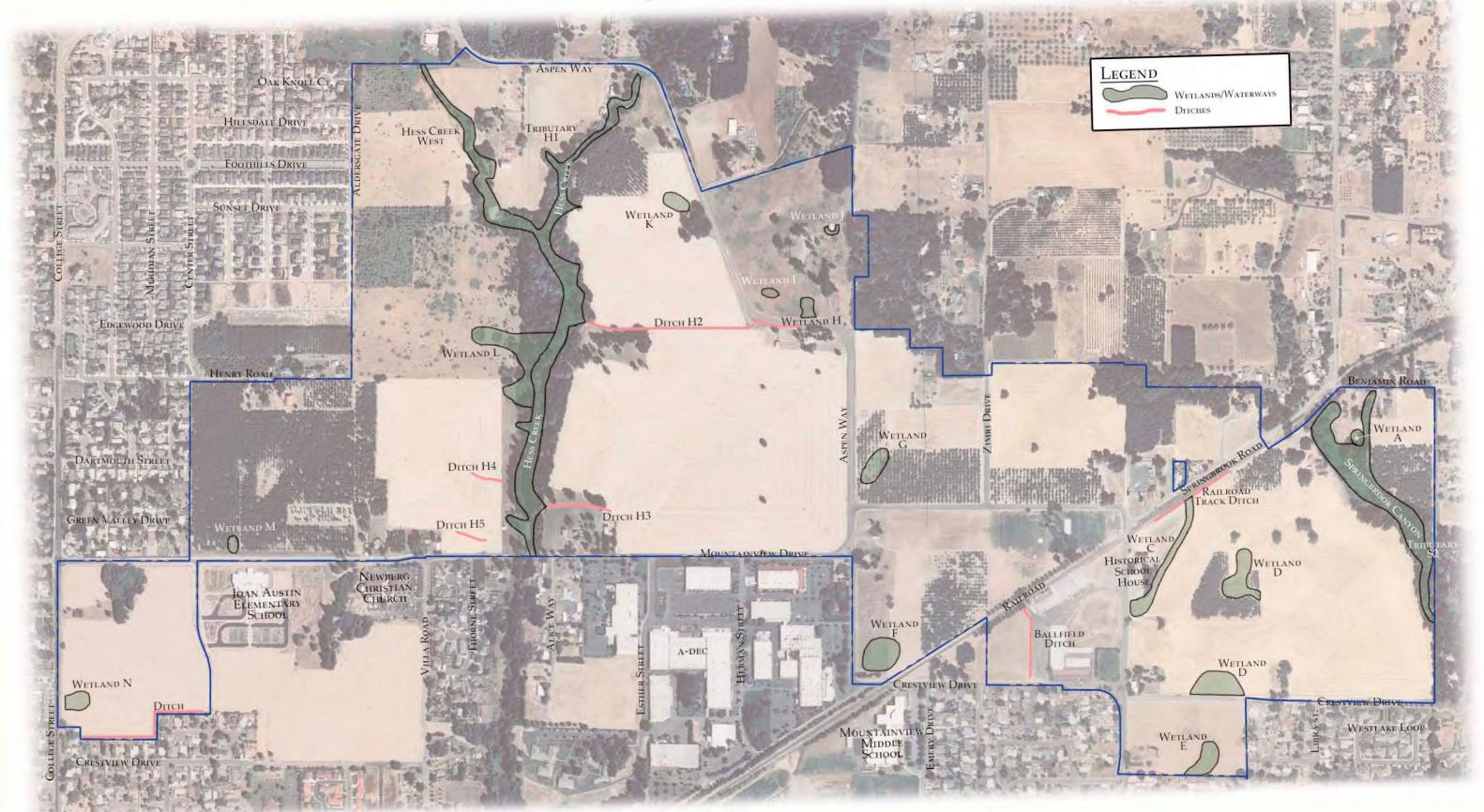
### 1.4 WETLANDS

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

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

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

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







### 1.5 TREE RECONNAISSANCE

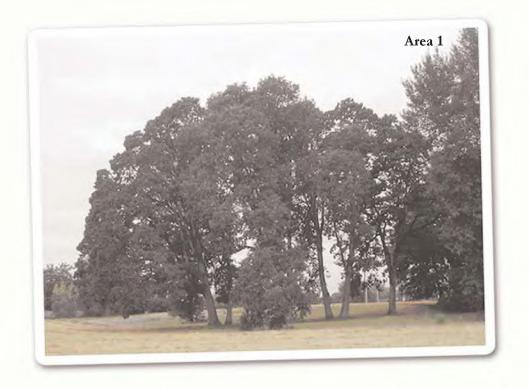
Walter H. Knapp, a certified arborist specializing in silviculture and urban forestry, conducted a tree reconnaissance for the subject property for the purposes of locating and describing general tree conditions on the site. This information has been utilized in the design of the proposed development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

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

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

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

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



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

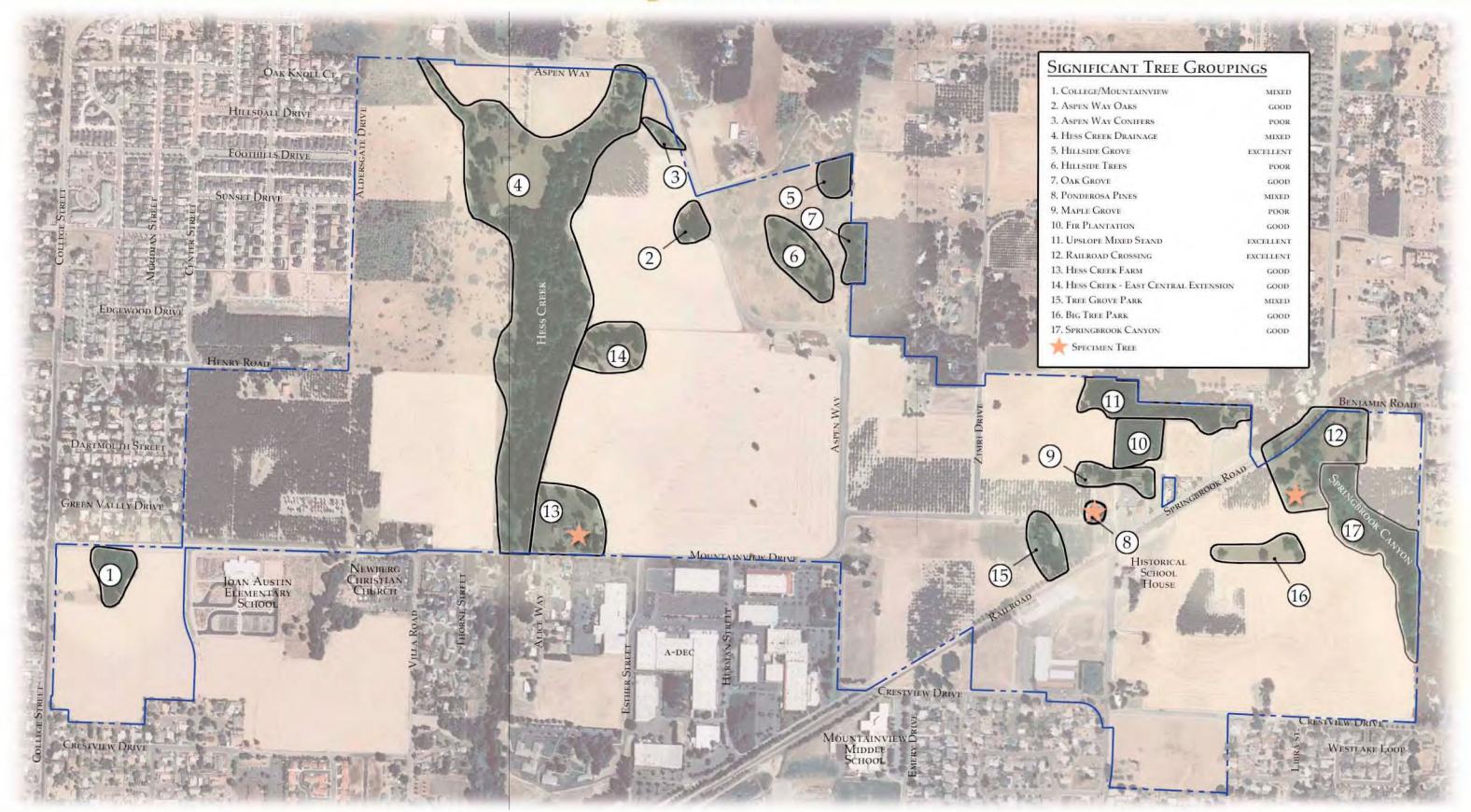


excellent condition. The other tree is in poor condition. Area 9 is located just north of Area 8 and is a group of infected bigleaf maples in poor condition. Area 10 is located just north of Areas 8 and 9 and is a Douglas fir plantation that is generally in good condition; however, thinning will need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

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

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

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





### EXISTING UTILITIES

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

### 1.6 WATER SYSTEM

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

#### WESTERN MASTER PLAN BOUNDARY

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

#### MID/SOUTHERN MASTER PLAN AREA:

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

#### EASTERN MASTER PLAN BOUNDARY:

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

### 1.7 SANITARY SEWER SYSTEM

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

#### WESTERN MASTER PLAN BOUNDARY:

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

#### MID/SOUTHERN MASTER PLAN AREA:

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

#### EASTERN MASTER PLAN BOUNDARY:

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



### 1.8 STORMWATER SYSTEM

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

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

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

### 1.9 MOUNTAINVIEW REALIGNMENT

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

#### MOUNTAINVIEW DRIVE:

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

#### Springbrook Road (North of Crestview):

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

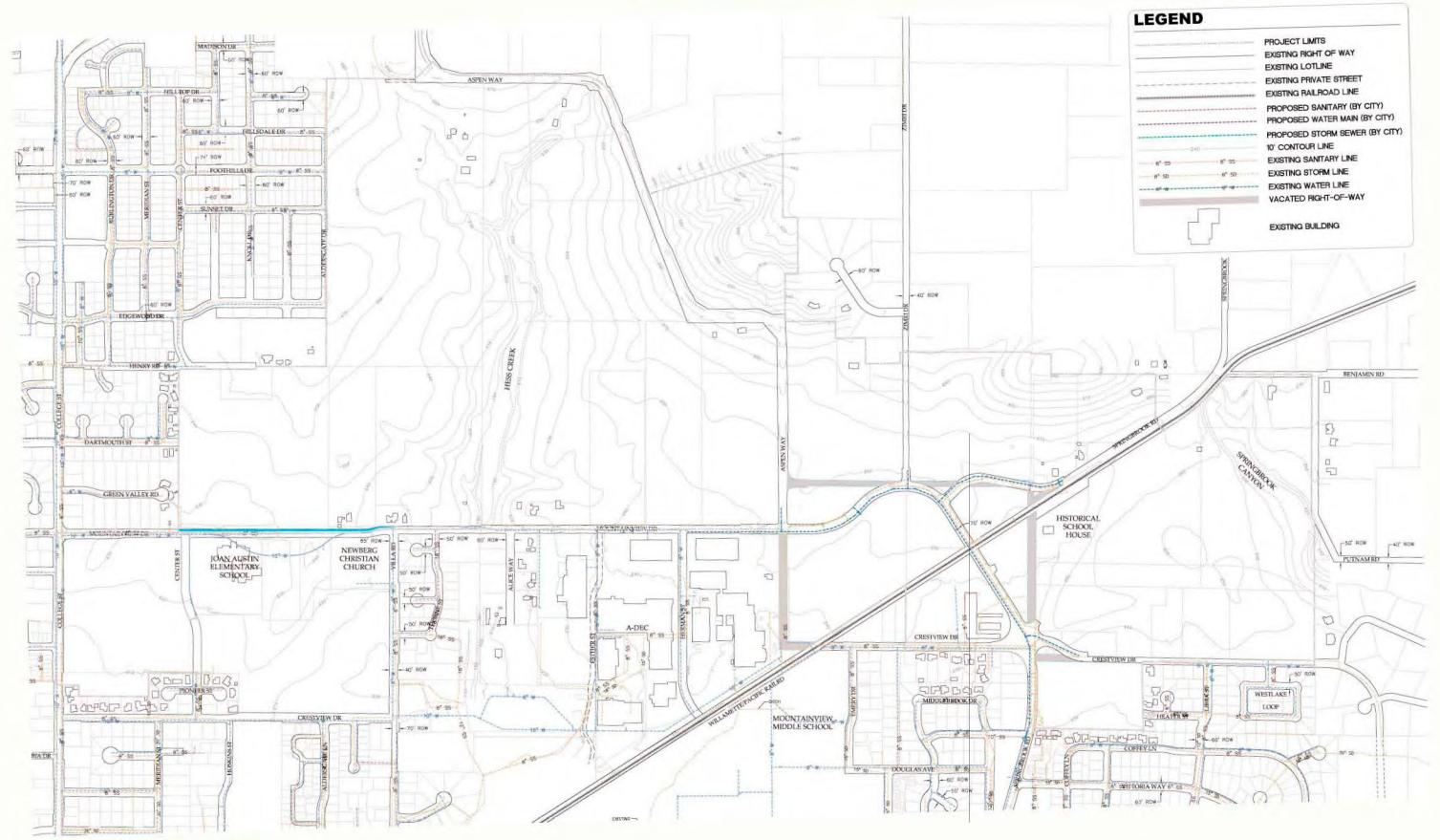
#### Springbrook Road (south of Crestview):

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

#### CRESTVIEW DRIVE (EAST OF MOUNTAINVIEW):

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







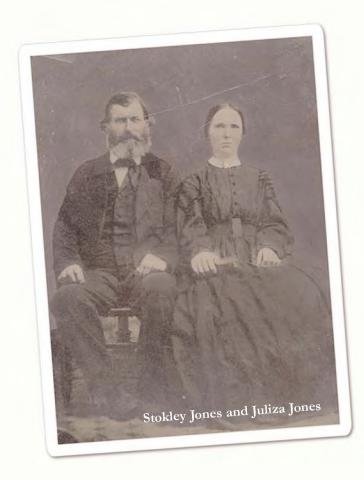
"I remember as a child my grandmother teaching my brother and me to respect our family, it's heritage and to value the history of our country. I continue to teach my family the same."

— Loni Parrish

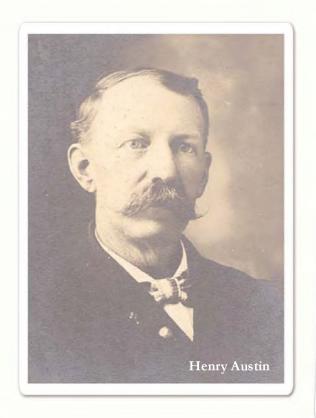


# HISTORY











### 2.1 THE FAMILY TREE

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

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







### 2.2 Newberg's History

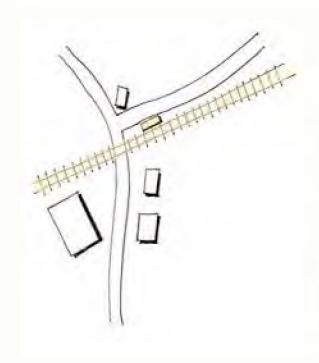
Oregon's first provisional government was established in 1843, in nearby Champoeg. Shortly afterwards, an increasing influx of pioneers settled in the Newberg area and began clearing land for farming. Newberg's early years were heavily influenced by the Friends Church, led by William Hobson. His popularity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

### 2.3 Springbrook's History

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

W R G

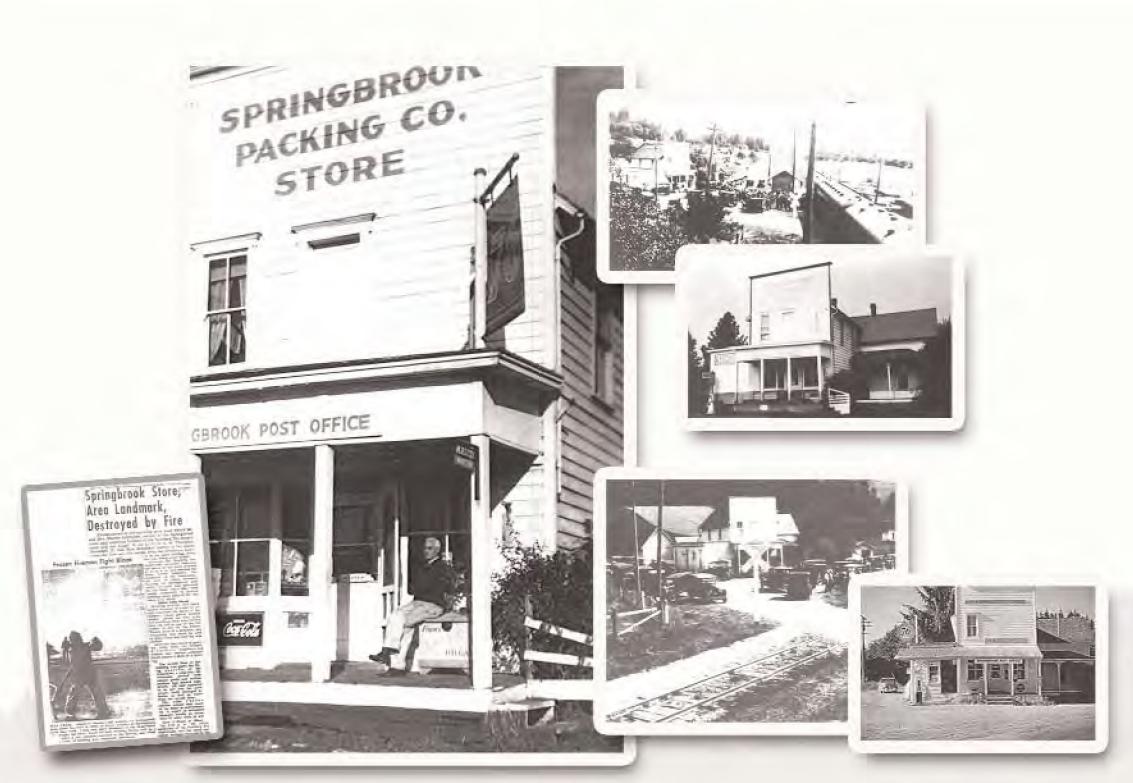
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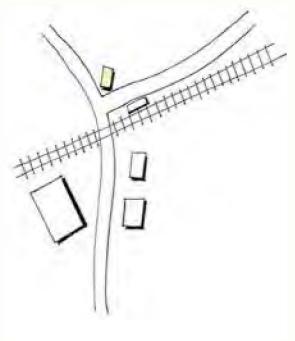


### 2.4 RAILWAY

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



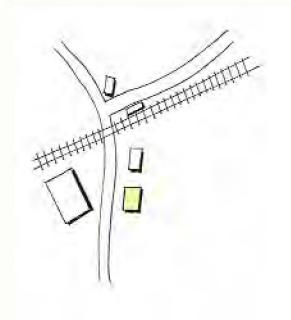




### 2.5 GENERAL STORE

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

HISTORY

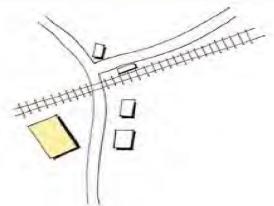


### 2.6 CHURCH

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

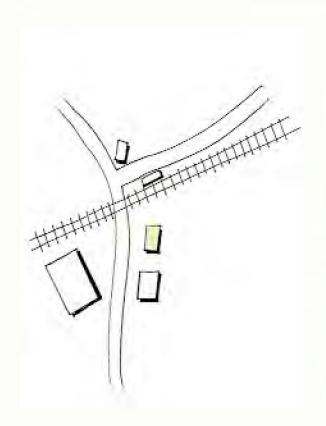






### 2.7 CANNERY

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





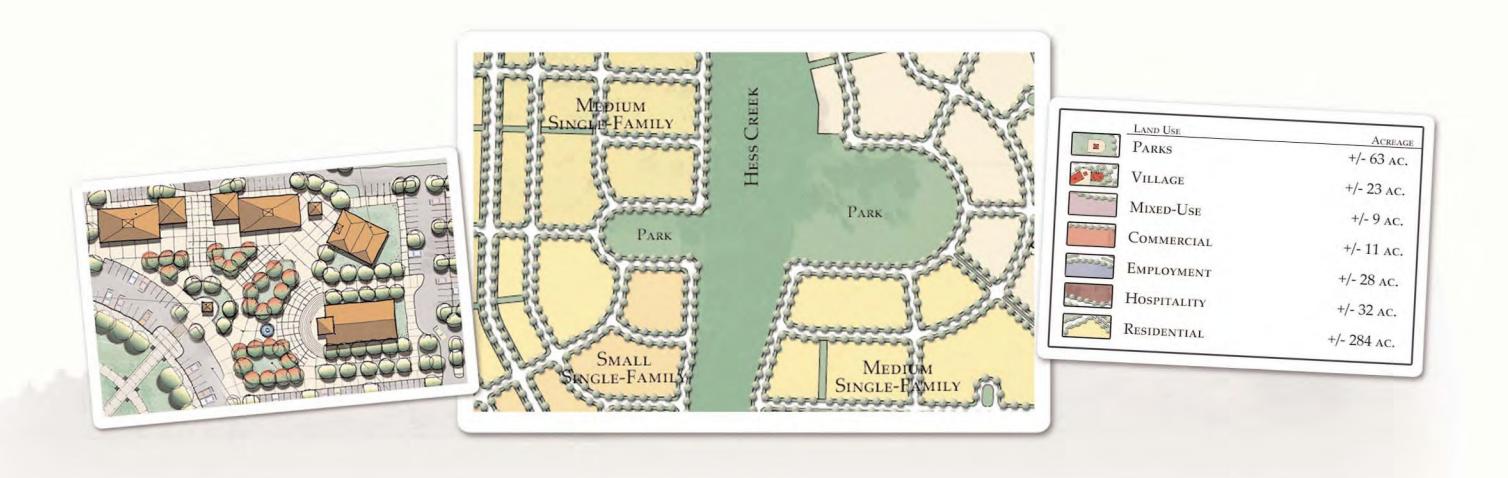






a small schoolhouse (not pictured). In 1913, the Springbrook Community School was built. This second school (pictured bottom right) held both school classes, as well as some of the first Friends Church meetings. A third school, with a brick facade, was built in 1933 and later became the Chehalem Christian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

# THE VISION





### 3.1 AUSTIN FAMILY VISION

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

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

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

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

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

### 3.2 GOALS & OBJECTIVES

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

#### Goals and Objectives:

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

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





### 3.3 PROPOSED CONCEPTUAL MASTER PLAN

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

#### RESIDENTIAL NEIGHBORHOODS

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

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

#### PARKS AND OPEN SPACE

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

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

— Joan Austin



THE VISION

#### VILLAGE CENTER

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



#### HOSPITALITY

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

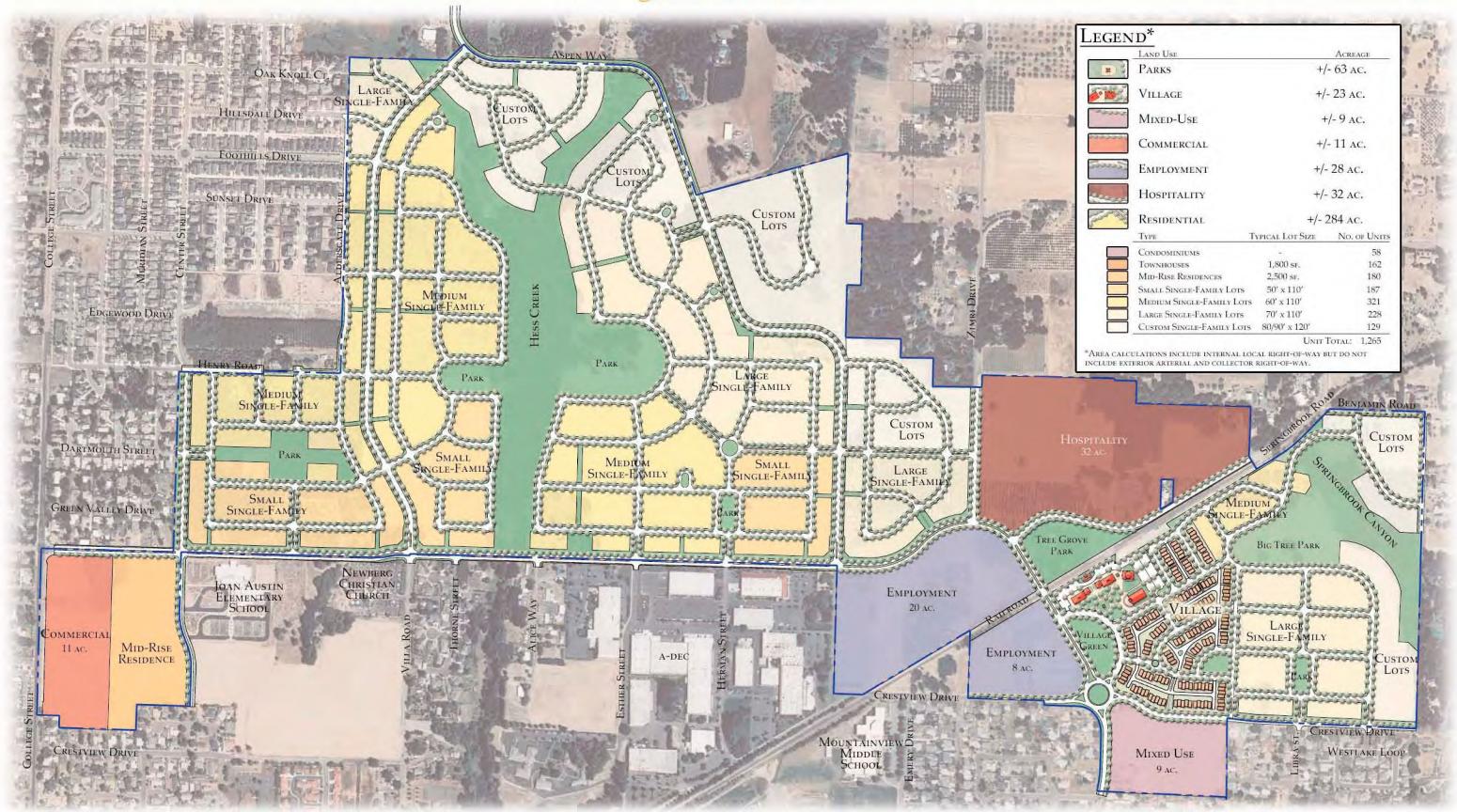
#### EMPLOYMENT

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

#### MIXED-USE

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









## Springbrook

### 3.4 TRUE TO THE HISTORY

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

"It will be exciting to see Springbrook come to life again."

— Joan Austin



#### 3.5 SUSTAINABILITY

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

#### WETLAND PRESERVATION

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

#### Tree Preservation

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

#### WATER QUALITY SWALES

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

#### NARROW STREETS

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

#### DARK-SKY STREET LIGHT

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



# Springbrook

# LAND USE



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

### 4.1 Existing Comprehensive Plan and Zoning Designation

#### Comprehensive Plan Designations

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

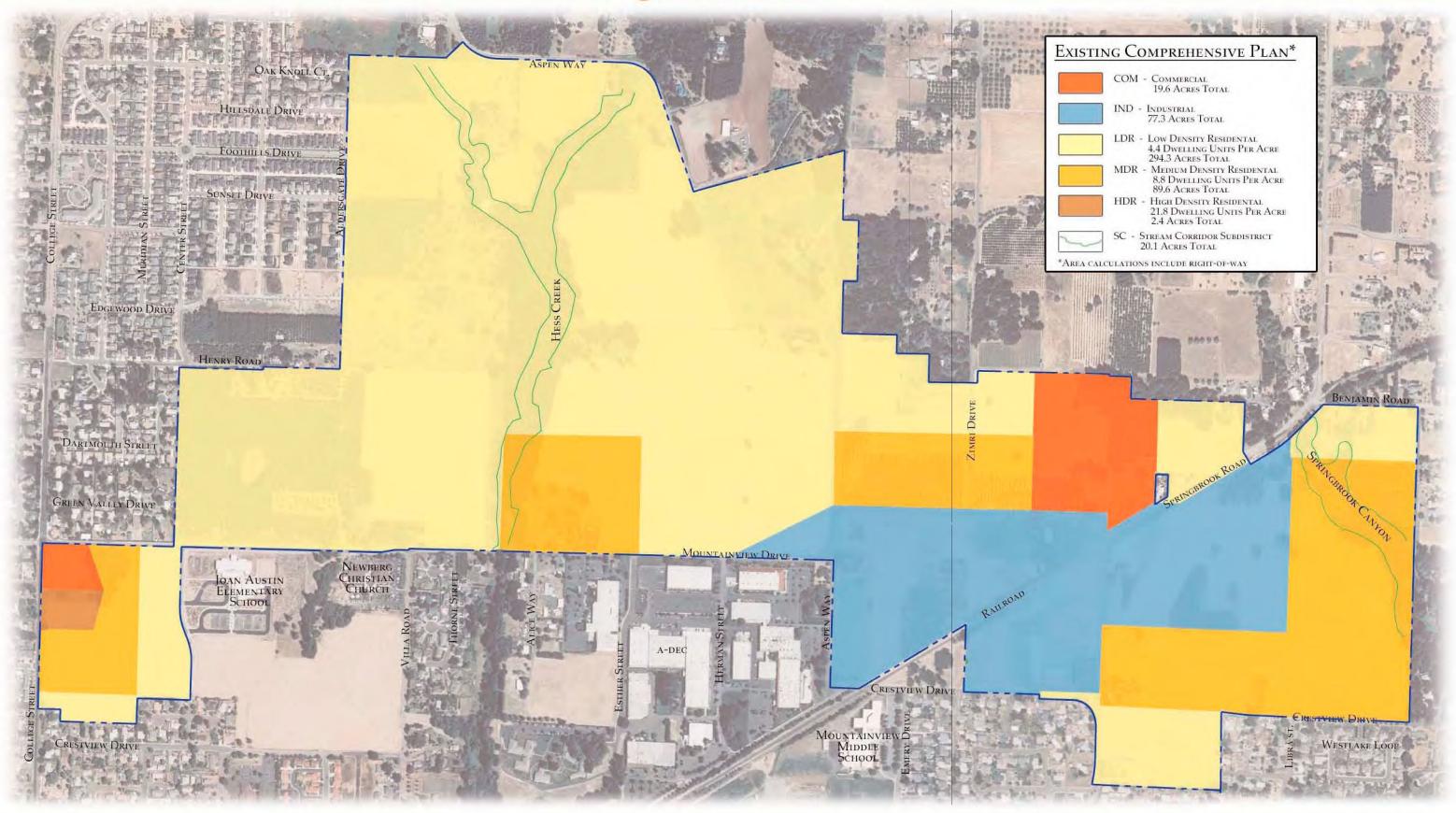
COMPREHENSIVE PLAN DESIGNATIONS	ACREAGE
Commercial (COM)	20 Acres
Industrial (IND)	77 Acres
Low Density Residential (LDR)	294 Acres
Medium Density Residential (MDR)	90 Acres
High Density Residential (HDR)	2 Acres

#### ZONING DESIGNATIONS

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

ZONING DESIGNATIONS	ACREAGE
Neighborhood Commercial (C-1)	2 Acres
Commercial (C-2 / PD)	17 Acres
Limited Industrial (M-1)	34 Acres
Light Industrial (M-2)	44 Acres
Stream Corridor Overlay (SC)	20 Acres
Low Density Residential (R-1)	283 Acres
Low Density Residential (R-1 / 0.1)	21 Acres
Low Density Residential (R-1 / 0.4)	4 Acres
Medium Density Residential (R-2)	78 Acres







### SPRINGBROOK Existing Zoning Legend* Neighborhood Commercial 2.4 Acres Total ASPEN WAY COMMUNITY COMMERCIAL 17.2 ACRES TOTAL HILISDALE DRIVE LIMITED INDUSTRIAL 34.4 ACRES TOTAL M-1 -LIGHT INDUSTRIAL 43.9 ACRES TOTAL M-2 -FOOTHILLS DRIVE Low Density Residential 4.4-6.6 Dwelling Units Per Acre 283 Acres Total R-1 -Low Density Residential 0.1 Dwelling Unit Per Acre 21.1 Acres Total R-1/0.1 -Low Density Residential 0.4 Dwelling Unit Per Acre 3.6 Acres Total R-1/0.4 -MEDIUM DENSITY RESIDENTIAL 8.8 DWELLING UNITS PER ACRE 77.6 ACRES TOTAL R-2 -EDGEWOOD DRIVE STREAM CORRIDOR OVERLAY 20.1 ACRES TOTAL *Area calculations include right-of-way HENRY ROAD BENJAMIN ROAD GREEN VALLEY DRIVE MOUNTAINMEN DRIVE Newberg Christian Church JOAN AUSTIN ELEMENTARY SCHOOL A-DEC Mountainview School WESTLAKE LOOP



### 4.2 PROPOSED LAND USES

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

### RESIDENTIAL

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

### EMPLOYMENT

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

#### COMMERCIAL

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



LAND USE

### 4.3 PROPOSED LAND USE DISTRICTS

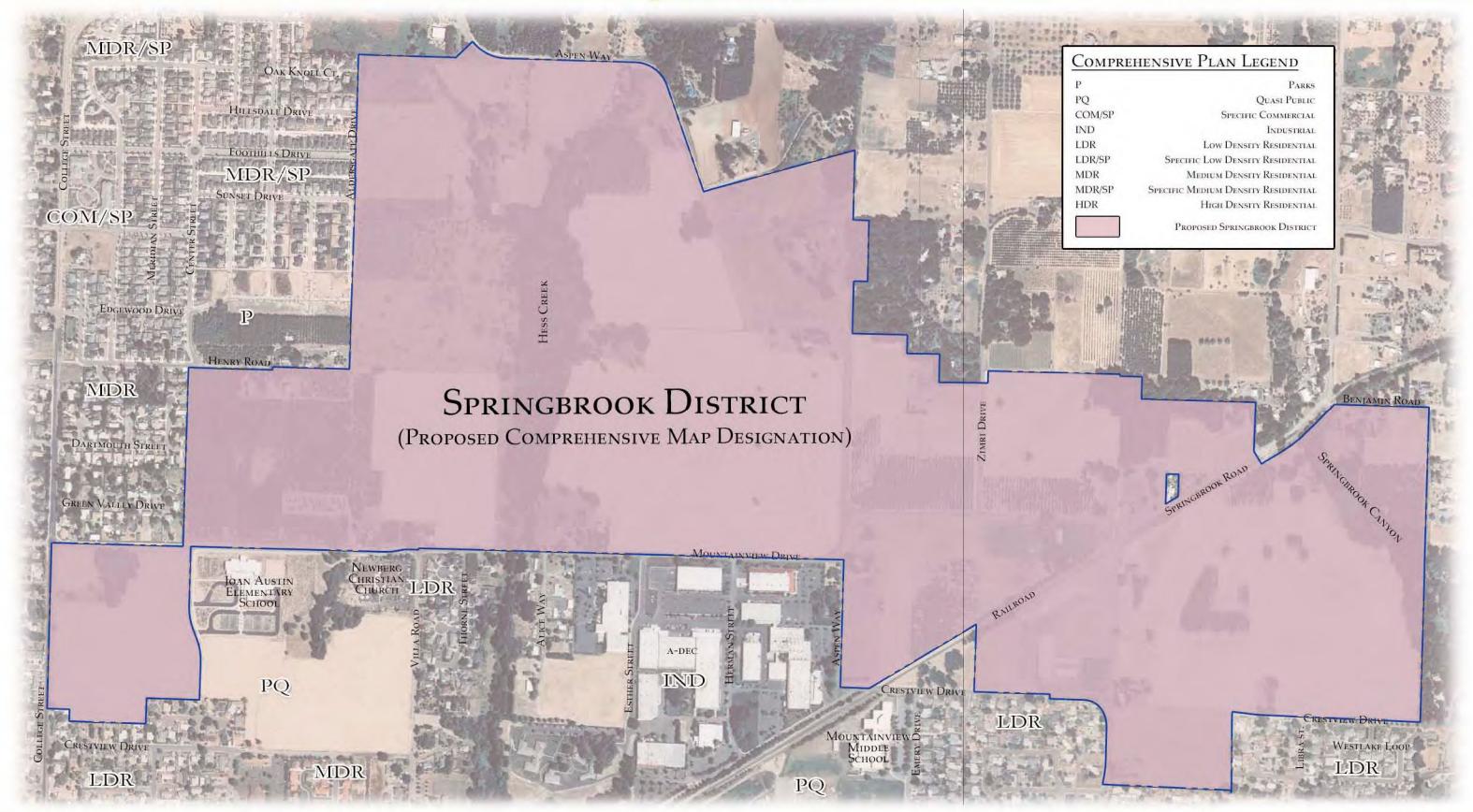
The following six Land Use Districts have been established across the Springbrook property in order to provide a regulatory framework for development consistent with the vision for this property. The Development Standards Matrix sets forth standards for development within each District. In most cases,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

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

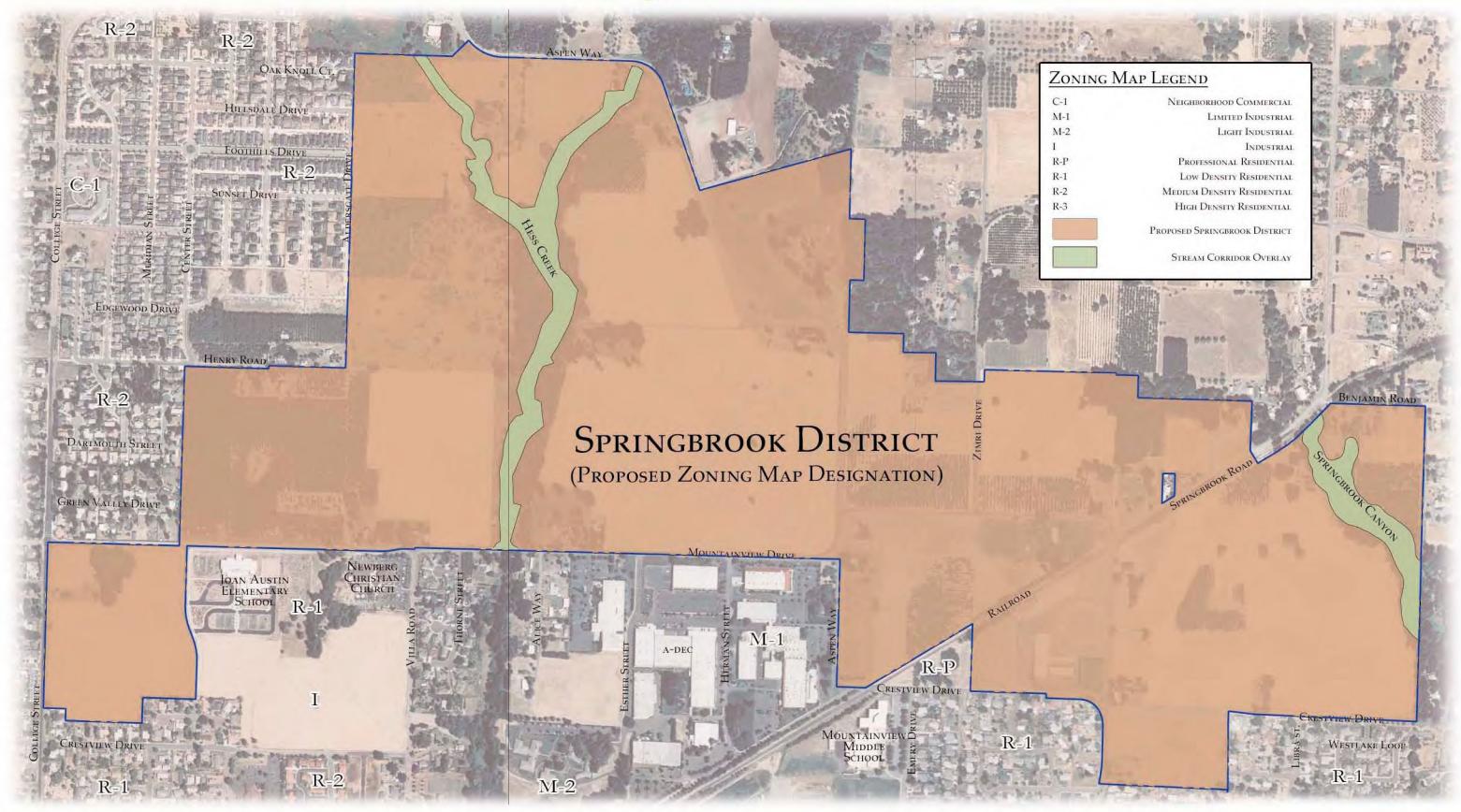


SPRINGBROOK LAND USE DISTRICT LEGEND* VILLAGE +/- 38.9 ac. Neighborhood Commercial EMPLOYMENT HOSPITALITY LOW DENSITY RESIDENTIAL MID-RISE RESIDENTIAL *Area calculations include right-of-way Low Density RESIDENTIAL EDGEWOOD DRIVE 60000 HOSPITALITY GREEN VALLEY DRIV MOUNTAINVIEW DRIV Low Density NEIGHBOR-JOAN AUSTIN ELEMENTARY SCHOOL EMPLOYMENT HOOD RESIDENTIAL COMMERCIAL MID-RISE VILLAGE RESIDENTIAL











Development Standards Matrix								
DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	Neighborhood Commercial	EMPLOYMENT	VILLAGE	HOSPITALITY		
ALLOWED USE*	<ul> <li>❖ Detached Dwelling Units</li> <li>❖ Manufactured Home</li> <li>❖ Accessory Dwellings</li> <li>❖ Home Occupations</li> <li>❖ Passive or Active Use Parks</li> <li>❖ Civic Uses: Post Office Museum Community Center Library School</li> <li>❖ Day Care</li> <li>❖ Group Care Facilities</li> <li>❖ Church</li> <li>❖ Any other building or use determined to be similar to uses listed in this District</li> </ul>	* Attached Dwelling Units     * Manufactured Home     * Detached Dwelling Units     * Multi-Family Units     * Home Occupations     * Passive or Active Use     Parks     * Civic Uses:         Post Office         Museum         Community Center         Library     * Day Care     * Group Care Facilities     * Church     * Any other building or use     determined to be similar to     uses listed in this District	* Retail  * Restaurants  * Office  * Medical Clinics  * Financial Institutions  * Civic Uses:     Post Office     Museum     Community Center     Library  * Day Care  * Group Care Facilities  * Any other building or use determined to be similar to uses listed in this District	<ul> <li>Office</li> <li>Light Industrial</li> <li>Supporting Retail</li> <li>Day Care</li> <li>Any other building or use determined to be similar to uses listed in this District</li> </ul>	* Retail	<ul> <li>* Hotel</li> <li>* Restaurants</li> <li>* Spa</li> <li>* Meeting Facilities</li> <li>* Detached Dwelling Units</li> <li>* Manufactured Home</li> <li>* Home Occupations</li> <li>* Retail</li> <li>* Museum</li> <li>* Artist Studios</li> <li>* Agricultural Production or Processing</li> <li>* Passive or Active Use Parks</li> <li>* Any other building or use determined to be similar to uses listed in this District</li> </ul>		
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 and Site Standards							
BUILDING HEIGHT	R-1 (Two and a half stories or 30 feet)	35 feet (R-3 requires two and a half stories or 30 feet)	C-1 (Two and a half stories or 30 feet)	M-1 (No limit, except near residential)	C-3 (No limit, except near residential)	Five stories or 75 feet		
YARD SETBACK REQUIREMENTS								
Front Yard Setback	R-1 (Minimum 15 feet)	R-3 (Minimum 12 feet)	C-1 (Minimum 10 feet)	No minimum (M-1 requires a minimum of 20 feet)	No minimum setback. No maximum setback, if area between building and property line contains public space or landscaping (C-3 provides no minimum, but a maximum of 20 feet)	Minimum 20 feet or equal to height of building, if adjacent to residential uses		



DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	Neighborhood Commercial	EMPLOYMENT	VILLAGE	HOSPITALITY
INTERIOR YARD SETBACKS	R-1 (Minimum 5 feet)	R-3 (Minimum 5 feet)	C-1 (None)	M-1 (None)	C-3 (None)	Minimum 20 feet
SETBACKS AND YARD RESTRICTIONS AS TO SCHOOLS, CHURCHES, PUBLIC BUILDINGS					Does not apply (Otherwise it would)	
LOT REQUIREMENTS	Minimum 5,000 square feet (R-1 requirement is 7,500 square feet)	Minimum 1,800 square feet (R-2 and R-3 requirement is 5,000 square feet)	C-1 (Minimum 5,000 square feet)	M-1 (Minimum 20,000 square feet)	C-3 (Minimum 1,800 square feet)	Minimum 5,000 square feet
LOT COVERAGE AND PARKING COVERAGE REQUIREMENTS	(1) Maximum Lot Coverage: 50% (R-1 requirement is 30%) (2) Maximum Parking Lot Coverage: 30%(R-1 requirement is 30%) (3) Maximum Combined Lot Parking Lot Coverage: 75% (R-1 requirement is 60%)	(1) Maximum Lot Coverage: 80% if parking is located in an underground structure; otherwise 50% (2) Maximum Parking Lot Coverage: 30%, unless parking is located in an underground structure (R-3 requirement is 30%) (3) Maximum Combined Lot Parking Lot Coverage: 75% (R-3 requirement is 70%)	Does not apply	Does not apply	Does not apply	Does not apply
Landscape and Outdoor Area	AS					
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 (Exempt from 15% minimum landscape requirements)	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 Gateway Features Plan and Gateway Features Concepts 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</i> Plan and Gateway Features Concepts 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 Gateway Features Plan and Gateway Features Concepts 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

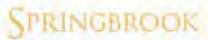


DEVELOPMENT STANDARDS	LOW DENSITY RESIDENTIAL	MID-RISE RESIDENTIAL	Neighborhood Commercial	EMPLOYMENT	VILLAGE	HOSPITALITY	
OFF STREET PARKING REQUIREMENTS							
Required Off-Street Parking	R-1 (off-street parking is required)	"Other Zones" (off-street parking is required)	C-1 (off-street parking is required)	"Other Zones" (off-street parking is required)	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 (off-street parking is not required in the C-3 zone)	"Other Zones" (off-street parking is required)	
PARKING SPACES REQUIRED	Requirements based on use apply	Requirements based on use apply					
PARKING REQUIREMENTS FOR USES NOT SPECIFIED	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	Uses not listed in table determined through Type I procedure	

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



^{**} When the model zone requirement applies, the zone is listed in the table with the requirement in (), otherwise the alternative standard is stated.



# DESIGN FEATURES



### 5.1 COMMUNITY THEMING

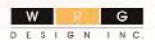
The Springbrook Master Plan area will have a visual continuity along its primary transportation routes, its public spaces and throughout the entire community. These themed elements featured throughout the property will provide consistency and assist in defining the community identity and emphasize the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

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

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

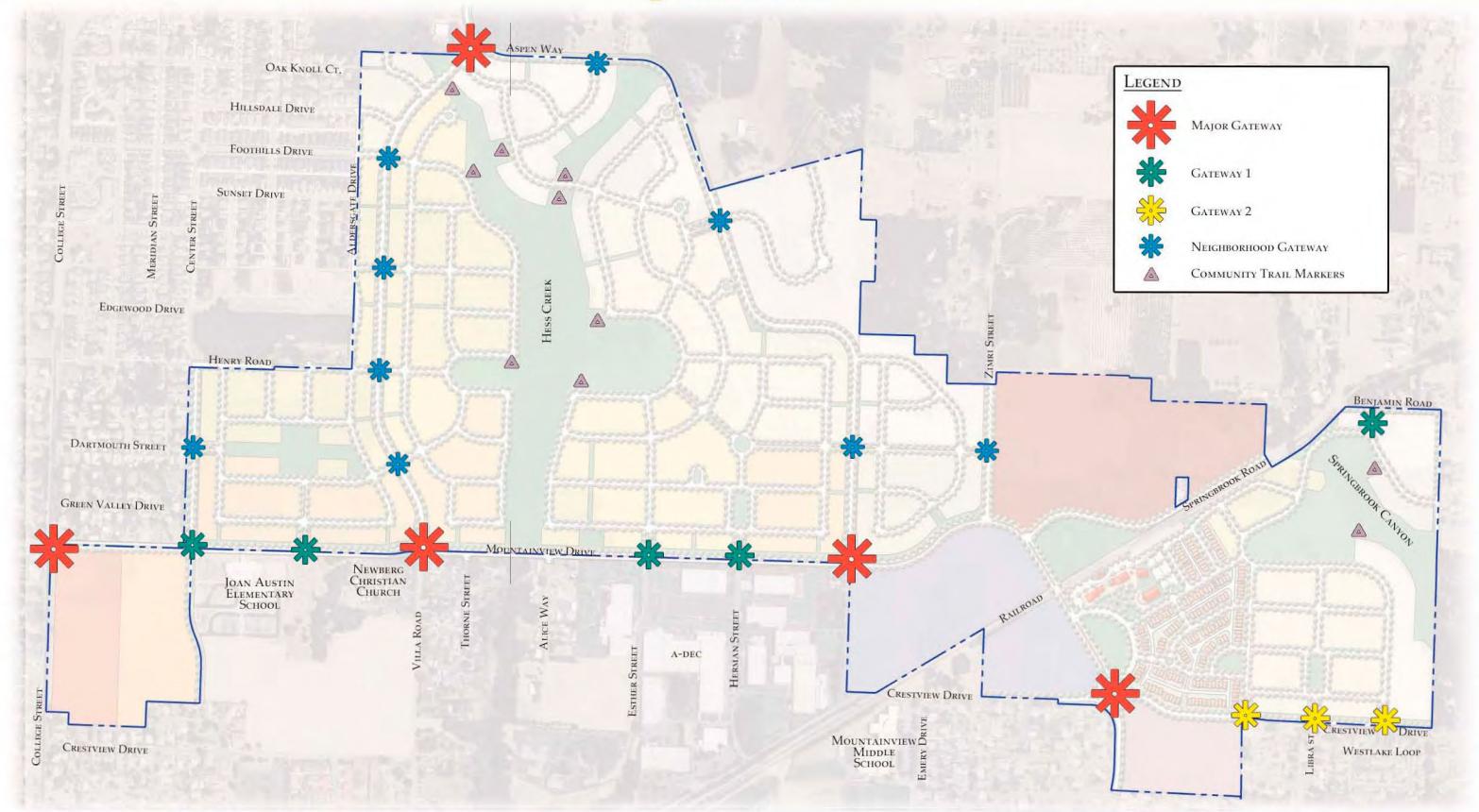
The *Community Elements* exhibit provides an array of images selected to communicate conceptually the type of materials, street lighting and street furniture present primarily in the Village, but also in other highly visible areas of the property.

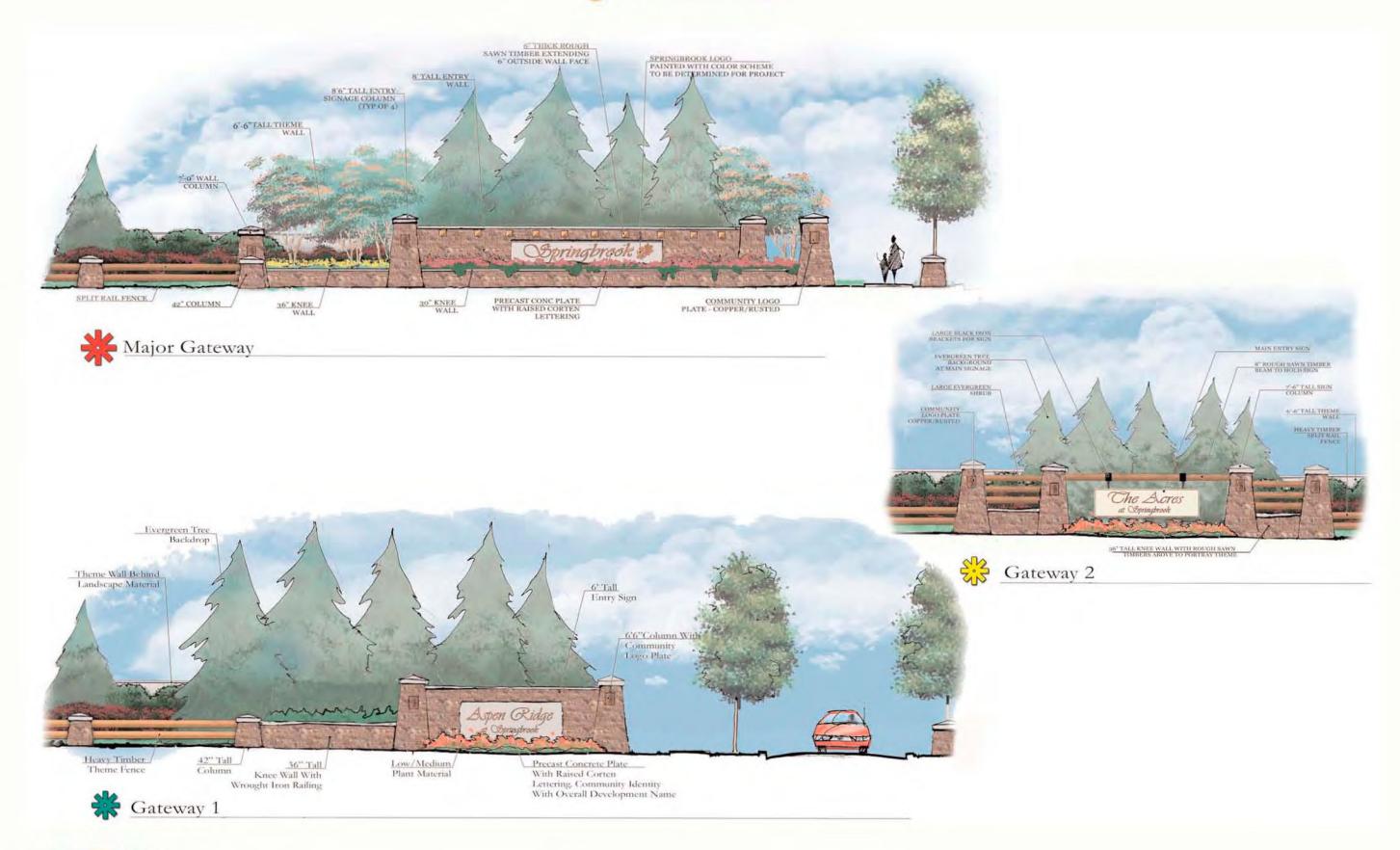
"There is nothing like this in Oregon at this point." — Celia Austin









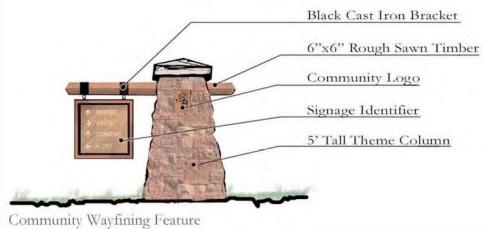




General Column Shape



Stone Wall Finishing





Decorative Intersection Pavers





### 5.2 PARKS AND TRAILS

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

### PASSIVE PARKS

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

### ACTIVE PARKS

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

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







### MULTI-PURPOSE PARKS

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

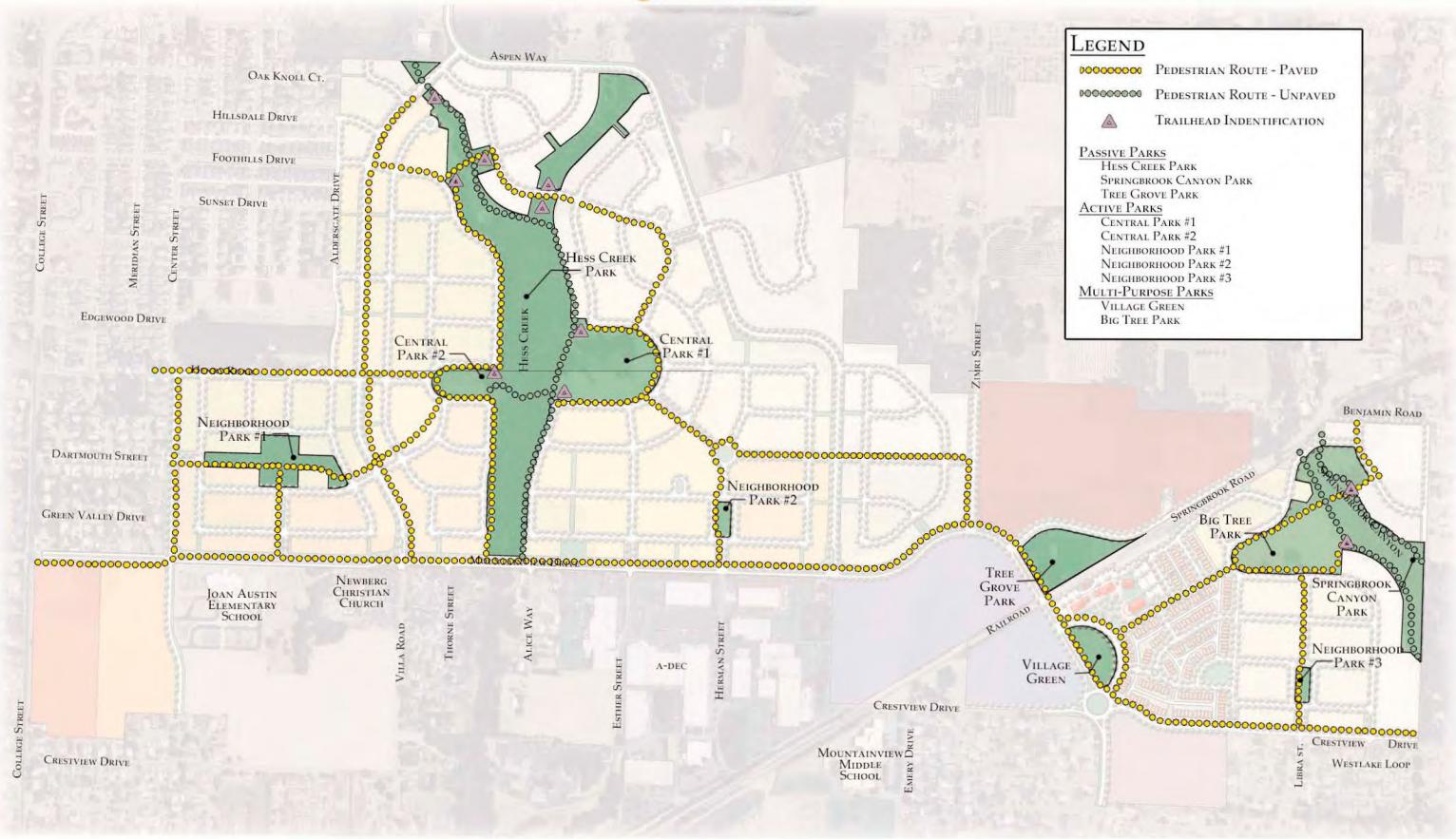


### PEDESTRIAN CIRCULATION

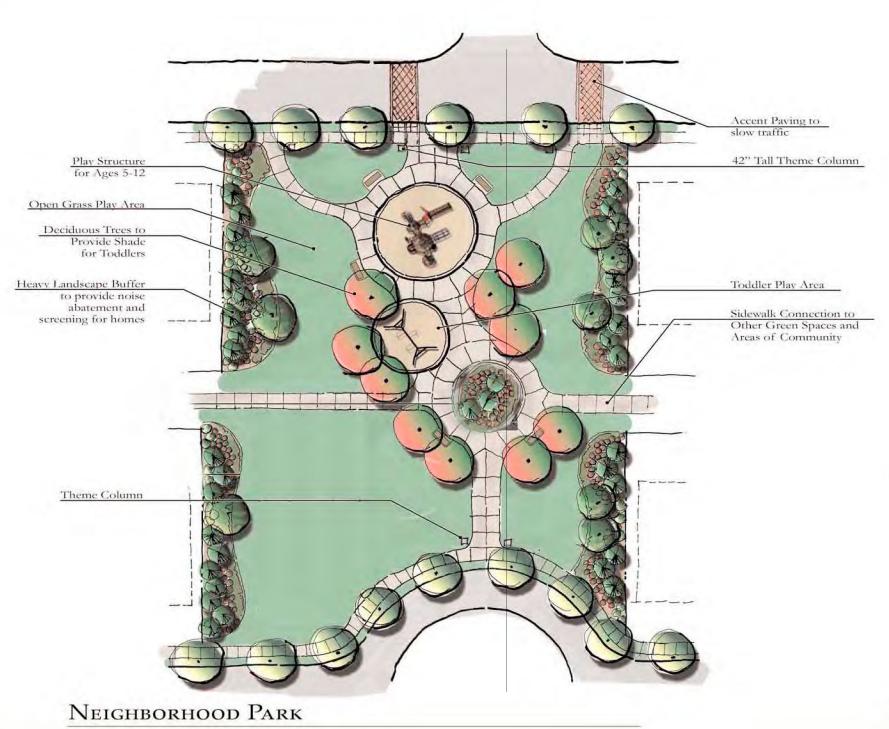
A network of pedestrian routes and trails connect all the neighborhoods and parks with the Village and other destination points within the site and surrounding properties. A primary route is located along the north side of Mountainview Drive. It provides a wide, meandering pedestrian route and a major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

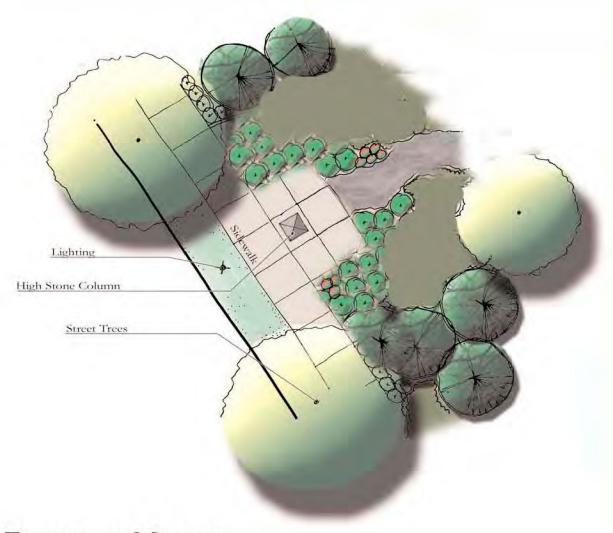


## Springbrook





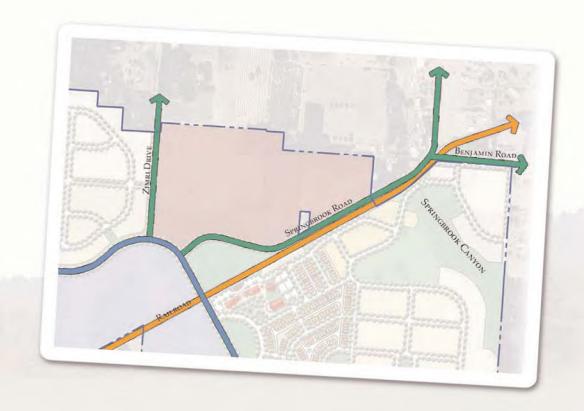




Trailhead Marker

# TRANSPORTATION







### 6.1 STREET CLASSIFICATIONS

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

### 6.2 TRAFFIC IMPACT STUDY

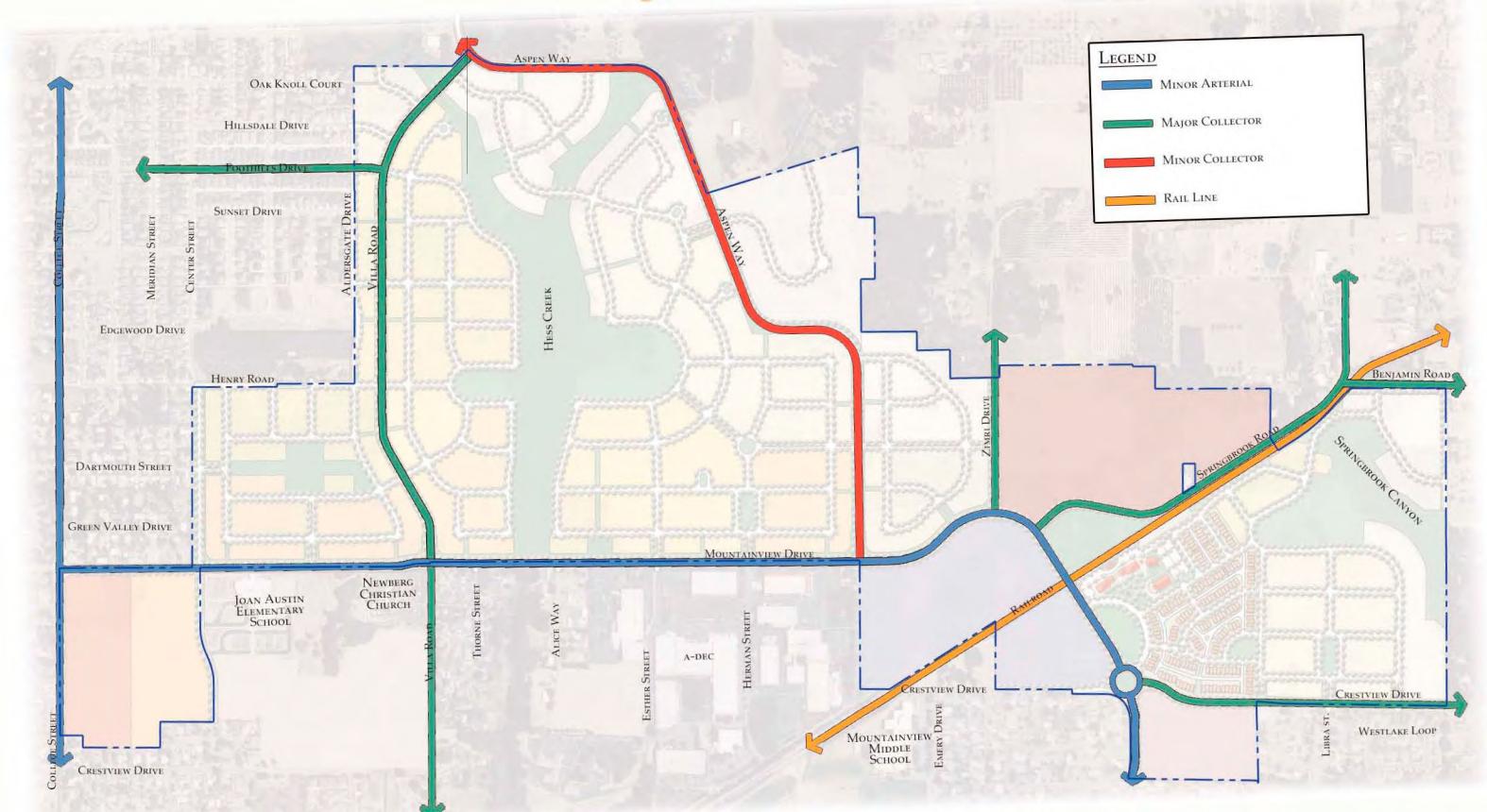
A Traffic Impact Study (TIS) was conducted by Lancaster Engineering in order to analyze the impacts of the proposed development on the transportation system. Specifically, it determines the trip generation resulting from the development reflected in the *Proposed Conceptual Master Plan*, shown on page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

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

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

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









# PROPOSED UTILITIES





### PROPOSED UTILITIES

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

### 7.1 PRINCIPAL INFRASTRUCTURE

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

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

### WATER SYSTEM

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

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

### SANITARY SEWER SYSTEM

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

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

#### STORMWATER DRAINAGE SYSTEM

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

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





### 7.2 SECONDARY INFRASTRUCTURE

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

### WATER AND SANITARY SEWER SYSTEM

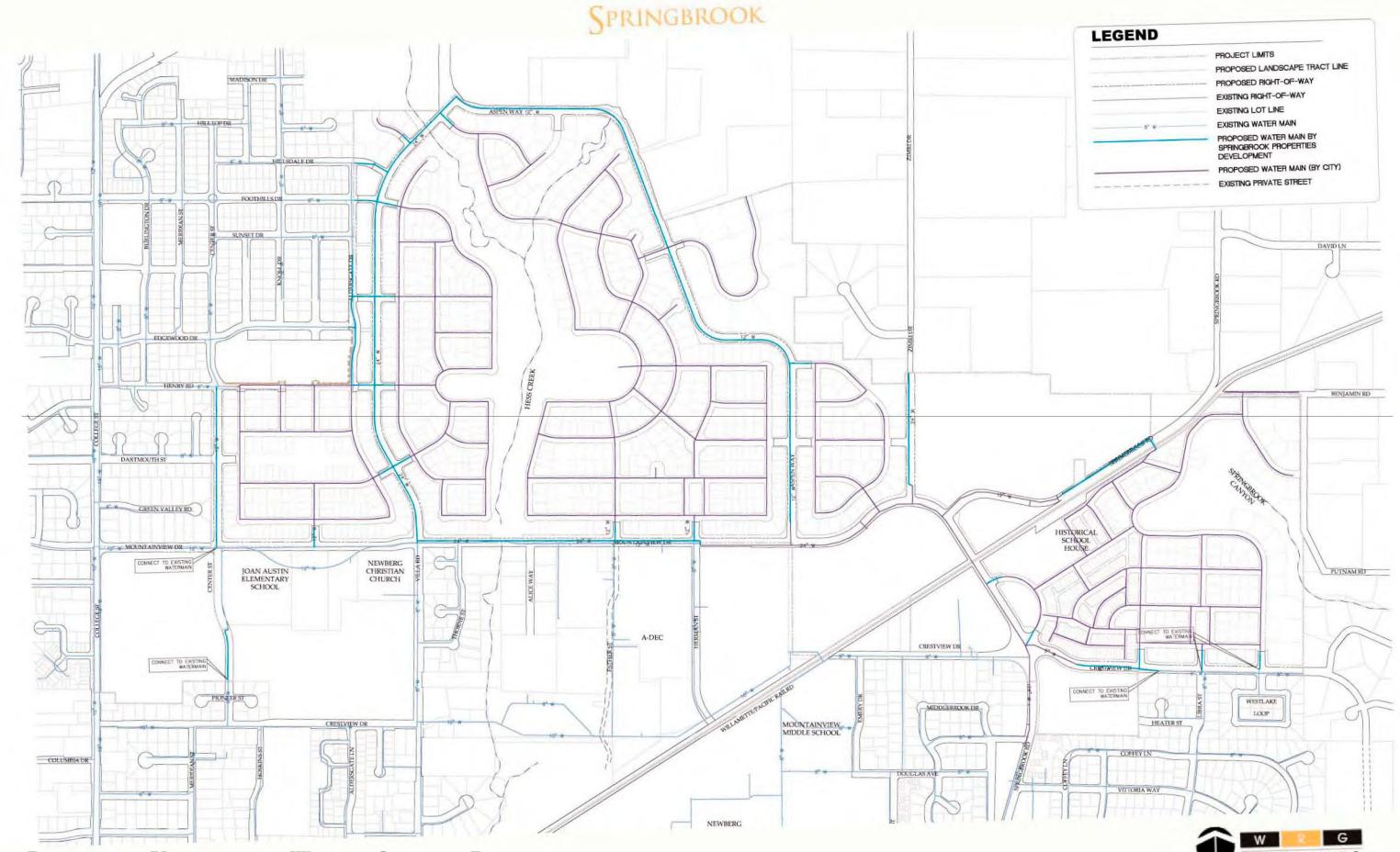
Secondary water and sanitary sewer service connections will be provided via lateral connections to existing and newly constructed mains as identified on the *Proposed Utilities - Sanitary Sewer System* plan and the *Proposed Utilities - Wastewater System* plan. The secondary water system is made up of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

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

### STORMWATER DRAINAGE

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









SPRINGBROOK **LEGEND** PROJECT LIMITS PROPOSED LANDSCAPE TRACT LINE PROPOSED RIGHT-OF-WAY EXISTING RIGHT-OF-WAY EXISTING LOT LINE EXISTING STORM SEWER PROPOSED STORM SEWER BY SPRINGBROOK PROPERTIES DEVELOPMENT FOOTHILLS DE PROPOSED STORM SEWER (BY CITY) WATER QUALITY / FLOW CONTROL FACILITY EXISTING 10' CONTOUR LINE EXISTING PRIVATE STREET EDGEWOOD DR BENJAMIN RD GREEN VALLEY RD HISTORICAL SCHOOL HOUSE NEWBERG CHRISTIAN CHURCH PUTNAM RIJ JOAN AUSTIN ELEMENTARY SCHOOL A-DEC CRESTVIEW DR CRESTVIEW DR WESTLAKE MIDDLEBROOK DR LOOP HEATER SY MOUNTAINVIEW MIDDLE SCHOOL CRESTVIEW DR COLUMBIA DR DOUGLAS AVE VITTORIA WAY NEWBERG HIGH SCHOOL PROPOSED UTILITIES - STORMWATER SYSTEM PLAN 64





### NEXT STEPS

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

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



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

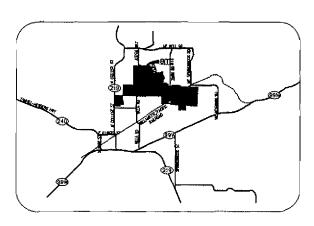




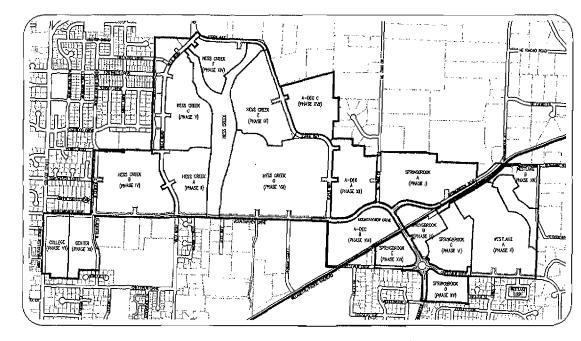
### **EXHIBIT C**

SUBDIVISION PLAN SET





VICINITY MAP







### PROJECT TEAM

#### APPLICANT/OWNER

SPRINGBROOK PROPERTIES, INC. CONTACT: SONJA HAUGEN CONTACT: JOBE KAVALE 3113 CRESTVIEW DRIVE POST OFFICE BOX 1060 NEWBERG, OREGON 97132-1060 PHONE - (503) 537-2000 FAX - (503) 537-1009

#### LANDSCAPE ARCHITECT

WRG DESIGN INC. CONTACT: ANDREW HILL, RLA 5415 S.W. WESTGATE DRIVE, SUITE 100 PORTLAND, OREGON 97221 PHONE — (503) 419—2500 FAX — (503) 419—2600

#### CIVIL ENGINEER

WRG DESIGN INC.
CONTACT: RICHARD BOYLE
C/O: RANOY DYER, PE
5415 S.W. WESTGATE DRIVE, SUITE 100
PORTLAND, ORECON 97221
PHONE - (503) 419-2500
FAX - (503) 419-2600

#### LAND USE PLANNING

WRG DESIGN INC.
CONTACT: MIMI DOUKAS, AICP, RLA
CONTACT: TRINA WHITMAN, AICP, LEED AP
5415 S.W. WESTGATE DRIVE, SUITE 100
PORTLAND, OREGON 97221
PHONE — (503) 419—2500
FAX — (503) 419—2600

#### SURVEYOR

WRG DESIGN INC. CONTACT: PAUL GALLI, PLS 5415 S.W. WESTGATE DRIVE, SUITE 100 PORTLAND, OREGON 97221 PHONE - (503) 419-2500 FAX - (503) 419-2600

### GEOTECHNICAL ENGINEER

GEODESIGN, INC.
CONTACT: CRAIG WARE, RG
15575 SW SEQUOIA PARKWAY, SUITE 100
PORTLAND, OREGON 97224
PHONE — (503) 968—8787
FAX — (503) 968—3068

#### TRAFFIC ENGINEER

LANCASTER ENGINEERING CONTACT: MICHAEL ARD, PE CONTACT: TOM LANCASTER, PE 321 SW 4TH AVE, SUITE 400 PORTLAND, OREGON 97204 PHONE — (503) 248—0313

### WETLAND BIOLOGIST

PACIFIC HABITAT SERVICES
CONTACT: JOHN VAN STAVEREN, PWS
CONTACT: JENNIFER GOODRIDGE, PWS
450 SW COMMERCE CIRCLE, SUITE 180
WILSONVILLE, OREGON 97070
PHONE — (503) 570-0860
FAX — (503) 570-0855

#### DATUM

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

ELEVATION DATUM: {NGVD 1929] 2001 ADJUSTMENT BENCHMARK: CITY OF NEWBERG 8M# 114 LIGATION: TOP OF CURB, SE CURB RETURN LIBRA ST. AND CRESTMEW DR. ELEVATION: 238.90 FEET

ELEVATION DATUM: (NGVD 1929)
BENCHMARK: YAMHILL COUNTY SURVEYOR #185
LOCATION: CENTERLINE OF N. COLLEGE AND PINEHURST STREETS.
ELEVATION: 191./D6 FEET

ELEVATION OATUM: [NGVD 1829]
SENCHMARK: YAMHILL COUNTY SURVEYOR #23
LOCATION: CENTERUNE OF BELL RD, 100 YAROS WEST OF ZIMRI RD. (SE COR SEC 5)
ELEVATION: 494,888 FEET

ELEVATION DATUM: [NGVD 1929]
BENCHMARK: YAMHILL COUNTY SURVEYOR #22
LOCATION: CENTERLINE OF SPRINGEROOK WAY AND N'LY ROW OF DOUGLAS AVE. (NE COR DUG 52)
GENCHOOK. 310 044 ESET.

#### BASIS OF BEARING

THE BASIS OF BEARING IS THE OREGON COORDINATE SYSTEM, NORTH ZONE, WHICH WAS ESTABLISHED BETWEEN THREE YAMHILL COUNTY SURVEYOR MONUMENTS HAVING STATION NUMBERS: 22, 23, AND 165, THE BEARING BETWEEN 22 AND 185 BEING S87'36'12"W

#### **VOTES**

1. BUILDINGS SHOWN HEREON ARE BASED ON EXTERIOR MEASUREMENTS.

#### ARBORIST

WALTER H. KNAPP
SILVICULTURE & URBAN FORESTRY
CONTACT: WALTER KNAPP
7615 SW DUNSMUR
BEAVERTON, OREGON 97007
PHONE - (503) 646-4349
FAX - (503) 265-8117

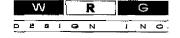
### UTILITY STATEMENT

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

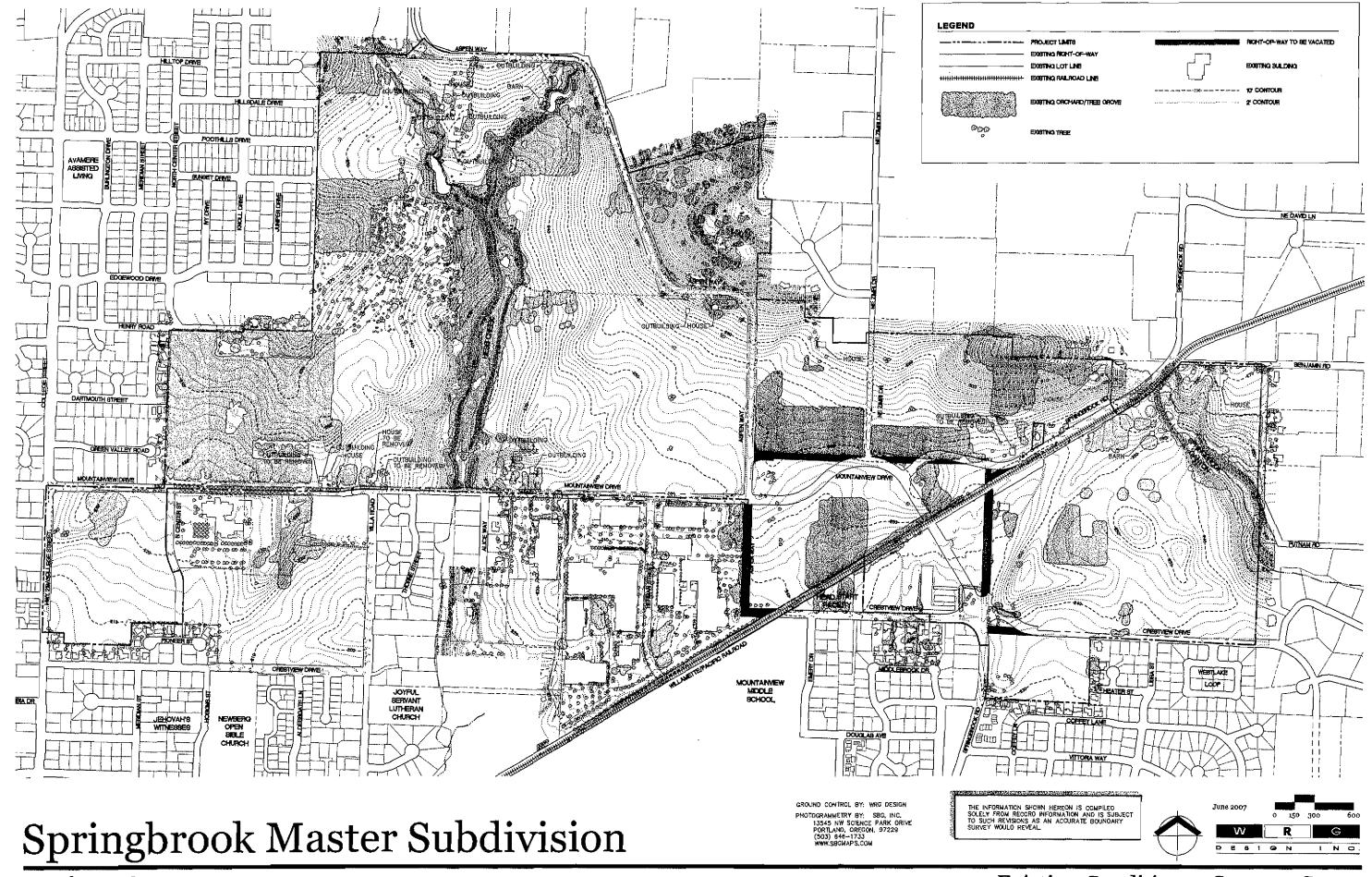
### SHEET INDEX

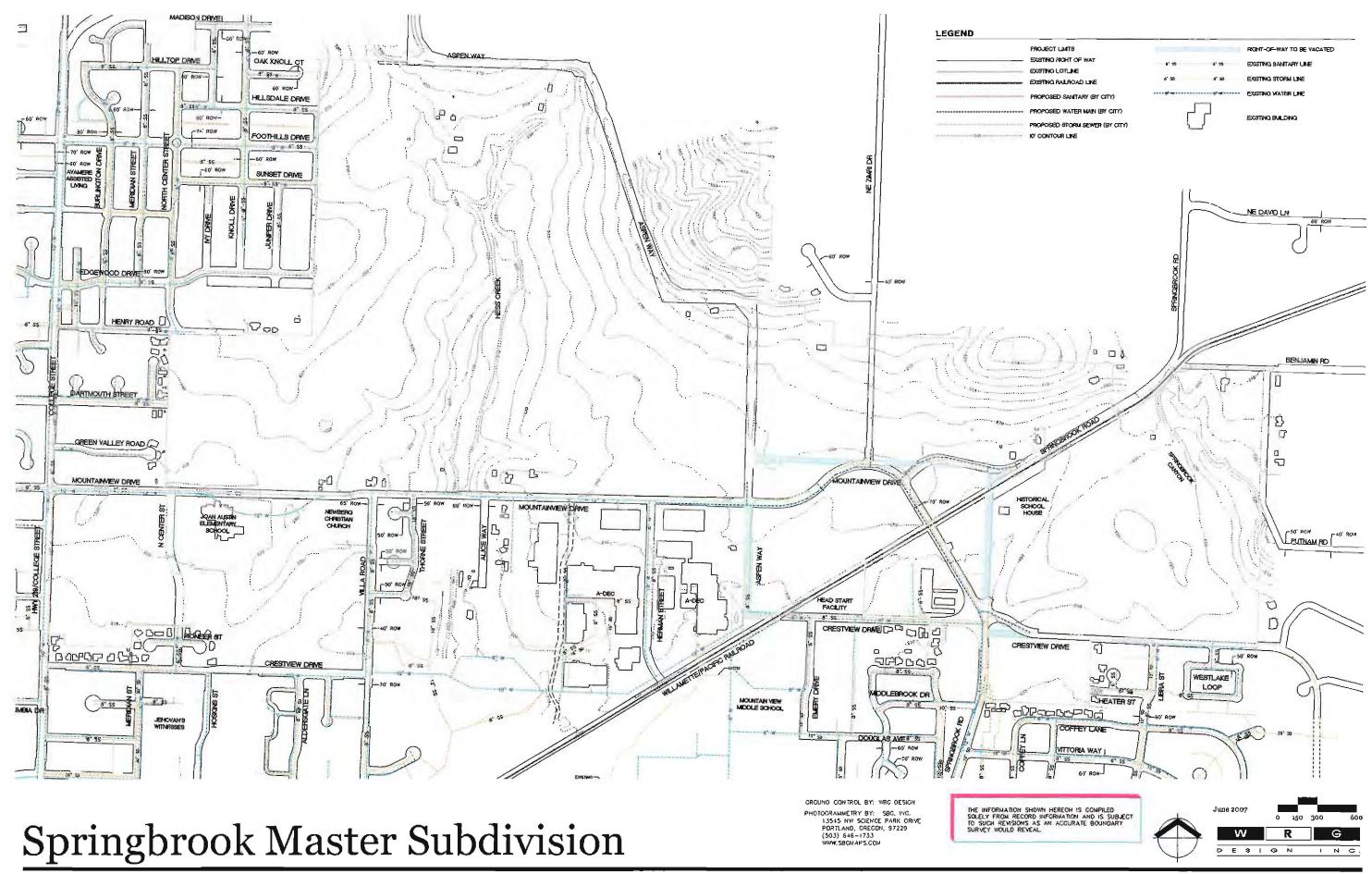
- C1.0 COVER SHEET
- C2.0 EXISTING CONDITIONS PLAN SURVEY
- C21 EXISTING CONDITIONS PLAN UTILITIES
- C3.0 OVERALL SITE PLAN
- C4.0 TENTATIVE PLAT 1
- C4.1 TENTATIVE PLAT 2
- C4.2 TENTATIVE PLAT 3
- C4.3 TENTATIVE PLAT 4
- C5.0 TRANSPORTATION PLAN STREET CROSS SECTIONS 1
- C5.1 TRANSPORTATION PLAN STREET CROSS SECTIONS 2
- C5.2 TRANSPORTATION PLAN STREET CROSS SECTIONS 3
- C5.3 TRANSPORTATION PLAN
- C6.0 HESS CREEK CROSSING
- C7.0 SANITARY SEWER SYSTEM
- C8,0 WATER SYSTEM
- C9.0 STORM DRAINAGE PLAN
- C10.0 STREET TREE PLAN
- C10.1 STREET TREE PLAN
- C10.2 STREET TREE PLAN
- C10.3 STREET TREE PLAN C10.4 STREET TREE PLAN
- C10.5 STREET TREE PLAN
- C11.0 PHASING PLAN
- C120 OVERALL CORRIDOR IMPACT
- C12.1 CORRIDOR IMPACT
- C12.2 CORRIDOR IMPACT
- C123 CORRIDOR IMPACT
- C12.4 OVERALL MITIGATION PLANTING PLAN
- C12.5 MITIGATION PLANTING PLAN
- C12.6 MITIGATION PLANTING PLAN
- C127 MITIGATION PLANTING PLAN

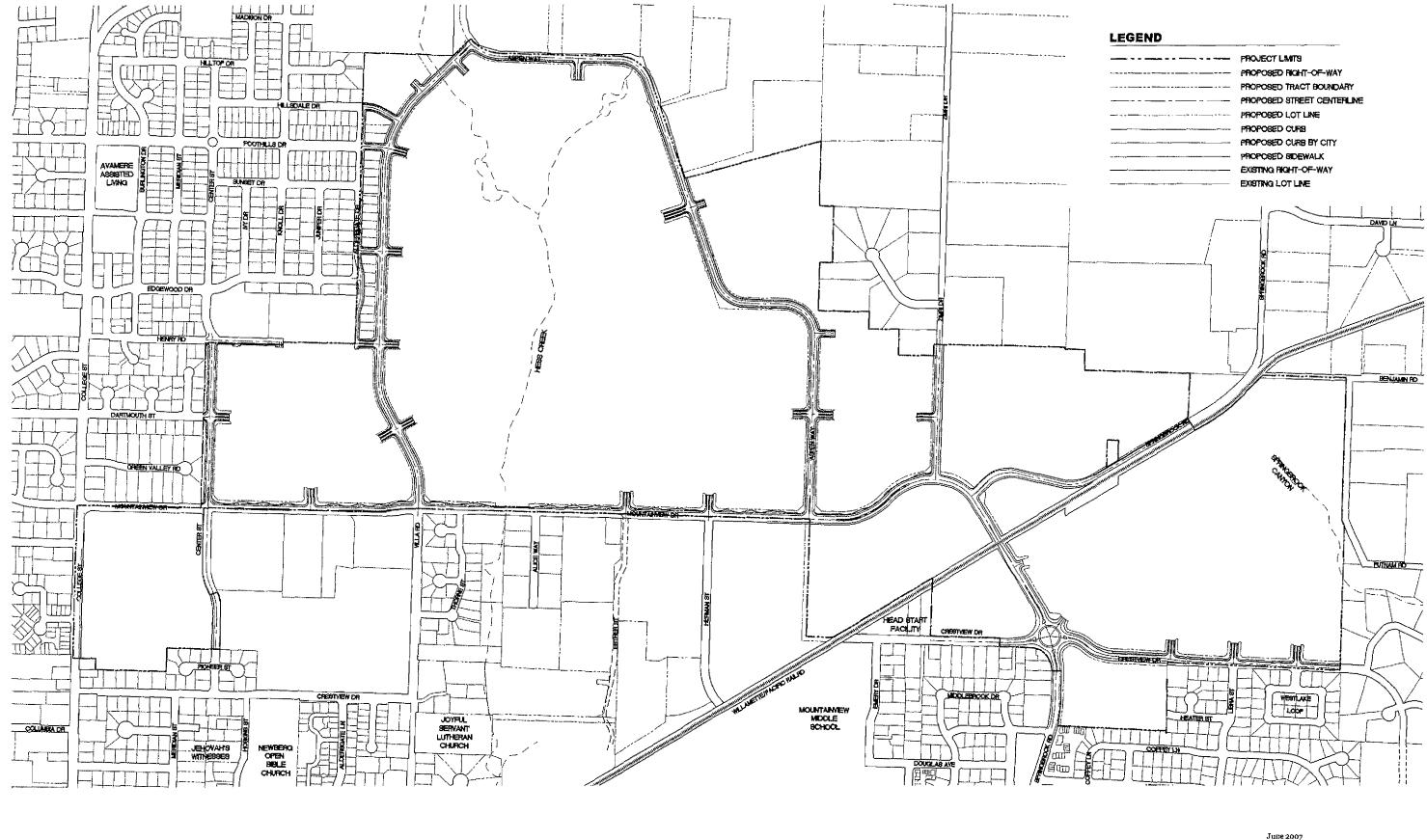
June 2007



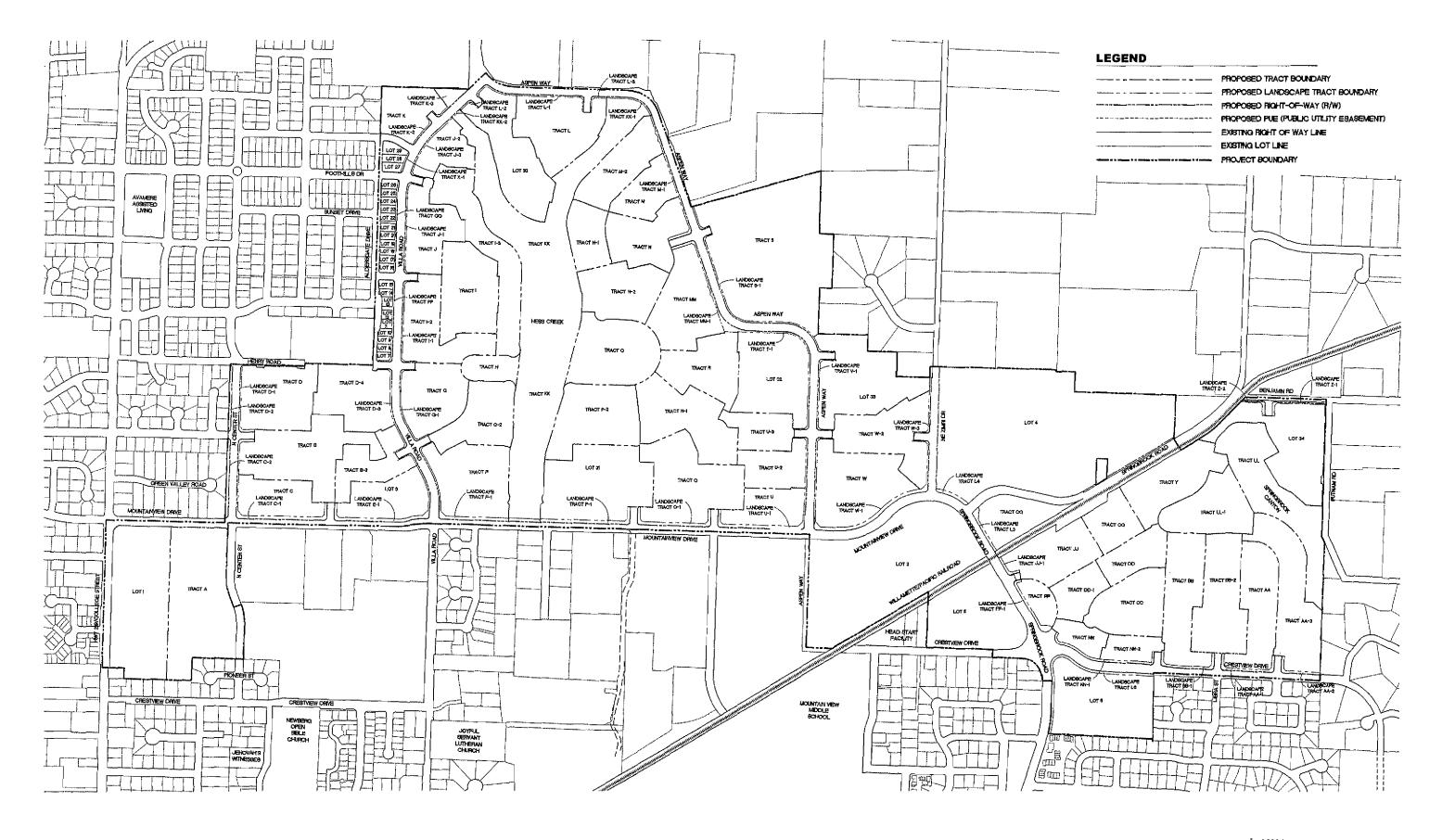
# Springbrook Master Subdivision

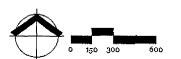




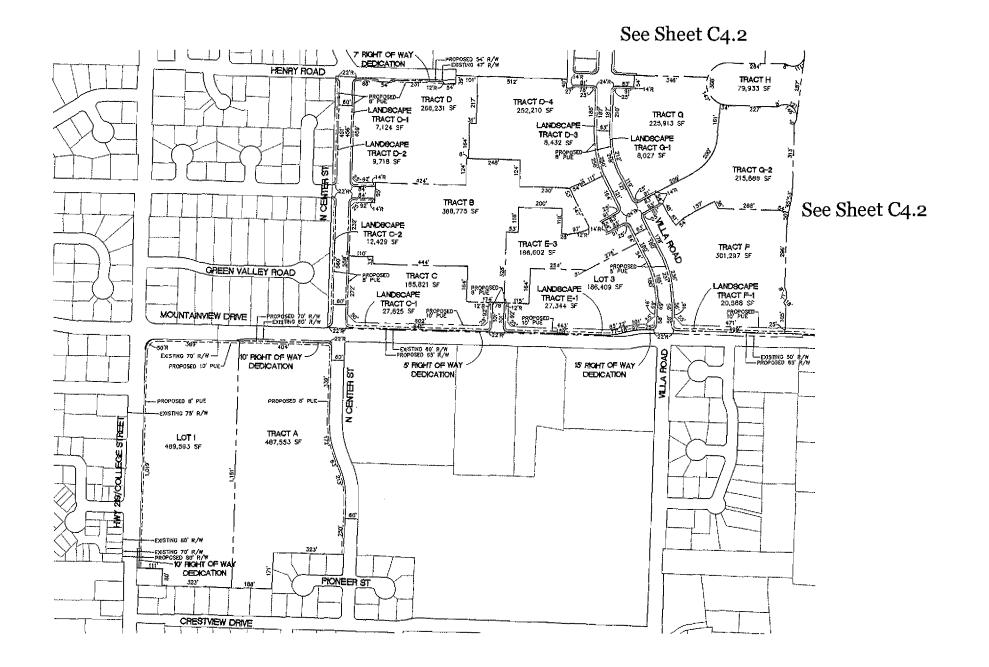


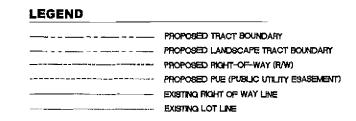
# Springbrook Master Subdivision

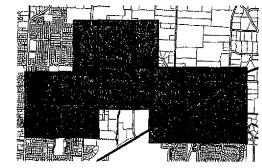




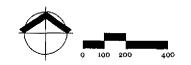


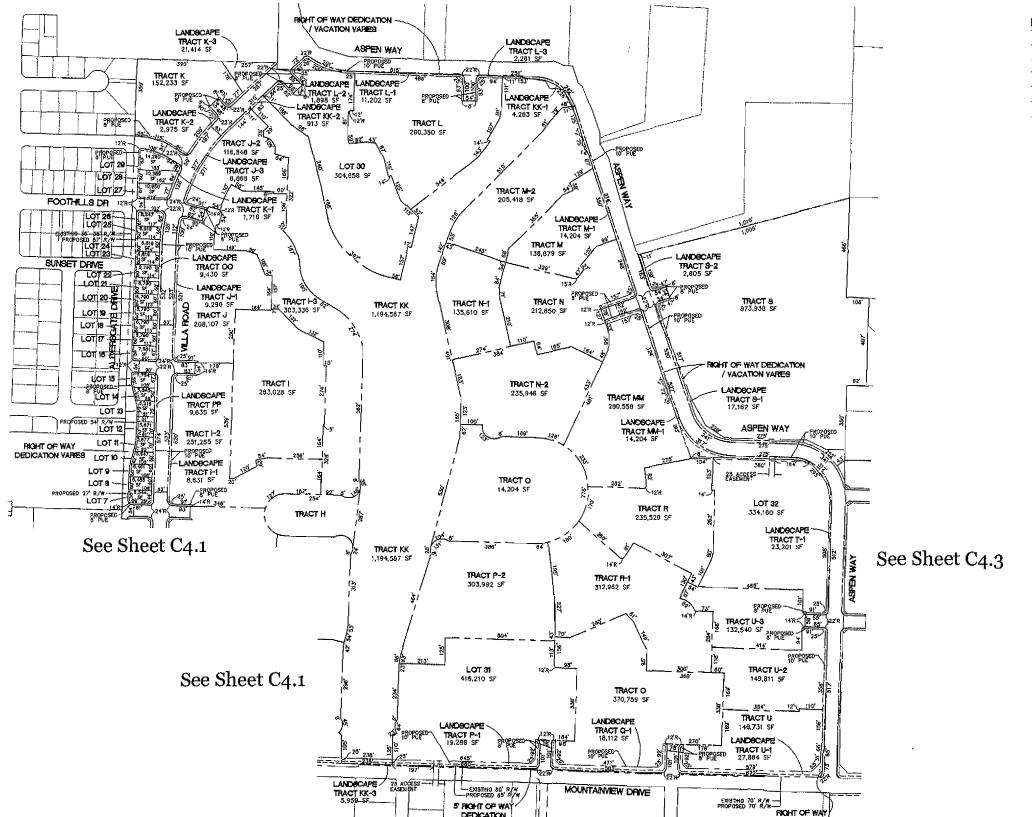




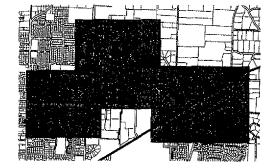


Key Map



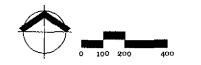


## PROPOSED TRACT BOUNDARY PROPOSED LANDSCAPE TRACT BOUNDARY PROPOSED RIGHT-OF-WAY (R/W) PROPOSED PUE (PUBLIC UTILITY ESASEMENT) EXISTING RIGHT OF WAY LINE EXISTING LOT LINE



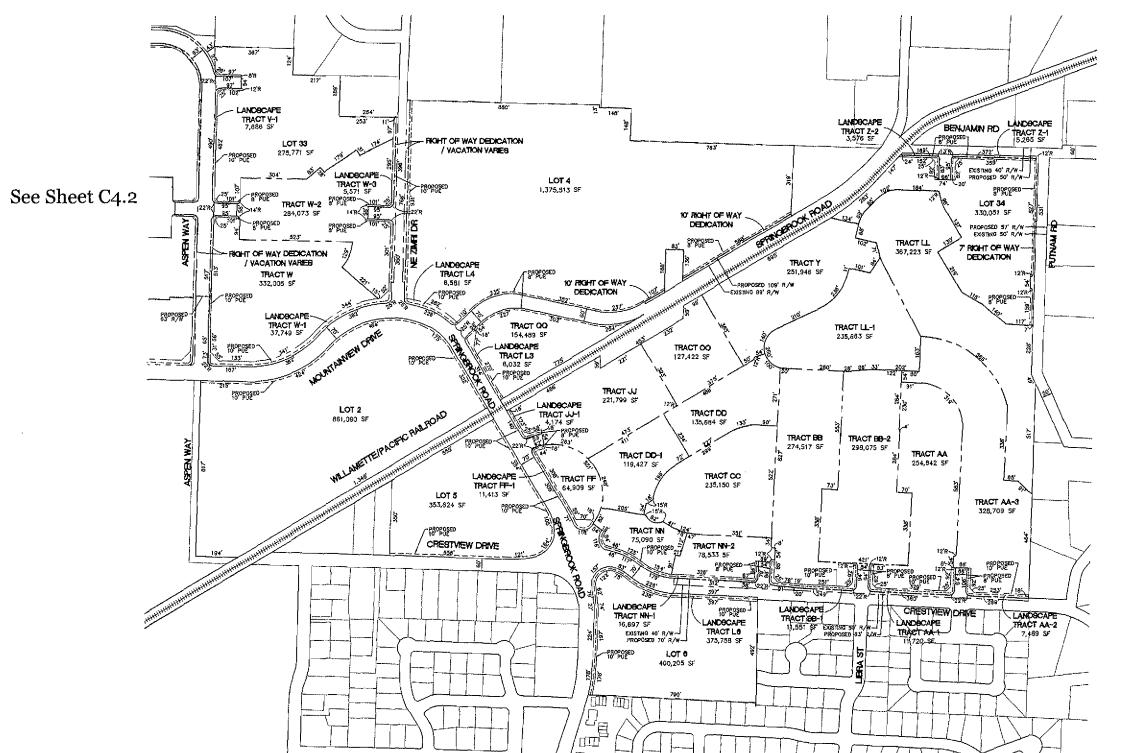
Key Map

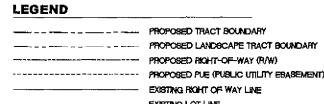
### Springbrook Master Subdivision

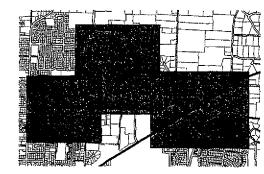


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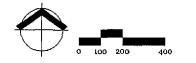
June 2007



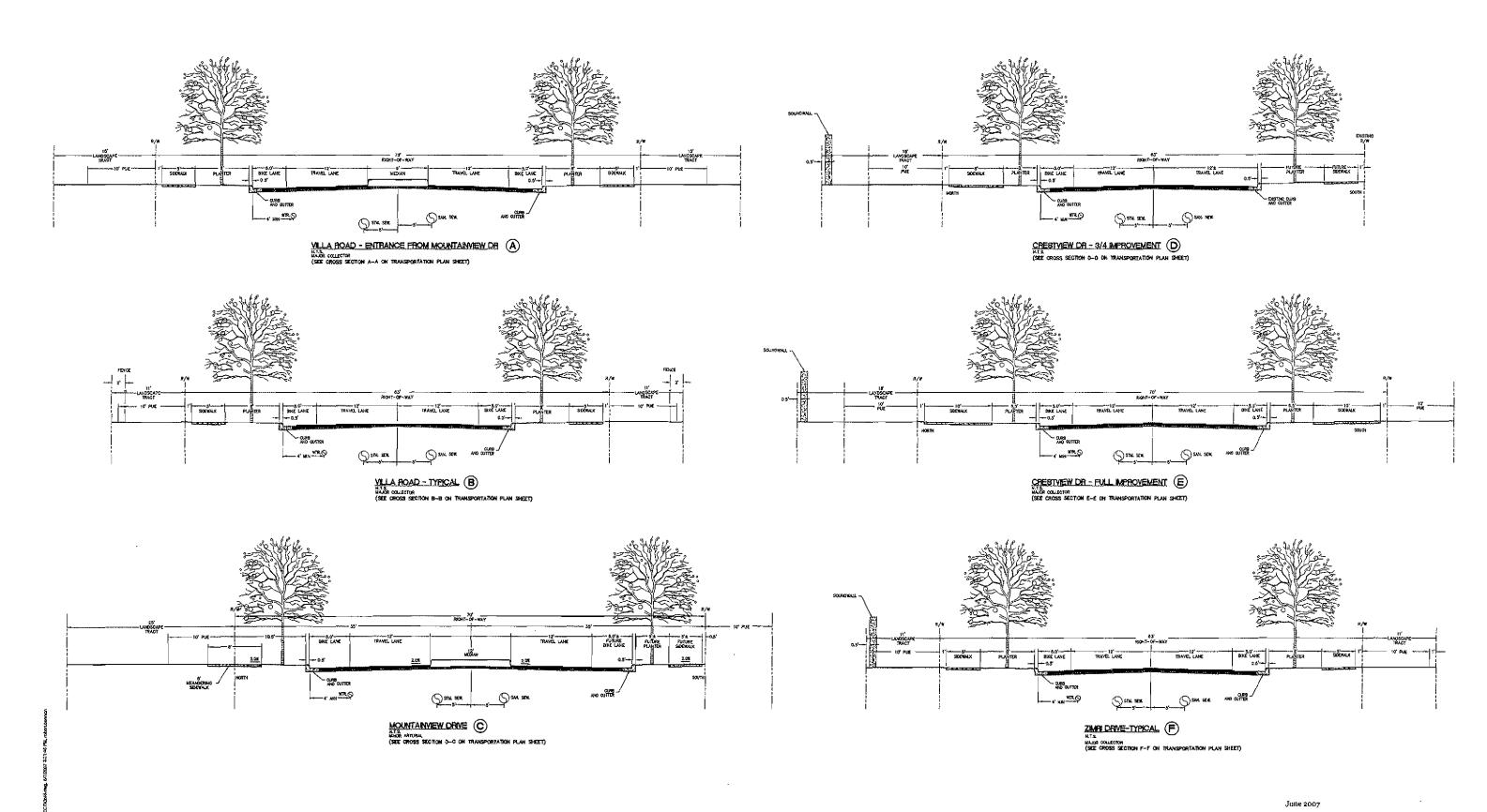




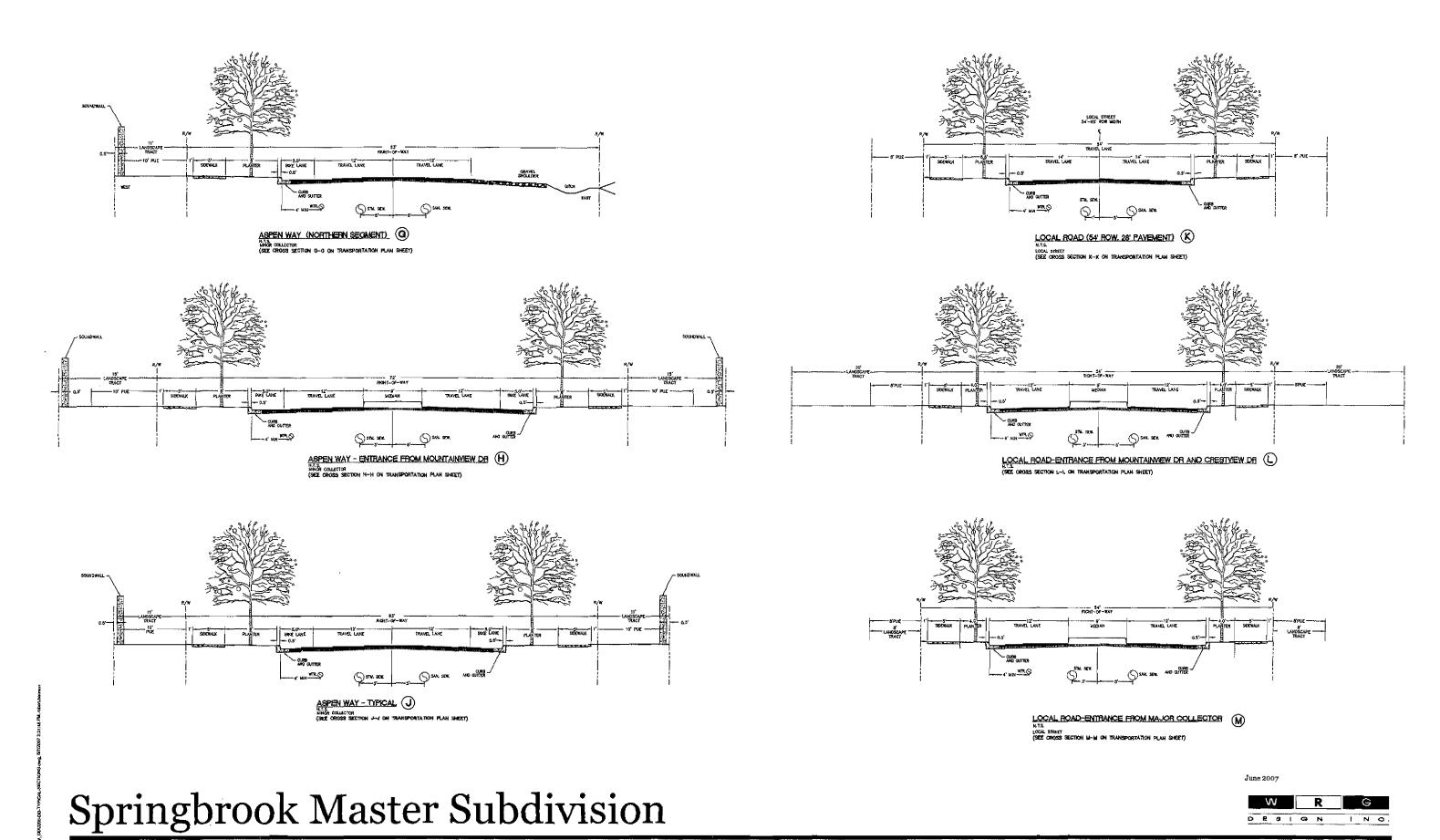
Key Map

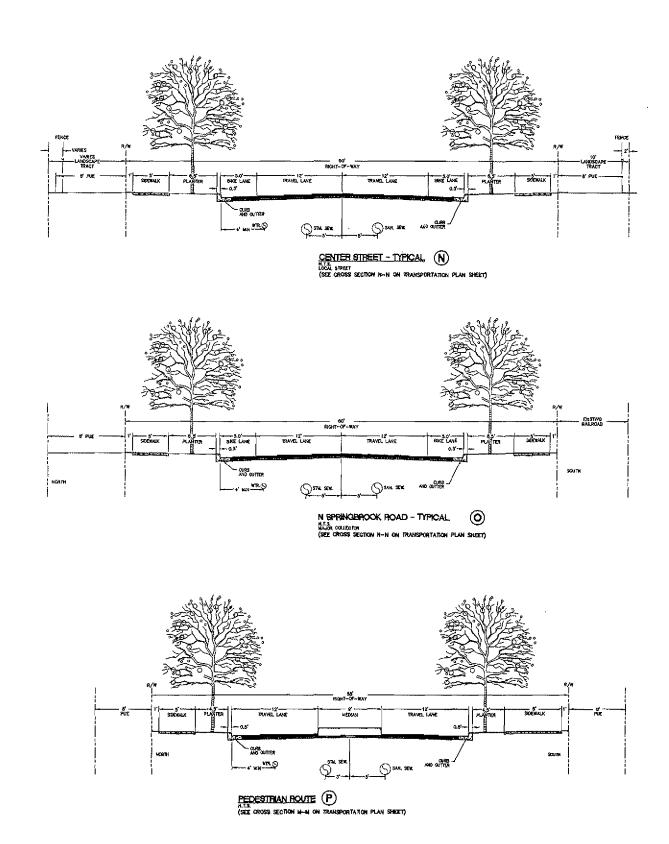


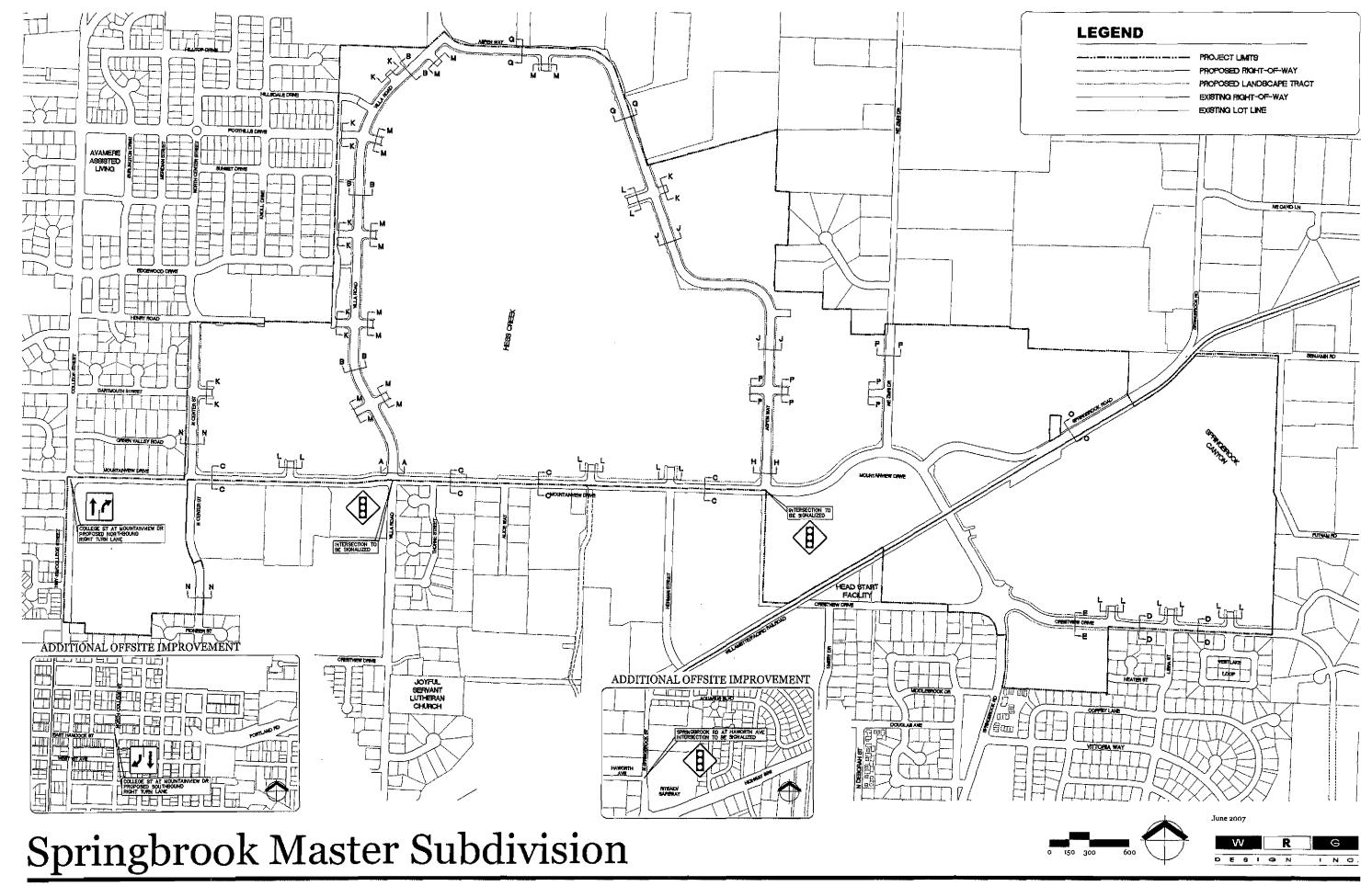


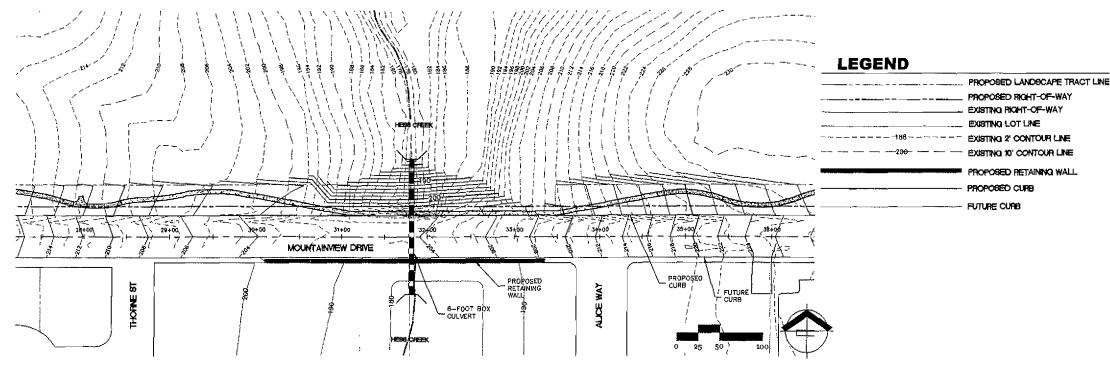


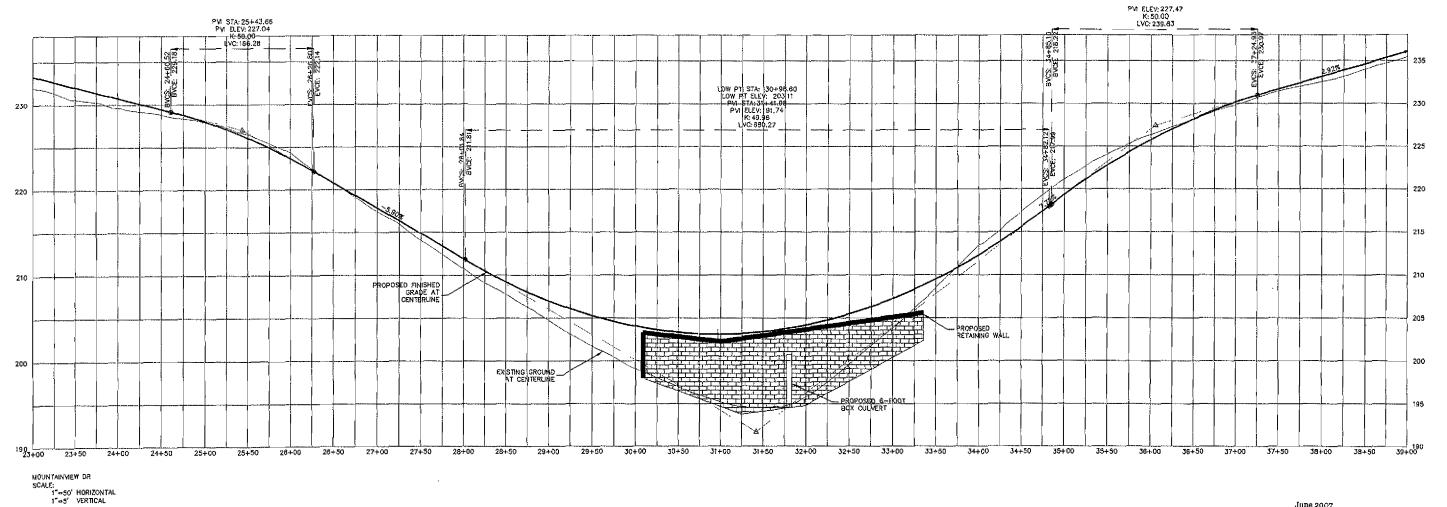






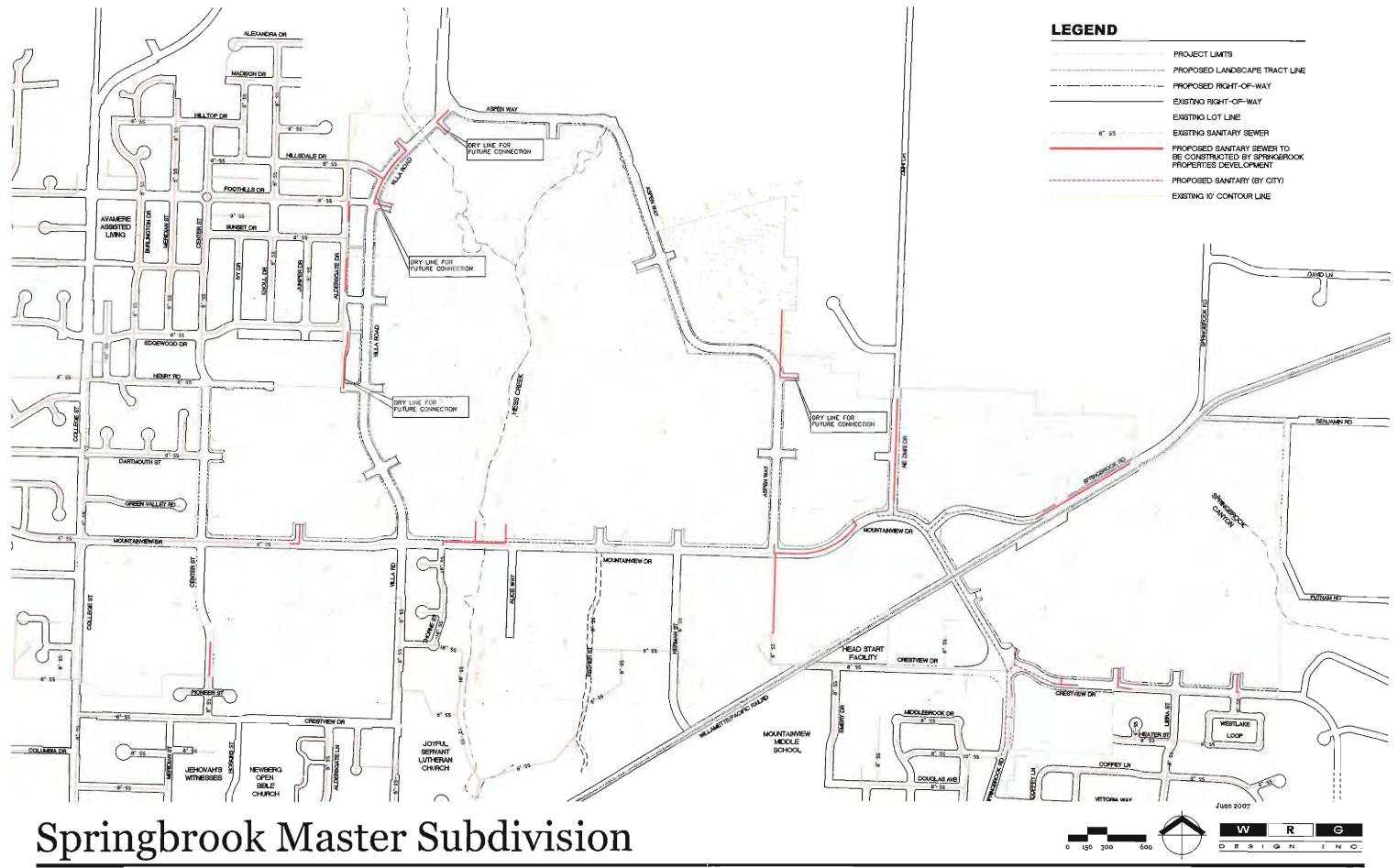


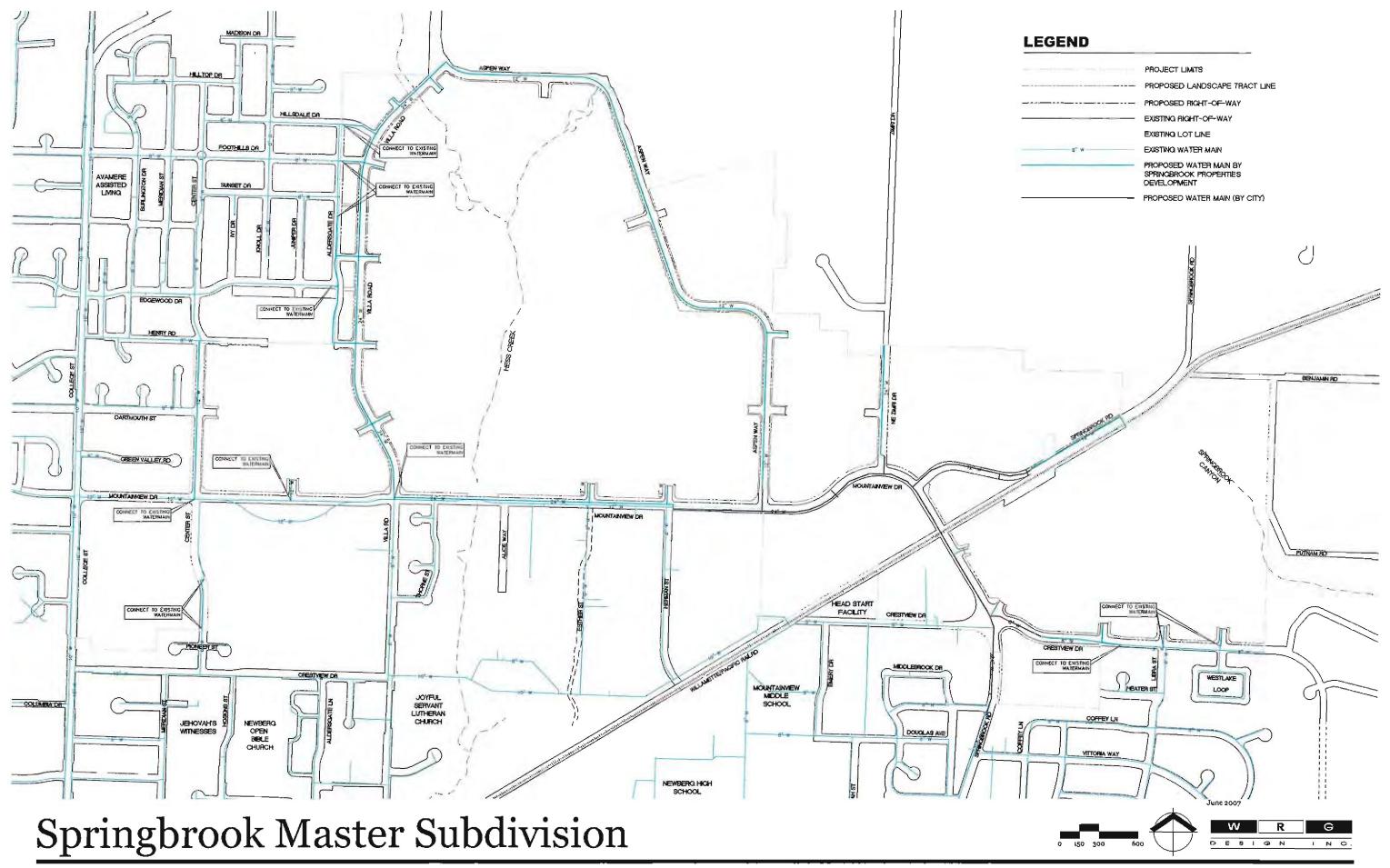


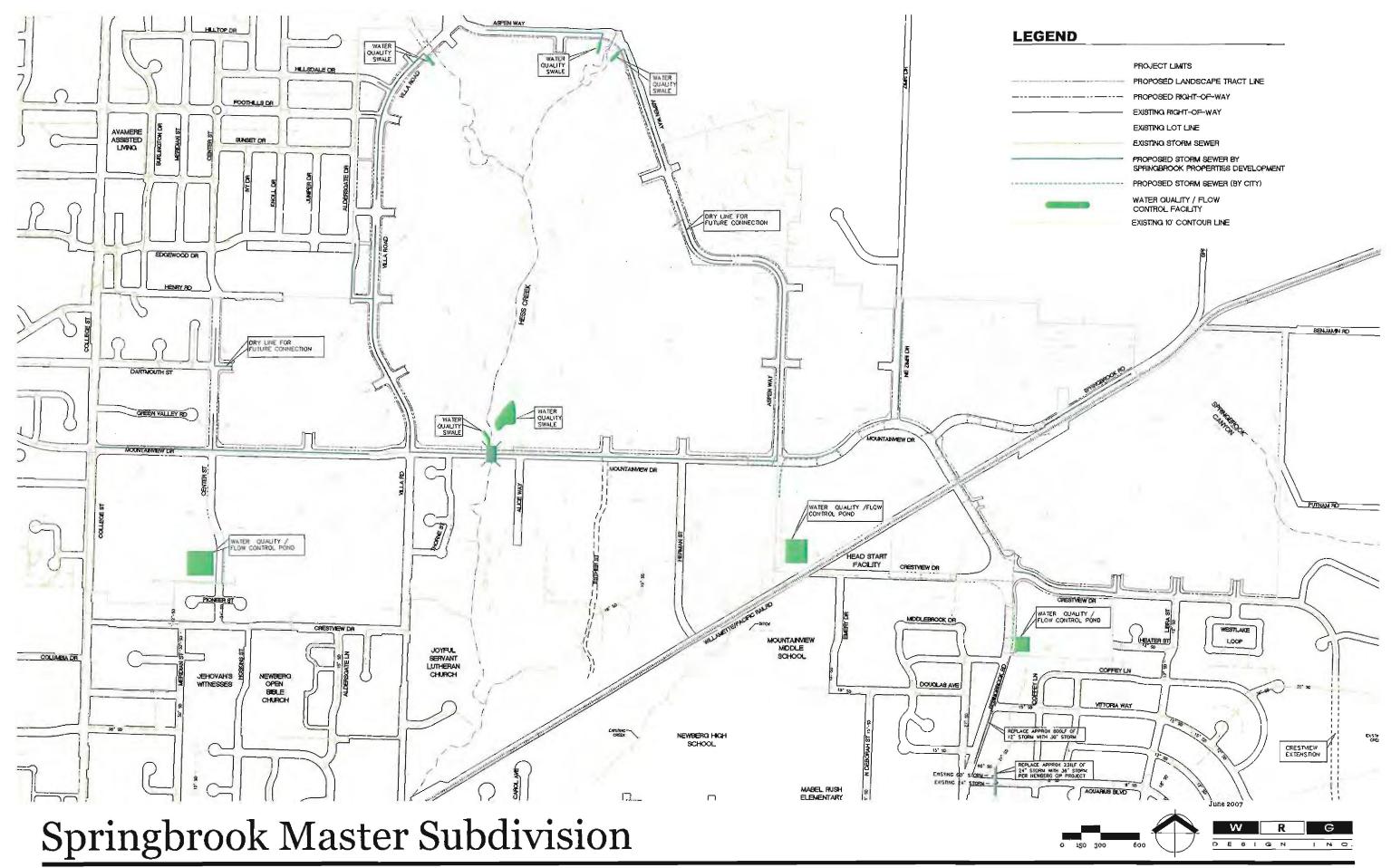


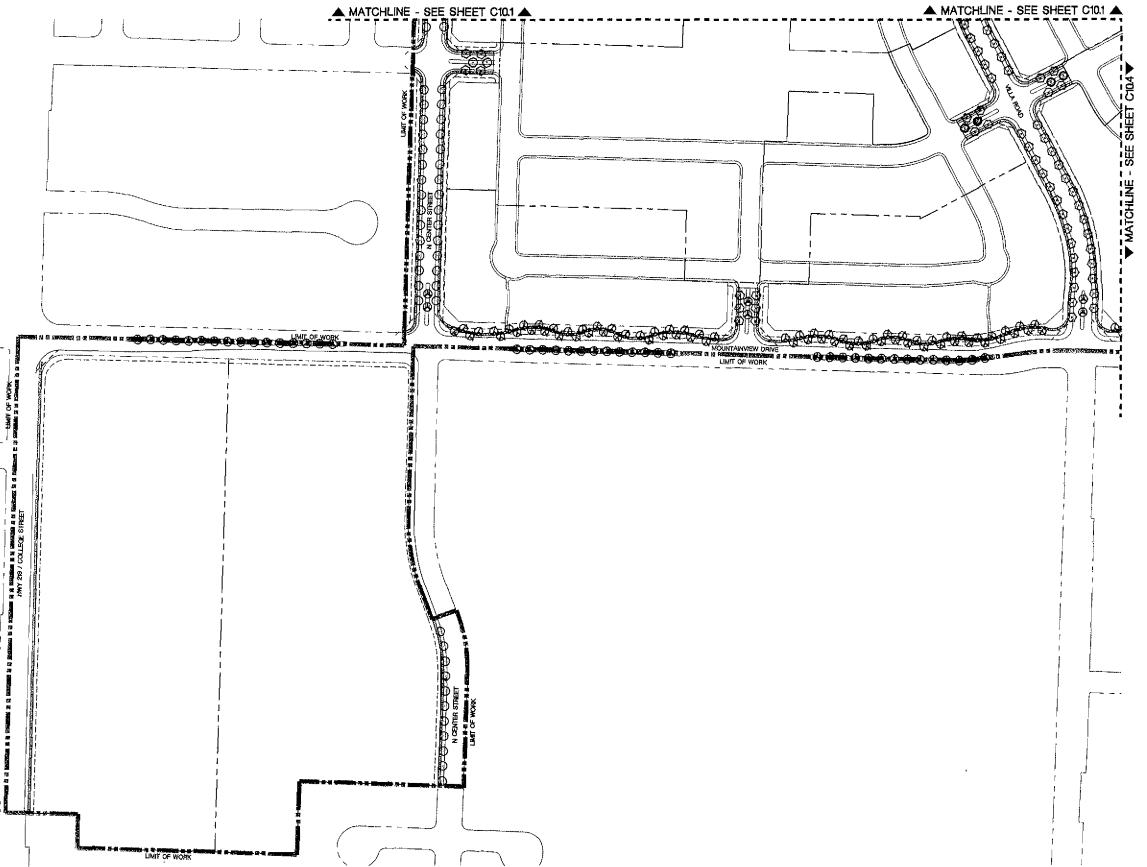


June 2007









STREET TREE PLANT MATERIALS SCHEDULE

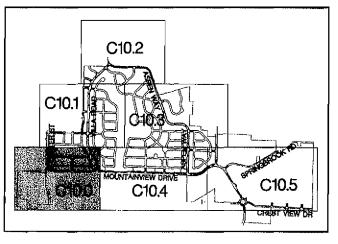
<u>SYMBOL</u>	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
	TREES			
0	LITTLE (EAF UNDEN	TILIA CORDATA	2º CAL	587-0° O.C.
Φ—	SLOCOCCCO LONDON PLANETHEE	PLATANLS X ACENFOLIA BLOCOCCO	2º CAL	387-07 O.C.
Ø	AMERICAN ELM	ULIQUS AMERICANA HOMESTEAD	'Æ CAL	35-0° O.C.
$\circ$ —	ARISTOCRAT PEAR	PYRUS CALLERYANA WARTOCRAT	Z CAL	307-0° O.C.
⊗	EASTERN REDBUO	CERCIB CANADENSIS	2º CAL	30-0° O.C.
<b>⊗</b> —	THUNDERCLOUD PLUM	PFUNUS CEPASPERA THUNDERCLOUD	2º CAL	30°-07° O.C.
^	ALAA-81844 14144 A	- con countries		

#### GENERAL NOTES: LANDSCAPE PLAN

- LANDSCAPE PLANTING SHALL CONFORM TO THE STANDARDS ESTABLISHED UNDER CITY OF NEWBERG PLANNING DEPT.
- Z ALL PLANT BEDS SHALL HAVE A 3" DEPTH OF BARK MULCH.
  - andscape areas shall have a complete underground automatic irrigation system with full Head to head coverage
- ALL PLANT MATERIAL DELIVERED TO THIS SITE SHALL MEET THE AMERICAN NURSERYMAN'S ASSOCIATION STANDARDS.
- 5. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION, PLANT SUBSTITUTIONS WITHOUT PRIOR WRITTEN APPROVAL THAT OD NOT COMPLY WITH THE DRAWINGS AND SPECIFICATIONS MAY SE REJECTED BY THE LANDSCAPE ARCHITECT AT NO COST TO THE OWNER THESE ITEMS MAY BE REQUIRED TO BE REPLACED WITH PLANT MATERIALS THAT ARE IN COMPLIANCE WITH THE DRAWINGS.

#### STREET TREE NOTE

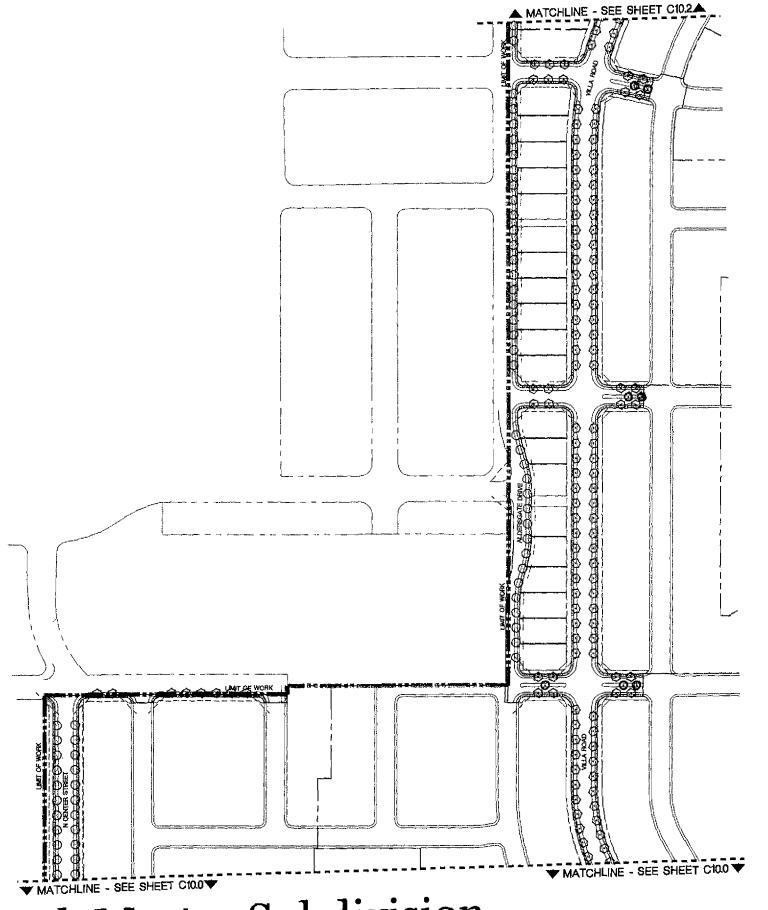
- SEE PLANT MATERIALS SCHEDIJLE THIS SHEET FOR STREET TREE SPACING. SLIGHT DISTANCE VARIATIONS MAY OCCUR DUE TO LIGHT POLE, FIRE HYDRAINT, STORM LINES, AND DRIVEWAY LOCATIONS.
- 2. STREET TREES HAVE BEEN SELECTED TO CREATE A BPECIPIC THEME FOR ROADWAYS ON THIS DEVELOPMENT AND TO MATCH ADJACENT DEVELOPMENT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



SITE REFERENCE MAP





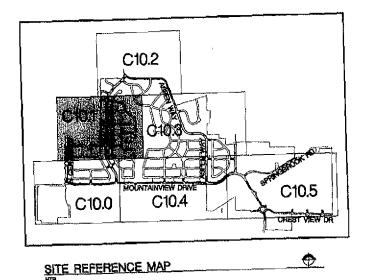


STREET TREE PLANT MATERIALS SCHEDULE

SYMBOL COMMON NAME BOTANICAL NAME SYZE SPACING

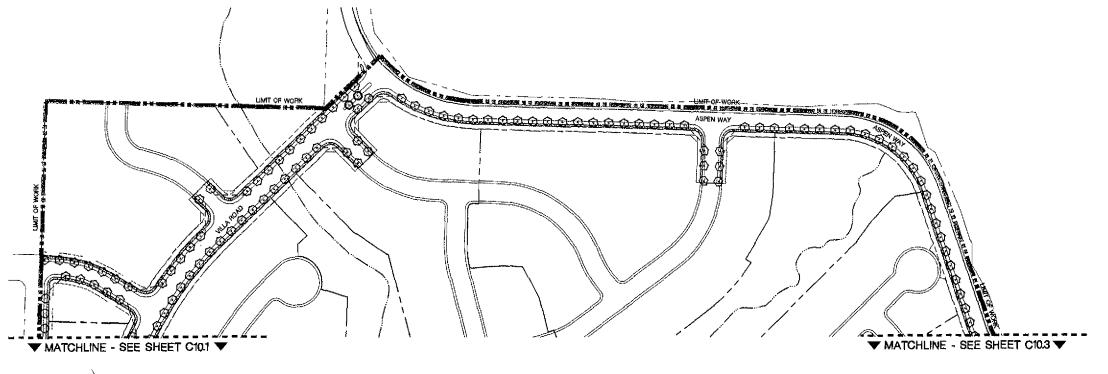
TIERES

UITTLE LEAF LYDDEN TILLA CORDATA Z CAL 35-0" C.C.
RICOSCOOLLADOR RANETRE RAINING I APPRILA ELOCOCOC Z CAL 35-0" C.C.
AMERICAN ELM ULBIS AMERICAN HONESTEAD Z CAL 35-0" C.C.
ARBSTOCRAT PEAR PRIBE CALERIANA WISTOCRAT Z CAL 30-0" C.C.
ARBSTOCRAT PEAR PRIBE CALERIANA WISTOCRAT Z CAL 30-0" C.C.
CERCIS CANADERIS Z CAL 30-0" C.C.
THUNCERCLOUD PLUM RING GENERIA RUNDERCUT Z CAL 30-0" C.C.

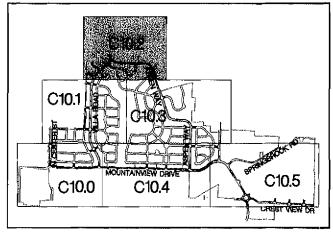




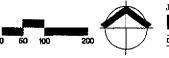




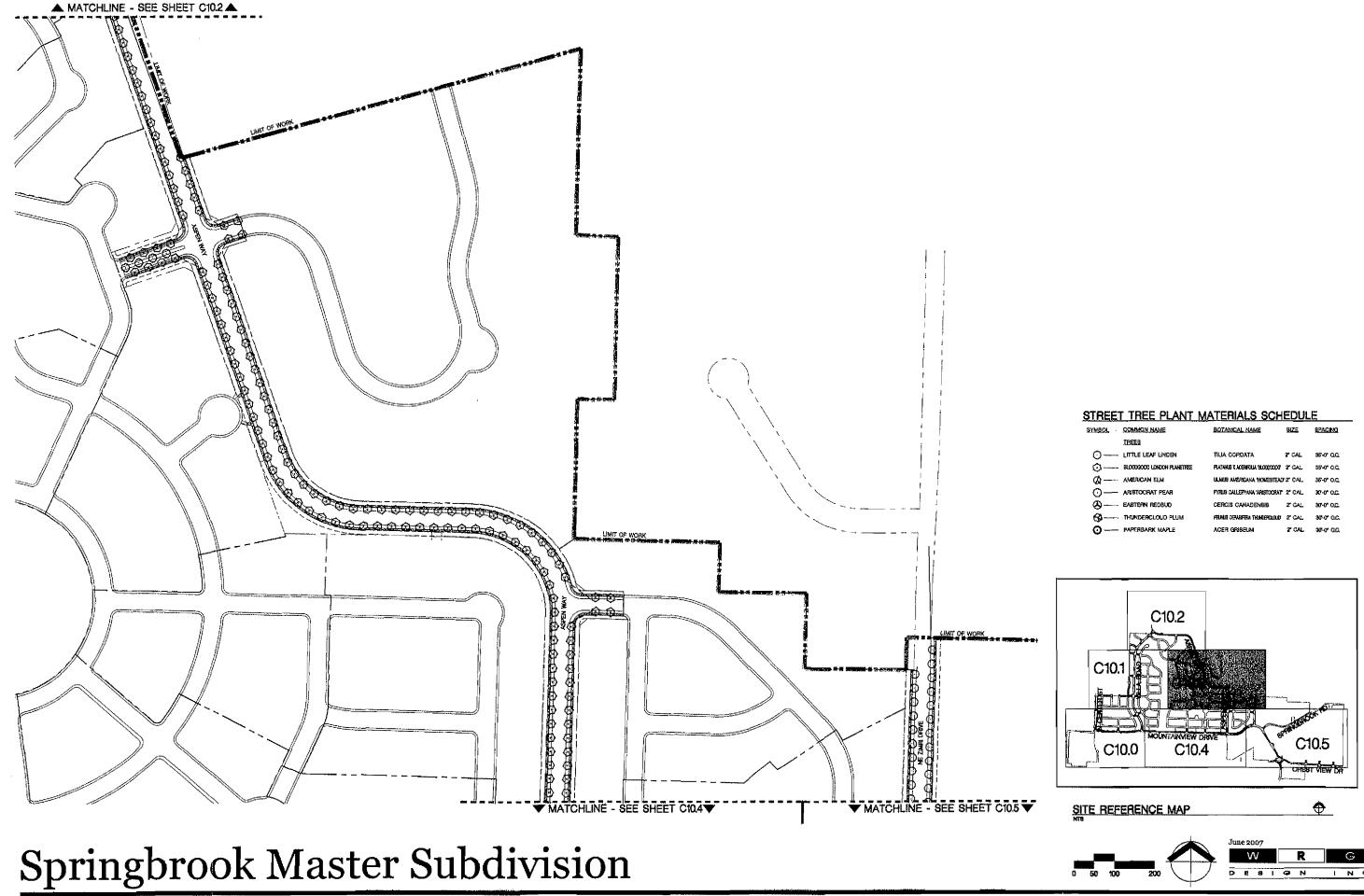
STREE1	TREE PLANT	MATERIALS SCH	EDUL	<u>,E</u>
SYMBOL	COMMON NAME	BOTANICAL NAVE	812E	BRACING
	TREES			
⊙—	LITTLE LEAF LINDEN	TILIA COROATA	2º CAL	85'-0" O.C.
<b>⊙</b>	8L000G0000 UONDON PLAXETREE	PLATANUS X ACERFOLIA BLOCCOCCO	Z CAL	35-0° O.C.
Ø	AMERICAN ELM	ULAUB AMERICANA HOMESTEAD	Z ÇAL	35-0° O.C.
⊙	ARISTOCRAT PEAR	PYRUS CALLERYANA WRSTOCRAT	2 CAL	30-0° O.C.
⊛	EASTERN REDBUQ	CERCIS CANADENSIS	gr ÇAL,	30'-0" O.C.
<b>⊗</b>	THUNDERCLOUD PLUM	FRUNUS CERASTERA THUNDERCLOUD	2º CAL	30'-0" D.C.
O	PAPERBARK MAPLE	ACER GRIBEUM	z ÇAL	30'-0" O.C.

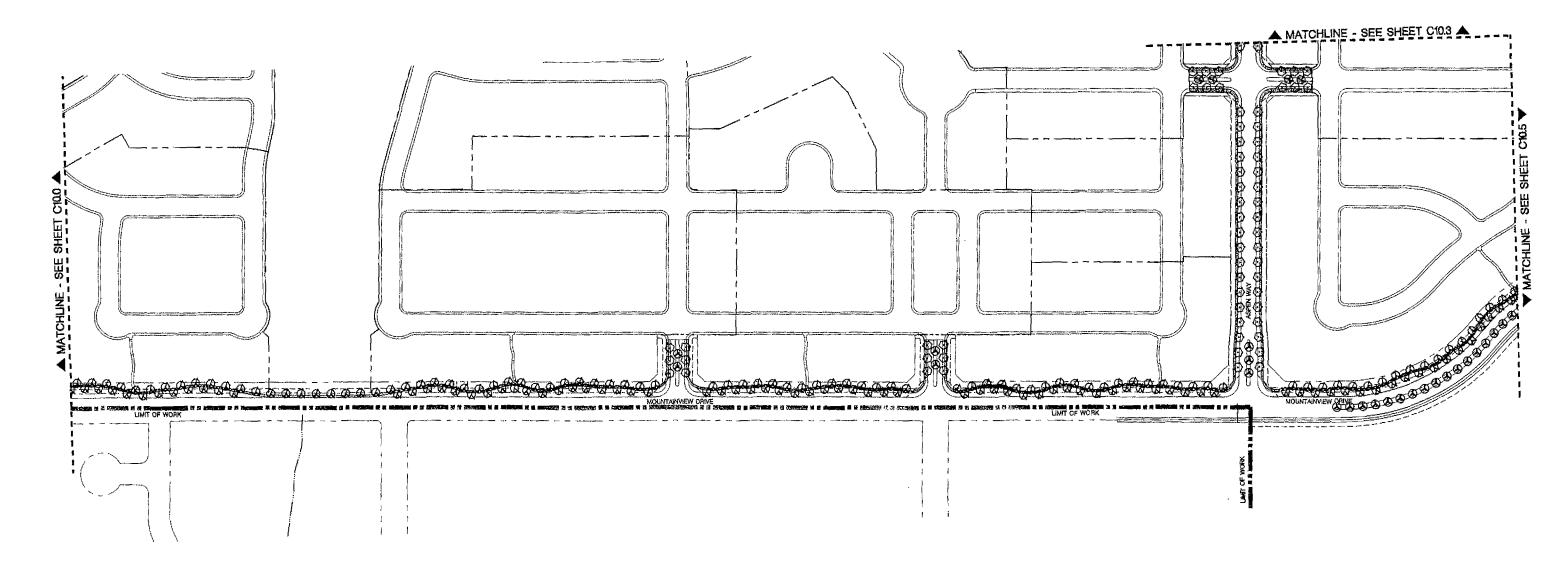


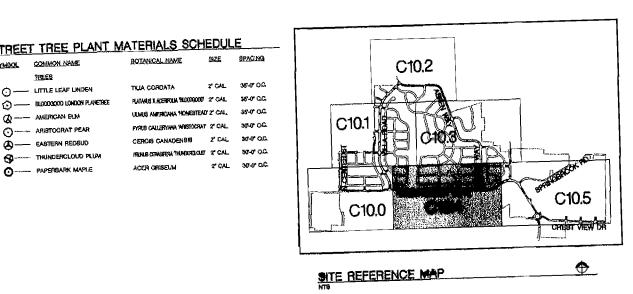
SITE REFERENCE MAP

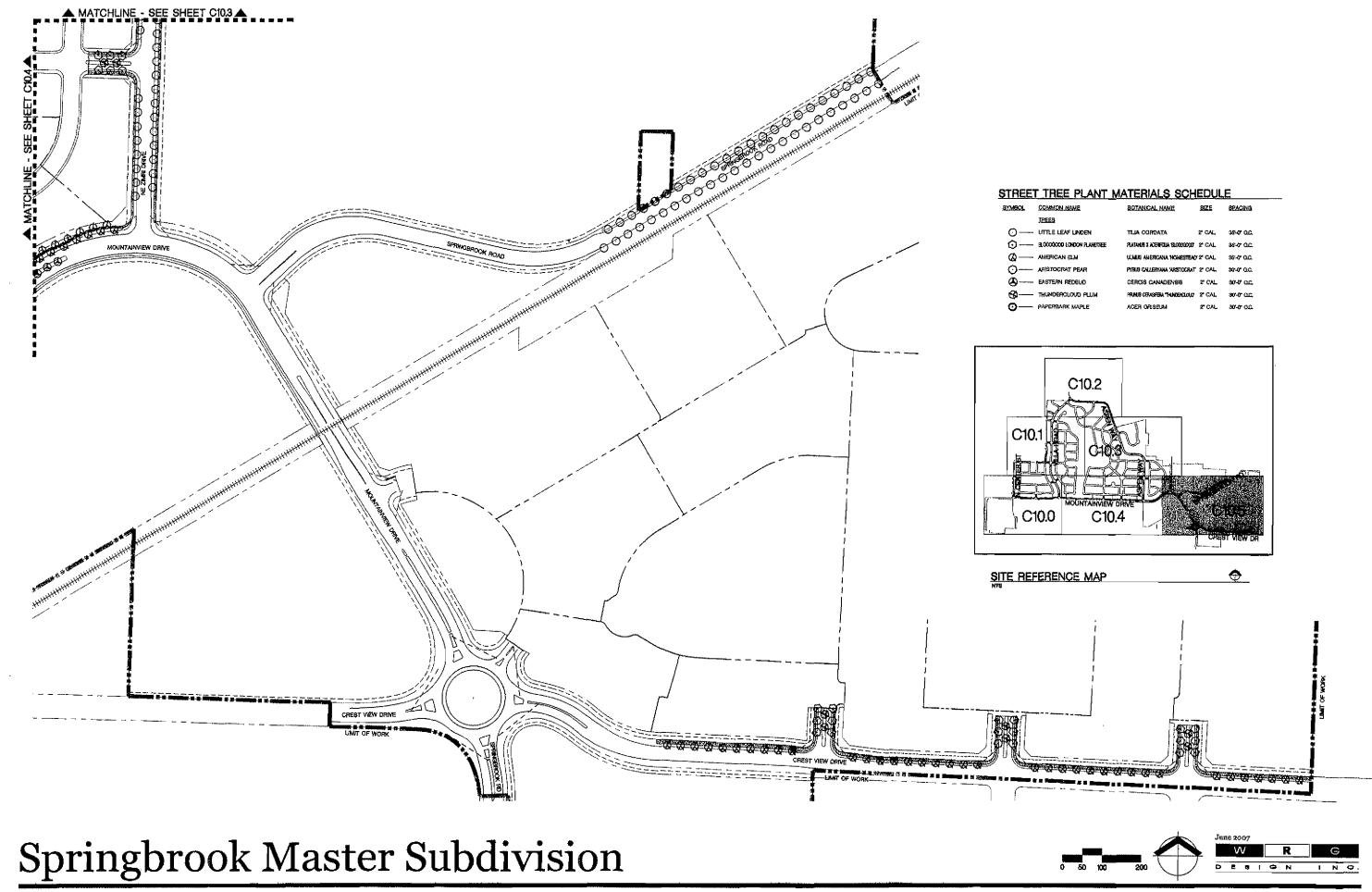


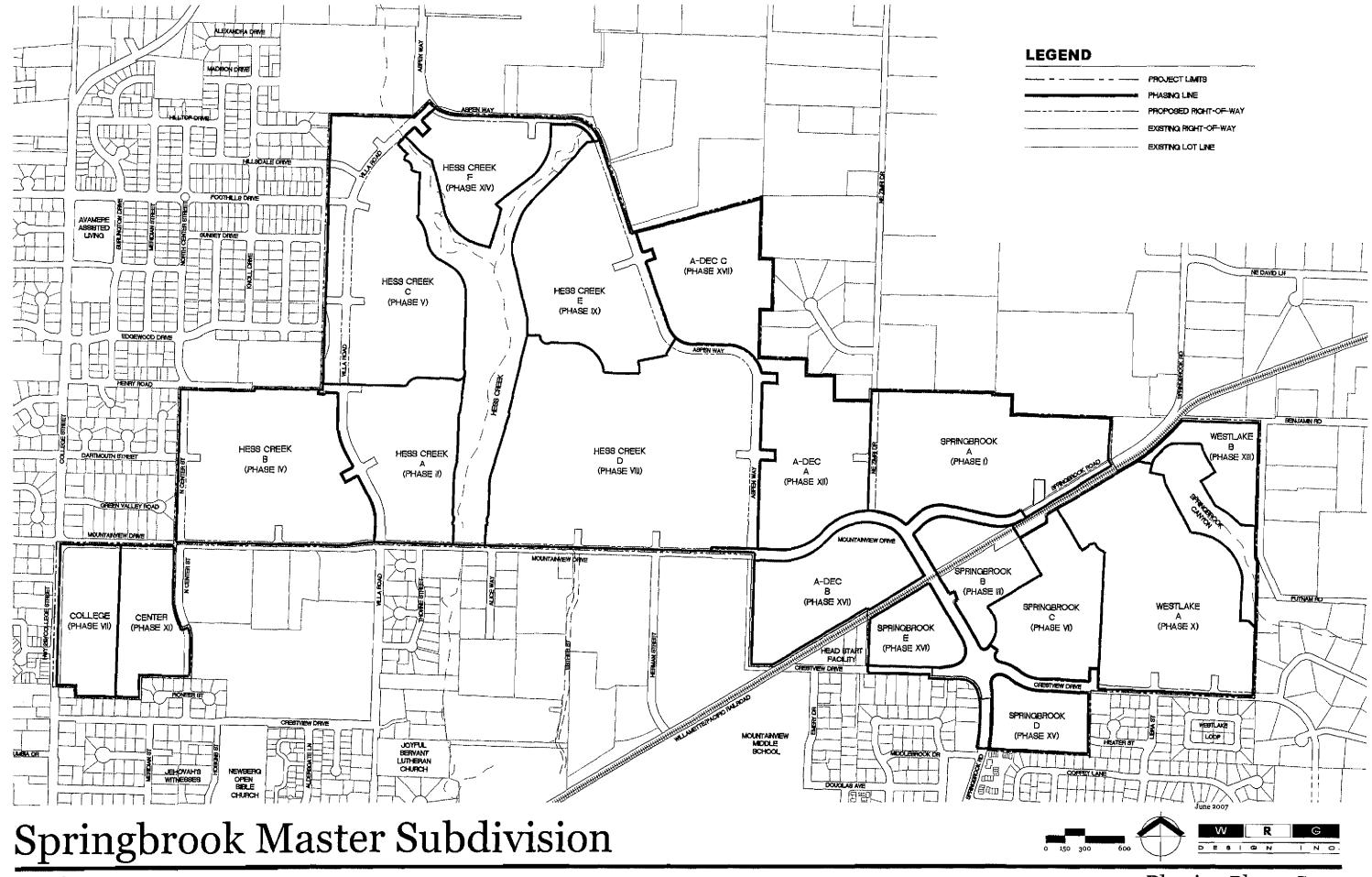


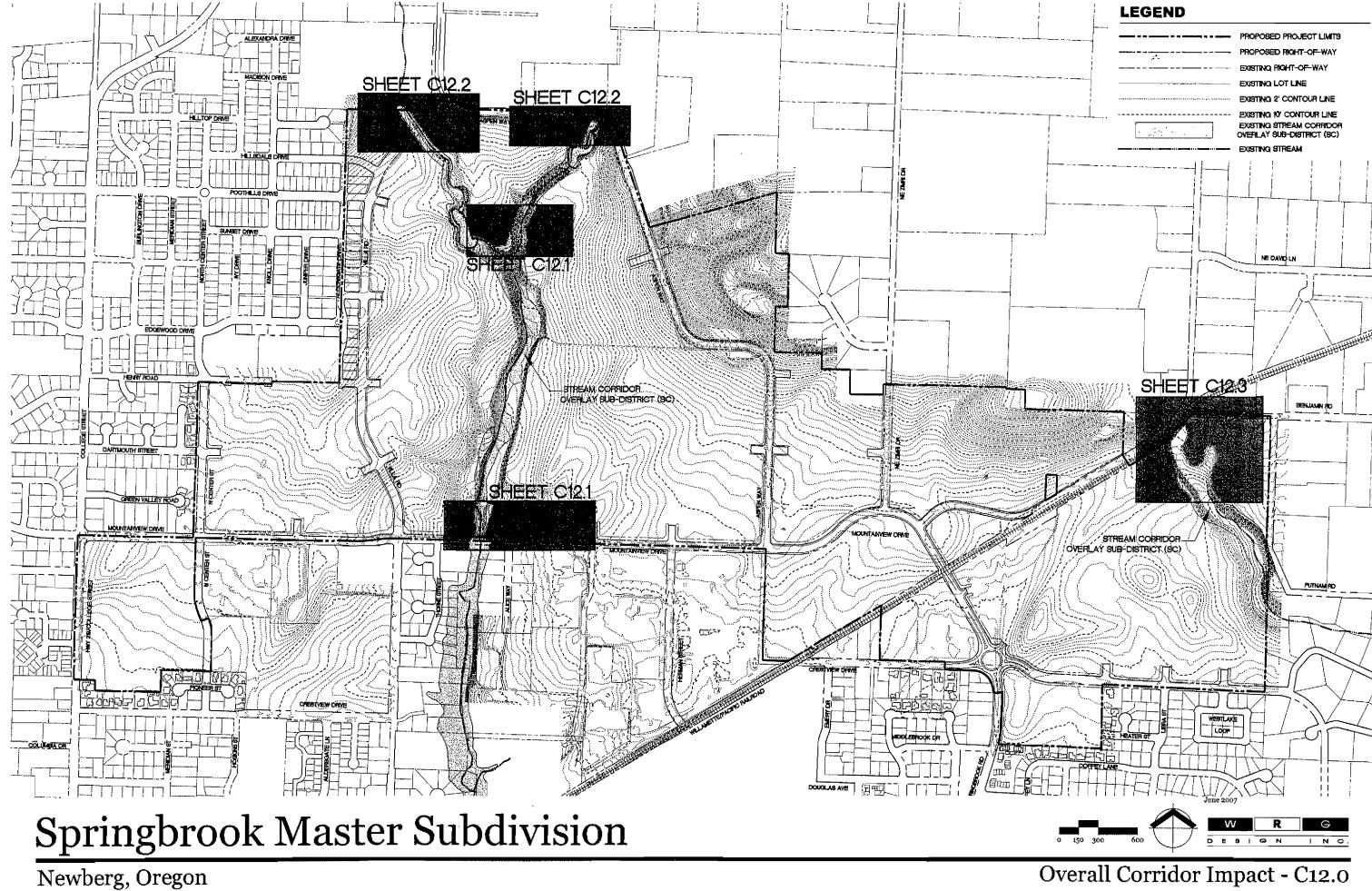


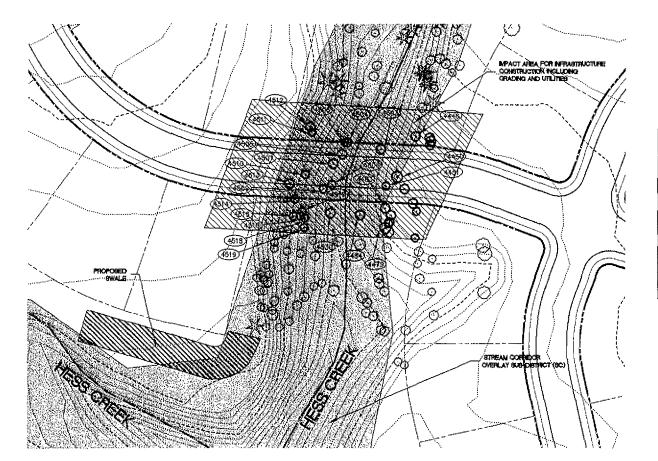










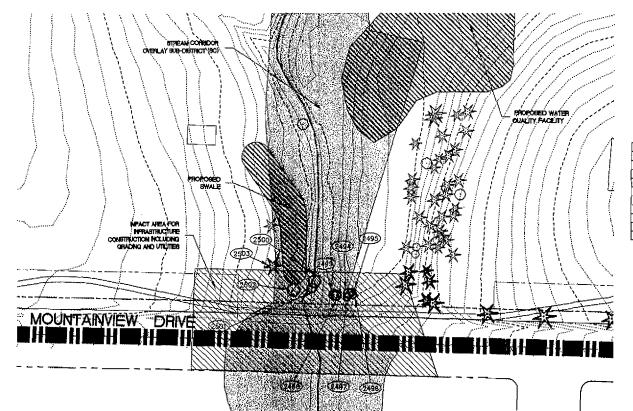


#### Trees to be Removed Within Corridor

TREE #	DBH	Species
4448	10° X 2	Hawthorn
4450	28*	Big Leef Mapie
4451	8" X 4	Big Leaf Maple
4479	22"	Ash
4483	10" X 3	Ash
4503	17° X2	Ash
4504	8"	Sig Leaf Magke
4505	7-	Big Leaf Maple
4506	101	Big Leaf Maple
4507	12"	Sig Leaf Mople
4508	9.	Big Leaf Maple
4509	8" X 3	Big Leaf Maple
4510	61	Big Leaf Maple
4511	10° X 4	Hawthorn
4512	18" X 3	Ash
4513	18" X 2	Big Leaf Mapte
4514	7'	Ash
4515	9-	Ash
4518	6,	Aah
4517	8	Madrone
4518	6.	Douglas-Fir
4519	6"	Ash
4530	16" X 2	Ash

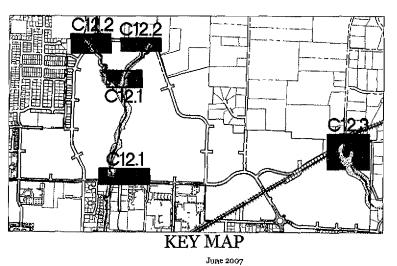
### LEGEND

	PROPOSED PROJECT LIMITS
	PROPOSED BIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	EXISTING LOT LINE
**************************************	EXISTING 2' CONTOUR LINE
	EXISTING 10' CONTOUR LINE
¥⊙	EXISTING TREES TO REMAIN
<b>*</b> 0	EXISTING TREES TO BE REMOVED EXISTING STREAM CORRIDOR OVERLAY SUB-DISTRICT (SC) FUTURE RIGHT-OF-WAY LINE
	FUTURE LOT LINE
	FUTURE CURB LINE
IN THE INTERNAL PROPERTY.	EXISTING STREAM



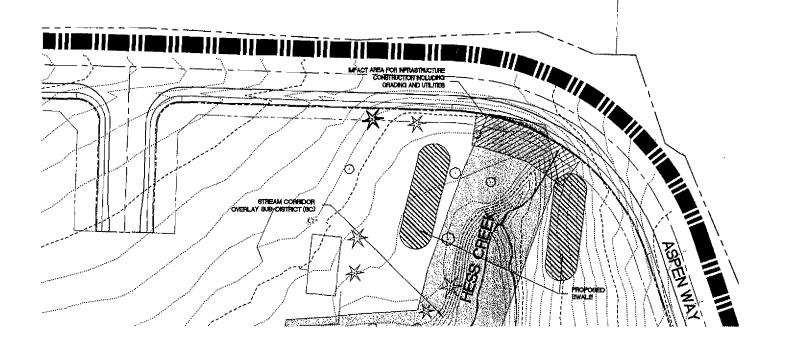
Trees to be Removed Within Corridor

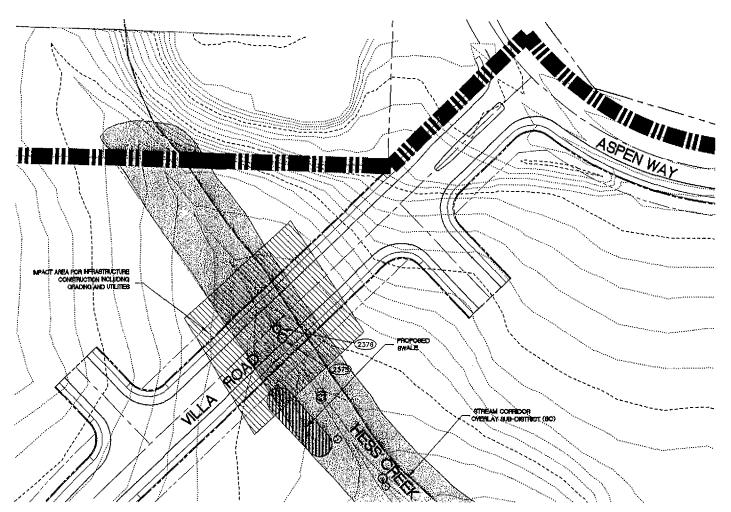
TREE #	OBH	Species
2494	12*	Ash
2495	6"	Ash
2496	81	Ash
2497	9-	Ash
2498	17*	Ash
2499	13*	Ash
2500	36"	Madrone
2501	16*	Douglas-Fir
2502	30*	Ash
2503	25"	Douglas Fir



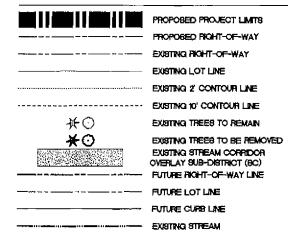






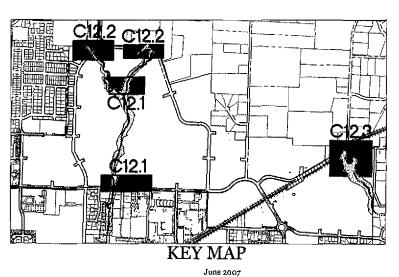


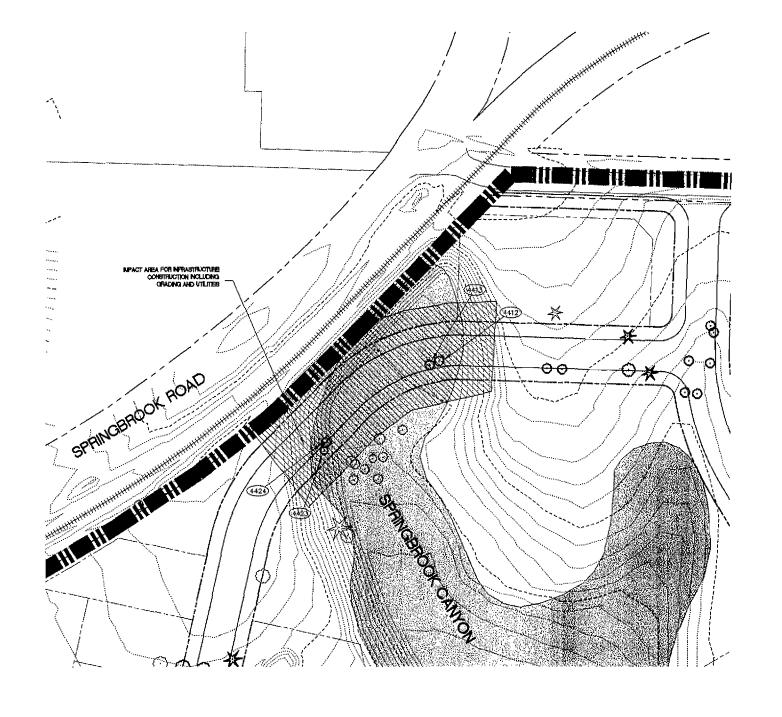
### LEGEND



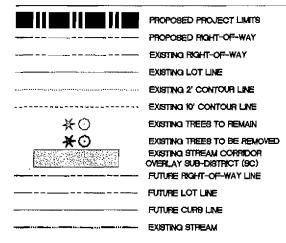
Trees to be Removed Within Corridor

TREE #	O8H	Species
2075	10° X3	Ash
2376	6"	Ash



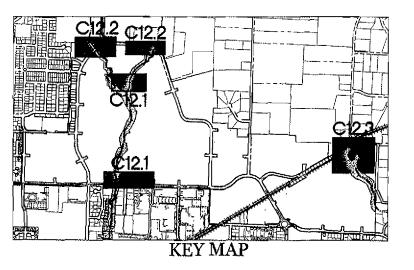


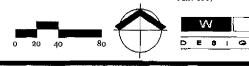
### LEGEND

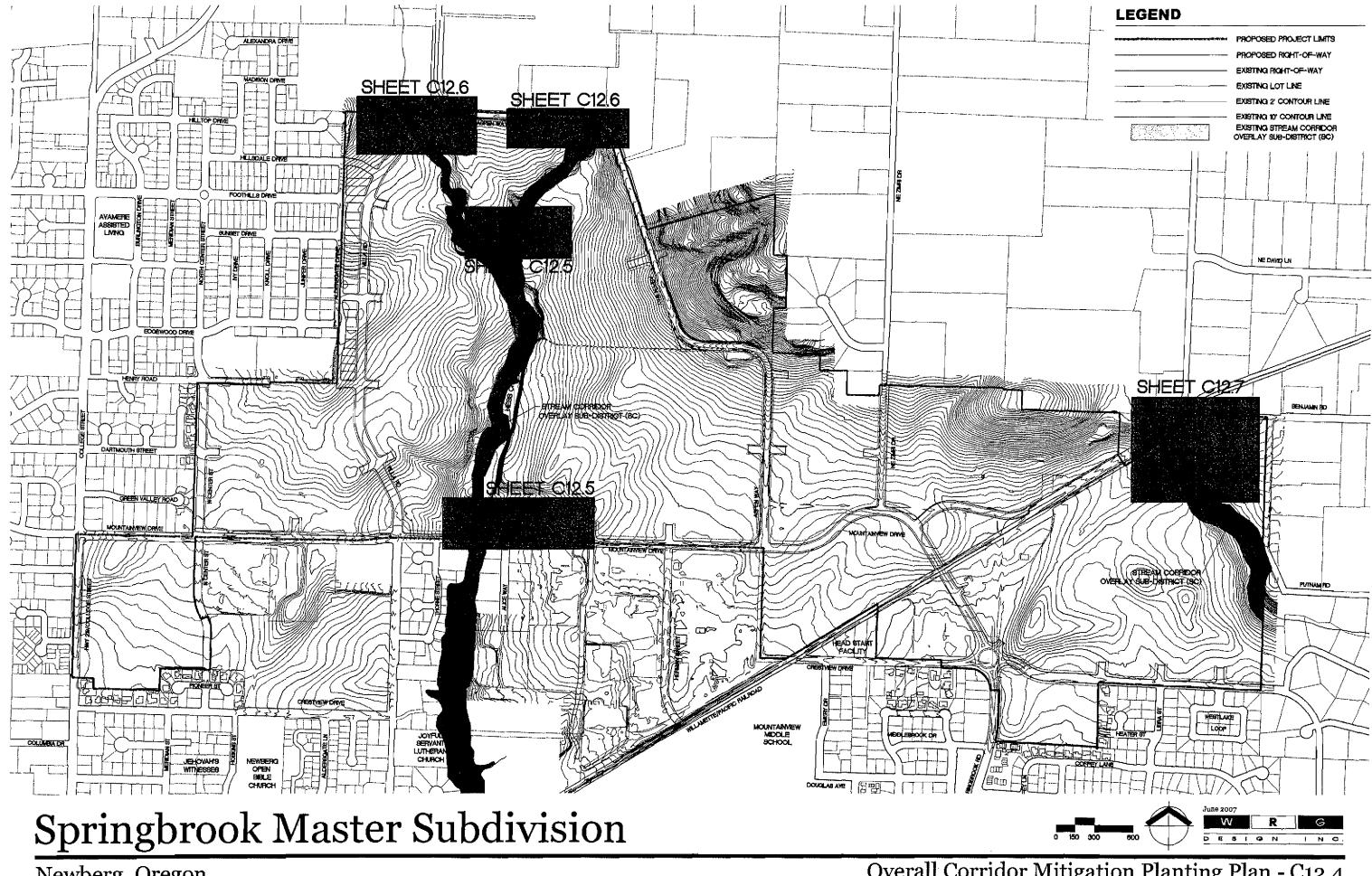


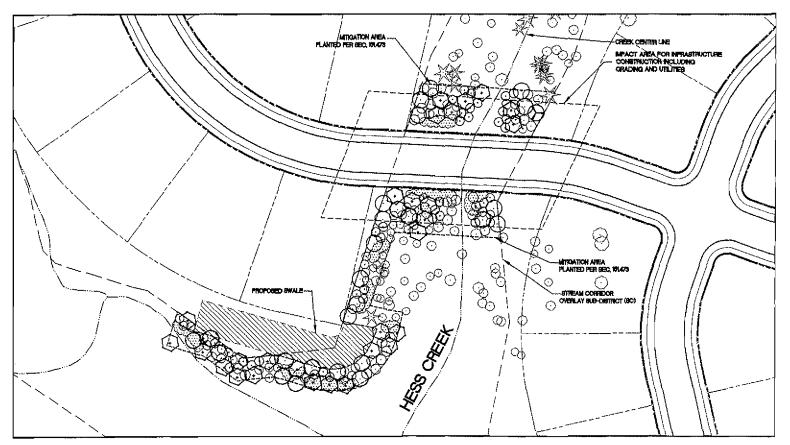
#### Trees to be Removed Within Corridor

TREE	Description	Species
4412	14"	Ash
4413	14*	Ash
4423	er er	Ash
4424	12`	Ash

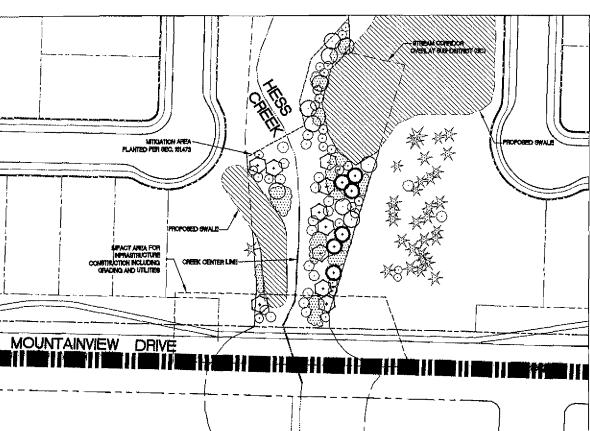








### HESS CREEK . FUTURE ROAD DISTURBED AREA - 15,300 8.F. REQUIRED MITIGATIONS TREES (1 TREE PER 500 S.F. DISTURBED) -SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) = 92 PROVIDED MITIGATION :: TREES -SHRUBS -REMOVED TREES (32-6-18': 5-18-30':) = BEQUISED MITIGATION: 18"-30" DBH (5 NEW TREES PER 1 REMOVED) - 35 PROVIDED MITIGATION: TREES =



#### HESS CREEK . MOUNTAIN VIEW DRIVE

DISTURBED AREA - 13,700 S.F.

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

REMOVED TREES - (746-18": 1418"-30": 14)30") -

BEOUBED MITIGATION: 6'-9' DBH (3 NEW TREES PER 1 REMOVED) = 21 18'-30' DBH (5 NEW TREES PER 1 REMOVED) = 5 ) 30' DBH (8 NEW TREES PER 1 REMOVED) -

PROVIDED MITIGATION:

REMOVE INVASIVE PLANTS FROM UNDERSTORY
LOCATE RECURED INTROATION PLANTS AROUND EXISTING

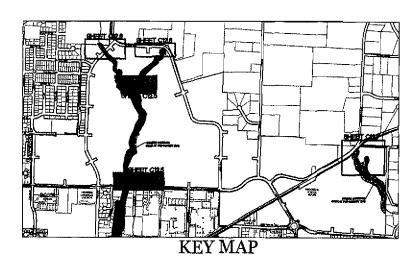
VEGETATION TO REMAIN.

SEED UNDERSTORY WITH SELECTED SEED MIX TO

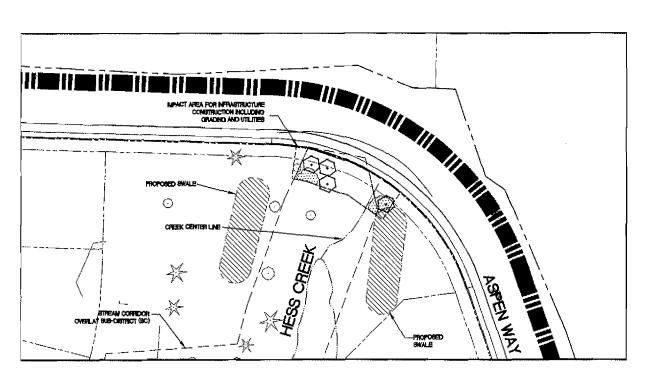
### Springbrook Master Subdivision

#### **PLANT LEGEND**

YMBOL.	COMMON NAME	<u>BOTANICAL NAME</u>	SIZE	SPACING
	TREES			
$\bigcirc$	- BIOLEAF MAPLE	ACER MACROPHILLUM	1° CAL	(0'-0" O,C,
ΞΘ	- RED ALDER	ALNUS RUBRA	" CAL	10°-0" O.C.
$\bigcirc$	- OREGON ASH	FRAXINUS LATIFOLIA	1' CAL	10'-0" O.C.
Ö	- DOUGLAS FIR	PSEUDOTSUGA MENZIESII	5 QAL	10'-0" O,C,
( <del>2)</del>	- Western Red Cedar	THUJA PLICATA	5 QAL/5" HT.	10'-0" O.C.
Ō	- VINE MAPLE	ACER CIRCINATUM	1" CAL	5'-0' Q.C.
<b>⊙</b>	SCOULER'S WILLOW	SALIX SCOULERIANA	1º CAL	8'-0" O.C.
Θ—	- SITKA WILLOW	SALIX SITCHENSIS	1º CAL	8'-0" O.C.
$\ominus$	EXISTINO DECIDUOUS TRI	EE TO REMAIN - TYPICAL SYMBO	DL.	
<del>X-</del>	EXISTING EVERGIREEN TR	EE TO REMAIN - TYPICAL SYMBO	)L	
	SHRUBS			
	OCEAN SPRAY	HOLODISCUS DISCOLOR	2 QAL	4'-0' O.C.
9	OREGON GRAPE	MAHONIA AQUIFOLIUM	1 GAL	4'-0" O.C.
	PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS	1 QAL	4'-0" O.C.
	RED ELDERBERRY	SAMBUCUS RACEMOSA	1 QAL	4'-0" O.C.
	COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	1 QAL	4'-0" O.C.
	RED-OSIER DOGWOOD	CORNUS STOLONIFERA	2 QAL	4'-0" O.C.
	GROUNDCOVER			
	SEED ALL DISTURBED UN CONTAINING NO MORE TH	IDERSTORY AREAS WITH A SEED IAN 50% GRASS,	) MIX	





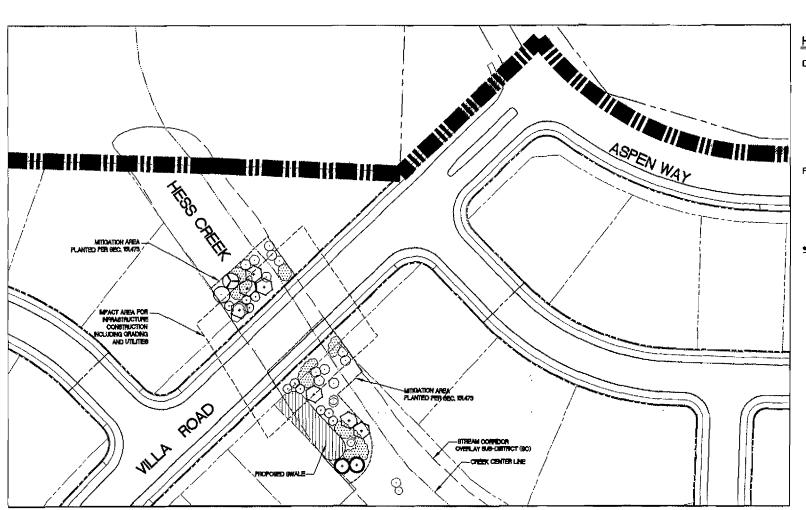


#### HESS CREEK . ASPEN WAY

DISTURBED AREA - 2,220 S.F.

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

SHRUBS -



#### HESS CREEK . VILLA ROAD

DISTURBED AREA - 10,250 S.F.

EXISTING VEGETATION TO REMAIN.

SEED UNDERSTORY WITH SELECTED SEED MIX TO CONTAIN NO MORE THAN 50% GRASS SPECIES.

REQUIRED MITIGATIONS
TREES (1 TREE PER 500 S.F. DISTURBED) •

SHRUBS (2 SHRUBS PER 500 S.F. DISTURBED) - 62

PROVIDED MITIGATION TREES -

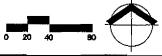
REMOVED TREES (4-6-18')

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

PROVIDED MITIGATION:

REMOVE INVASIVE PLANTS FROM UNDERSTORY LOCATE REQUIRED MITIGATION PLANTS AROUND

KEY MAP



**PLANT LEGEND** 

BOTANICAL NAME

ACER MACROPHYLLIM

FRAXINUS LATIFOLIA

THUVA PLICATA

ACER CARCINATUM

SALIX SITCHENSIS

EXISTING DECIDUOUS TREE TO REMAIN - TYPICAL SYMBOL -- EXISTING EVERGREEN TREE TO REMAIN - TYPICAL SYMBOL

SALIX SCOULERIANA

HOLODISCUS DISCOLOR

PHYSOCARPUS CAPITATUS

MAHONIA AQUIFOLIUM

SAMBUCUS RACEMOSA

SEED ALL DISTURBED UNDERSTORY AREAS WITH A SEED MIX CONTAINING NO MORE THAN 50% GRASS,

SYMPHORICARPOS ALBUS

PSEUDOTSUGA MENZIESII

ALNUS RUBRA

SPACING:

10'-0" O.C.

10"-0" O.C.

10'-0' Q.C.

10 -0" O.C

10'~0" O.C.

5'-0' O.C.

8'-0" O.C.

8'-0' O.C.

4'-0' O.C.

4'-0" O.C.

4'-0' O.C.

4'-0" OC

4'-0" O.C.

4-0' O.C.

1" CAL

1' CAL

1" CAL

5 GAL

1' CAL

I' CAL

5 QAL/5" HT.

SYMBOL COMMON NAME

( <del>-) --</del> BIGLEAF MAPLE

RED ALDER

OREGON ASH

OUGLAS FIR

--- Western Red Cedar

(-)---- SCOULER'S WILLOW

— SITKA WILLOW

SHIRUB9 OCEAN SPRAY

OREGON GRAPE

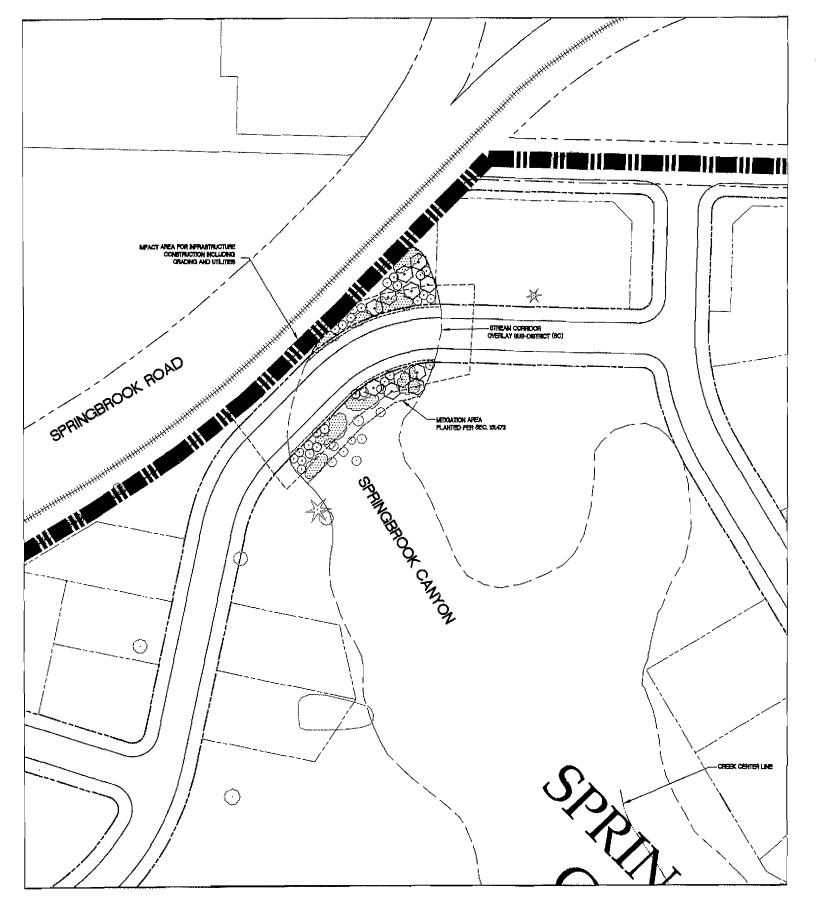
PACIFIC NINEBARK

REO ELDERBERRY

COMMON SNOWBERRY

RED-OSER DOGWOOD





#### SPRINGBROOK CANYON

DISTURBED AREA - 13,600 S.F.

TREES (1 TREE / 500 S.F. DISTURBED) -SHRUBS (2 SHRUBS / 500 S.F. DISTURISED) -PROVIDED MITIGATION®: TREES =

REMOVED TREES = (4+6-19";)

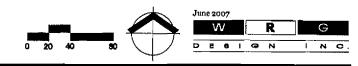
PROVIDED MITIGATION: TREES -

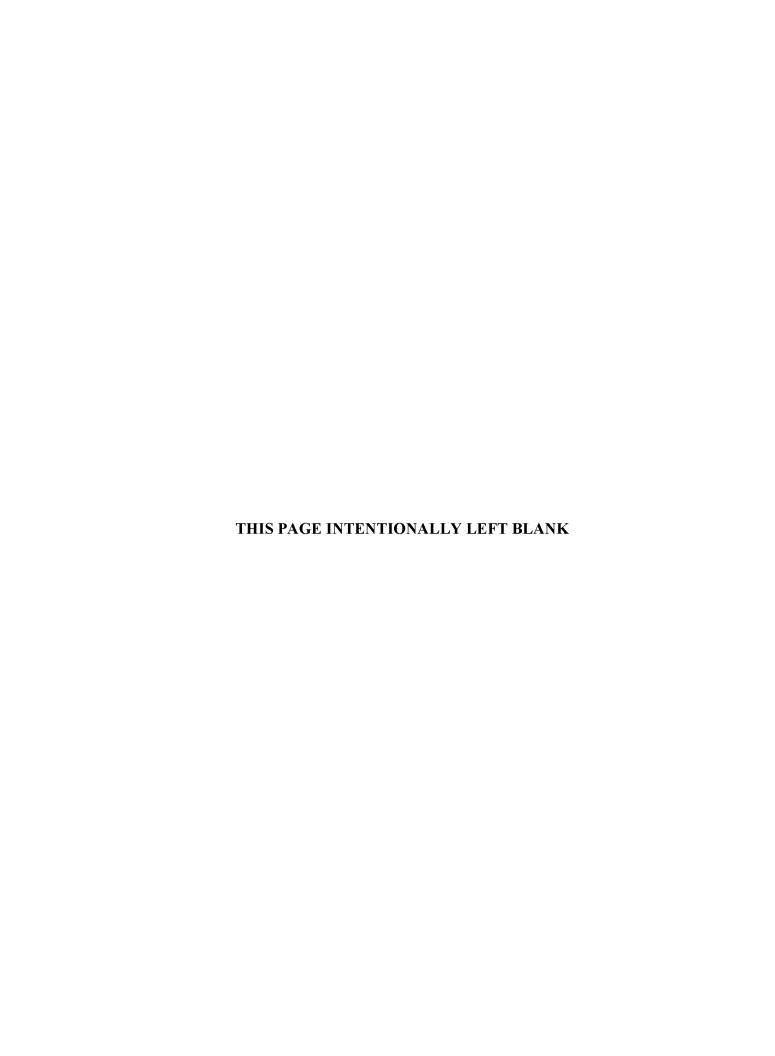
- NOTES:
  1. REMOVE INVASIVE PLANTS FROM UNDERSTORY LOCATE REQUIRED MITIGATION PLANTS AROUND
- EXISTING VEGETATION TO REMAIN.

  3. SEED UNDERSTORY WITH SELECTED SEED MIX TO CONTAIN NO MORE THAN 50% GRASS SPECIES.

#### **PLANT LEGEND**

				_
SYMBOL.	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
	TREES			
<u> </u>	BIOLEAF MAPLE	ACER MACROPHYLLUM	1" CAL	10°-0" O,C,
_,O	RED ALDER	ALNUS RUBRA	1" CAL	10'-0" O.C.
$\bigcirc$	HEA MODERO	FRAXINUS LATIFOLIA	1" CAL	10°-0° O.C.
O	DOUGLAS FIR	PSEUDOTSUGA MENZIESII	5 CAL	10'-0" O.C.
$\bigcirc$	WESTERN RED CEDAR	THUJA PLICATA	5 QAL/5" HT.	10"-0" O.C.
Θ	VINE MAPLE	ACER CIRCINATUM	Γ CAL	5-0" O.C.
Θ	SCOULER'S WILLOW	SALIX SCOULERIANA	1' CAL	8'-0" O.C.
<del>O</del>	SITKA WILLOW	9ALIX SITCHENSIS	1' CAL,	8'-0' O.C.
$\bigcirc$	EXISTING DECIDUOUS TRE	E TO REMAIN - TYPICAL SYMBOL		
<del>}(</del>	EXISTING EVERGREEN TRE	E TO REMAIN - TYPICAL SYMBOL		
	SHRUBS			
	OCEAN SPRAY	HOLODISCUS DISCOLOR	2 QAL	4'-0" O.C.
((())	OREGION GRAPE	MAHONIA AQUIFOLIUM	1 QAL	4'-0" O.C.
	PACIFIC NINEBARK	PHYSOCARPUS CAPITATUS	1 QAL	4'-0" O.C.
	RED ELDERBERRY	SAMBUCUS PACEMOSA	1 QAL	4'-0" O.C.
	COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	1 CAL	4'-0" O.C.
	RED-OSIER DOGWOOD	CORNUS STOLONIFERA	2 QAL	4'-0' O.C.
	<u>OROUNDCOVER</u>			
	SEED ALL DISTURBED UND CONTAINING NO MORE THA	DEFISTORY AREAS WITH A SEED I AN 50% ORASS.	иIX	

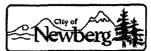




### **EXHIBIT D**

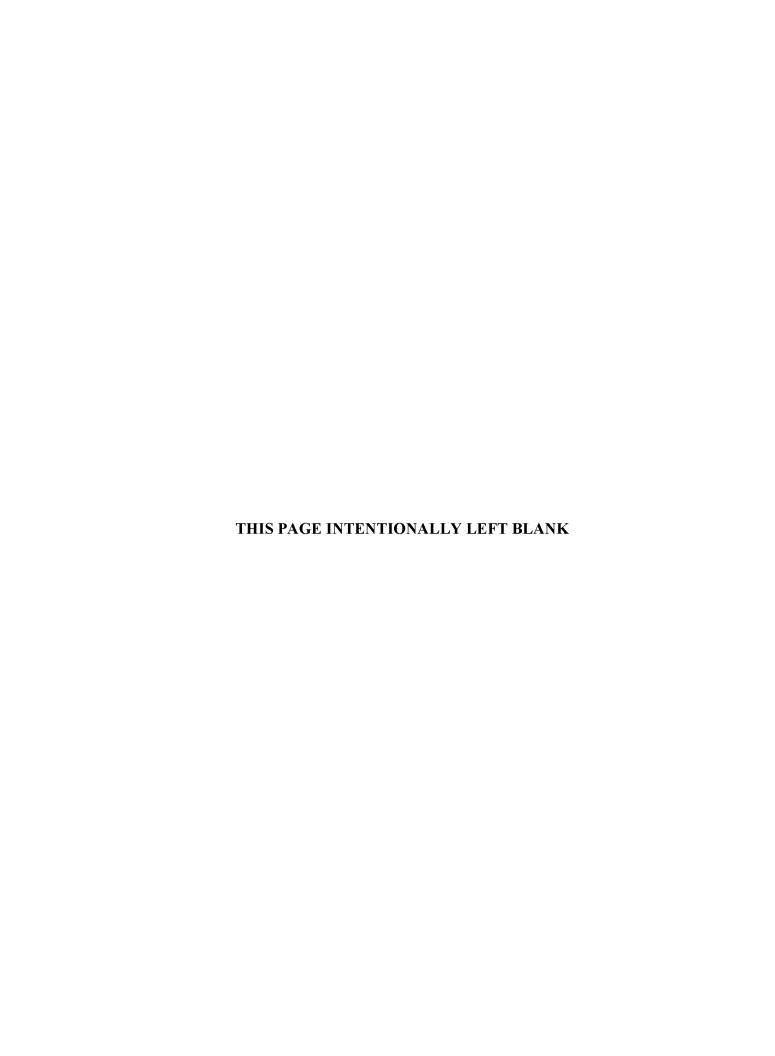
**APPLICATION** 





### TYPE III APPLICATION - (QUASI-JUDICIAL REVIEW)

2 Newberg		File #:	ation Conference is required on Type 3 ) Project Cost:
TYPES - PLEASE CHECK ONE: AnnexationComprehensive Plan Amendment (siteConditional Use PermitHistoric Landmark DesignationHistoric Landmark Modification/alterat	specific)TyPla		nt specific)
APPLICANT INFORMATION:			
APPLICANT: Springbrook Properties, Inc. (Joan Address: 3113 Crestview Drive (or PO Box 1		egon 97132-8060	
PHONE: 503-537-1000 MOBILE: OWNER (if different from above):		FAX: 503-537-1009	
ADDRESS:		phone: <u>503-419-2500</u> 97221	) p 503-419-2600 f
GENERAL INFORMATION:			
PROJECT NAME: Springbrook PROJECT DESCRIPTION/USE: Development of a m			area of the City of Newberg
MAP/TAX LOT NO.(i.e. 3200AB-400): attached			oximately 450 SQ. FT. ACRE:
COMP PLAN DESIGNATION: attached  CURRENT USE: Mixture of residential and agricu	TOPOGRAPHY: _ultural uses	attached	
SURROUNDING USES:  NORTH: Rural Residential (UGB & URA)  EAST: Rural Residential (UGB)		SOUTH: School / SFD's / WEST: Single family deta	
SPECIFIC PROJECT CRITERIA AND REQUIREM	ENTS ARE ATTACHE	D	
General Checklist: ☐ Fees ☐ Noticing Information ☐ TAnnexation/Comprehensive Plan Amendment/Zoning AAnnexation Consent Form Conditional Use Checklist: ☐ Site Plan ☐ Landscape Pl☐ Signs/Graphics ☐ Exterior Lighting ☐ Trash/Refuse St Historic Landmark Establish men t/Modification Checkli☐ Existing Features/Natural Landscape Planned Unit Development Checklist: Site Plan ☐ La☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ The above statements and information herein contabelief. Tentative plans must substantially conform Newberg. All owners must either sign the application inssing information may delay the approval process.	an □ Drives/Parking/Cii orage □ Roadways/Utili st: □ Historical Inform. Indscape Plan □ Existing Signs/Graphics □ Road ined are in all respect to all standards, regul on giving applicant as	Site Plan ■ Map & Legal Description □ Buffering/Screensities □ Traffic Study ation □ Site Plan □ Architect g Features/Natural Landscape tways/Utilities □ Traffic Studes true, complete, and correlations, and procedures off	escription Dedications Easements Ling  tural Drawings  y  ect to the best of my knowledge and ficially adopted by the City of
Applicant Signature	Date	Owner Signature	Date
Print Name Attachments: General Information, Noticing Proce	dures, Fee Schedule,	Print Name Criteria, Checklist	**************************************





May 23, 2007

Barton Brierly, Planning & Building Director City of Newberg 414 E. First Street Newberg, Oregon 97132

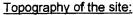


Dear Barton.

RE:

Please accept the following information to supplement the application form provided by the City.

Springbrook Development Agreement (Supplemental Application Information)



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



LAND PLANNING



CIVIL EMBINEERING



Landroape Architecture



EN KAEA TYMD

5415 SW Westgate Dr. Suite 100 Portland, OR 97221

rH 503/419-2500 FX 503/419-2600

www.wngd.com

Zoning, Comprehensive Plan designation, map and tax lot information:

	*******		
FID	PARCEL	Zoning	Comp Plan Designation
1	3208 01100	Low Density Residential (R-1)	Low Density Residential (LDR)
2	3208 03600	Low Density Residential (R-1)	Low Density Residential (LDR)
3	3208 03601	Low Density Residential (R-1)	Low Density Residential (LDR)
4	3208 03700	Low Density Residential (R-1)	Low Density Residential (LDR)
5	3208 03800	Low Density Residential (R-1)	Low Density Residential (LDR)
6	3208 03900	Low Density Residential (R-1)	Low Density Residential (LDR)
7	3208 04000	Low Density Residential (R-1)	Low Density Residential (LDR)
8	3208 04100	Low Density Residential (R-1)	Low Density Residential (LDR)
9	3208 04101	Low Density Residential (R-1)	Low Density Residential (LDR)
10	3208 04200	Low Density Residential (R-1)	Low Density Residential (LDR)
11	3208 04300	Low Density Residential (R-1)	Low Density Residential (LDR)
12	3208 04400	R-1 and R-2	LDR and MDR
13	3208 04401	R-1 and R-2	LDR and MDR
14	3208 04500	Low Density Residential (R-1)	Low Density Residential (LDR)
15	3208 04600	Low Density Residential (R-1)	Low Density Residential (LDR)
16	3208 04700	Low Density Residential (R-1)	Low Density Residential (LDR)
17	3208 04800	R-1 and R-2	LDR and MDR
18	3208AD 00900	Low Density Residential (R-1)	Low Density Residential (LDR)
19	3208AD 01600	Low Density Residential (R-1)	Low Density Residential (LDR)

20	3208AD 01700	Low Density Residential (R-1)	Low Density Residential (LDR)
21	3209 02600	R-1, R-2 and C-2	LDR, MDR and COM
22	3209 02690	Limited Industrial (M-1)	Industrial (IND)
23	3209 02700	Light Industrial (M-2)	Industrial (IND)
24	3209 02701	Medium Density Residential (R-2)	Medium Density Residential (MDR)
25	3209 02702	Medium Density Residential (R-2)	Medium Density Residential (MDR)
26	3209 02703	Light Industrial (M-2)	Industrial (IND)
27	3209 02900	Low Density Residential (R-1)	Low Density Residential (LDR)
28	3209 03000	Low Density Residential (R-1)	Low Density Residential (LDR)
29	3209 03000	Low Density Residential (R-1)	Low Density Residential (LDR)
30	3209CD 00100	Low Density Residential (R-1)	Low Density Residential (LDR)
31	3209CD 00101	Low Density Residential (R-1)	Low Density Residential (LDR)
32	3209CD 00200	Community Commercial (C-2)	Commercial (COM)
33	3209CD 00300	Community Commercial (C-2)	Commercial (COM)
34	3209CD 00300	Community Commercial (C-2)	Commercial (COM)
35	3209CD 00400	Low Density Residential (R-1)	Low Density Residential (LDR)
36	3209CD 00600	Community Commercial (C-2)	Commercial (COM)
37	3209CD 00700	Community Commercial (C-2)	Commercial (COM)
38	3209CD 00800	Community Commercial (C-2)	Commercial (COM)
39	3209CD 00900	Light Industrial (M-2)	Industrial (IND)
40	3209CD 01000	Community Commercial (C-2)	Commercial (COM)
41	3216BA 00100	Medium Density Residential (R-2)	Medium Density Residential (MDR)
42	3216BA 00200	Medium Density Residential (R-2)	Medium Density Residential (MDR)
43	3216BA 00300	Medium Density Residential (R-2)	Medium Density Residential (MDR)
44	3216BB 00100	Medium Density Residential (R-2)	Medium Density Residential (MDR)
45	3216BB 00200	Medium Density Residential (R-2)	Medium Density Residential (MDR)
46	3216BB 00201	Medium Density Residential (R-2)	Medium Density Residential (MDR)
47	3216BB 00202	Medium Density Residential (R-2)	Medium Density Residential (MDR)
48	3216BB 00203	Medium Density Residential (R-2)	Medium Density Residential (MDR)
49	3216BB 00300	Medium Density Residential (R-2)	Medium Density Residential (MDR)
50	3216BB 00400	Light Industrial (M-2)	Industrial (IND)
51	3217 00100	Limited Industrial (M-1)	Industrial (IND)
52	3217 01900	R-1 and C-1	LDR, HDR and COM
53	3218AA 00200	Low Density Residential (R-1)	Low Density Residential (LDR)

Please let me know if you require any additional information in order to deem the application complete and begin the review process.

Sincerely,

Trina Buitron Whitman, AICP, LEED AP Project Manager

c: All3205.DD4



### **EXHIBIT E**

PROPERTY TITLE INFORMATION



After Recording Return 1 of Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Send Tex Statements To Springbrook Properties In Sonja Haugen PO Box 1060 Newberg OR 97132 00801;#375999, R32169B 00802;#395487, R3216BB 00808;#409034, R3216bb 00807;#423697, R3217 00100;#32921, R3217 01900;#33724, R3218AA 00200;#40075

# WARRANTY DEED

(ORS 93.850)

George Kenneth Aussin, JR. and Joan Donna Austin, as tenants by the entirety, Grantor, conveys and warrants in Springbrook Properties Inc., a corporation, Grantee, the following described real propert free of encumbrances except as specifically set forth herein:

See Exhib t'A' attached hereto and by reference made a part hereof.

BEFORE SIGNING O ! ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD NOUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT II! VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PEANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIBITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30, #30 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNER!, IF ANY, UNDER ORS 197,352.

The true consideration for this conveyance is \$76,700,000.00.

Dated this 3 Late of County of Yamhill Description of County of Yamhill Description of County of Yamhill Description of County of Yamhill Description of County of Yamhill Description of County of Yamhill Description of County of Yamhill Description of County of County Description of County Public Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description of County Description o

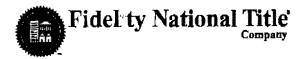
OFFICIAL YARHILL COUNTY RECORDS JAN COLEMAN, COUNTY CLERK

00251521200000251370230232

\$136.00

208625137 3:29:10 PM 10/31/2006
DMR-DDMR Cnt-1 Stm-3 SUSIE
\$115.00 \$10.00 \$11.00

DISC /1/23



After Recording Return To: Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Send Tax Statements To; Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Title Order No. 21-30010 Escrow No. 21-30010 Tax Account No. R3208 03600;#26019, R3208 03601;#26037, R3208 03700;#26055, R3208 03800,#26082, R3208 03900;#26106, R3208 04000;#26128, R3208 04100;#25144, R3208 04101;#457286, R3208 04200:28162, R3208 04300;#26199, R3208 04400;#26215, R3208 04401;#375971, R3208 04500;#26251, R3208 04600;#28279, R3208 04700;#26331, R3208 04800;#26386, R3208AD 01600;#25298, R3208AD 01700#25305, R3209 02600;#25957, R3209 D2690;#25975, R3209 02700;#25993, R3209 02701;#375980, R3209 02702;#382240, R3209 02703:#403502, R3209 02900;#26028, R3209 03000;#26046, R3209CD 00100;#26661, R3209CD 00101;#26732, R3209CD 00200;#26750, R3209CD 00300;#26769, R3209CD 00600;#26867, R3209CD 00700;#26885, R3209CD 00800;#26901, R3209CD 00900;#26929, R3209CD 01000;#26936, R3216BA 00100;#28785, R3216BA 00200 #28801, R3216BA 00300;#28810, R3216BB 00100;#30175, R3216BB 00201;#30325, R3218BB 00202;#263017, R3216BB 00203;#488464, R3216BB 00300;#30344, R3216BB 00400 00A2; 383622, R3216BB 00400;#30353, R3216BB 00700;30460, R32168B 00704:#30512, R3216BB 00800;#30549, R3216BB

# EXHIBIT "A" LEGAL DESCRIPTION

#### Parcel 1:

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being parts of Sections 7 and 8, in Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point on the South line of said Claim 53-1/3 rods East of the Southwest corner of said Claim, running thence North 72 rods; thence East 66 rods, 6-2/4 feet; thence South 72 rods; thence West 66 rods, 6-2/4 feet to the place of beginning.

Except that portion lying in public roads.

Also Except he following described tract;

Beginning at a point 415 feet West of the Northeast comer of the above described tract, said point being the true point of beginning; thence South 240 feet; thence West 375 feet; thence North 240 feet; thence East 375 feet to the place of beginning.

# Parcel 2:

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being a part of Section 8, Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point 415 feet West of the Northeast comer of that parcel described in that certain deed liven by Mas Grove to Henry O. and Gladys Seidel recorded April 13, 1939, in Book 115, Page 278, Deed Records, Yamhill County, Oregon; thence South 240 feet; thence West 375 fee; thence North 240 feet; thence East 375 feet to the place of beginning.

### Parcel 3:

Parts of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon, described as follows:

Tract No. : BEGINNING at the Southwest corner of said Claim; thence East along the Claim line, 11 ) rods 12 1/4 feet; thence North 20 feet to the true place of beginning; thence North 70.79 rods; thence East 20.25 rods; thence South 70.79 rods; thence West 20.25 rods to the place of beginning.

Tract No. 1: an undivided 1/2 interest in the following described tract to be used as a roadway:

BEGINNIN 3 at a point on the South line of said Claim, 119 rods 12 ½ feet East of the Southwest colner of said Claim; thence East 27 rods to the County Road; thence North 20 feet; thence West 27 rods to a point due North of the place of beginning; thence South 20 feet to the place of beginning

# Parcel 4:

A part of the Donation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477 in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and said part being more particularly described as follows:

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BEGINN'NG at a point on the South line of said Donation Land Claim, 140 rods East of the Southwest corner thereof; and running thence North 10.7 rods; thence East 14 rods; thence South 10.7 rods; thence West 14 rods to the place of beginning.

EXCEPT NG THEREFROM a one-half interest in and to the following described roadway: BEGINN NG at the most Southwest corner of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; thence South 20 feet to the place of beginning.

#### Parcel 5

Part of the Epnation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477, in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, said part being more particularly described as follows:

BEGINNI AG at a point on the South line of said Donation Land Claim 140 rods East of the Southwest corner thereof, and running thence North 18.00 chains; thence East 44 and 4/9 rods; thence South 18.00 chains to the South line of said Claim; and thence West 44 and 4/9 rods to the place of Reginning.

EXCEPTING THEREFROM a one-half interest in and to the following described roadway, Beginning at the Southwest comer of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; and thence South 20 feet to the place of beginning.

ALSO EX 3EPT that portion conveyed to Ruth M. Rees by deed recorded January 19, 1948, in Book 146, Page 743, Deed Records.

# Parcel 6:

A tract of and in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill Coun y, Oregon, more particularly described as follows:

COMMENCING at a point which is 18 chains North and 29.64 1/3 chains East of the Southwest comer of the Wm. T. Wallace Donation Land Claim in Sections 7 and 8 of Township 3 South, Range 2 West of the Willamette Meridian; thence running East 17.19 chains to a post and iron pin; thence North 31.87 chains to an iron pin and post; thence West 17.19 chains to a point 9 links Viest of an iron pipe; thence South 31.87 chains to the place of beginning, which is 9 links West of an iron pipe.

EXCEPT that portion described in instrument recorded March 1, 1999, Instrument Number 199904249, records of Yamhill County, Oregon

# Parcel 7:

Part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the William to Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim; thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10′ East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10′ West 13.83 chains from the Southeast corner of said Wallace Claim; thence West 12.89 chains to a point 27.5 17 chains West of the East line of said Wallace Claim; thence South 11.35 chains to a point East of the place of beginning; thence West 5.25 chains to the place of

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beginning.

EXCEPT the following described tract of land:

William T. Wallace and wife Donation Land Claim in Section 8, Township 3 South, Range 2

West of the Villamette Meridian in Yamhill County, Oregon, and more particularly described as follows to wit

BEGINNING at angle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Wallace Claim and running then se South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 84° 40' West 670.0 feet; thence North 2° 35' West 460.0 feet to center of County Road No. 57 thence East along the center of said road to the place of beginning.

ALSO EXCEPT the following described tract of land:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10′ East along the center of County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21 10′ West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of the eginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim thence North in a straight line to the Southwest corner of a tract of land conveye I to Glenn L. Whitman et ux by deed recorded August 25, 1969 in Film Volume 76, Page 1730, thence East along the South line of the Whitman tract 670 feet to the centerline of County Road, thence Southeast along the centerline of County Road to the true point of beginning.

#### Parcel 8:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNIN 3 at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim, thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of beginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim; thence North in a straight line to the Southwest corner of a tract of land conveyed to Glenn L. Whitman et ux by deed Recorded August 25, 1969 in Film Volume 76, Page 1739; thence East along the South line of the Whitman tract 670 feet to the centerline of County Road; thence Southeast along the centerline of County Road to the true point of beginning.

# Parcel 9:

Being a part of the William T. Walface and Wife Donation Land Claim in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows:

BEGINNING a rangle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Walface Claim and running thence South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 14° 40' West, 670.0 feet; thence North 2° 35' West, 460.00 feet to the center of County Road 1 o. 57; thence East along the center of said road to the place of beginning. EXCEPTING THEREFROM that portion described in instrument recorded May 22, 1989, in Film

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Volume 023 ?, Page 0778, records of Yamhill County, Oregon.

#### Parcel 10:

Being a part of the William T. Wallace and wife Donation Land Claim No. 47, Notification No. 1477, in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Ore 30n, and more particularly described as follows:

Beginning at a stake 23.00 chains North and 10.00 chains West of the Southeast corner of said William T. Wallace and wife Donation Land Claim; thence West 18.50 chains to creek; thence North 2.00 chains; thence East 58.1/3 links to the Southeast corner of the E.H. Arthur tract; thence North 11.35 chains; thence East 12.89 chains to stake and center of County Road (Survey No. 375); thence South 21.10' East along center of County Road 13.83 chains to place of beginning

#### Parcel 11:

A part of the Donation Land Claim of William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47, in Township 3 South, Range 2 West of the Willamette Meridian, box nded and described as follows, to-wit:

Beginning at the Southeast corner of said Claim and running thence North along the East line of said Claim 23 chains; thence West 28.50 chains to the center of creek; thence North along center of creek 2.00 chains; thence West 4.55 chains; thence South 25 chains to the South line of said Donal on Land Claim; and thence East along the South line of said Claim 33.05 chains to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Zion Lutheran Church of Newberg, Oregon, an C regon corporation by instrument recorded January 22, 1980 in Film Volume 147, Page 1453, I sed and Mortgage Records.

FURTHER EXCEPTING that portion described in instrument recorded May 13, 1968 in Film Volume 67, Page 965, Deed and Mortgage Records, described as follows:

A part of the William T. Wallace Donation Land Claim No. 47 In Township 3 South, Range 2 West of the Williamette Meridian in Yamhili County, Oregon, described as follows:
Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim, 1518.0 feet to the most Easterly Northeast corner of that tract described in Contract between John H. Larson, et ux, and Merle D. Brandt, et ux, recorded January 27, 1967, in Film Volume 57, Page 810, Deed and Mortgage Records; thence North 89 degrees 39' Viest along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0 degrees 14' West, 1518.0 feet to the South line of said Wallace Claim; thence South 89 degrees 35' East along the South line of said Wallace Claim, 596.58 feet to the place of beginning.

ALSO EXCEFTING the following: A part of the William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47 in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit: Beginning at a point on the South line of the said William T. Wallace Donation Land Claim North 89 degrees 39' West, 596.58 feet from the Southeast comer of said Claim in Section 8, Township 3 South, Range 2 West of the Williamette Meridian; thence North 89 degrees 39' West along said Claim line, 408.0 feet; thence North 00 degrees 15' East, 1518.0 feet to an iron pipe; thence South 89 degrees 39' East, 408.0 feet to an iron rod; thence South 00 degrees 15' West, 1,518.0 feet to the point of beginning.

AND FURTHER EXCEPTING THEREFROM that portion conveyed to Yamhill County, a political subdivision of the State of Oregon, by instrument recorded November 29, 1979, in Film Volume 146, Fage 647, Deed and Mortgage Records.

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# Parcel 12:

A tract of lan I in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yarnhill Courty, Oregon, being part of that certain tract of land described in Deed to Merle D. Brandt, et ux recorded May 13, 1968, in Film Volume 67, Page 964, Yamhill County Deed and Mortgage Records and being more particularly described as follows: Beginning at an iron rod that is West 1,012.80 feet and North 30.00 feet from the Southeast corner of the Nilliam Wallace Donation Land Claim, said iron rod being 8.22 feet West from the West line of that certain tract of land described in contract between Merle D. Brandt, et ux., vendors, and Robert E. Harshman, et ux, vendees, recorded August 4, 1969, in Film Volume 76, Page 1244, Yamhill County Deed and Mortgage Records; thence West 400.00 feet, parallel with and 30 fr et Northerly from the South line of said Claim, to an iron rod: thence North 0

degrees 06' Vest 1,125.00 feet to an Iron rod; thence East 400.00 feet to an Iron rod that is West 8.22 feet from the West line of said Harshman Tract; thence South 1,125.00 feet to the

point of beginning.

Parcel 13:

A part of the \Villiam T. Wallace and Susan R. Wallace Donation Land Claim No. 47, Notification #"477, in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit: Beginning at a point on the South line of the said William T. Wallace Donation Land Claim, North 89 degrees 39' West 596,58 feet from the Southeast corner of said Claim; thence North 89 degrees 3! 'West along said Claim line, 408.0 feet; thence North 00 degrees 15' East 1518.0 feet to:an iron pipe; thence South 89 degrees 39' East 408.0 feet to an iron rod; thence

# Parcel 14:

Part of the William T. Wallace Donation Land Claim #47 in Section 8 Township 3 South, Range 2 Wes of the Willamette Meridian in Yamhill County, Oregon, described as follows:

South 00 degrees 15' West 1518.0 feet to the point of beginning.

BEGINNING at the Southeast corner of the Wallace Claim; thence North 0° 14' East along the East line of seid Claim, 1518.0 feet to the most Easterly Northeast corner of that certain tract described in contract between John H. Larson, et ux and Merie D. Brandt, et ux recorded January 27, 1967 in Film Volume 57, Page 810 Deed and Mortgage Records, and the True place of beginning; thence North 89° 39' West along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0° 14' West 379.50 feet to an iron rod; thence South 89° 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0° 14' East along the East line of said Ck im, 379.50 feet to the point of beginning.

EXCEPTING "HEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

# Parcel 15:

A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, (a) Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast comer of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 1,138.58 feet to an iron rod set for the true point of beginning; thence North 89 degrees 39' West 596,58 feet to an iron rod thence South 0 degrees 14' West 379.50 feet to an iron rod; thence South 89 degrees 39' East 596,58 feet to the East line of the Wallace Claim; thence North 0

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- degrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.
- (b) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 digrees 14' East along the East line of said Claim 759.0 feet to an iron rod set for the true point of beginning; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 89 digrees 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0 digrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.
- (c) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Williamette Meridian, Yamhili County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to an iron rod; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to the South line of the Wallace Claim; thence South 89 degrees 35' East along the South line of said Claim 596.58 feet to the point of beginning. E) CEPTING therefrom that portion lying in the county roads.

#### TOGETHER vith:

those portion : of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument reported October 10, 2006, Instrument No. 200623296, records of Yamhili County, Oregon, which inure to the above described Parcel 15 by operation of law, if any.

EXCEPTING FROM Parcel 15 that portion described in Exhibit "A" of Instrument recorded October 25, 2,306, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

# Parcel 16:

A tract of lanc in Section 8 and 9 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at 1½ iron pipe being North 45.35 chains and 2.23 chains East of the ½ corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian, being the cen-er of County Road 58 and County Road 58; thence North 20 feet and West 20 feet to an iron pipe and the true point of beginning; thence North 69 degrees 15' 00" West 859.49 feet to an iron pipe; thence North 0 degrees 14' 00" East 1163.03 feet to an iron pipe; thence South 39 degrees 35' 55" East 377.46 feet to an Iron pipe; thence South 0 degrees 11' 45" West 515.21 feet to an iron pipe; thence North 89 degrees 46' 25" East 480.76 feet to an iron pipe; ther ce South 0 degrees 08' 45" West 658.32 feet to an iron pipe and the point of beginning.

EXCEPTING THEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film \ olume 0232, Page 0778, records of Yamhill County, Oregon.

#### TOGETHER with:

those portions of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 16 by operation of law, if any.

#### Parcel 17:

Being a part of the Solomon Heater and wife Donation Land Claim, #48 Notification #1417, in

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Section 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

BEGINNIN 3 at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Book 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206; thenc a North 00° 12' East along the center line of County Road #56, 680.3 feet to the Southeast corner of the Webster tract in deed recorded May 17, 1968 in Film Volume 68, Page 93, Deed and Mortgage Records; thence South 89° 50' West 260.64 feet to the true point of beginning; thence continuing South 89° 50' West 240 feet to the Southwest corner of said Webster tract; thence North 00° 12' East 391.62 feet to the Northwest corner of said Webster tract; thence North 89° 50' East along said North line 207.64 feet to the Northwest corner of a tract of land deeded to William W. Jansen and Joann A. Jensen recorded August 20, 1965 in Film Volume 17, Page 447, Deed and Mortgage Records; thence South 00° 12' West 189 feet to the Southwest corner of said Jansen tract; thence North 89° 50' East 32.68 feet; thence South 202.62 feet to the true place of beginning.

# Parcel 18:

Being a part of the Solomon Heater and wife Donation Land Claim #48, Notification #1471, in Sections 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregin, more particularly described as follows:

BEGINNING at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Volume 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206 and being 45.35 chains North and 2.23 chains East from the Quarter corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian; thence North 00° 12' East 680.3 feet to the true place of beginning; thence North 00° 12' East along the

center line of County road #56, a distance of 391.62 feet to the South line of Bryce Acres according to the duly recorded plat thereof; thence South 89° 28' West along the South line of said Bryce Acres, 500.64 feet; thence South 00° 12' West, 391.62 feet; thence North 89° 28' East 500.64 feet to the true place of beginning.

EXCEPTING THEREFROM that certain tract conveyed to William W. Jansen, et ux, by deed recorded August 20, 1965 in Film Volume 47, Page 447, Deed and Mortgage Records.

ALSO EXCEPTING THEREFROM that portion conveyed to Ronald Duane McClaffin et ux, by deed recorded October 19, 1971 in Film Volume 86, Page 1323, Deed and Mortgage Records.

# Parcel 19:

Beginning at a point in angle of County Road and on division line of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamotte Meridian, in Yamhill County, Oregon, and 27.28 chains North of the Southeast corner of the 1 Vest half of said Claim; thence North 14.604 chains to an iron pipe on division line of said Claim; thence South 89 degrees 48' West 13.815 chains to an iron pipe in center of County Road; thence South 0 degrees 12' East 14.604 chains along center of County Road to iron pipe set in angle of road; and thence North 89 degrees 48' East along center of the County Road 13.775 hains to an Iron pipe at place of beginning.

## TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2:06, instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 19 by operation of law, if any.

EXCEPTING FROM Parcel 19 that portion described in Exhibit "A" of Instrument recorded

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October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

## Parcel 20:

Being a part of the Donation Land Claim of Solomon Heater and wife, Notification No. 1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim being all that portion of the following described tract lying North of the Railroad right of way: Beginning at a point on the division line between the East and West haves of the aforesaid Donation Land Claim, said beginning point being the Northeast of order of a certain tract of land formerly owned by Albert Hoskins, where a stone is set in the center of the road; running thence North following said division line between the East and West haves of said Donation Land Claim, 18 chains; thence West 13.84 chains; thence South 18 chains; and thence East 13.84 chains to the place of beginning.

#### TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 1:006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 20 by operation of law, if any.

EXCEPTING FROM Parcel 20, that portion described in Exhibit "A" of Instrument recorded October 25, 1006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, 1ecords of Yamhill County, Oregon

#### Parcel 21:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at up iron pipe which is North 0 degrees 05' 20" West 2243.68 feet, more or less, and North 88 degrees 53' 13" West 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest comer of that property described in Film Volume 116, Page 1689, Yamhill County Deed Records; thence South 0 degrees 05' 20" East 15.87 feet to the true point of beginning; thence North 89 degrees 59' 02" West 18.75 feet more or less to a point; thence North 0 degrees 00' 58" East 163.12 feet more or less to an iron pipe on the South right of way of the Southern Pacific Railroad; thence South 42 degrees 50' 19" West 63.63 feet mc re or less, along said Railroad right of way as described in Deed Book U. Page 385: thence 5 buth 57 degrees 20' 56" West 898.59 feet more or less along said railroad right of way to the Nc thwest corner of that 50 foot strip of land deeded to the O & C Railroad and described in Leed Book 34, Page 459; thence South 0 degrees 03' 54" East 59.33 feet more or less to the Southeast comer of said strip; thence South 0 degrees 11' 53" West 137.30 feet more or less to an iron rod; thence South 25 degrees 09' 59" West 308.23 feet more or less to an iron rod; thence North 89 degrees 38' 54" West 81.78 feet more or less to an angle iron. marking the Northeast corner of the Church lot; thence South 0 degrees 21' 41" West 109.83 feet more or less to an iron rod at the Southeast corner of the Church lot; thence North 89 degrees 52' 5 !" West 167.98 feet more or less to an iron rod at the Southwest corner of the Church lot any being on the East right of way of Market Road No. 5; thence South 0 degrees 03' 54" West: long said East right of way along said East right of way 194.70 feet more or less to the Southwest corner of that property described in Film Volume 74, Page 362; thence South 88 degrees 59 37" East 1202.27 feet more or less, along the South line of said property to a point; thence Horth 0 degrees 05' 20" West 1168.74 feet more or less parallel to the East line of said Claim to I to point of beginning. TOGETHER vith:

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those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 21 by operation of law, if any.

EXCEPTING THEREFROM being a part of the Donation Land Claim of Solomon Heater and wife, Donatic n Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon more particularly described as follows:

Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 166.82 feet nore or less to an iron pipe; thence North 88 degrees 05' 40" West 1202.16 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 4" East 30.00 feet from the Southwest corner of the Church lot; thence South 0 degrees 03' 4" East 164.70 feet more or less to the point of beginning.

#### Parcel 22:

Being a part of the Solomon Heater and Wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 363, Yamhill Coun y Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and Narth 89° 59' 37" West 828.99 feet more or less from the Southeast corner of said Claim; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.06 feet more or less; thence on a curve right with a radius of 1000.00 feet and a central angle of 34° 10' 29" (chord bears South 72° 00' 27" East 587.68 feet) to a point; thence North 89° 05' 41" V 'est 558.14 feet more or less to the Northeast corner of that property described in Film Volume 15, Page 1139, Yamhill County Deeds and Records; thence North 0° 06' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 38° 59' 37" West 209.65 feet more or less to the point of beginning.

#### Parcel 23

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron pipe which is North 0° 05′ 20″ West 2243.68 feet more or less and North 88° 53′ 13″ Wist 829.02 feet more or less from the Southeast corner of said Claim, said point being the Southwest corner of that property described in Film Volume 116, Page 1689, Yamhill County Deeds and Records; thence South 0° 05′ 20″ East 15.87 feet to the TRUE POINT OF BEGINNING; hence South 0° 05′ 20″ East 1168.74 feet more or less, parallel to the East line of said Claim, to a point on the South line of that property described in Film Volume 74, Page 362, Yamhill Count in Deeds and Records; thence South 88° 59′ 37″ East 209.65 feet to a point; thence South 1° 06′ 24″ East 5.51 feet more or less to an iron rod at the Northeast corner of that property classribed in Film Volume 75, Page 1139, Yamhill County Deeds and Records; thence South 1° 9° 05′ 41″ East 619.33 feet more or less to a point on the East line of said Claim; thence North (1° 05′ 20″ West along said East line 1187.48 feet more or less to a point; thence North 89° 59′ (1° West 828,84 feet to the point of beginning.

EXCEPTING THEREFROM being a part of the Solomon Heater and wife Donation Land Claim No. 48, Township 3 South, Range 2 West of the Willamette Meridian, Yamhili County, Oregon.

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more particularly described as follows:

Beginning at a point on the South line of that property described in Film Volume 74, Page 363, Yamhiil County Deeds and Records, said point being North 0° 05' 20" West 1060.61 feet more or less and 1 orth 88° 59' 37" West 828.99 feet more or less from the Southeast comer of said Claim; thence North 0° 05' 20" West 166.82 feet more or less; thence South 89° 05' 41" East 209.59 feet 1 nore or less; thence on a curve right with a radius of 1000,00 feet and a central angle of 34° 38' 39" (chord bears South 71° 59' 32" East 587.15 feet) to a point; thence North 89° 05' 41" Vitest 558.14 feet more or less to the Northeast corner of that property described in Film Volume 75, Page 1139, Yamhiil County Deeds and Records; thence North 0° 06' 24" West 5.51 feet to a point on the South line of property described in Film Volume 74, Page 363; thence North 88° 59' 37" West 209.65 feet more or less to the point of beginning.

# Parcel 24:

Being a part of the Donation Land Claim of Solomon Heater and wife, Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon more particularly described as follows:

Beginning at the Southwest corner of that property described in Film Volume 74, Page 362, said point being North 0 degrees 05' 20" West 1060.62 feet and North 88 degrees 59' 37" West 2031.26 feet from the Southeast corner of said Claim, said point also being on the East right of way of Market Road No. 5; thence South 88 degrees 59' 37" East 1202.72 feet more or less, along the South line of said property to an iron rod; thence North 0 degrees 05' 20" West 166.82 feet nione or less to an iron pipe; thence North 89 degrees 05' 40" West 1202.16 feet more or less to a point on the East right of way of Market Road No. 5, said point being South 0 degrees 03' 5 4" East 30.00 feet from the Southwest corner of the Church lot, thence South 0 degrees 03' 5 4" East 164.70 feet more or less to the point of beginning. TOGETHER vith:

those portion: of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2008, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 24 by operation of law, if any.

# Parcel 25:

Beginning at an iron pipe 1 inch in diameter, said iron pipe marking the Southeast corner of the Solomon fleater D.L.C. No. 48, Notification No. 1571, situated in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and running thence North a distance of 22.45.32 feet to a point in the present County Road; thence West a distance of 451.06 feet to an iron pipe, said iron pipe marking the true point of beginning of this description; thence continhing West a distance of 398.36 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in Southeasterly right of way line of the Southern Pacific Railway; thence along a curve to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a point in the centerline of said County Road; thence following said center line of said County Road East 19·1.13 feet to a point; thence South 1°45'30" West a distance of 393.42 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion of land within the limits of the right of way of the present Count / Road lying immediately adjacent to the Northerly boundary line of the property herein described.

# Parcel 26:

Beginning at a stake set on the East line of Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South, of Range 2 West of the Willamette Meridian, in

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Yamhill Courty, and State of Oregon, from which stake a fir 4 inches in diameter bears South 75° West 36 inks, said stake being 34,02 chains North of the Southeast corner of said Claim; thence West 12.87 chains to stake from which an oak 8 inches in diameter bears North 16 links; thence North 2.45 chains to stake set on the South side of the Southern Pacific Railway right of way; hence North 42°57' East along the East line of said right of way 4.79 chains to stake set in 0 ounty Road; thence East along road 9.606 chains to stake on the East line of the said Heater I.L.C. from which an oak 12 inches in diameter bears South 37°15' West 14 links, oak 12 inche; in diameter bears South 45° West 50 links; thence South along the East line of said claim 5.1.6 chains to beginning.

EXCEPTING THEREFROM the tract conveyed to R.E. Chapman and Cecil Chapman, husband and wife, to Leonard E. Barton and Mildred Julia Barton, husband and wife, by deed recorded in Book 143, Page 250 of the Deed Records of Yamhill County described as follows:
Beginning at an iron pipe, 1 inch in diameter, said Iron pipe marking the Southeast corner of the Solomon Heater Donation Land Claim No. 48, Notification No. 1471, situated in Township 3 South of Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and running thence North a distance of 2245.32 feet to a point in the present County Road; thence West a distance of 4 i1.06 feet to an iron pipe marking the True Point of Beginning of this description; thence continuing West a distance of 398.36 feet to an iron pipe; thence North 161.83 feet to an iron pipe set in the Southeasterly right of way line of the Southern Pacific Railway; thence along a curver to the left (the long chord of which bears North 42°57' East) a distance of 316.14 feet to a poin in the centerline of the present existing County Road; thence following said centerline of said County Road, East 195.13 feet to a point; thence South 1°46'30" West a distance of 3:3.42 feet to the True Point of Beginning of this description.

#### Parcel 27

Situate, lying and being in Yamhill County, Oregon, and particularly described as follows:

Beginning at a point 100 rods North and 70-8/33 rods West of the Southeast corner of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, said County and State, and running thence South 354.8 leet to the center of the County Road; thence South 57°15' West along center of said County Fload, 270 feet to its intersection with Cherry Street, in the Town of Springbrook as platted; thence West along the center of said Cherry Street 340.4 feet to the Southwest comer of that certain tract of land conveyed by Matilda J. Hoskins, widow to Lindley M. Carey and Rosella Care is, husband and wife, by deed dated February 10, 1912; thence North 503.9 feet; and thence East 573 feet to the place of beginning.

#### Parcel 28

A part of the East Half of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48 in Township 3 South of Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being particularly described as follows, to wit:

BEGINNIN 3 at a point on the North line of Cherry Street 40 feet North and 20 feet East of the Northwes corner of Lot 4, Block 1, TOWN OF SPRINGBROOK, as platted and of record in the office of the County Clerk for Yamhill County, Oregon, running thence North 466 feet to the South line of and now owned by the Springbrook Packing Company Cooperative; thence East along said South line of said land owned by the Springbrook Packing Company Cooperative 128 feet; thence North 48 feet to the South line of land owned by Fred Kincaid; thence East along said South line of said land owned by Fred Kincaid 192 feet; thence South 474 feet to the North line of said Cherry Street; thence West 320 feet to the place of beginning.

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#### Parcel 29:

(a) Part of the East half of the Solomon Heater Donation Land Claim in Section 9.
Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County,
Oregon, and part of Lots 2, 3 and 4 in Block 1 of the Town of Springbrook in Yamhill
County, Oregon, described as follows:

Beginning at the Southwest corner of said Lot 2, Block 1 of the Town of Springbrook; thence horth along the West line of Lots 3 and 4 and the West line of Cherry Street and the West line of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records, to the Northwest corner of said Baldwin tract; thence East along the North line of said Baldwin tract, 148 feet to the Northeast corner of that tract described as Parce #3 in Deed to Springbrook Packing Co., recorded February 21, 1938 in Book 114, Page 2; hence South 48 feet; thence West parallel with the North line, 128 feet; thence South parallel with and 20 feet East of the West line of the herein described tract to the South line of said Lot 2, Block 1 of Springbrook; thence West 20 feet to the place of beginnin 1.

Except that portion lying within public roads.

(b) Part of the East half of the Solomon Heater Donation Land Claim in Section 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at the Northwest corner of that tract conveyed to Florence Rees Baldwin by deed recorded in Book 85, Page 383, Deed Records which place of beginning is also the Southwest corner of that tract conveyed to William Kincaid, et ux, by deed recorded in Book 61, Page 531, Deed Records; thence North 148 feet; thence East 148 feet; thence South parallel v ith the West line, 148 feet to the South line of said Kincaid tract; thence West 148 feet to the place of beginning.

#### TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 29 by operation of law, if any.

# Parcel 3(:

Lots 1 and 2, Block 2, TOWN OF SPRINGBROOK, in Yamhill County, Oregon, according to the plat of said Recorder of Conveyances for Yamhill County, Oregon.

EXCE 'TING 10 feet off of and from the East side of said Lots.

TOGE. THER WITH that portion of vacated Cherry Street, by vacation ordinance No. 76-235, which incres by law.

# Parcel 31:

Lots 1 2, 3 and 4 in Block 1 in the TOWN OF SPRINGBROOK, in Yamhill County, Oregon.

EXCEPTING THEREFROM A tract conveyed to Springbrook Packing Company by deed recorded November 18, 1930 in Book 104, Page 377, Deed Records, Yamhill County, Oregon.

ALSO EXCEPTING THEREFROM a tract conveyed to Springbrook Packing Company Co-operative, a corporation, by deed recorded February 21, 1938 in Book 114, Page 2, Deed Records, Yamhill County, Oregon.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 1 006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

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#### Parcel 32:

BEGINNING at a point 220 feet North and 20 feet East from the intersection of the North line of the P. & V. R.R. (now Southern Pacific Railroad) land with the West line of the East half of the Solomon Heater Donation Land Claim No. 48 in Section 9, Township 3 South, Range 2 West of the Villamette Meridian; thence East 100 feet; thence South 142.0 feet to the North line of said Railroad land; thence in a Southwesterly direction along the North line of said Railroad land 142.6 feet; thence North 171 feet, more or less, to the North Boundary of County Road; thence East 20 feet; thence North 49 feet, more or less, to the place of beginning. The said property being parts of Lots 1 and 2 of Block 1 of the TOWN OF SPRINGBROOK, in Yamhill Courty, Oregon.

# TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 1006, Instrument No. 200623296, records of Yamhill County, Oregon, which Inure to the above described Parcel 32 by operation of law, if any.

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhili County, Oregon

#### Parcel 33:

- (a) Commencing at a point in the center of Market Road #5 at the Southwest corner of that certain tract described in deed from Cyrus E. Hoskins to Oregon and California Railroad Company by deed recorded in Book 34, Page 459, Deed Records; thence running South 9 rods 3 feet; thence East 12 rods; thence North 16 rods 15 feet to Southern line of sald Oregon and California Railway; thence Southwesterly along the said Oregon and California Railway and 80 feet from center of same to the place of beginning, said land being a part of the Donatton Land Claim of Solomon Heater, Notification No. 1471, Claim #48, in Township 3 South, Range 2 West of the Willamette Merician in Yamhill, Oregon.

  EXCEPT that portion lying in Market Road #5.
- (b) Situate, lying and being in Yamhill County, Oregon, and being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, and the part thereof herein conveyed being particularly described as follows, to-wit:
  Begin hing at a gas pipe at Southeast corner of the real property conveyed to School by deed recorded in Book 34, Page 288, Deed Records, in said Donation Land Claim; and running thence East 1.25 chains to a gas pipe; thence North 24° 57' East 4.67 chains to a gas pipe; thence South 57° 24' West 3.81 1/2 chain; and thence South 4.20 chains to the place of beginning.
- (c) Beginning at a point 14 rods South of the center of Southern Pacific Railroad and the center line of Market Road No. 5, being at the Southwest corner of the School grounds of Sci coil District No. 56 in Yamhill County, Oregon; thence running South 6 2/3 rods; thence: East 12 rods; thence North 6 2/3 rods; thence West 12 rods to the place of begin ling.

EXCEPT that portion lying in Market Road No. 5.

# TOGETHER vith:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 33 by operation of law, if any.

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#### Parcel 34:

Part of the Solomon Heater Donation Land Claim No 48 in Township 3 South, Range 2 West of the Willametre Meridian, Yamhill County, Oregon, described as follows:

Beginning at a point 8 chains North of the Southeast corner of said Claim; thence North 8 chains; thence West 618.25 feet to a point; thence South 8 chains; thence East 618.25 feet to the place of Leginning.

#### Parcel 35:

Being a part of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in To viship 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part bounded and described as follows, to-wit:

BEGINNII IG at a point 8 chains North and 37 rods 8 1/2 feet West of the Southeast corner of said Claim and running thence North 8 chains; thence West 343.75 feet to the Northwest corner of that tract conveyed to Amos Graves on July 21, 1911 by deed recorded in Book 59, Page 588, Deed Records; thence South along the West line of said Graves tract to the Southwest or mer thereof; thence East 343.75 feet, more or less, to the place of beginning.

EXCEPTI IG THEREFROM THAT part conveyed to public for road purposes by deed recorded February 23, 1972, Book 62, Page 369, Deed Records.

#### Parcel 36:

Being a pert of the Original Donation Land Claim of Solomon Heater, Notification #1471, Claim #48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, said part being particularly described as follows:

BEGINNIN G at a point which is 8 chains North and 58 rods and 5.5 feet West of the Southeast corner of said Claim; and running thence North 8 chains; thence West 7 rods; thence South 8 rods; thence West 6 rods and 10.5 feet; thence South 24 rods; and thence East 13 rods and 10.5 feet to the place of beginning.

### Parcel 37:

- (a) A partial of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:

  Beginning at a point 16 chains North and 31.34 chains West of the Southeast corner of said Donation I and Claim, and running thence East, 15 chains; thence South 2 chains; thence West, 15 chains; and thence North 2 chains to the place of beginning.

  EXCEPTII IG THEREFROM the following described portion: A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Williamette Meridian, "famhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05' 20. West 1056.00 feet and North 88° 59' 37" West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00' 23" West 120.00 feet; thence North 88° 59' 37" West 100.00 feet; thence North 01° 00' 23" East 120.00 feet; thence South 88° 59' 37" East 100.00 feet to the point of beginning.
- (b) A parrel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill Cc unty, Oregon, described as follows:
  Beginning at a point 11 chains North and 94 rods and 3 feet West of the Southeast corner of said Doration Land Claim, and running thence North, 12 rods; thence West, 31 rods and

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2 feet; thence South 12 rods; thence East, 31 rods and 2 feet to the place of beginning.

(c) A parcel of land in the Donation Land Claim of Solomon Heater and wife, Claim No. 48, Notification No. 1471, in Township 3 South, Range 2 West of the Williamette Meridian, in Yamhill County, Oregon, described as follows:

The North one-half of a tract described as follows: Beginning at a point 8 chains North and 87 rods and 3½ feet West of the Southwest corner of said Donation Land Claim, and running thence North, 24 rods; thence West, 6 rods and 11 feet; thence South 24 rods; and thence Elist, 6 rods and 11 feet to the place of beginning.

- (d) Bein J a part of the East Half of the Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being more particularly bour ded and described as beginning at a point 8 chains North and 71 rods and 16 feet Wes of the Southeast corner of said Claim, and running thence North 24 rods; thence Wes , 15 rods and 9 feet; thence South, 24 rods; and thence East, 15 rods and 9 feet to the place of beginning.
- (e) : A parcel of land in the Northwest quarter of Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, in the Solomon Heater Donation Land Claim No. 48, said parcel being more particularly described as follows: Beginning at a point which bears North 00° 05′ 20″ West 1058.00 feet and North 88° 59′ 37″ West 1703.44 feet from the Southeast corner of said Donation Land Claim and running thence South 01° 00′ 23″ West 120.00 feet; thence North 88° 59′ 37″ West 100.00 feet; thence North 01° 00′ 23″ East 120.00 feet; thence South 88° 59′ 37″ East 100.00 feet to the point of beginning. TOGETHER with:

those portions of vacated Springbrook Road described in Exhibit "B" of Instrument recorded October 10, 1.006, Instrument No. 200623296, records of Yamhiil County, Oregon, which inure to the above described Parcel 37 by operation of law, if any.

EXCEPTING FROM Parcel 37, that portion described in Exhibit "A" of Instrument recorded October 25, 1:006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, acords of Yamhill County, Oregon

#### Parcel 38:

SITUATE lying and being in the County of Yamhill and in the State of Oregon, and being a part of the E: st Half of the original Donation Land Claim of Solomon Heater, deceased, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian in said County and State, said part being bounded and particularly described as follows, to wi;

BEGINNI JG at a point 8 chains North and 87 Rods and 8 1/2 feet West of the Southeast corner of sai I Claim, and running thence West 24 Rods and Three feet; thence North 12 Rods; thence East 14 Rods and Three feet; thence South 12 Rods to the place of beginning. TOGETHER with:

those portions of vacated Crestview Drive described in Exhibit "8" of Instrument recorded October 10, 1006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 38 by operation of law, if any,

EXCEPTING FROM Parcel 38 that portion described in Exhibit "A" of Instrument recorded October 25, :: 006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, ecords of Yamhill County, Oregon

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#### Parcel 39:

A portion of that certain tract of land in Solomon Heater Donation Land Claim No. 48 in the Northwest 1.4 Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Ore ion, described in deed to Lela R. Gulley, recorded March 5, 1937 in Deed Records, Yamhill County, Oregon, said portion being more particularly described as follows: Commencing at a point on the South line of said Lela R. Gulley tract which bears North 528.00 feet and We it 1843.00 feet from the Southeast corner of said Solomon Heater Claim and running then to North 30.00 feet and North 88*58'30" West 122.47 feet to the true point of beginning; thence continuing North 88*58'30" West 75.00 feet to the Easterly right-of-way of Market Road No. 5; thence along said Easterly right-of-way, North 100.00 feet; thence South 88*58'30" East, 75.00 feet; thence South 100.00 feet to the true point of beginning. TOGETHER with:

those portion a of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 39 by operation of law, if any. EXCEPTING FROM Parcel 39, that portion described in Exhibit "A" of Instrument recorded October 25, 1006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, 1 scords of Yamhill County, Oregon

## Parcel 40:

Parcels 2 and 3 of PARTITION PLAT 92-62, recorded August 28, 1992 in Film Volume 3, Page 268 record of Plats of Yamhill County, Oregon.

#### TOGETHER vith:

those portion: of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2,306, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 40 by operation of law, if any.

EXCEPTING FROM Parcel 40 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, necords of Yamhill County, Oregon

#### Parcel 41:

Being a part of the East half of the original Donation Land Claim of Solomon Heater, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, said part being particularly described as follows, to-wit: BEGINNING: t a point 75 rods West of the Southeast corner of said Claim and running thence North 32 rods thence West 50 rods; thence South 32 rods; and thence East 50 rods to the place of beginning.

# TOGETHER vith:

those portions of vacated Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhili County, Oregon, which inure to the above crescribed Parcel 41 by operation of law, if any.

EXCEPT the following described tract: Being a portion of lands described in Book 162, Page 522, Deed Records of Yamhill County, beginning at a point West 1237.5 feet from the Southeast corner of the Donation Land Claim of Solomon Heater and of Jane Heater, his wife, Notification #1 \$71, Claim #48 in Section 16, Township 3 South, Range 2 West of the Willamette Medidian in Yamhill County, measured along the South line of said Claim, and being the Southwest corner of lands conveyed to Harold E. Baurer and Margaret J. Baurer, August 10, 1973, as recorded in Film Volume 95, Page 2120 Deed Records; thence North 0° 13' 16"

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West 531.36 feet to the Northeast corner of the tract of land described in Book 162, Page 522, said point being also the centerline of County Road #59; thence North 88° 50' 24" West along the center of said road 17.94 feet; thence South 1° 19' 14" East 531.71 feet; thence South 89° 07' 01" East 3.64 feet to the place of beginning.

ALSO EXCEPTING FROM Parcel 41 that portion described in Exhibit "A" of Instrument October 25, 1006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, ecords of Yamhill County, Oregon

#### Parcel 42:

Part (a) A tract of land in Section 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being part of that certain tract of land described as Parcel 1 and Parcel 9 in deed recorded in Film Volume 75, Page 1139, Deed and Mortgage Records, and being more particularly described as follows:

Beginning at an iron rod at the intersection of the West line of said Parcel 9 with the North line of Crestview Drive (formerly County Road); thence South 89° 44′ East along said North line and along the South line of said Parcel 1, a distance of 600.24 feet to an iron rod at the most Southerly Southeast corner of said Parcel 1; thence North along the Southerly portion of the East line of said Parcel 1 and its Northerly extension, 375.94 feet to an iron pipe; thence South 89° 53′ 40″ East, 131.70 feet to an iron pipe at the Southwest corner of a building; thence North 00° 25′ 20″ East 150.40 feet along the Westerly face of said building to an iron pipe at the Northwest corner of said building; thence North 35° 15′ 20″ East 124.65 feet to the most Southerly corner of a building as the same is now located as of August 21, 1976; thence North 32° 41′ 40″ V/est along the Westerly face of the Easterly building 159.38 feet to the Northerly line of said Parcel 1; thence South 57° 26′ West along said Northerly line and the Northerly line of said Parcel 9, a distance of 853.33 feet to an Iron rod at the Northwest corner of said Parcel 9; thence South 299.89 feet to the point of beginning.

EXCEPTING THEREFROM the following described tract:

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast corner of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet t) the South boundary line of the Southern Pacific Company right of way; thence South 57° 28 West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning. Part (b):

Being a part of the Solomon Heater Donation Land Claim #48, Notification #1471, in Township 3 South, Rar ge 2 West of the Willamette Meridian in Yamhill County, Oregon; and said part being more particularly described as follows, to-wit:

Beginning at the Southeast corner of that certain tract of land formerly owned by Myrtle Newby, as described in deed recorded in 1928 in Book 99, Page 406, Deed Records; thence North 381.48 feet to the South boundary line of the Southern Pacific Company right of way; thence South 57° 28. West along the South boundary line of said railroad right of way, 101.94 feet; thence South 326.74 feet; thence East 86 feet to the place of beginning.

FURTHER EXCEPTING from Parts (a) and (b) of Parcel 42 above described the following tract of land:

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

BEGINNING at the Southeast corner of that tract of land described in deed from AUSTIN to

Escrow No: 21-30010 Title No: 21-30010

HEAD STAR F OF YAMHILL COUNTY, INC., and recorded April 21, 2005, in instrument No. 200508033, "amhill County Deed Records, said comer being a point on the Northerly margin of Crestview Drive (30 feet from centerline), from which an iron rod set in CSP-5819 bears West 0.72 feet and North 0.28 feet as shown on CS-11478; thence North 00° 02' 12" East 301.41 feet to the Ni ritheast corner of said HEAD START tract, being a point on the Southerly margin of the Southern Pacific Railroad right of way from which as iron rod set in CSP-5819 bears South 59° 47 56" West 2.60 feet; thence North 57° 12' 17" East 89.26 feet along said Railroad right of way tip an iron rod; thence South 00° 02' 12" West 349.80 feet to an iron rod on said Northerly margin of Crestview Drive; thence North 89° 57' 48" West 75.00 feet to the POINT OF BEGINNING

Part (c):

Part of the Scilomon Heater and wife Donation Land Claim No. 48, Notification No. 1471, in Sections 9 and 16, Township 3 South, Range 2 West of the Willamette Meridian in Yamhili County, Oregion, described as follows:

Beginning at he intersection of the South line of the Oregon and California Railroad Company right of way, and the line between the East and West Halves of said Donation Land Claim; thence South along said line between the East and West Halves of said Donation Land Claim 721.1 feet; thence West 387.8 feet; thence South to the North line of county Road; thence West along the North line of said County Road, 516.6 feet to the East line of tract conveyed to Lilah R. Newby by Deed recorded May 7, 1943 in Book 121, Page 573, Deed Records; thence North along said Newby Tract to the South line of said Railroad right of way; thence Northeasterly along said Railroad right of way, 1074.5 feet to the place of beginning.

EXCEPT that portion lying in the County Road. ALSO EXCEPTING THEREFROM that portion conveyed to `amhili County, by Deed recorded in Film Volume 93, Page 2288, Deed and Mortgage Resords.

FURTHER EXCEPTING THEREFROM that portion conveyed to A-DEC, INC., an Oregon corporation in Deed recorded January 7, 1977 as Film Volume 117, Page 477, Deed and Mortgage Records.

Part (d):

Part of the Sc omon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 Wes; of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at the Northwest comer of land conveyed to Zimri Mills by deed recorded January 25, 1944 in Book 123, Page 429, Deed Records, and on the South line of land conveyed to the Springbrook Facking Company, in deed recorded May 23, 1944 in Book 124, Page 389, Deed Records; thence West along the South line of said Springbrook Packing Company tract, 183.4 feet; thence South parallel with the West line of said Mills tract to the center of the County Road; thence East along the center of the County Road to the Southwest corner of said Mills tract; thence I lorth to the place of beginning.

EXCEPTING [HEREFROM that portion conveyed to Yamhill County, Oregon, for road purposes by clear recorded 9-21-1973 in Film Volume 91, Page 462. Part (e):

Being a part of the Solomon Heater and wife Donation Land Claim, Notification No. 1471, Claim No. 48 in Sections 9 and 16, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and the part of said Claim hereby conveyed being particularly described as follows, to-wit:

Beginning at the Southeast corner of the Springbrook Packing Company Cooperative's land on the West line of Market Road No. 5; thence West 183.4 feet following the South boundary line of said Springbrook Packing Cooperative land; thence South parallel with said Market Road No. 5 to the center of the County Road as now established; thence East following the center of said County Road 83.4 feet to the West line of said Market Road No. 5; and thence North along the

Escrow No: 21-30010 Title No: 21-30010

West line of said Market Road No. 5 to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County, Oregon, for road purposes by deed recorded August 30, 1972 in Film Volume 90, Page 2215, Deed and Mortgage Records.

TOGETHER with:

those portions of vacated Springbrook Road and Crestview Road described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 42 by operation of law, if any.

ALSO EXCEPTING FROM parcel 42 that portion described in Exhibit "A" of Instrument October 25, 1006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, ecords of Yamhill County, Oregon

#### Parcel 43

Part of the West half of the Solomon Heater Donation Land Claim in Section 16, Township 3 South, Rang : 2 West of the Willamette Meridian in Yamhill County, Oregon, being further described as follows:

Beginning at an iron pipe set 30 feet South of the Center of Growers Avenue, said point being North 576.54 feet and North 89° 40′ West 586.47 feet from the Southeast corner of the West half of said Heater claim; thence North 89° 40′ West 90.68 feet to an iron pipe; thence South 234.23 feet to an iron pipe; thence South 89° 40′ East 90.68 to an Iron pipe; thence North 234.23 feet to the place of beginning, said tract also being Parcel 3 of CSP No. 6116.

#### Parcel 44:

Part of the West half of the Solomon Heater Donation Land Claim No. 48 in Section 16, Township 3 South, Range 2 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at 1 point that is 9.19 chains North and 495.79 feet North 89° 40' West from the Southeast colorer of the West half of said Claim No. 48; thence North 89° 40' West 90.68 feet; thence South parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974, in Film Volume 102, Page 1990, Deed and Mortgage Records of Yamhill County 264.2 I feet to a point on the North line of that tract conveyed to E. C. Green, et ux, by deed recorded December 20, 1943, in Book 123, Page 258, Deed Records; thence South 89° 40' East along said North line 90.68 feet; thence North parallel with the East line of that tract described in Contract of Sale recorded November 12, 1974 in Film Volume 102, Page 1990. Deed and Mo tgage Records 264.23 feet to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Yamhill County by deed recorded August 30, 1972 in Film Volume 90, Page 2219, Deed and Mortgage Records of Yamhill County, Oregon.

# Parcel 45:

A tract of land situated in the Northwest Quarter of Section 16, Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron rod that is North 606.62 feet North 89°40' West 138.16 feet and South 30 feet from the \$ outheast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 54 feet to an iron rod; thence South 89°40' East 12.36 feet to an iron rod; thence South 37.48 feet to a 5/8" iron rod; thence North 89°40' West 89.36 feet to an iron rod; thence North 91.4 feet to a 5/8" iron rod; thence South 89°40' East 77.0 feet to the true point of beginning.

Escrow No: 21-30010 Title No: 21-30010

EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

# Parcel 46:

A tract of land situated in the Northwest ½ of Section 16. Township 3 South, Range 2 West of the Willametre Meridian in Yamhill County, Oregon, more particularly described as follows: Beginning at an iron rod that is North 606.62 feet, North 89° 40′ West 138.16 feet and South 30 feet from the Southeast corner of the West ½ of the Solomon Heater Donation Land Claim, THE TRUE FOINT OF BEGINNING; thence South 54 feet to an iron rod; thence South 89° 40′ East 12.36 feet to an iron rod; thence South 37.48 feet to an iron rod; thence South 89° 40′ East 95.80 feet to an iron rod; thence North 91.48 feet to an iron rod; thence North 89° 40′ West 108.16 feet to an iron rod and the TRUE POINT OF BEGINNING. EXCEPTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 47:

Part (a):

A tract of land situated in the Northwest Quarter of Section 16, Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon, More particularly described as follows:

Beginning at a point that is North 606.62 feet, North 89°40' West, 405.11 feet and South 30 feet from the Southeast comer of the West half of the Solomon Heater Donation Land Claim; thence South 82.23 fleet; thence South 89°40' East 94.95 feet (passing an iron rod at 5 feet) to an iron rod; thence North 82.23 feet to an iron rod; thence North 89°40' West 94.85 feet (Passing an iron rod to 89.95 feet) to the place of beginning.

Part (b):

An undivided 1/5 interest in the following property:

A tract of land situated in the Northwest Quarter of Section 16, Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon more particularly described as follows:

Beginning at an iron rod that is North 606.62 feet, North 89°40' West, 285.16 feet and South 30.00 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim and the true point of beginning; thence North 89°40' West, 25.00 feet to a 5/8 inch iron rod; thence South 89°40' East, 25.00 feet; thence North 64.23 feet to the true point of beginning.

#### Parcel 48

A tract of land situated in the Northwest Quarter of Section 16, Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, more particularly described as follows:

Beginning at an iron rod that is North 606.62 feet, North 89°40' West 215.16 feet and South 30.0 feet from the Southeast corner of the West half of the Solomon Heater Donation Land Claim, and the true point of beginning; thence South 117.00 feet to an 1/2" iron rod; thence North 89°40' V'est 70.00 feet to a 5/8" iron rod; thence North 117.00 feet to a 5/8" iron rod; thence South 89°40' East 70 feet to the true point of beginning.

Parcel 49:

Eacrow No: 21-30010 Title No: 21-30010

22 ta 3

Being a part of the Donation Land Claim of Solomon Heater and Jane Heater, his wife, Notification No. 1471, Claim No. 48 in Sections 8, 9, 16 and 17 in Township 3 South, Range 2 West of the Villamette Meridian in Yamhill County, Oregon, said part being more particularly bounded and described as follows, to-wit:

Beginning at a point 26.72 chains North of the Quarter post on line between Sections 16 and 17 of said Township and Range; thence West 11.61 chains; thence North 18.063 chains; thence East 13.84 chains; thence South 18.063 chains; thence West 2.23 chains to the place of beginning.

TOGETHER vith:

those portion of vacated Crestview Road, Aspen Way and Mountainview Drive described in Exhibit "B" of instrument recorded October 10, 2008, Instrument No. 200623296, records of Yamhill Counly, Oregon, which inure to the above described Parcel 49 by operation of law, if any.

EXCEPT that portion of the premises lying South of the North boundary of the Southern Pacific Railroad right of way.

ALSO EXCEFT that portion described in instrument recorded May 22, 1989 in Film Volume 0232, Page 0 '80, records of Yamhill County, Oregon.

ALSO EXCEFTING THEREFROM that portion described in Exhibit "A" of Instrument recorded October 25, 2 306, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, it cords of Yamhill County, Oregon

# Parcel 50:

Parcel 3, PARTITION PLAT 2003-30, recorded December 3, 2003, Instrument No.: 200330511, records of Yainhill County, Oregon.

Parcel 51:

(Intentionally ( eleted)

## Parcel 52:

Part of the Oil er J. Walker Donation Land Claim in Section 18, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at a point 4 rods West of the Section line between Sections 17 and 18 in said Township and Range, and 96 rods North of the South line of said Claim; thence North 160 feet to the TRUE point of beginning, which point is also the Northeast corner of that tract conveyed to Carl Johnson and Anna Johnson, by Deed recorded 11-30-53 in Book 171, Page 657, Deed Records: then is North 170 feet to the South line of that tract of land conveyed to Gordon J. Manary and R ith H. Manary, by Deed recorded 1-7-47 in Book 140, Page 22, Deed Records; thence West along the South line of said Manary Tract 630 feet to the East line of the County Road: thence Youth 170 feet to the Northwest corner of said Johnson Tract; thence East along the North line of said Johnson Tract 630 feet to the TRUE point of beginning. EXCEPTING 1 HEREFROM that portion conveyed to the State of Oregon by and through its State Highway Commission by Deed recorded 4-12-56 in Book 180, Page 468, Deed Records. AND FURTHER EXCEPTING that portion conveyed to Chester W. Emmert, et ux, by Deed recorded 5-20-59 in Film Volume 5, Page 216, Deed and Mortgage Records for Yamhill County, Oregon.

END OF LEGAL DESCRIPTION

Escrow No: 21-30010 Title No: 21-30010

# =METROSCAN PROPERTY PROFILE= Yamhill (OR)

# OWNERSHIP INFORMATION

Parcel Number : 025216

R:02W T:03SS:08Q: QQ:

Ref Parcel

: R3208 01100

Owner

: Springbrook Properties Inc

CoOwner

: 2908 N Aspen Way Newberg 97132

Site Address Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 09/29/2006

Loan Amount

Document #

: 22553 Multi-parcel

Lender

Sale Price

: \$4,000,000

Loan Type

Deed Type

: Warranty

Interest Rate

% Owned

: 100

Vesting Type

; Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$467,252

Exempt Type

Mkt Structure

Levy Code : 29.2

Mkt Total : \$467,252 06-07

Taxes: \$1,079.67

% Improved

05-06.

Taxes: \$1,052.23 Taxes: \$1,026.06

MEASURE: 0

04-05

Assd Land

:\$82,695

Assa Structui e Assd Total

:\$82,695

# PROPERTY DESCRIPTION

Tho nas Brothers : 713 E4

: Tract: 301.00

Block: 3

Cen :us Zon:ng

: 40 No Significance

Special District

Nei-hborhood

: 0006 Rural Newberg

Lan 1 Use

: 400 Tract, Vacant

Leg Il

: 18.83 ACRES IN SEC 08 T3S R2W

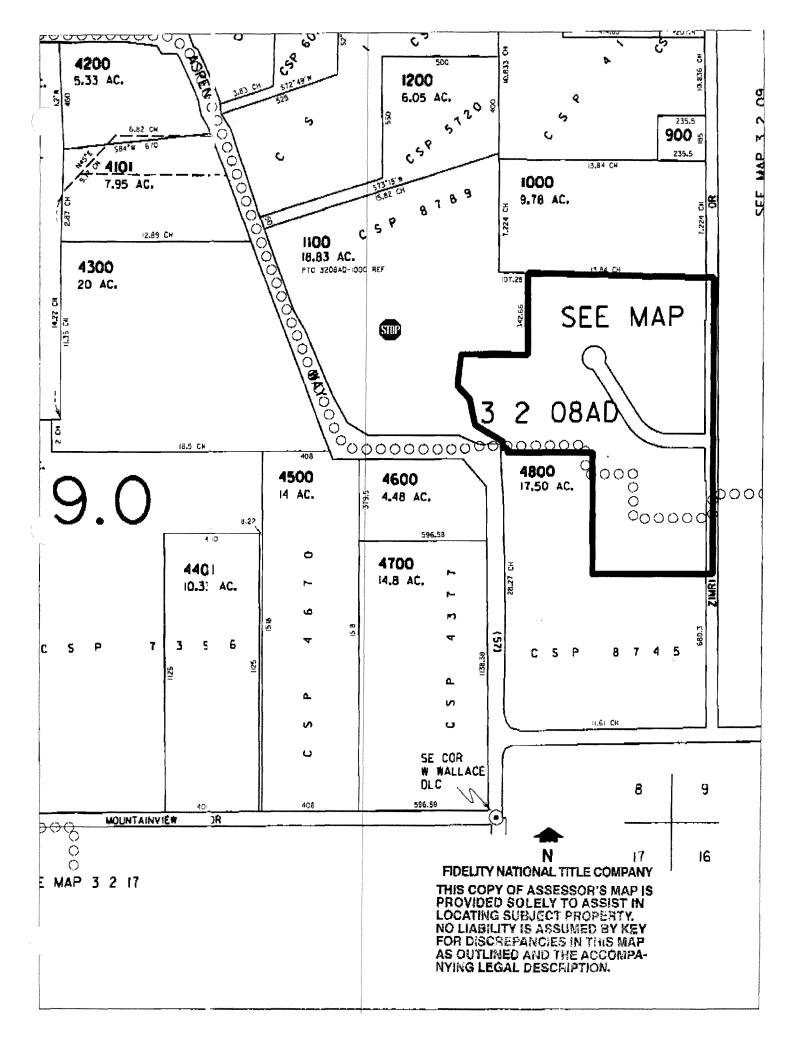
Sub livision/Plat

Profile-Page 1 of 2

# = METROSCAN PROPERTY PROFILE = Yamhill (OR)

Parcel Number : 025216 MH APN I MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Los Acres : 18.83 Bedrooms : \$20,235 Bathrooms Living SF Lot SqFt 1st FloorSF Foundation Fireplace 2nd FloorSF Wall Mati Fireplace2 2nd+FloorSF Roof Matl Heat/AC Heat/AC 2 Cellar \$F Roof Shape Floor Cvr Dishwasher **BsmtTotalSF** Hood/Fan Basement Type: Floor Base Garage SqFt Year Built Microwave Grbg Disp Garage Type : *UNKNOWN \$TAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Skirt Title Make Farm Building 1 Units

Profile-Page 2 of 2





# Fidelity National Title

After Recording Return To: Springbrook Properties Inc.

Sonja L. Haugen PO Box 1080 Newberg OR 97132

Send Tax Statement: To; Springbrook Propertie* Inc. Sonja L. Haugen PO Box 1060 Newberg OR 97132 OFFICIAL YAMHILL COUNTY RECORDS JAN COLEMAN, COUNTY CLERK

200622553

\$36.00

09/29/2006 02:54:18 PM

DMR-DDMR CnL=1 Stn=2 ANIT( \$15.00 \$10.00 \$11.00

> Title Order No. 21-30002 Escrow No. 21-30002 Tax Account No. R3208 01100 #25218, R3208AD 00900 #25207

# WARRANTY DEED

(ORS 93.850)

George Kenneth Austin Jr. and Joan D Austin, as tenants by the entirety, as to Parcels 1 and 2 and George K. Austin Jr. and Joan D Austin, as tenants by the entirety, as to Parcels 3 and 4, Graetor, conveys and warrants to Springbrook Properties Inc., an Oregon corporation, Grantee: the following described real property free of encumbrances except as specifically set forth herein:

See Exhibit 'A' attached hereto and by reference made a part hereof.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT I I VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PEANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIBITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30,330 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNER; IF ANY, UNDER ORS 197.352.

The true consideration for this conveyance is \$4,000,000.00.

George Kenneth Aust n Jr.

State of QR, County ( 'Yamhili )ss.

This instrumer : was acknowledged before me on  $\frac{f \cdot 2\delta}{f}$  , 2006

by George Kenneth Anstin Jr. and Joan D Austin.

Notary Public

My commission expires: 6-28-2008

OPPICIAL EAL
BLENDA L JABE
NOTARY PUBLIC OREGON
COMMISSION N J. 381470
MY COMMISSION EXPIRITS JUNE 26, 2008

Page 1

\$26 1 d3

# EXHIBIT 'A

#### Legal Description:

A tract of land in the V∘illiam T. Wallace Donation Land claim No. 47 and in the Solomon Heater Donation Land Claim Ho. 48, in Township 3 South, Range 2 West of the Williamette Meridian, Yamhili County, Oregon, being more particularly described as follows:

#### PARCEL I:

Part of the William T. 'Valiace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Williamette Meriwian, Yamhili County, Oregon described as Beginning at an iron stake on the East line of said Claim, 38.22 chains South from the Northeast corner of said Claim; thence South along the Claimitine, 18.78 chains to a stone; thence West 10 chains to an Iron stake; thence North 21° 10' Vest along the center of the County Road, 14.82 chains to an Iron stake at the Southwest corner of the Dan Harmon tract as described in deed recorded Decamber 13, 1944, in Book 126, Page 142, Deed Records; thence North 73° 15' East, 15.82 chains along the Southerly line of said Harmon tract to the place of baginning.

EXCEPT that portion conveyed to Leland W. and Doris M. Gibbons by deed recorded June 10, 1959 in Film Volume § Page 578, Deed and Mortgage records.

#### PARCEL 2

Beginning at an iron poe on East line of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Raage 2 West of the Williamette Meridian, Yamhill County, Oregon, 27.98 chains North of the Scutheast corner of said Claim; thence North on East line of said Claim, 6.21 chains to an iron sipe; thence South 89° 20′ East 1.625 chains to an iron pipe; thence South parallel with the: West line 6.21 chains to an iron pipe; thence North 89° 21′ West 1.625 chains to place of beginning. EXCEPT that portion conveyed to Leland W. and Doris M. Gibbons by deed recorded June 10, 1959, in Film Volume 5, Page 578, Deed and Mortgage Records.

#### PARCEL 3:

Part of the William T. 'Vallace Donation Land Claim No. 47 and part of the Solomon Heater Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at a point on the East fine of said Wallace Claim, said point being in the center of County Road No. 57 and North 1538.5 feet from the Southeast corner of the said Wallace Claim; thence North along the East line of said Wallace Claim, 27.8 feet to a point on the Northeasterly margin of a private roadway and the true PLACE OF BEGINNING; thence North 58° 27' West, 136.8 feet; thence North 12° 17' West, 109 feet; thence North 43° 38' West, 78.5 feet to an iron pipe; thence South 67.3 feet to an iron pipe; thence East 284.95 feet to an iron pipe; thence: South 67.3 feet to an iron pipe; thence North 88° 20' West, 107.25 feet to an iron pipe on the feat line of said Wallace Claim; 300.6 seet to the true place of beginning.

#### PARCEL 4:

AN UNDIVIDED ONE HALF INTEREST IN AND TO THE FOLLOWING DESCRIBED TRACT: Part of the Solomon Heater Donation Land Claim No. 48 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at a point on the East line of the William T. Wallace Donation Land Claim No. 47 in said Township and Range, said point being in the center of County Road No. 57 and North 1538.5 feet from the Southeast corner of said Wallace Claim; thence North along the East line of said Wallace Claim and West line of said Heater Claim, 329.4 feet to an Iron pipe; thence South 89° 20' East, 16 feet; thence South parallel with and 15 feet distant from East line of said Wallace Claim, and West line of said Heater Claim, 328.4 feet; thence West 15 feet to the place of beginning.

EXCEPTING FROM the above described Parcels 1 through 4 above, that portion of the above described real property deeded to Yamhiii County, a political subdivision of the State of Oregon, dated May 8, 1989, and recorded in Film Volume 232, Page 0577, Deed and Mortgage Records, Yamhiii County, Oregon.

Title No. 21-30002

Escrew No. 21-30002

Subject to:

Taxes for the fiscal year 2006-07, allen in an amount to be determined, but not yet payable.

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

An Easement created by instrument, including the terms and provisions thereof,

For:

water pipe line

Dated: Recorded: April 17, 1920 April 17, 1920

Book:

0080 Page: 0469

in Yamhill County, Oresjon.

An Easement created by instrument, including the terms and provisions thereof,

in favor of:

West Coast Telephone Company, a corporation

For:

poles and anchors

Dated:

December 14, 1944

Recorded:

January 10, 1954 0127 Page: 0139

Book:

in Yamhili County, Orespon.

Covenant of Walver of Rights and Remedies, including the terms and provisions thereof,

Recorded:

November 29, 2005

Instrument No.:

200526801

Records of Yamhiii County, Oregon.

# =METROSCAN PROPERTY PROFILE= Yamhill (OR)

# OWNERSHIP INFORMATION

Parcel Number : 026019 R: 02W T: 03S 5:08Q: QQ:

Ref Parcel

: R3208 03600

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Nowberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type

: Fixed

Deed Type % Owned

: Warranty : 100

Interest Rate Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$8,592,480

Exempt Type

Mkt Structure

: 29.0

Mkt Total

: \$8,592,480

Levy Code **0б-0**7 Taxes: \$318.46

% Improved

05-06

MEASURE 51

04-05

Taxes: \$317.41

Assd Land

:\$18,259

Assd Structur

Taxes: \$310.00

Assd Total

:\$18,259

# PROPERTY DESCRIPTION

Thor. as Brothers :

Census

: Tract:

Block:

Zoni g

: 54 Farm Land, Unzoned

Spec al District

Neignborhoud

: R1c6 City/Over 1 Acre Area 6

Lana Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: 27.54 ACRES IN SEC 08 T3S R2W

: POTENTIAL ADDL TAX LIABILILTY

Suba vision/Plat

Profile-Page I of 2

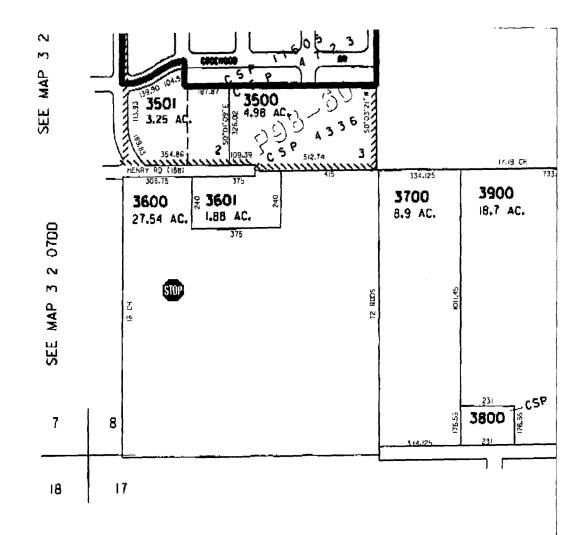
# = METROSCAN PROPERTY PROFILE = Yamhill (OR)

Parcel Number : 026019 Lot APN MH APN 1 MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Bedrooms **Building SF** Lot Acres : 27.54 Living SF Lot SqF1 : 1,199,642 Bathroams Fireplace 1st FloorSF Foundation: 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF Roof Matl Heat/AC Cellar SF Roof Shape Heat/AC 2 Dishwasher BsmtTotalSF Floor Cvr Basement Type: Low-cost Floor Base Ilood/Fan Garage SqFt : Year Built Microwave Grbg Disp Garage Type : Stat Class : *UNKNOWN STAT CLASS* **Appliances** <u>Mobile Home</u> ID Number Dimensions Title Skirt : Make

**Units** 

Farm Buildings

Profile-Page 2 of 2



REVISED 4-5-OF TH



N

FIDELITY NATIONAL TITLE COMPANY THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANDIES IN THIS MAP AS OUT THE AND THE ADDRESS.

AS OUTLINED AND THE ACCOMPA-NYING LEGAL DESCRIPTION.

# = METROSCAN PROPERTY PROFILE = Yamhill (OR)

# OWNERSHIP INFORMATION

Parcel Numi er : 026037 R:02W T:03\$ S:08Q:QQ:

Ref Parcel

: R3208 03601

Owner

: Springbrook Properties Inc

CoOwner. Site Address

: 1216 E Henry Rd Newberg 97132

Mail Addres.

: PO Box 1060 Newberg Or 97132

Telephone.

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000 : Warranty

Loan Type Interest Rate

: Fixed

% Owned : 100 Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$586,560

Exempt Type

Mkt Structure

: \$23,734

Levy Code

: 29.0

Mkt Total : \$610,294 % Improved : 4

06-07

Taxes: \$670.98

MEASURE ()

05-06 04-05 Taxes: \$668.79 Taxes: \$672.06

Assd Land Assd Structur : :\$1,840 :\$23,734

Assd Total

:\$38,471

# PROPERTY DESCRIPTION

Thorras Brothers : 713 D4

Cens us

: Tract: 301.00

Block: 2

Zoni ıg

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 541 Farm, Unzoned Farm Land, Improved

Lega

: POTENTIAL ADDL TAX LIABILITY 1,88

: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Profile-Page 1 of 2

# = METROSCAN PROPERTY PROFILE = Yamhill (OR)

Parcel Number : 026037

MH APN I ;

MH APN 3

Lot APN

MH APN 2

MH APN 4

# PROPERTY CHARACTERISTICS

Bedrooms : Building SF : Lot Acres : .88

Bathrooms : Living SF : Lot SqFt : 38,333

Fireplace: 1st FloorSF: Foundation: Fireplace2: 2nd FloorSF: Wall Matl: Heat/AC: 2nd+FloorSF: Roof Matl: Heat/AC2: Cellur SF: Roof Shape:

 Dishwasher
 BsmtTotalSF
 Floor Cvr
 :

 Hood/Fan
 Basement Type
 : Low-cost
 Floor Base
 :

Microwave : Garage SqFt : Year Built :

Grbg Disp : Garage Type :

Stat Class : 138 ONE STORY W/ATTIC

**Appliances** 

Mobile Home

ID Number : Dimensions : Title : Skirt :

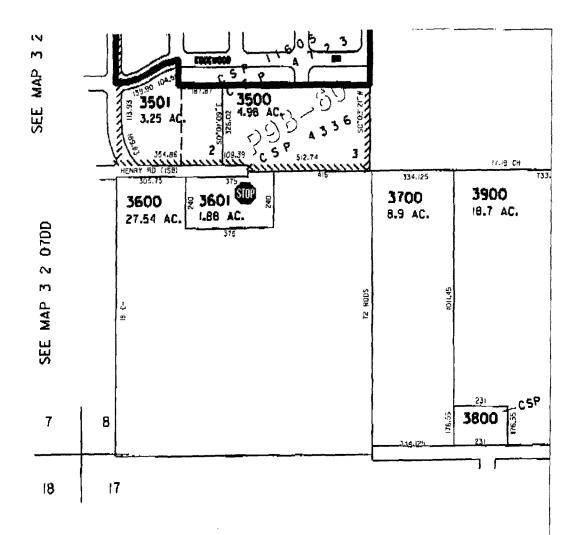
Make :

 Farm Buildings
 Units

 Loft Barn
 2,320

 Greenhouse
 456

Profile-Page 2 of 2



REVISEE 4-5 OF TH



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FIDELITY NATIONAL TITLE COMPANY
THIS COPY OF ASSESSOR'S MAP IS
PROVIDED SOLELY TO ASSIST IN
LOCATING SUBJECT PROPERTY,
NO LIABILITY IS ASSUMED BY KEY
FOR DISCREPANCIES IN THIS MAP
AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

# = METROSCAN PROPERTY PROFILE = Yamhill (OR)

# OWNERSHIP INFORMATION

Parcel Numi er : 026055

R:02W T:03S

\$:08

Q:

QQ:

Ref Parcel

; R3208 03700

Owner

: Springbrook Properties Inc

CoOwner.

Site Address

: 1317 E Mountainview Dr Newberg 97132

Mail Addres.

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender Loan Type : Seiler : Seller

Sale Price Deed Type : \$76,700,000 : Warranty

Interest Rate

: Fixed

Taxes: \$2,741.50

% Owned

: 100

Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,542,020

Exempt Type

04-05

Mkt Structure

: \$196,488

Levy Code : 29.0

Mkt Total

: \$2,738,508

06-07 Taxes: \$2,899.74

% Improved : 7

05-06 Taxes: \$2,808.60

MEASURE 5)

:\$6,364

Assd Land Assd Structur .

:\$143,456

Assd Total

:\$166,259

# PROPERTY DESCRIPTION

Thor as Brothers : 713 D5

: Tract: 301.00

Block: 2

Cens is Zoni ig

; 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 541 Farm, Unzoned Farm Land, Improved

Lega

: POTENTIAL ADDL TAX LIABILITY 8,90

: ACRES IN SEC 08 T3\$ R2W

Suba vision/Plat

Profile-Page 1 of 2

Parcel Number : 026055

MH APN /

MH APN 3

Lot APN

MH APN 2

MH APN 4

## PROPERTY CHARACTERISTICS

: 1,590

: 764

Bedrooms : 4 Bathrooms : 2,00 Building SF : 3,054 Living SF : 3,054 Lot Acres : 7.90

Lot SqF1 : 344,124

Fireplace

: Sing e Fireplee 1st FloorSF : 1 St: y-chimney 2nd FloorSF

Foundation : Concrete Wall Matl

: Bevel Wood

Heat/AC : Fore ed Air 2nd+FloorSF :

Roof Matl : Comp Shingle Roof Shape

: Gable

Heat/AC 2 Dishwasher

Fireplace2

Cellar SF BsmtTotalSF

Floor Cvr

: Carpet

Hood/Fan Microwave

: 700 Basement Type: Traditional Garage SqFt : 864

Floor Base Year Built

: Double : 1903

Grbg Disp

Garage Type : Grg-det-unfin

Stat Class

: 147 ONE AND 1/2 STORY W/BSMNT

**Appliances** 

Plumb - Kitche i Sink

: Yes

Mobile Home

ID Number

Dimensions

Title

Skirt

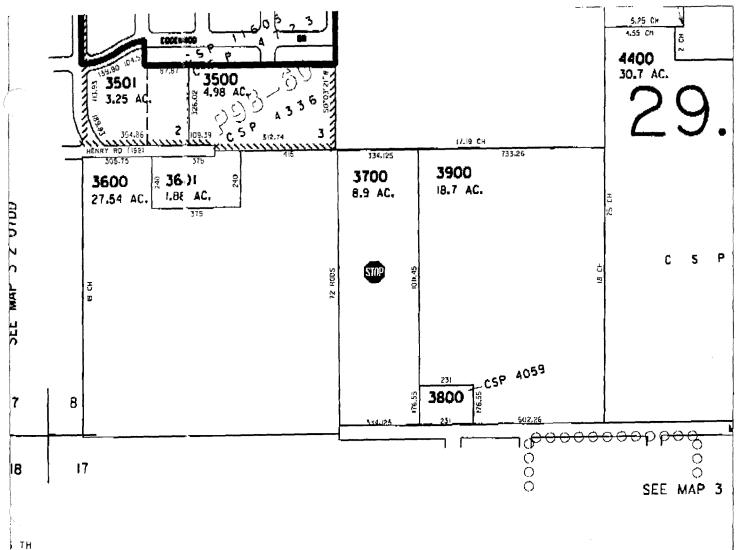
Make

Form Buildings

Units

Machine Shed

576





FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR 8 MAP IS PROVIDED SCLELY YOURSELET TO LOCATING SUBJECT ANOPELY YOUNG THE PROVIDED AND THE PRODUCE TO AS OUTLINED AND THE PRODUCE TO NYING LEGAL DESCRIPTION

### OWNERSHIP INFORMATION

Parcel Num er : 026082

R: 02W T: 03\$ S:08Q: QQ:

Ref Parcel

: R3208 03800

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 1421 E Mountainview Dr Newberg 97132

Mail Addres.

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69.030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

; Fixed

Deed Type % Owned

: Warranty

: 100

Vesting Type

: Corporation

### ASSESSMENT AND TAX INFORMATION

Mkt Land

:\$160,000

Exempt Type

Mkt Structure Mkt Total

: \$142,495 : \$302,495 Levy Code

04-05

: 29.0

06-07

Taxes: \$2,409.56

Taxes: \$2,276.04

% Improved : 47 05-06

Taxes : \$2,331.74

MEASURE 51

:\$18,441

Assd Land Assd Structur :

:\$119,714

Assd Total

:\$138,155

## PROPERTY DESCRIPTION

Thor as Brothers : 713 D5

Block: 2

Cens is Zoni ıg

: 40 No Significance

: Tract: 301.00

Spec al District

Neig sborhood

: Ric6 City/Over I Acre Area 6

Lanc Use

: 401 Tract, Improved

Lega

: 1,00 ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026082

MH APN 1 : MH APN 3 : Lot APN

MH APN 2 : MH APN 4 :

#### PROPERTY CHARACTERISTICS

Bedrooms: 3Building SF: 2,155Lot Acres:Bathrooms: 2.00Living SF: 2,155Lot SqFi:

 Bathrooms
 : 2.00
 Living SF
 : 2,155
 Lot SqFt
 :

 Fireplace
 : Sing e Fireplace
 /st FloorSF
 : 2,155
 Foundation
 : Concrete

 Fireplace2
 : Strue and
 2nd FloorSF
 : Well Mathers Beyond Vine

Fireplace2 : Stovepad 2nd FloorSF : Wall Matt : Bevel Vinyl Heat/AC : Base board 2nd+FloorSF : Roof Matt : Comp Shingle

Cellar SF Heat/AC 2 Roof Shape : Gable Dishwasher : Yes BsmtTotalSF Floor Cvr : Carpet Floor Base : Double Hood/Fan Basement Type: : 308 Year Built : 1896 Garage SqFt Microwave

Garage Sqr1 : 308 | Year Built : 1896 | Garage Type : Crpt-att Ext Rf

Stat Class : 141 ONE STORY

**Appliances** 

Plumb - Kitche i Sink

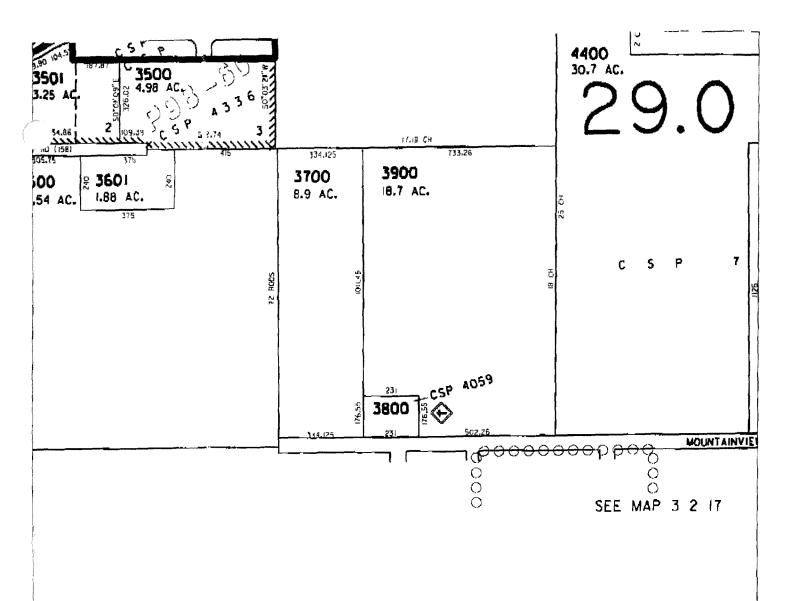
Mobile Home

ID Number : Dimensions :
Title : Skirt :

Title : Skirt
Make :

Farm Buildings Units

General Purpos : Building 1,152



#### OWNERSHIP INFORMATION

Parcel Number : 026108 R:02W T:03SS:080:

Ref Parcel

: R3208 03900

Owner

: Springbrook Properties Inc

CoOwner

: 1421 E Mountainview Dr Newberg 97132

Site Address Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

QQ:

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

: Warranty

Interest Rate

% Owned : 100 Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$4,375,800

Exempt Type

; 29.0

Mkt Structure

: \$4,375,800

Levy Code **06-**07 Taxes: \$152.07

Mkt Total % Improved

05-06 Taxes: \$151.57

MEASURE : 0

:58,719

Assd Structio 2

04-05

Taxes: \$148.25

Assd Total

Assd Land

:\$8,719

#### PROPERTY DESCRIPTION

Thor as Brothers : 713 D5

Census

; Tract: 301.00

Block: 2

Zoni ig

: 54 Farm Land, Unzoned

Spec al District

Neig iborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

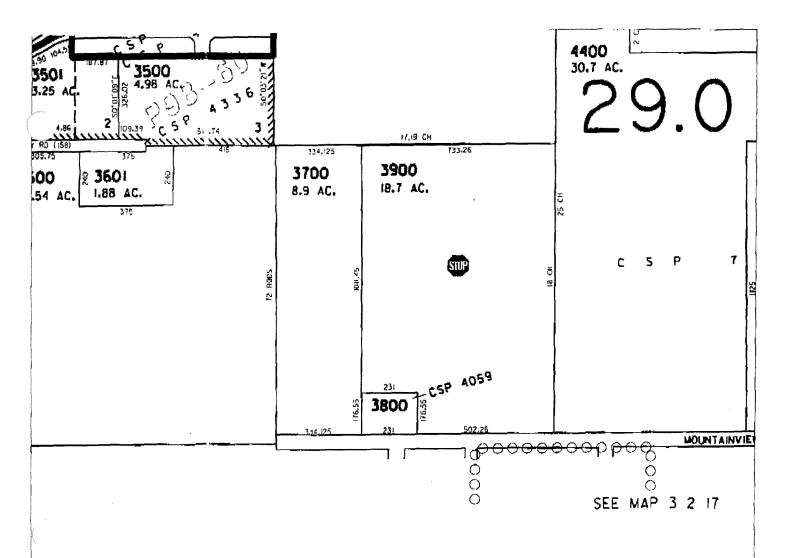
Lega

: POTENTIAL ADDL TAX LIABILITY 18.70

: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026108 MH APN I MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Lot Acres : 18.70 **Bedrooms** Bathrooms Living SF Lot SqFt : 814,572 1st FloorSF Fireplace Foundation 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Root Matl Heat/AC 2 Cellar SF Roof Shape **BsmtTotalSF** Floor Cyr Dishwasher Hood/Fan Basement Type: Floor Base Year Built Garage SqFt Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mohile Home 1D Number Dimensions Title Skirt Make Farm Buildings <u>Units</u>





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FIDELITY NATIONAL TITLE COMPANY

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#### OWNERSHIP INFORMATION

Parcel Num er : 026126

R:02W T:03\$ S:08Q: QQ:

Ref Parcel

: R3208 04000

Owner

: Springbrook Properties Inc

CoOwner. Site Address

: 3629 N Aspen Way Newberg 97132 : PO Box 1060 Newberg Or 97132

Mail Addres. Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred : 10/31/2006 Document # Sale Price

: 25137 Multi-parcel : \$76,700,000

Deed Type : Warranty % Owned : 100

Loan Amount : \$69,030 Lender : Seller

: Seller Loan Type Interest Rate ; Fixed

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land : \$12,842,700 Mkt Structure : \$137,633

Mkt Total : \$12,980,333 % Improved : 1

MEASURE ()

Assd Lund :\$31,565 Assa Structur: :\$96,409 Assd Total :\$142,067 Exempt Type

Vesting Type

Levy Code : 29.0

06-07 Taxes: \$2,477.80 05-06 Taxes: \$2,413.07 04-05 Taxes: \$2,355.64

# PROPERTY DESCRIPTION

Thoras Brothers : 713 E4

Cen: us

: Tract: 301.00

Block: 2

Zoni 1g

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 541 Farm, Unzoned Farm Land, Improved

Lega"

: POTENTIAL ADDL TAX LIABILITY 54.50

: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026126

MH APN J

MH APN 3

Lot APN

MH APN 2

MH APN 4

#### PROPERTY CHARACTERISTICS

Building SF : 2,940 Lot Acres : 53.50 Bedrooms : 4

Bathrooms : 1.00 Living SF : 2,940 Lot SqFt : 2,330,460 1st FloorSF Foundation : Concrete Fireplace : 1,022 Fireplace2 2nd Floor\$F Wall Matl : Bevel Alum

: Base poard : Comp Shingle Heat/AC 2nd+FloorSF : 896 Roof Matl

Heat/AC 2 Cellar SF Root Shape : Gable Dishwasher . Yes BsmtTotalSF : 1,022 Floor Cvr : Carpet Hood/Fan Basement Type: Traditional Floor Base : Double Year Built : 1933 Garage SqFt Microwave

Grbg Disp Garage Type

> : 138 ONE STORY W/ATTIC Stat Class

Appliances

Plumb - Kitche i Sink

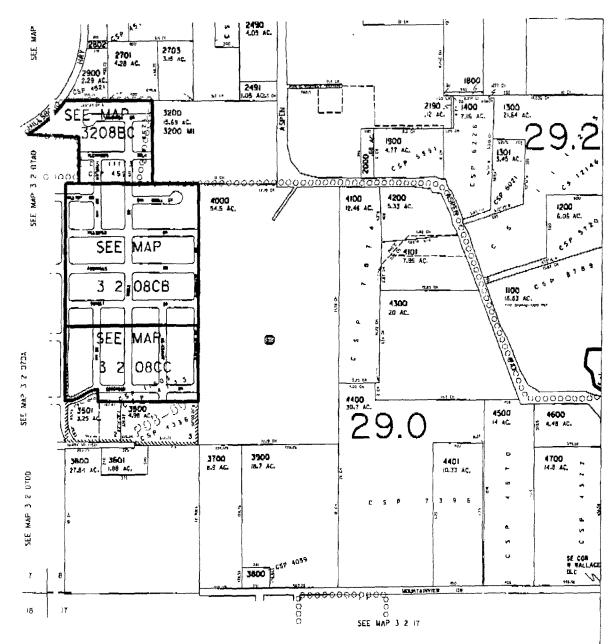
Mobile Home

Dimensions ID Number :

Title Skirt

Make

Farm Buildings Units Loft Barn 2,760 General Purpos Building 1,440 General Purpos Building 480



MEVISED 4-5-31 134



No

FIDELITY NATIONAL TITLE COMPONY

THIS COPY OF ASSESSORY: MAP IS PROVIDED SOLDEY TO AS 150 IN LOCATING SUBJECT PROPERTY SASSIFIED AND THE ACCOSE PANNING LEGAL DESCRIPTION.

#### OWNERSHIP INFORMATION

Parcel Numi er : 026144

R: 02W T: 03S S:08Q: QQ:

Ref Parcel

: R3208 04100

Owner

: Springbrook Properties Inc

CoOwner

Sue Address : NE Aspen Wy

Muil Addres.

: PO Box 1060 Newberg Or 97132

Telephone :

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

LenderLoan Type : Seller : Seller

Sale Price Deed Type : \$76,700,000 : Warranty

Interest Rate

: Fixed

% Owned : 100 Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,799,014

Exempt Type

Mkt Structure

Levy Code

: \$2,799,014 Mkt Total

: 29.0 06-07 Taxes: \$69.37

% Improved

05-06 Taxes: \$69.13

MEASURE 5)

04-05

Taxes: \$67.63

:\$3,978

Assd Land Assd Structur:

Assd Total

:\$3,978

### PROPERTY DESCRIPTION

Thur as Brothers : 713 E4

Cens is

: Tract:

Block:

Zoni 1g

; 54 Farm Land, Unzoned

Spec al District

Neig borhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 12.46

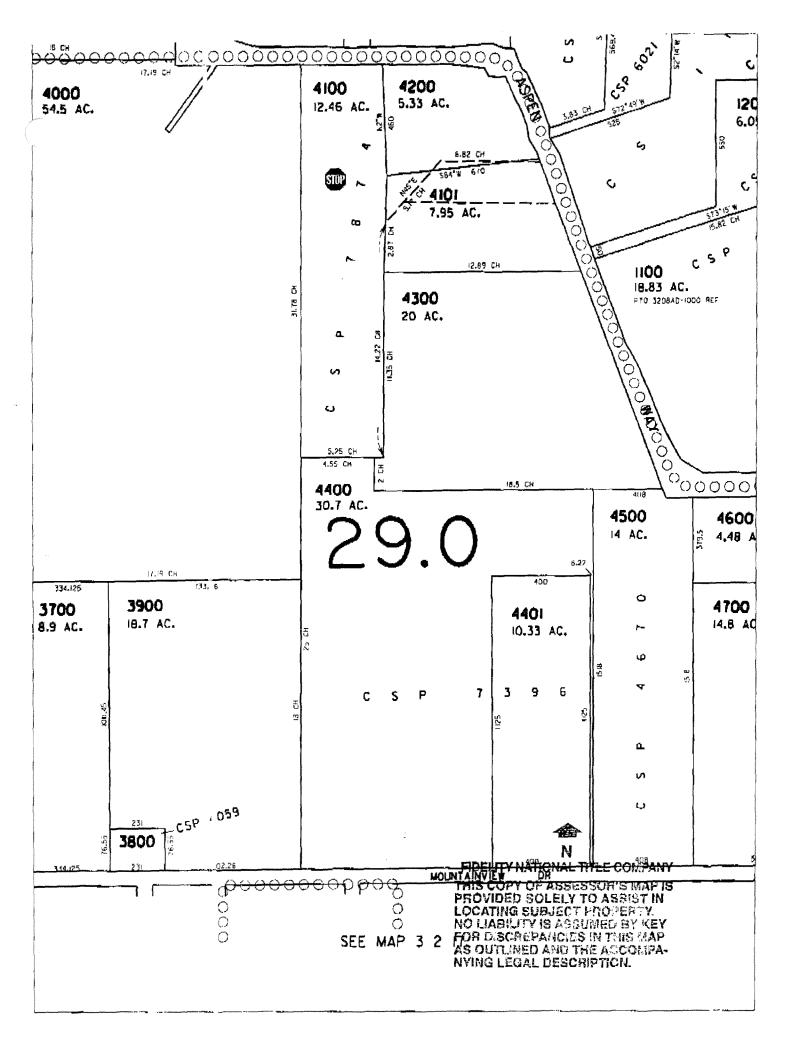
: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026144 Lot APN MH APN 1 MH APN 3 MHAPN2: MH APN 4 : PROPERTY CHARACTERISTICS **Bedrooms** Building SF Lot Acres : 12.46 Lot SqF1 Bathrooms Living SF : 542,758 1st FloorSF Foundation: Fireplace Wall Matl Fireplace2 2nd FloorSF 2nd+FloorSF : Roof Matl Heat/AC Heat/AC 2 Cellar SF Roof Shape Dishwasher RsmtTotalSF Floor Cvr Floor Base Hood/Fan Basement Type: Microwave Garage SqFt Year Built Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Skirt Title . Make

<u>Units</u>

Farm Buildings



#### OWNERSHIP INFORMATION

Parcel Num. er : 457286

R: 02W T: 03S S: Q8 Q:QQ:

Ref Parcel

: R3208 04101

Owner

: Springbrook Properties Inc

CoOwner

: 3413 NE Aspen Way

Site Address Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

; Owner :

Tenant

### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate

: Fixed

% Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mki Land

: \$1,475,838

Exempt Type

Mkt Structure

: \$1,475,838

Levy Code

: 29.0

Mkt Total

06-07

Taxes: \$61.88

% Improved

05-06 04-05 Taxes: \$61.69 Taxes: \$60.35

MEASURE ()

:\$3,549

Assd Land Assd Structur:

Assd Total

:\$3,549

#### PROPERTY DESCRIPTION

Thoras Brothers : 713 E4

Cens us

Block:

Zoni ıg

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: Ric6 City/Over I Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 7.95

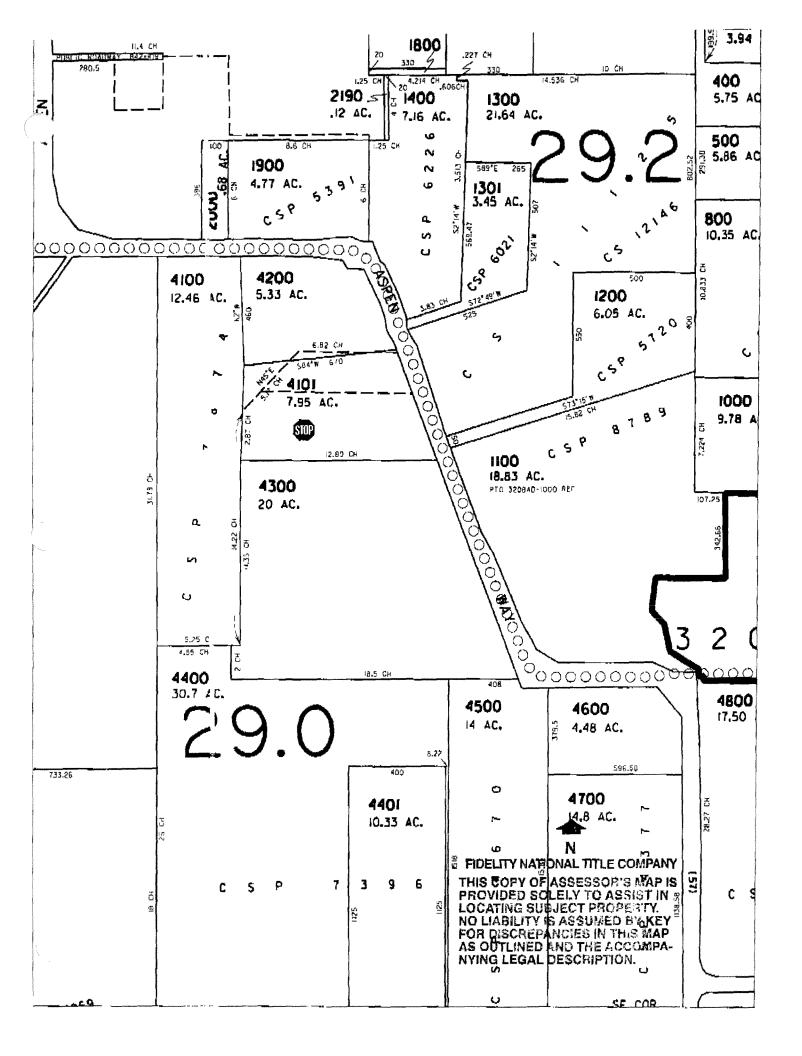
: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 457286 MH APN 1 MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS : 7.95 Building SF Lot Acres **Bedrooms** Bathrooms Living SF Lot SqFt : 346,302 Fireplace 1st Floor\$F Foundation: 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF Roof Matl Heat/AC 2 Cellar SF Roof Shape BsmtTotalSF Floor Cyr Dishwasher Hood/Fan Basement Type: Floor Base Year Built Microwave Garage SqFt Grbg Disp Garage Type Stat Class : *UNKNOWN STAT CLASS* Appliances Mobile Home ID Number Dimensions Title Skirt Make

<u>Units</u>

Farm Building:



### OWNERSHIP INFORMATION

Parcel Number

: 026162

R:02W T:03S

S:08

Q;

QQ:

Ref Purcel

: R3208 04200

Owner

: Springbrook Properties Inc

CoOwner

: 3609 N Aspen Way Newberg 97132

Site Address Mail Addres : Telephone

: PO Box 1060 Newberg Or 97132 : Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

; Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate : Seller : Fixed

: Warranty % Owned : 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$1,047,665

Exempt Type

04-05

Mki Structur.

: \$10,392

Levy Code : 29,0

Mkt Total : \$1,058,057 06-07 Taxes: \$188.15

% Improved : 1

05-06

Taxes: \$183.28 Taxes: \$178.96

MEASURE : 0

:\$2,334

Assil Structur :

Assd Land

:\$8,455

Assd Total

:\$10,789

#### PROPERTY DESCRIPTION

Thoras Brothers : 713 E4

Cen: us

: Tract: 301.00

Block: 2

Zoning

: 54 Farm Land, Unzoned

Spec al District

Neig aborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use:

: 54 | Farm Unzoned Farm Land Improved

Lega'

: POTENTIAL ADDL TAX LIABILITY 5.33

: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026162

MH APN I :

MH APN 3

Lot APN

MH APN 2 :

MH APN 4

## PROPERTY CHARACTERISTICS

Bedrooms : Building SF : Lot Acres : 5.33

Bathrooms : Living SF : Lot SqFt : 232,175

Fireplace : Ist FloorSF : Foundation : Fireplace2 : 2nd FloorSF : Wall Matl : Heat/AC : 2nd+FloorSF : Root Matl :

Heat/AC2nd+FloorSFRoof MailHeat/AC 2Cellar SFRoof ShapeDishwasherBsmtTotalSFFloor CvrHood/FanBasement TypeFloor BaseMicrowaveGarage SqFtYear Built

 Microwave
 :
 Garage SqFt
 :

 Grbg Disp
 :
 Garage Type
 :

Star Class : 300 FARM BLDGS

**Appliances** 

Mobile Home

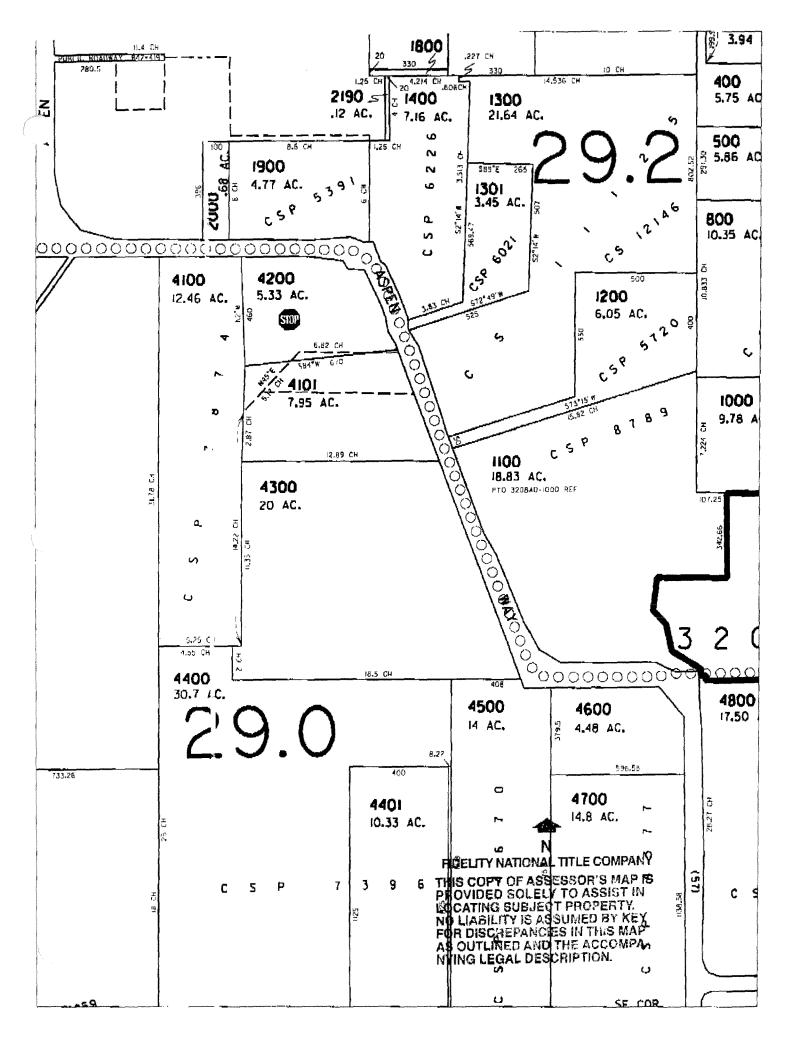
ID Number : Dimensions :

Title : Skirt :

Make :

Farm BuildingsUnitsGeneral Purpos : Building1,500Machine Shed576

General Purpos Building 720



### OWNERSHIP INFORMATION

Parcel Num 1er : 026199 R:02W T:03S S:08 **Q**: QQ:

Ref Purcel

: R3208 04300

Owner

: Springbrook Properties Inc

CoOwner

: 3201 N Aspen Way Newberg 97132 Site Address : PO Box 1060 Newberg Or 97132 Mail Addres

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$3,978,000

Exempt Type

Mla Structur.

Levy Code : 29.0

06-07

Mkt Total : \$3,978,000

Taxes: \$158.52 05-06 Taxes: \$157.33

% Improved

04-05 Taxes: \$153.65

MEASURE: 0 Assd Land

:\$9,089

Assd Structur ?

Assd Total

:\$9,089

#### PROPERTY DESCRIPTION

Thoras Brothers : 713 E4

Cen: us

: Tract: 301.00

Block: 2

Zoni 19

: 54 Farm Land, Unzoned

Spec al District

Neig shorhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega'

: POTENTIAL ADDL TAX LIABILITY 20.00

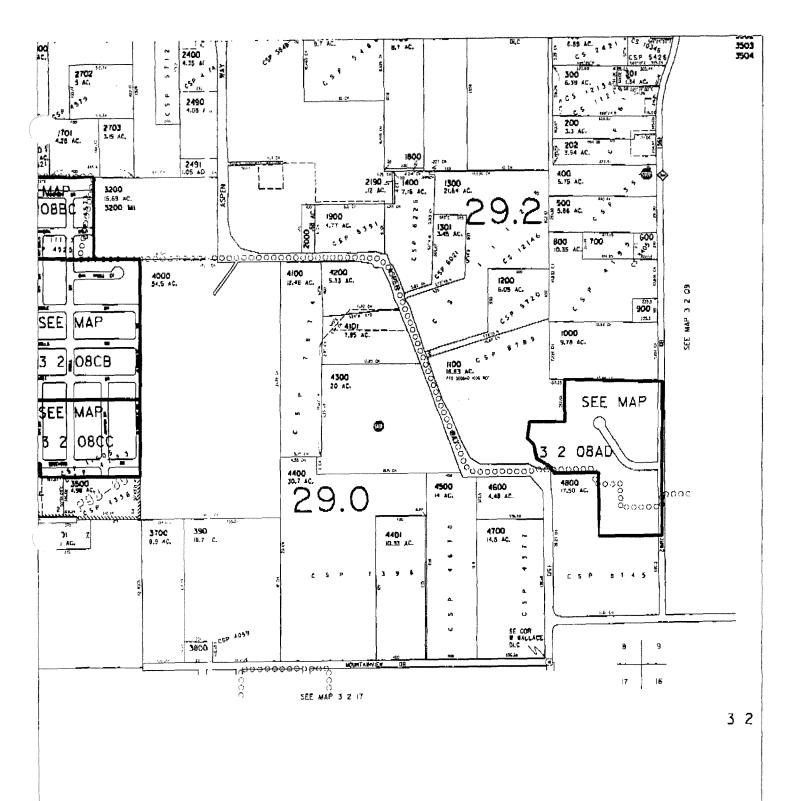
: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026199 MH APN I : MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF : 19.00 Bedrooms Lot Acres Bathrooms Living SF Lot SqFt : 827,640 1st FloorSF Foundation: Fireplace Fireplace2 2nd FloorSF Wall Matl 2nd+FloorSF Heat/AC Roof Matl Heat/AC 2 Cellar SF Root Shape Dishwasher **HsmtTotalSF** Floor Cvr Hood/Fan Basement Type: Floor Base Microwave Gurage SqFt Year Built Grbg Disp Gurage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

Units

Farm Building:





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## OWNERSHIP INFORMATION

: 026215 Purcel Number

R:02W T:03S S:08 Q: QQ:

Ref Parcel

: R3208 04400

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 1901 E Mountainview Dr Newberg 97132

Mail Addres (

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$6,561,412

Exempt Type

Mkt Structur

: \$124,716

Levy Code

: 29.0

Mkt Total

: \$6,686,128

06-07

Taxes: \$2.379.25

% Improved

05-06

Taxes: \$2,280.69

MEASURE: 0

04-05

Taxes: \$2,153.39

Assa Land Assd Struction 2 :\$13,225

:\$105,482

Assd Total

:\$136,417

#### PROPERTY DESCRIPTION

Thomas Brothers : 713 D5

Block: 2

Cen us

: Tract: 301.00

Zoni 1g

: 54 Farm Land, Unzoned

Special District

Neighborhood

: Ric6 City/Over 1 Acre Area 6

Lanc Use

: 541 Farm, Unzoned Farm Land, Improved

Lege!

: POTENTIAL ADDL TAX LIABILITY 30.70

: ACRES IN SEC 08 T3S R2W

Subc'vision/Plat

Parcel Number : 026215

MHAPNI: MHAPN3:

MH APN 2 : M00153915 MH APN 4

## PROPERTY CHARACTERISTICS

Bedrooms : 4 Building SF : 2,643 Lot Acres : 29,70 : 2.00 Lot SqFt : 1,293,732 **Bathrooms** Living SF : 2,643 : Sinj le Firepice 1st FloorSF : 1,245 Foundation : Concrete Fireplace

Fireplace: Single Fireplace: Ist FloorSF: 1,245

Fireplace2: I St y-chimney: 2nd FloorSF: Wall Matl: Bayel Wood

Heat/AC: Forced Air: 2nd+FloorSF: 858

Roof Matl: Comp Shingle

Cellar SF Roof Shape : Gable Heat/AC 2 Dishwashar BsmtTotalSF : 540 Floor Cvr : Carpet Hood/Fan Busement Type: Traditional Floor Base : Double Microwave Garage SqFt : 672 Year Built : 1902

Grbg Disp : Garage Type : Grg-att-unfin

Stat Class : 139 ONE STORY W/ATTIC/BSMNT

Lot APN

**Appliances** 

Plumb - Kitchen Sink

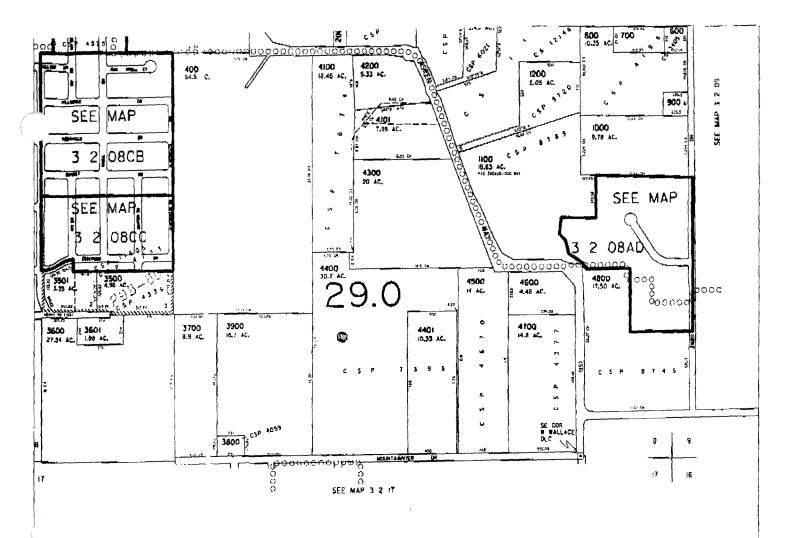
Mobile Home

ID Number : Dimensions :
Title : Skirt :

Make :

Farm Building: Units
General Purpos : Building 1,440
Greenhouse 1

Machine Shed 1,682 Multi-purpose ! hed 400





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FIDELITY NATIONAL TITLE COMPANY
THIS COPY OF ASSESSOR'S MAP IS
PROVIDED SOLELY TO ASSIST IN
LOCATING SUBJECT PROPERTY.
NO LIABILITY IS ASSUMED BY KEY
FOR DISCREPANCIES IN THIS MAP
AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

#### OWNERSHIP INFORMATION

Parcel Number : 375971

R:02W T:03SS:08Q: QQ:

Ref Parcel

: R3208 04401

Owner

: Springbrook Properties Inc

CoOwner

; *no Site Address*

Sue Address Mail Addres :

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender Loan Type : Seller : Seller

Sale Price Deed Type : \$76,700,000 : Warranty

Interest Rate

: Fixed

% Owned

: 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mki Land

; \$3,222,960

Exempt Type

Mki Structur.

Levy Code ; 29.0

: \$3,222,960

**06-0**7 Taxes: \$111.87

Mkt Total % Improved

05-06 Taxes: \$111.52

MEASURE: 0

04-05 Taxes: \$108.86

Assd Land

:\$6,415

Assd Structur ?

Assd Total

:\$6,415

#### PROPERTY DESCRIPTION

Thorras Brothers :

Cen: us

: Tract:

Block:

Zoni 1g

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

; Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega '

: POTENTIAL ADDL TAX LIABILITY 10.33

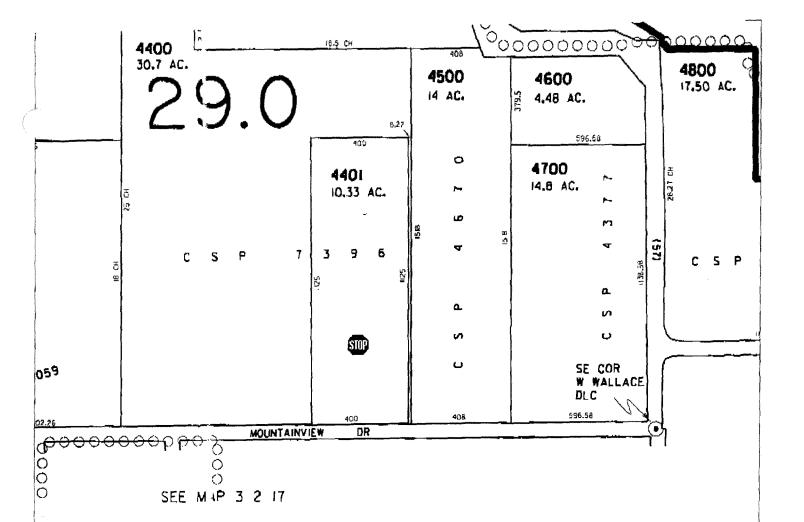
: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 375971 MH APN I MH APN 3 Lot APN MHAPN2: MH APN 4 : PROPERTY CHARACTERISTICS **Bedrooms** Building SF Lot Acres : 10.33 Bathrooms Living SF Lot SqF1 : 449,975 1st FloorSF Foundation: Fireplace Fireplace2 2nd FloorSF Wall Matl 2nd+FloorSF : Heav/AC Roof Matl Cellar SF Heat/AC 2 Roof Shape Dishwasher RsmtTotalSF Floor Cyr Hood/Fan Basement Type: Finished Floor Base Microwave Garage SqFt : Year Built Grbg Disp Garage Type : Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Skirt Title Make

<u>Units</u>

Farm Building.



4

FIDELITY NATIONAL TITLE COMPANY

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#### OWNERSHIP INFORMATION

Parcel Nun ber : 026251

R:02W T:03S S:08 Q: QQ:

Ref Parcel

: R3208 04500

Owner

: Springbrook Properties Inc

CoOwner .

Site Addres

: *no Site Address*

Muil Addre s

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferrec

: 10/31/2006

Loan Amount

: \$69,030

Document t

: 25137 Multi-parcel

Lender

: Seller

Sale Price Deed Type : \$76,700,000

Loan Type
Interest Rate

: Seller : Fixed

Deed Type : Warranty % Owned : 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$4,368,000

Exempt Type

Mkt Structu. e

Levy Code

: 29.0

Mkr Total : \$4,368,000

06-07 7

Taxes: \$151.63

% Improvec :

05-06

Taxes: \$151.14

MEASURE 50

04-05

Taxes: \$147.54

Assd Lund

....

Assd Structi re

:\$8,694

Assd Total

:\$8,694

#### PROPERTY DESCRIPTION

The mas Brothers :

Cei sus

: Tract

Block:

Zor-ing

: 54 Farm Land, Unzoned

Special District

Nei shborhood : RIc6 City/O

: RIc6 City/Over 1 Acre Area 6

Lai d'Use

: 540 Farm, Unzoned Farm Land, Vacant

Legal

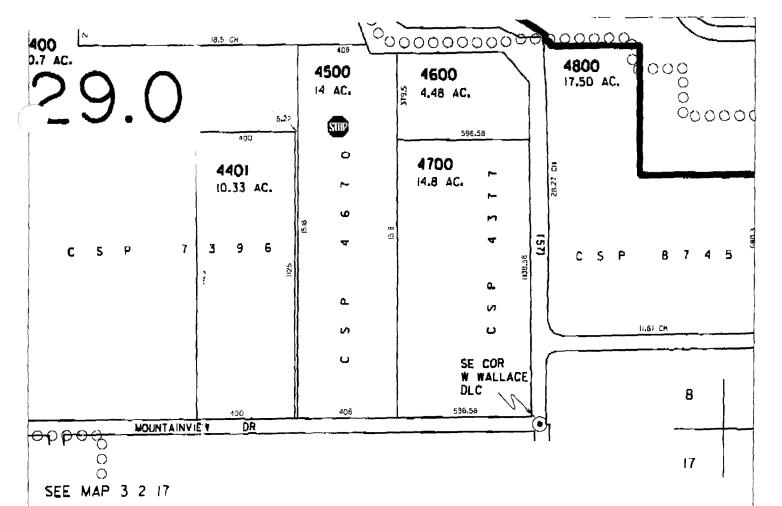
: POTENTIAL ADDL TAX LIABILITY 14.00

: ACRES IN SEC 08 T3S R2W

.

Sut division/Plat

Parcel Number : 02.6251 MH APN 1 : MH APN 3 Lot APN MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Bedrooms Lot Acres : 14.00 Bathrooms Living SF Lot SqFt : 609,840 Ist FloorSF Foundation: Fireplace Fireplace2 2nd FloorSF Wall Matl 2nd+FloorSF : Heat/AC Roof Matl Heat/AC 2 Cellar SF Roof Shape Dishwasher BsmtTotalSF Floor Cvr Hood/Fan Buvement Type: Traditional Floor Base Garage SqFt : Year Built Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class <u>Appliances</u> Mobile Home ID Number Dimensions Skirt Title Make Farm Building: <u>Units</u>



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#### OWNERSHIP INFORMATION

Parcel Nun ber : 026279

5:08R:02W T:03SQ:QQ:

Ref Parcel

: R3208 04600

Owner

: Springbrook Properties Inc

CoOwner

Site Addres

: 2913 N Aspen Way Newberg 97132 : PO Box 1060 Newberg Or 97132

Mail Addre x Telephone

: Owner ;

Tenant

#### SALES AND LOAN INFORMATION

Transferrea

: 10/31/2006

Loan Amount

: \$69.030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price Deed Type

: \$76,700,000 : Warranty

Loan Type Interest Rate : Seller : Fixed

% Owned

: 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$435,146

Exempt Type

Mkt Structu. e

: \$230,684

Levy Code

Mkt Total : \$665,830 : 29.0

% Improved : 35 06-07 Taxes: \$4,315.60 05-06 Taxes: \$4,176.19

MEASURE 50

04-05

Taxes: \$4,076.41

Assd Land :\$66,187 Assd Structi -e

:\$181,252

Assd Total

:\$247,439

## PROPERTY DESCRIPTION

Thi mas Brothers : 713 E4

Cei sus

: Tract: 301.00

Block: 2

Zoring.

: 40 No Significance

Special District

Nei thborhood

: RIc6 City/Over 1 Acre Area 6

Lar d Use

: 401 Tract, Improved

Leg 1/

: 4.48 ACRES IN SEC 08 T3S R2W

Sut livision/Plat

Lot APN

Parcel Number : 026279

MH APN 1 MH APN 3

MH APN Z MH APN 4

PROPERTY CHARACTERISTICS

Bedrooms : 4 Building SF : 3,090 Lot Acres

Bathrooms Living SF : 3,090 : 3,5 Lot SqFt

Fireplace : Stacked 1st FloorSF : 1,090 Foundation : Concrete Wall Matl 2nd FloorSF : 910 : Bevel Wood Fireplace2

2nd+FloorSF : : Wood Shingle Heat/AC : For ed Air Roof Matl

Heat/AC 2 Cellar SF Roof Shape : Gable BsmtTotalSF : 1,090 Floor Cvr : Carpet Dishwasher

Hood/Fan Basement Type: Finished Floor Base : Double Year Built : 1972

Garage SqFt : 420 Microwave Grbg Disp Garage Type : Grg-att Lo Cst

Stat Class : 154 TWO STORY W/BSMNT

<u>Appliances</u>

Kit Appl - Bas : Appl Set Plumb - Kitchen Sink

Mobile Home

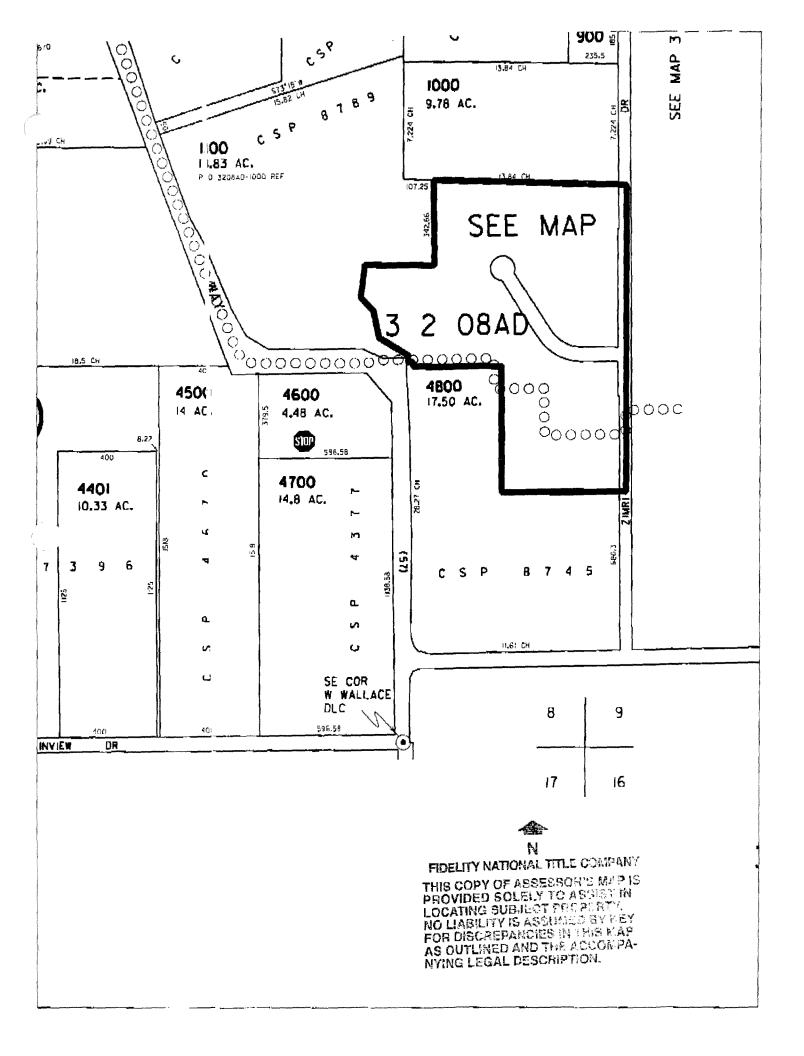
ID Number Dimensions

Title Skirt

Make

Farm Buildings <u>Units</u> 864

General Purpos Building



#### OWNERSHIP INFORMATION

Parcel Number: : 026331

R:02W T:03S S:08 Q:QQ:

Ref Parcel

; R3208 04700

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type

: Warranty

Vesting Type

% Owned

: 100

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$4,617,600

Exempt Type

Mkt Structure

Levy Code

: 29.0

Mki Total

06-07

: \$4,617,600 % Improved

Taxes: \$206.98 Taxes : \$206.30 05-06

MEASURE 5:

04-05

Taxes: \$201.28

Assd Land

Assd Structure

:\$11,868

Assd Total

:\$11,868

## PROPERTY DESCRIPTION

Thon as Brothers :

Cens is

: Tract :

Block:

Zoni g

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: Rlo6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 14.80

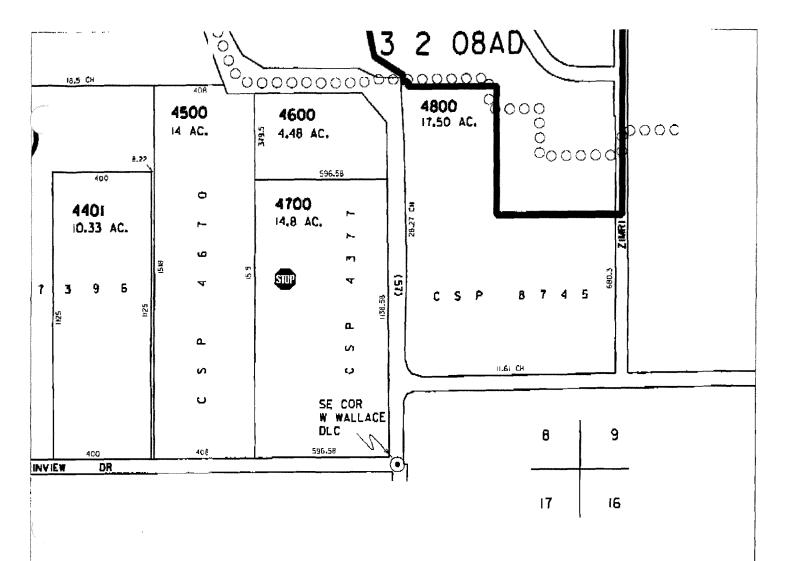
: ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 026331 Lot APN MH APN 1 MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Bedrooms Building SF Lot Acres : 14.80 Lot SqFt : 644,688 Bathrooms Living SF Foundation Ist FloorSF Fireplace Wall Matl Fireplace2 2nd FloorSF 2nd+FloorSF : Roof Matl Heat/AC HeavAC 2 Cellar SF Roof Shape BsmtTotalSF Floor Cvr Dishwasher Floor Base Hood/Fan Basement Type: Year Built Microwave Garage SqFt Garage Type Grbg Disp Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

Units

Farm Buildings





# N FIDELITY NATIONAL TITLE COMPANY

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# OWNERSHIP INFORMATION

Parcel Numb  $\tau = 026386$ 

R: 02W T: 03S S: 08 Q:QQ:

Ref Parcel

: R3208 04800

Owner

: Springbrook Properties Inc

CoOwner.

; *no Site Address*

Site Address Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price Deed Type

: \$76,700,000 : Warranty

Loan Type Interest Rate

: Seller : Fixed

% Owned

: 100

Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$4,914,000

Exempt Type

Mki Structur.

Levy Code

: 29.0

Mkt Total

**06-07** 

Taxes: \$171.84

: \$4,914,000 % Improved

05-06 Taxes: \$171.27

MEASURE : 0

04-05

Taxes: \$167.44

Assd Land

:\$9,853

Assd Structus e

Assd Total

:\$9,853

## PROPERTY DESCRIPTION

Thomas Brothers :

Cen rus

: Tract :

Block:

Zon ng

: 54 Farm Land, Unzoned

Spe ial District

Nei; hborhood

: RIc6 City/Over 1 Acre Area 6

Lan 1 Use

: 540 Farm, Unzoned Farm Land, Vacant

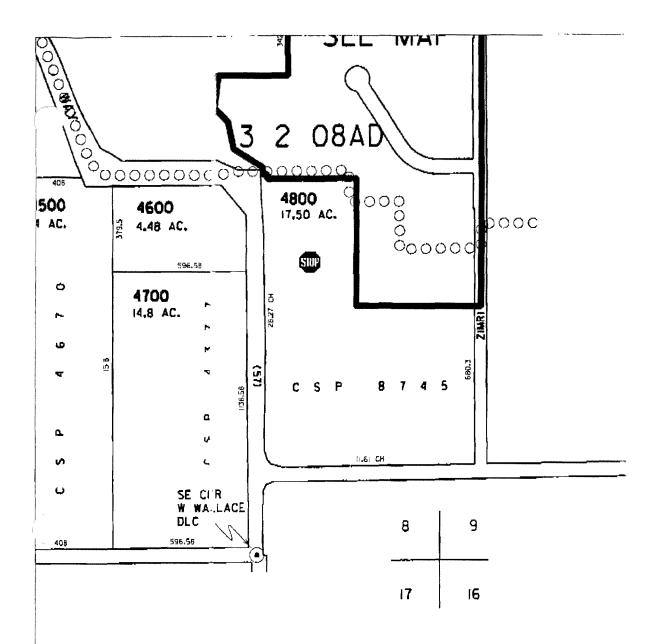
Legal

: POTENTIAL ADDL TAX LIABILITY 17.50

: ACRES IN SEC 08 T3S R2W

Sub-livision/Plat

Parcel Number : 026386 Lot APN MH APN I MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Lot Acres : 17.50 Bedrooms Living SF Lot SqFt : 762,300 Bathrooms 1st FloorSF Foundation: Fireplace 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF Rooj Matl Heat/AC Heat/AC 2 Çellar SF Roof Shape **BsmtTotalSF** Floor Cvr Dishwasher Floor Base Hood/Fan Basement Type: Traditional Microwave Garage SqFt Year Built Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class <u>Appliances</u> Mobile Home ID Number Dimensions Title Skirt * Make Farm Buildings Units



3 2 08



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#### OWNERSHIP INFORMATION

Parcel Numi er : 025207

R:02W T:03S S:08 Q: NE*QQ* : SE

Ref Parcel

: R3208AD 00900

Owner

: Springbrook Properties Inc

CoOwner Site Address

: 2904 N Aspen Way Newberg 97132

Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 09/29/2006

Loan Amount

Document #

: 22553 Multi-parcel

Lender Loan Type

Sale Price Deed Type

: \$4,000,000 : Warranty

Interest Rate

% Owned : 100

Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$267,989

Exempt Type

Mkt Structur ·

Levy Code : 29.2

Mkt Total : \$267,989 06-07 Taxes: \$2,012.32

% Improved

05-06 Taxes: \$1,961.23

MEASURE 0 Assd Land

04-05

Taxes: \$1,912.41

:\$106,783 Assd Structu e :\$47.347

Assd Total :\$154,130

#### PROPERTY DESCRIPTION

Tho-nas Brothers : 713 E4

Cer. sus

: Tract: 301.00

Block: 3

Zon ng

: 40 No Significance

Spe ial District Nei; hborhood

: 0006 Rural Newberg

Lan 1 Use

: 400 Tract, Vacant

Legul

: 1.36 ACRES IN SEC 08 T3S R2W

Subdivision/Plat

Parcel Number : 025207 Lot APN MH APN I : MH APN 3 MHAPN2: MH APN 4 PROPERTY CHARACTERISTICS : 1.36 **Building SF** Lot Acres **Bedrooms** Living SF Lot SqFt : 59,242 Bathrooms 1st FloorSF Foundation Fireplace 2nd Floor\$F Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Roof Shape : Floor Cvr **BsmtTotalSF** Dishwasher Floor Base Hood/Fan Basement Type: Year Built Garage SqFt Microwave Grbg Disp Garage Type : *UNKNOWN \$TAT CLASS* Stat Class **Appliances** 

Mobile Home

ID Number

Dimensions

Title

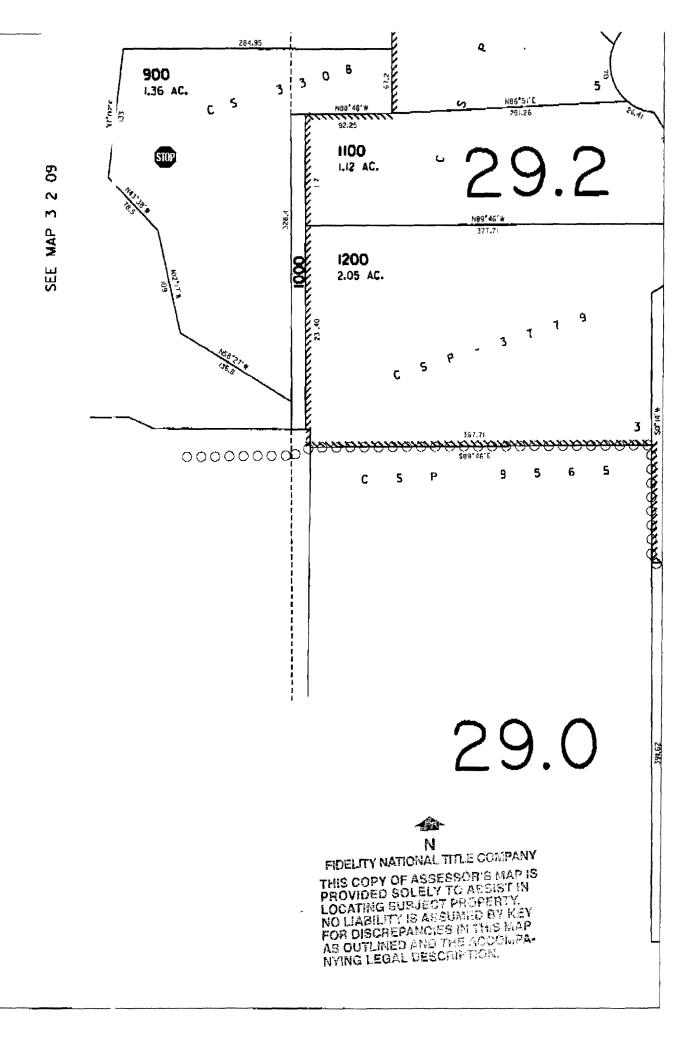
Skirt

11110

Make :

Units

Farm Building:



# OWNERSHIP INFORMATION

Parcel Numbe : 025298 R:02W T:03SS:08 Q: NEQQ: SE

Ref Parcel

: R3208AD 01600

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: 2705 NE Zimri Dr Newberg 97132 : PO Box 1060 Newberg Or 97132

Mail Address Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Şeller : Fixed

Deed Type

: Warranty

Interest Rate

% Owned

: 100

Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$278,164

Exempt Type

Mkt Structure

: \$149,748 : \$427,912

Mkt Total

Levy Code : 29.0

06-07 Taxes: \$3,776.57

% Improved

05-06

04-05

Taxes: \$3,654.58

Taxes: \$3,567.27

MEASURE 50

: 35

Assd Land

:\$95,153

Assd Structure

:\$121,380

Assd Total

:\$216,533

#### PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

: Tract: 301.00

Block:3

Cens is Zonii g

: 10 No Significance

Spec al District

Neig. borhood

: Rlc6 City/Over 1 Acre Area 6

Lana Use

: 101 Res,Improved

Lega

: 2.02 ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number 025298

MH APN 1

MH APN 3

Lot APN

MH APN 2

MH APN 4

# PROPERTY CHARACTERISTICS

**Bedrooms** 

: 4

Building SF

: 2,181

Lot Acres

Bathrooms

; 3.00

Living SF

: 2,181

Lot SqFt

Foundation : Concrete

Fireplace

: Stack d

1st FloorSF

: 1,468

Wall Matl

Fireplace2

2nd FloorSF

Roof Matl

: T-iii : Comp Shingle

HeaVAC Heat/AC 2 : Force I Air

2nd+FloorSF : Cellar SF

Roof Shape : Gable

Dishwasher

: Yes : Yes BsmtTotalSF : 713

Floor Cvr Floor Base

: Carpet : Double

Hood/Fan Microwave Basement Type: Finished Garage SqFt : 592

Year Built

: 1972

Grbg Disp

: Yes

Garage Type : Grg-att-unfin

Stat Class

: 142 ONE STORY W/BSMNT

Appliances

Plumb - Kitcher Sink

Mobile Home

ID Number

Dimensions

Title

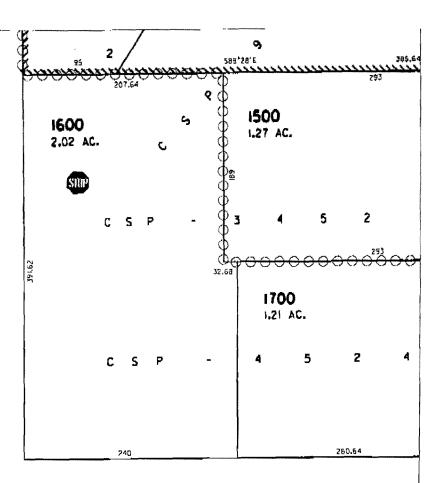
Skirt

Make

Farm Buildings

<u>Units</u>

29.0



SEE MAP 3 2 09



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#### OWNERSHIP INFORMATION

Parcel Number : 025305 R: 02W T: 03S S: 08 Q: NEQQ: SE

Ref Parcel

: R3208AD 01700

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

: Warranty

Interest Rate

% Owned : 100 Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$148,689

Exempt Type

Levy Code : 29.0

Mkt Structure

: \$148,689

Mkt Total

06-07

Taxes: \$757.93

% Improved

05-06 04-05

Taxes: \$733.45 Taxes: \$715.93

MEASURE 5)

Assd Land

:\$43,458

Assd Structur:

Assd Total

:\$43,458

#### PROPERTY DESCRIPTION

Thoreas Brothers :

Census

: Tract:

Block:

Zoning

: 10 No Significance

Spec al District

Neig aborhood

: Rlc6 City/Over 1 Acre Area 6

Lanc Use

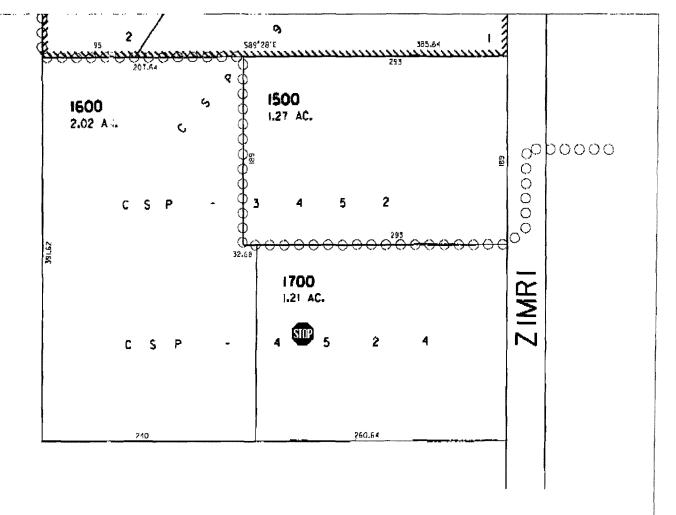
: 100 Res, Vacant

Lega'

: 1.16 ACRES IN SEC 08 T3S R2W

Suba vision/Plat

Parcel Number : 025305 Lot APN MH APN I MH APN 3 MH APN 4 MH APN 2 PROPERTY CHARACTERISTICS Building SF Lot Acres **Bedrooms** Lot SqFt Living SF Bathrooms 1st FloorSF Foundation: Fireplace Wall Matl 2nd FloorSF Fireplace2 Roof Matl Heat/AC 2nd+FloorSF : Heat/AC 2 Cellar SF Roof Shape Floor Cvr BsmtTotalSF : Dishwasher Basement Type: Finished Floor Base Hood/Fan Year Built Garage SqFt Microwave Garage Type Grbg Disp Stat Class : *UNKNOWN STAT CLASS* Appliances Mobile Home Dimensions ID Number : Skirt Title Make Farm Buildings <u>Units</u>



j

-426

1

FIDELITY NATIONAL TITLE COMPANY THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUSCIECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

#### OWNERSHIP INFORMATION

Parcel Number: : 025957

R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 02600

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 3313 E Mountainview Dr Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$1,253,954

Exempt Type

. 40.4

Mkt Structure

M1 952 054

Levy Code

: 29.0

Mkt Total : \$

: \$1,253,954

06-07 Taxes: \$122.74 05-06 Taxes: \$122.33

% Improved :

04-05 T

Taxes: \$119.51

MEASURE 5

Assd Land :\$7.0

Assd Structure

:\$7,037

Assd Total

:\$7,037

#### PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

. .

Cens 1s

: Tract: 301.00

Block: 3

Zoni. g

: 54 Farm Land, Unzoned

Spec al District

Neignborhood

: 0006 Rural Newberg

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 19.28

: ACRES IN SEC 09 T3S R2W

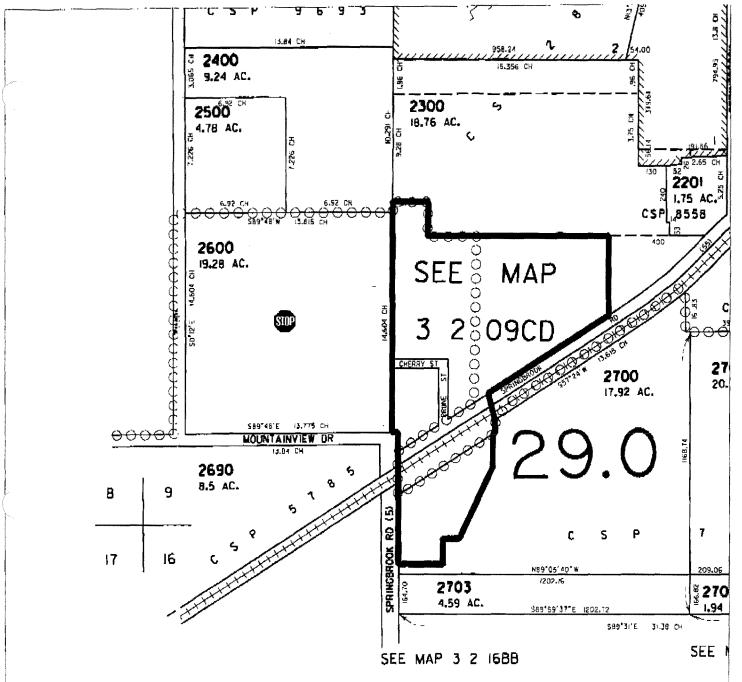
;

Suba vision/Plat

Parcel Number : 025957 Lot APN MH APN I MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Lot Acres : 19.28 Bedrooms Building SF Living SF Lot SqFt : 839,837 Bathrooms 1st FloorSF Foundation Fireplace 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Roof Shape Floor Cvr Dishwasher **BsmtTotalSF** Hood/Fan Basement Type: Low-cost Floor Base : Garage SqFt Year Built Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

<u>Units</u>

Farm Buildings



REVISED 7-28-05 3H



# N FIDELITY NATIONAL TITLE COMPANY

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#### OWNERSHIP INFORMATION

Parcel Number : 025975

R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 02690

Owner

: Springbrook Properties Inc

CoOwner

: *no Site Address*

Site Address Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned : Warranty

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mki Land

: \$515,116

Exempt Type

evy Code : 29.0

Mkt Structure

: \$515,116

Levy Code 06-07 T

Taxes: \$3,367.07

Mkt Total : % Improved :

. 0313,110

05-06

Taxes: \$3,258.30

MEASURE 5

04-05

Taxes: \$3,180.45

Assd Land

Assd Structur !

:\$193,054

Assd Total

:\$193,054

#### PROPERTY DESCRIPTION

Thomas Brothers :

Cen: us

: Tract:

Block:

Zoning

: 30 No Significance

Spec_al District

Neig sborhood

: Ind6 Industrial Area 6

Lanc Use

: 300 Ind, Vacant

Lege!

: 8.50 ACRES IN SEC 09 T3S R2W

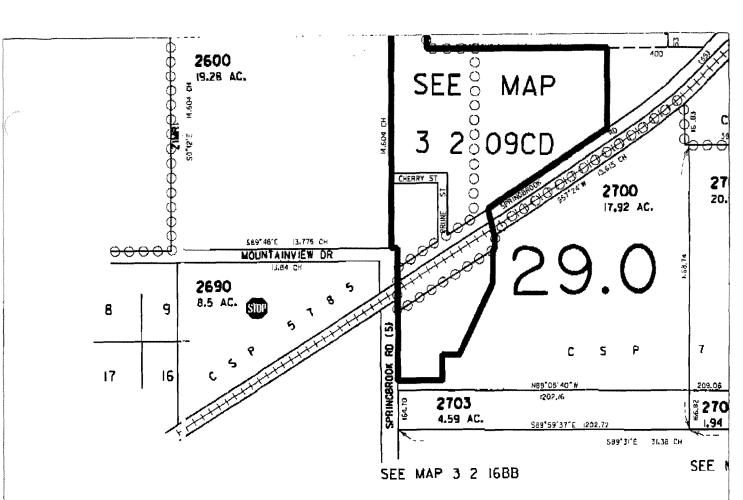
.

Subs vision/Plat

Parcel Number : 025975 Lot APN MH APN I MH APN 3 MH APN 4 MH APN 2 PROPERTY CHARACTERISTICS Building SF Lot Acres : 8.50 **Bedrooms** Lot SqFt : 370,260 Living SF Bathrooms Foundation 1st FloorSF Fireplace Wall Matl Fireplace2 2nd FloorSF 2nd+FloorSF : Roof Matl Heat/AC Cellar SF Root Shape Heat/AC 2 BsmtTotalSF Floor Cvr Dishwasher Floor Base Hood/Fan Basement Type: Low-cost Year Built Microwave Garage SqFt Garage Type Grbg Disp Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Skirt Title Make

Units

Farm Buildings



REVISED 7-28-05 8 4



# FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

# OWNERSHIP INFORMATION

Parcel Number : 025993 R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 02700

Owner |

: Springbrook Properties Inc

CoOwner .

Site Address

: 3812 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type % Owned

: Warranty : 100

Interest Rate Vesting Type

: Corporation

# ASSESSMENT AND TAX INFORMATION

Mk! Land Mkt Structure : \$1,109,043

Exempt Type

: \$2,700

Levy Code

: 29.0

Mkt Total

: \$1,111,743

06-07

Taxes: \$297.67

% Improved

05-06

Taxes: \$294.97

MEASURE 5 !

04-05

Taxes: \$289.56

Assd Land

:\$14,368

Assd Structure

:\$2,700

Assd Total

:\$17,068

## PROPERTY DESCRIPTION

Thon as Brothers : 713 F5

Cens.is

: Tract: 301.00

Block: 3

Zoni. 😿

: 53 Industrial

Spec al District

Neignborhood

: 0006 Rural Newberg

Lanc Use

: 531 Farm, Ind Zone, Improved

Lega

: POTENTIAL ADDL TAX LIABILITY 17.92

: ACRES IN SEC 09 T3S R2W

Suba vision/Plat

Parcel Number : 025993

MH APN I :

MH APN 3

Lot APN

MH APN 2

MH APN 4

# PROPERTY CHARACTERISTICS

Bedrooms :

Building SF :

Lot Acres : 17.92

Bathrooms :

Living SF :

Lot SqFt : 780,595
Foundation :

Fireplace :
Fireplace2 :
Heat/AC :

2nd FloorSF :
2nd+FloorSF :
Coller SF

Wall Matl : Roof Matl :

Heat/AC 2 : Dishwasher : Hood/Fan : Microwave :

Cellar SF :
BsmtTotalSF :

Roof Shape :
Floor Cvr :
Floor Base :

Basement Type: Low-cost
Garage SqFt:

Year Built :

Grbg Disp :

Garage Type :

Stat Class

: 300 FARM BLDGS

**Appliances** 

Mobile Home

ID Number :

Dimensions :

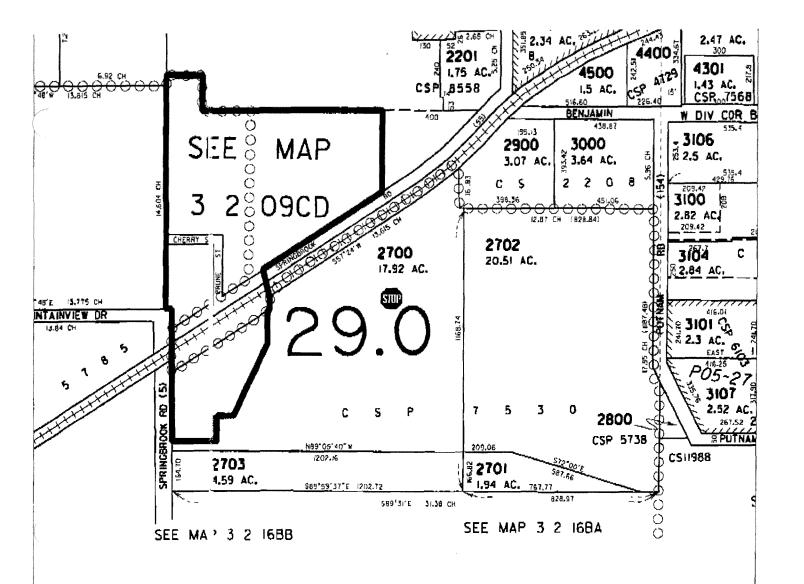
Title :

Skirt

Make

Farm Buildings
Machine Shed

<u>Units</u> 1,**80**0



# M.

# FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

# OWNERSHIP INFORMATION

Parcel Number : 375980

R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 02701

**Owner** 

: Springbrook Properties Inc

CoOwner .

Site Address

: NE Putnam Rd

Mail Addres:

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate

: Fixed

% Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$416,735

Exempt Type

Mkt Structure

Levy Code

: 29.0

Mkt Total

: \$416,735

06-07 Taxes: \$20,00

05-06

Taxes: \$19.93

% Improved MEASURE 50

:\$1,147

04-05 Taxes: \$19.46

Assd Land Assd Structur !

Assd Total

:\$1,147

#### PROPERTY DESCRIPTION

Thoras Brothers

: 713 G5

: Tract :

Block:

Cent us Zoni 1g

: 54 Farm Land, Unzoned

Spec-al District

Neigaborhood

: Rlc6 City/Over | Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

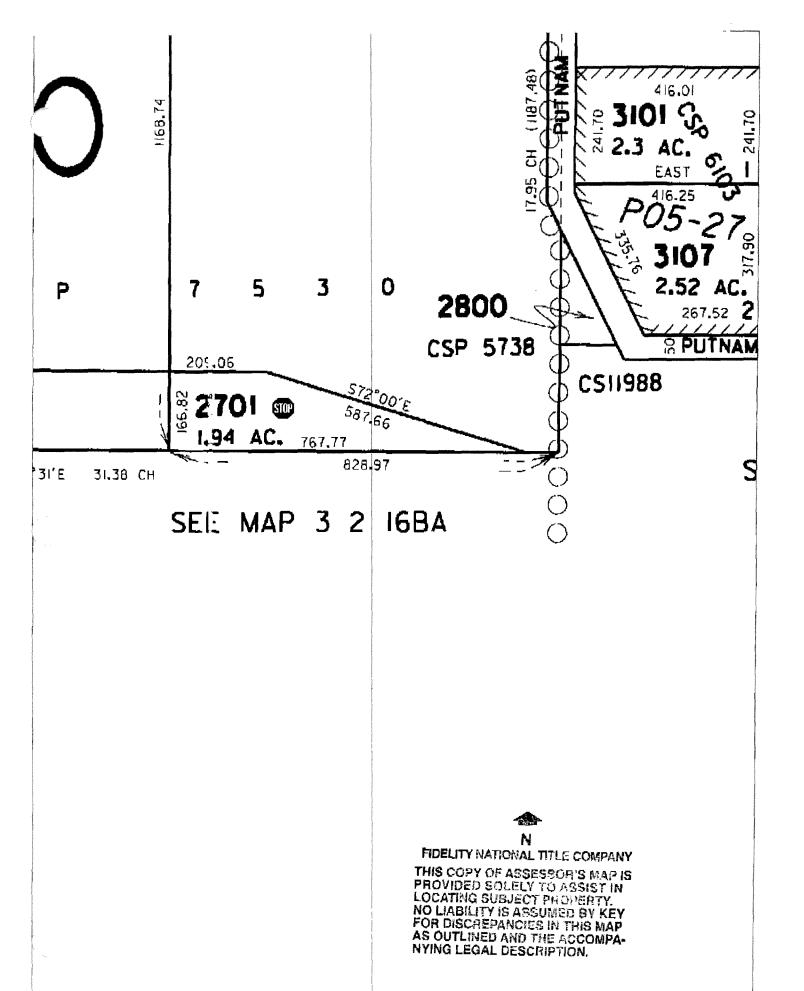
Lega '

: POTENTIAL ADDL TAX LIABILITY 1.94

: ACRES IN SEC 09 T3S R2W

Sube vision/Plat

Parcel Number : 375980	0	
MH APN ) :	MH APN 3	Lot APN :
MH APN 2 :	MH APN 4	
	anonanau ou an actionic	
	PROPERTY CHARACTERIS	rrics
Bedrooms ;	Building SF :	Lot Acres : 1.94
Bathrooms :	Living SF :	Lot SqFt : 84,506
Fireplace :	1st FloorSF :	Foundation :
Fireplace2	2nd FloorSF :	Wall Matl :
Heat/AC :	2nd+FloorSF :	Roof Matl :
Heat/AC 2 :	Cellar SF :	Roof Shape :
Dishwasher :	BsmtTotalSF :	Floor Cvr :
Hood/Fan :	Basement Type: Finished	Floor Base :
Microwave ;	Garage SqFt :	Year Built :
Grbg Disp :	Garage Type :	
<i>.</i>		VN STAT CLASS*
<u>Mobile Home</u>		
ID Number :	Dimensions :	
Title :	Skirt :	
Make :		
Farm Buildings	<u>Units</u>	
		Profile-Page 2 of 2



# OWNERSHIP INFORMATION

Parcel Numb r : 382240 R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 02702

Owner

: Springbrook Properties Inc

CoOwner.

Site Address

: NE Putnam Rd

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned

: Warranty

Vesting Type

: Corporation

: 100

# ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$4,160,708

Exempt Type

: 29.0

Mkt Structure

: \$4,160,708

Levy Code

Mkt Total % Improved

06-07 Taxes: \$138.52 05-06 Taxes: \$138.07

MEASURE 5

04-05

Taxes: \$135.05

Assd Land

Assd Structur

:\$7,941

Assd Total

:\$7,941

# PROPERTY DESCRIPTION

Thoras Brothers : 713 G5

: Tract:

Block:

Cens. is Zoni 1g

: 54 Farm Land, Unzoned

Spec al District

Neig sborhood

: Rlc6 City/Over | Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

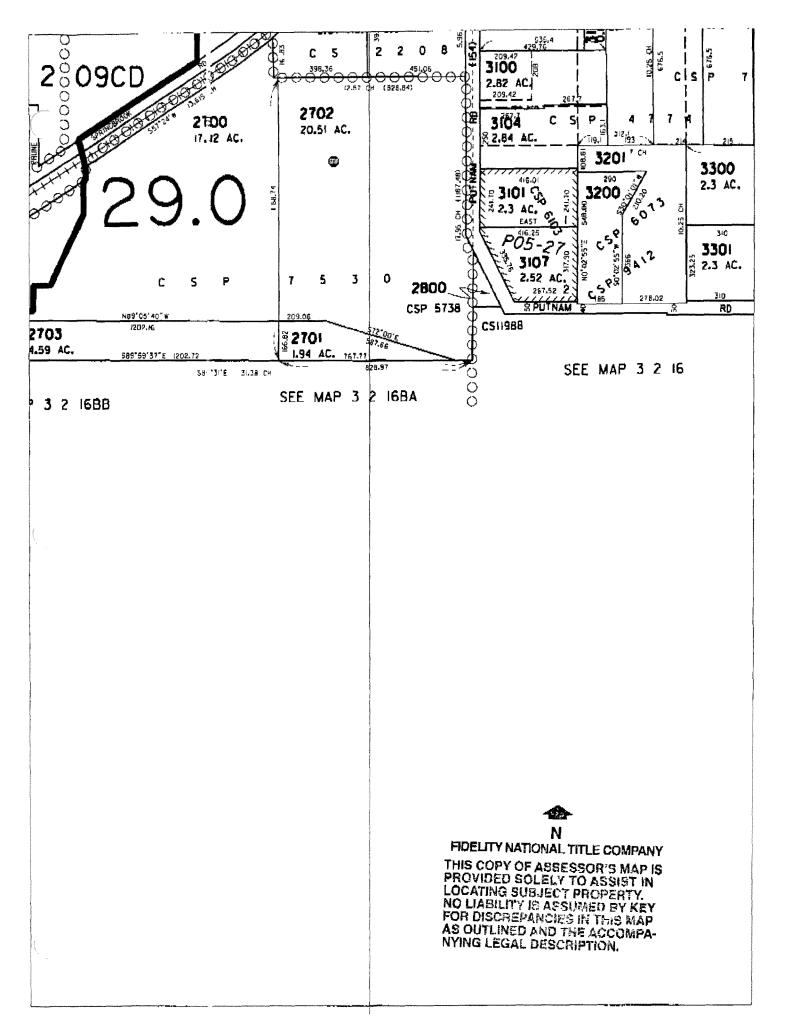
Lega

: POTENTIAL ADDL TAX LIABILITY 20.51

: ACRES IN SEC 09 T38 R2W

Suba vision/Plat

Parcel Number : 382240	•	
MH APN 1 :	MH APN 3	Lot APN ;
MH APN 2 :	MH APN 4	
	PROPERTY CHARACTERIS	TICS
Bedrooms :	Building SF :	Lot Acres : 20.51
Bathrooms :	Living SF :	Lot SqFt : 893,416
Fireplace :	Ist FloorSF :	Foundation :
Fireplace2	2nd FloorSF :	Wall Matl
Heat/AC :	2nd+Floor\$F :	Roof Matl :
Heat/AC 2	Cellar SF :	Roof Shape :
Dishwasher :	BsmtTotalSF :	Floor Cvr :
Hood/Fan :	Basement Type: Unfinished	Floor Base :
Microwave :	Garage SqFt :	Year Built :
Grbg Disp :	Garage Type :	
		'N STAT CLASS*
<u>Appliances</u>		
<u>Appliances</u>		
<u>Appliances</u> <u>Mobile Home</u>		
	Dimensions :	
<u>Mobile Home</u>	Dimensions : Skirt :	
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<u>Mobile Home</u> ID Number : Title : Make :	Skiri :	Profile-Page 2 of 2



#### OWNERSHIP INFORMATION

Parcel Number : 403502

R:02W T:03S S:09

QQ:

Ref Parcel

: R3209 02703

Owner

: Springbrook Properties Inc

CoOwner.

: *no Site Address*

Site Address Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Q:

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type % Owned

: Warranty

: 100

Interest Rate Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$297,884

Exempt Type

: 29.0

Mkt Structure

Levy Code

Mkt Total

: \$297,884

06-07

Taxes: \$49.60

% Improved

05-06

Taxes: \$49.42

MEASURE 5

Assd Land

:\$2,844

Assd Structur

04-05

Taxes: \$48.28

Assd Total

:\$2,844

PROPERTY DESCRIPTION

Thon as Brothers :

Cens 4s

: Tract :

Block:

Zoni ig

Spec al District

: 53 Industrial

Neig sborhood

: 0006 Rural Newberg

Lanc Use

: 530 Farm, Ind Zone, Vacant

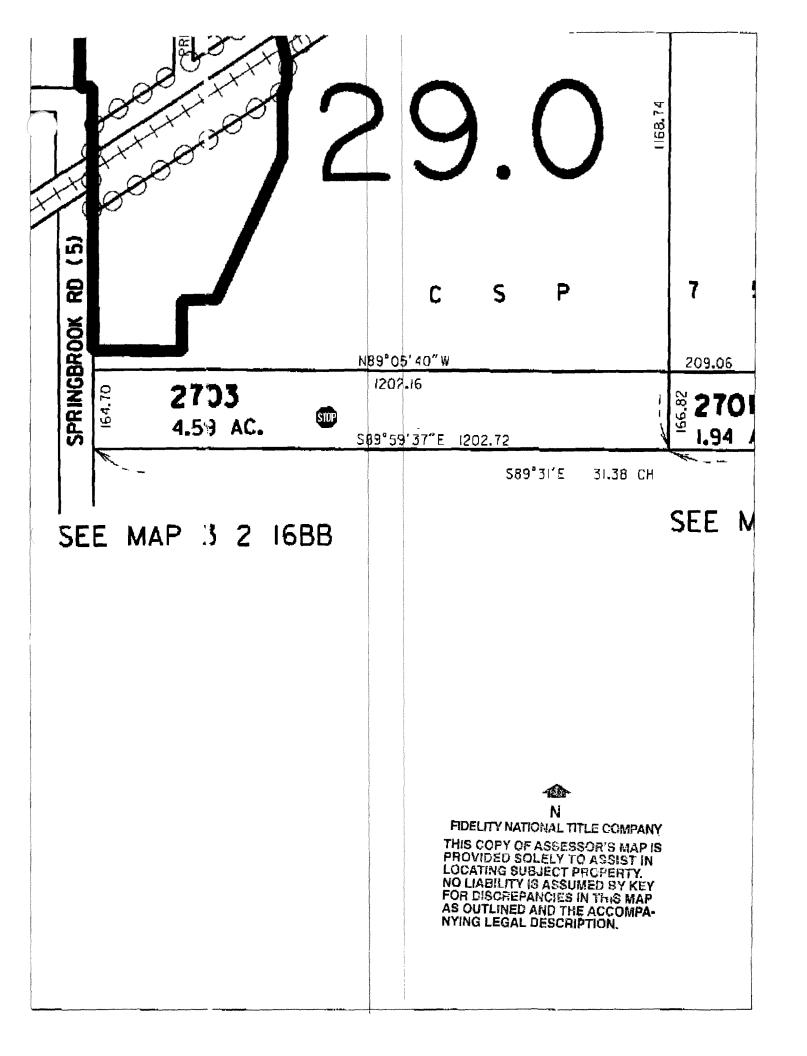
Lega

: POTENTIAL ADDL TAX LIABILITY 4.58

: ACRES IN SEC 09 T38 R2W

Suba-vision/Plat

Parcel Number : 403502	Model Annual Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control	
MH APN 1 :	MH APN 3 :	Lot APN ;
MH APN 2	MH APN 4	
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	PROPERTY CHAR	ACTERISTICS
Bedrooms :	a.u.u. ve	( of 4 A 50
Bedrooms : Bathrooms :	Building SF : Living SF :	Lot Acres : 4.58 Lot SqFt : 199,505
Fireplace ;	Ist FloorSF :	Foundation :
Fireplace2 :	2nd FloorSF :	Wall Matl :
Heat/AC :	2nd+FloorSF :	Roof Matl :
Heat/AC 2 :	Cellar SF :	Roof Shape :
Dishwasher :	BsmtTotalSF :	Floor Cvr :
Hood/Fan :	Basement Type :	Floor Buse :
Microwave :	Garage SqFt :	Year Built :
Grbg Disp :	Garage Type :	
		UNKNOWN STAT CLASS*
	100	
<u>Appliances</u>		
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Title	Skirt	•
Make		
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Farm Buildings	<u>Units</u>	
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		Profile-Page 2 of 2
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		;



# OWNERSHIP INFORMATION

Parcel Number : 026028

R: 02W = T: 03S = S: 090: QQ:

Ref Parcel

: R3209 02900

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 29000 NE Benjamin Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$775,850

Exempt Type

: 29.0

Mkt Structure Mkt Total : \$775,850 Levy Code

06-07 Taxes: \$8.06

% Improved

05-06 Taxes: \$8.03

MEASURE 5)

04-05

Taxes: \$7.85

Assd Land :\$462

Assd Structur

Assd Total

:\$462

# PROPERTY DESCRIPTION

Thor as Brothers : 713 F4

Cent 25

; Tract: 301.00

Block: 3

Zoning

: 54 Farm Land, Unzoned

Spec al District

Neigaborhood

; Rlc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

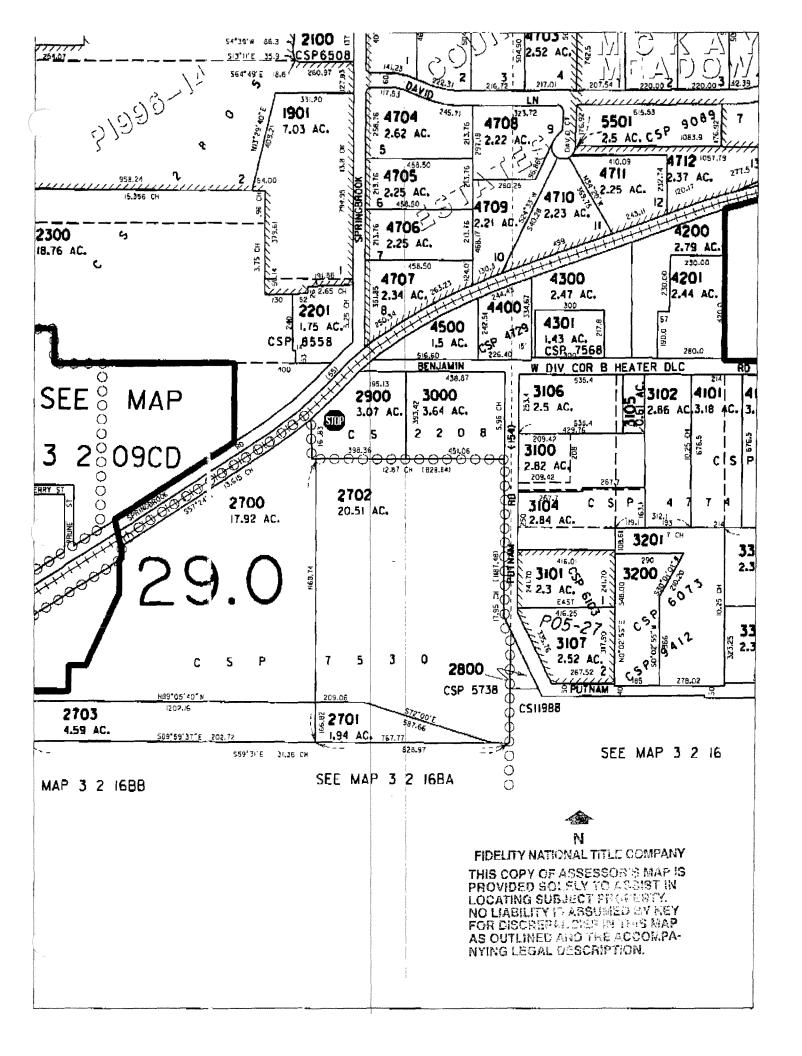
Lega'

: POTENTIAL ADDL TAX LIABILITY 3.07

: ACRES IN SEC 09 T3S R2W

Subc vision/Plat

MH API MH API		MH APN 3 : MH APN 4 :	Lot APN :	
		PROPERTY CHARACTE	RISTICS	
Bedrooms	:	Building SF :	Lot Acres : 2.07	
Bathrooms	:	Living SF :	Lot $SqFt = :90,169$	
Fireplace	:	1st FloorSF :	Foundation :	
Fireplace2	:	2nd FloorSF :	Wall Matl :	
Heat/AC	:	2nd+FloorSF :	Roof Matl :	
Heat/AC 2	:	Cellar SF :	Roof Shape :	
Dishwasher	;	BsmiTotalSF :	Floor Cvr :	
Hood/Fan	:	Basement Type: Low-cos	t Floor Base :	
Alcrowave	:	Garage SyF1 :	Year Built :	
orby Disp	<b>:</b>	Garage Type :		
		Stat Class : *UNKN	OWN STAT CLASS*	
<u>Applia</u>	<u>nces</u>			
<u>Applia</u>	<u>nces</u>	;		
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<u>Mobile</u> ID Nun Title Make	<u>e Home</u> nber	Dimensions	:	
<u>Mobile</u> ID Nun Title Make	<u>e Home</u> nber	Dimensions Skirt	: :	
<u>Mobile</u> ID Nun Title Make	<u>e Home</u> nber	Dimensions Skirt		
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<u>Mobile</u> ID Nun Title Make	<u>e Home</u> nber	Dimensions Skirt	Profile-Page 2 of 2	



# OWNERSHIP INFORMATION

Parcel Number : 026046

R:02W T:03S S:09 Q: QQ:

Ref Parcel

: R3209 03000

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 29100 NE Benjamin Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type % Owned : Warranty : 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$236,043

Exempt Type

Mkt Structure

: \$259,751

Levy Code : 29.2

Mkt Total
% Improved

: \$495,794

06-07 Taxes: \$3,801.43

% Improved : 52

05-06 Taxes: \$3,704.90

MEASURE 51

04-05

Taxes: \$3,612.69

Assd Land

:\$94,051

Assd Structur Assd Total :\$197,112 :\$291,163

# PROPERTY DESCRIPTION

Thon as Brothers : 713 G4

Cens as

: Tract: 301.00

Block: 3

Zoni. g

: 40 No Significance

Spec al District

Neig sborhood

: 0006 Rural Newberg

Lanc Use

: 401 Tract, Improved

Lega

: 3.64 ACRES IN SEC 09 T3S R2W

:

Suba-vision/Plat

Parcel Number : 026046

MH APN 1 :

MH APN 3

Lot APN

MH APN 2 :

MH APN 4

## PROPERTY CHARACTERISTICS

Bedrooms :3

Building SF : 3,240

Lot Acres : 3.64

Bathrooms: 2.00

Living SF : 3,240

Lot SqFt : 158,558

Fireplace : Sing. : Fireplace

lst FloorSF : 1,620
2nd FloorSF :

Foundation : Conc Block

Wall Matl : Bevel Alum

Fireplace2 Heat/AC

: Heat Pump 2nd+FloorSF :

Roof Matl

: Wood Shake

Heat/AC 2

Çellar SF

Roof Shape Floor Cvr

: Gable : Carpet

Dishwasher: Yes
Hood/Fan: Yes

BsmiTotalSF : 1,620

Basement Type: Finished

Floor Base : Double

Microwave :

Garage SqFt : 576

Year Built : 1979

Grbg Disp :

Garage Type : Grg-att-unfin

Stat Class

: 142 ONE STORY W/BSMNT

**Appliances** 

Kit Appl - Sgl (wen Kit Appl - Cooktop Plumb - Kitche, Sink

Mobile Home

ID Number

Dimensions

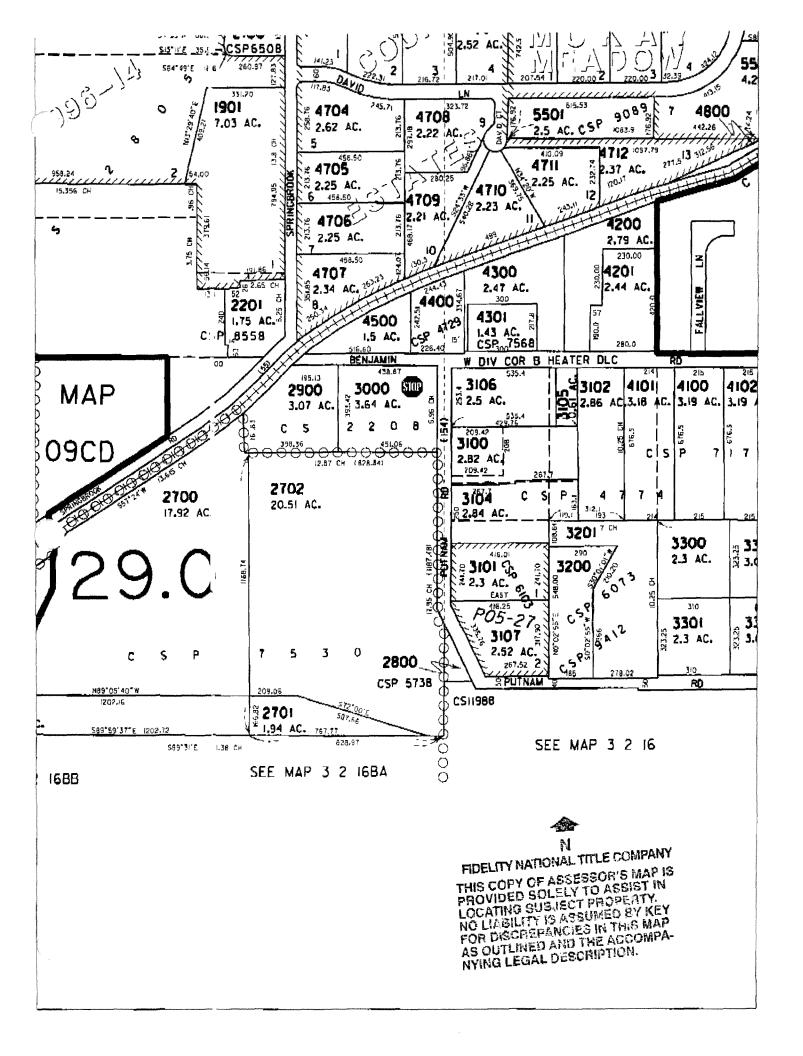
Title :

Skirt

Make :

Farm Buildings

Units



#### OWNERSHIP INFORMATION

Parcel Number : 026661

R:02W T:03S S:09Q:SWQQ: SE

Ref Parcel

: R3209CD 00100

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: 3709 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69.030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mki Land

: \$614,868

Exempt Type

Mkt Structure

: \$252,815

Mki Total : \$867,683 Levy Code : 29.0

Taxes: \$5,604.06

% Improved : 29 *06-07* 

Taxes: \$5,423.04

MEASURE 5

05-06 04-05

Taxes: \$5,293.47

Assd Land Assd Structur :\$136,782

:\$184,533

Assd Total

:\$321,315

## PROPERTY DESCRIPTION

Thor as Brothers : 713 F5

Cens us

: Tract: 301.00

Block: 3

Zoni 1g

: 10 No Significance

Spec al District

Neig iborhood

: RIc6 City/Over I Acre Area 6

Lanc Use

: 101 Res, improved

Lege!

: 5.00 ACRES IN SEC 09 T38 R2W

Subc ivision/Plat

Parcel Number : 026661

MH APN I

MH APN 3

Lot APN

MH APN 2

MH APN 4

### PROPERTY CHARACTERISTICS

Bedrooms ; 5

Lot Acres

Living SF

**Building SF** 

Bathrooms

: 3.00

: Yes

: 3,899

Lot SqFt

Foundation : Concrete

Fireplace

: Sing : Firepice

Ist FloorSF : 2,112

: 3,899

Fireplace2 Heat/AC

: Forced Air

2nd FloorSF 2nd+FloorSF

Wall Matl Roof Matl : Vertical : Shake

Cellar SF

Roof Shape

: Gable

Heat/AC 2 Dishwasher

BsmtTotalSF : 1,787

Floor Cvr

: Carpet : Double

Hood/Fan

Basement Type: Finished

Floor Base

Microwave

Garage SqFt Garage Type

: 441 : Grg-bsmt Fin Year Built

: 1975

Grbg Disp

Stat Class

: 152 ONE STORY W/BSMNT

<u>Appliances</u>

Kit Appl - Jenn Cooktop

Kit Appl - Sgl (+ven

Plumb - Kitche . Sink

Int Appl - Vacuum

Mobile Home

1D Number

Dimensions

Title

Make

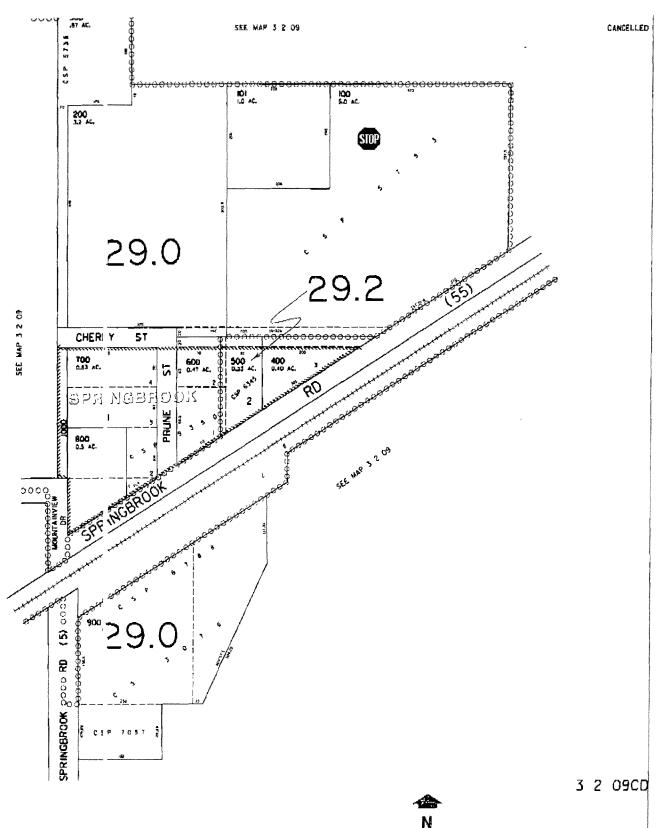
Skirt

Farm Buildings

<u>Units</u>

Loft Barn

560



## FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

## OWNERSHIP INFORMATION

Parcel Number : 026732 R: 02W T: 03SS:09Q:SWQQ: SE

Ref Parcel

: R3209CD 00101

Owner

: Springbrook Properties Inc

CoOwner.

Site Address

: 3709 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender Loan Type

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Interest Rate

: Fixed

% Owned

: Warranty :100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$103,826

Exempt Type

Mki Structure

:\$103,826

Levy Code

; 29.0 Taxes: \$1,107.62

Mki Total % Improved 06-07 05-06

Taxes: \$1,071.83

04-05

MEASURE 5 |

:\$63,507

Assd Land Assd Structur

Taxes: \$1,046.23

Assd Total

:\$63,507

## PROPERTY DESCRIPTION

Thon as Brothers : 713 F5

Cens 15

: Tract: 301.00

Block: 3

Zoni ıg

: 10 No Significance

Spec al District

Neigaborhood Lanc Use

: Rlc6 City/Over I Acre Area 6

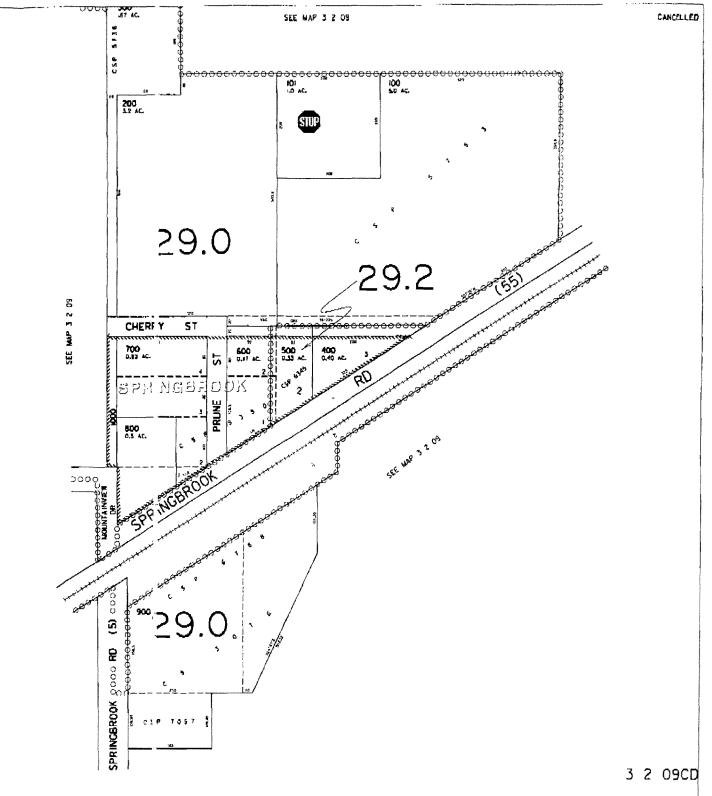
: 100 Res, Vacant

Lega'

: 1.00 ACRES IN SEC 09 T3S R2W

Subc vision/Plat

Parcel Number 026732 MH APN I MH APN 3 Lot APN MH APN 4 MH APN 2 PROPERTY CHARACTERISTICS Building SF Lot Acres Bedrooms Lot SqFt **Bathrooms** Living SF Ist FloorSF Foundation Fireplace 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Roof Shape Cellar SF Heat/AC 2 Dishwasher BsmtTotalSF Floor Cvr Floor Base Basement Type: Hood/Fan Year Built Garage SqFt Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Title Skirt Make Farm Buildings <u>Units</u>



**A** 

N FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIABILITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

#### OWNERSHIP INFORMATION

Parcel Number : 026750

R:02W T:03S S:09Q:SWQQ: SE

Ref Parcel

: R3209CD 00200

Owner

: Springbrook Properties Inc

CoOwner .

Site Address

: 3505 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller ; Fixed

Deed Type % Owned

: Warranty

: 100

Vesting Type

: Corporation

ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$253,112

Exempt Type

Mkt Structure

Levy Code

: 29.0

Mkt Total : \$253,112

% Improved

06-07

Taxes: \$735.85

MEASURE 5!

05-06

Taxes: \$712.09

Assd Land :\$42,192

Assd Structur

04-05

Taxes: \$695.10

Assd Total :\$42,192

PROPERTY DESCRIPTION

Thor as Brothers : 713 F5

Cens is

: Tract: 301,00

Block: 3

Zoni 1g

: 20 No Significance

Spec al District

Neighborhood

: Cmm6 Commercial Area 6

Lanc Use

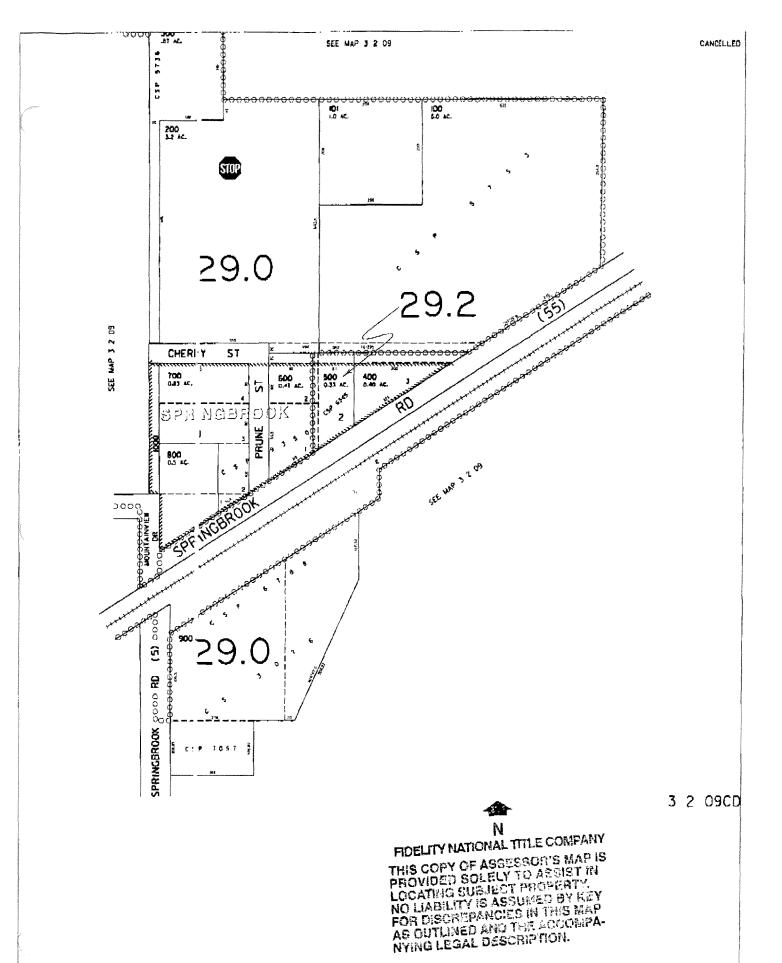
: 200 Com. Vacant

Lege '

: 3.20 ACRES IN SEC 09 T3S R2W

Subcivision/Plat

Parcel Number : 026750 Lot APN MH APN 1 MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF : 3.20 Bedrooms Lot Acres **Bathrooms** Living SF Lot SqFt : 139,392 Fireplace Ist FloorSF Foundation : Fireplace2 2nd FloorSF Wall Matl Heat/AC 2nd+FloorSF : Root Matl Heat/AC 2 Cellar SF Roof Shape Dishwasher BsmtTotalSF Floor Cvr Hood/Fan Basement Type: Floor Base Microwave Garage SqFt Year Built Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Title Skirt Make Farm Buildings <u>Units</u>



### OWNERSHIP INFORMATION

Parcel Number : 026769

R:02W T:03SS:09Q:SWQQ:SE

Ref Parcel

: R3209CD 00300

Owner .

CoOwner.

: Springbrook Properties Inc

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant:

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate

: Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$85,578

Exempt Type

04-05

Mki Structure

Levy Code

: 29.0

Mkt Total : \$85,578 06-07

Taxes: \$275.32

% Improved

05-06

Taxes: \$266.43

Taxes: \$260.07

MEASURE: 0

Assd Land

Assd Structure

:\$15,786

Assd Total

:\$15,786

## PROPERTY DESCRIPTION

Thomas Brothers

Centus

: Tract :

Block:

Zon ng

: 20 No Significance

Spe ial District

Nei hborhood

: Cmm6 Commercial Area 6

Lan I Use

: 200 Com, Vacant

Legal

: .87 ACRES IN SEC 09 T3S R2W

Sub-livision/Plat

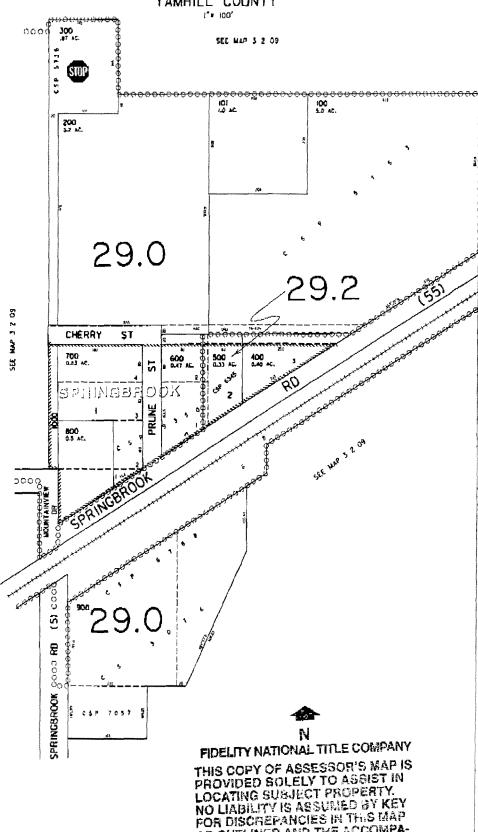
Parcel Number : 026769 Lot APN MH APN 1 MH APN 3 MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS Building SF Lot Acres :.87 **Bedrooms** Bathrooms Living SF Lot SqFt : 37,897 1st Floor\$F Foundation: Fireplace 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Roof Shape Floor Cvr BsmtTotalSF Dishwasher Hood/Fan Basement Type: Floor Base Garage SqFt Year Built Microwave Grbg Dlsp Garage Type Stat Class : *UNKNOWN STAT CLASS* Appliances Mobile Home ID Number Dimensions Title Skirt Make

Units

Farm Building:

THIS WAP WAS PREFARE FOR ASSESSMENT PURPOSE HALY

## SE 1/4 SW 1/4 SECTION 9 T3S R2W W.M. YAMHILL COUNTY



AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

REVISED # 1 GO CT

## OWNERSHIP INFORMATION

Parcel Numeer : 026796

R:02W T:03S S:09 Q:SWQQ: SE

Ref Parcel

: R3209CD 00400

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 3605 N Springbrook Rd Newberg 97132

Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

: Owner

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

Document #

: 25141

Lender Loan Type

Sale Price : \$130,000 Deed Type

Interest Rate

: Warranty

Vesting Type

: Corporation

% Owned : 100

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$121,376

Exempt Type

Mkt Structur ? : \$90,038 Levy Code : 29.2

Mkt Total : \$211,414

06-07 Taxes: \$1,523.51 0**5**-06 Taxes: \$1,484.81

% Improved : 43 MEASURE 10

04-05

Taxes: \$1,447.86

Assd Land

:\$48,364

Assd Structure :\$68,326 Assd Total :\$116,690

## PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

Cersus

: Tract: 301.00

Block: 3

Zor ing

: 40 No Significance

Special District

Ne. zhborhood

: 0006 Rural Newberg : 401 Tract, Improved

Land Use Les al

: LOT 3 BLOCK 2 SPRINGBROOK, TOWN OF

: = .40 ACRES PT LT 3 BL2

: SPRINGBROOK, TOWN OF = .4 AC

Sul-division/Plat

: Springbrook, Town Of

Parcel Number : 026796

MH APN I

MH APN 3

Lot APN

MH APN 2

MH APN 4

### PROPERTY CHARACTERISTICS

: 2 Bedrooms

Building SF

: 1,242

Lot Acres : .40

Bathrooms

: 1.00

Living SF

: 1,242

Lot SqFt

: 17,424

Fireplace

: Sing le Fireplce

: 1,242

Foundation : Concrete

Fireplace2

1st FloorSF 2nd FloorSF

Wall Mati

: Bevel Vinyl

Heat/AC

: Forred Air

2nd+FloorSF :

Roof Matl

: Comp Shingle

Heat/AC 2

Cellar SF

Roof Shape

Dishwasher Hood/Fan

: Yes : Yes BsmtTotalSFBasement Type:

Floor Base

Floor Cyr : Carpet : Double

Microwave

Garage SqFt : 744

Year Built

: 1947

: Gable

Grbg Disp

Garage Type

: Grg-det-lo Çst

Stat Class

: 131 ONE STORY

**Appliances** 

Plumb - Kitchen Sink

Mobile Home

1D Number

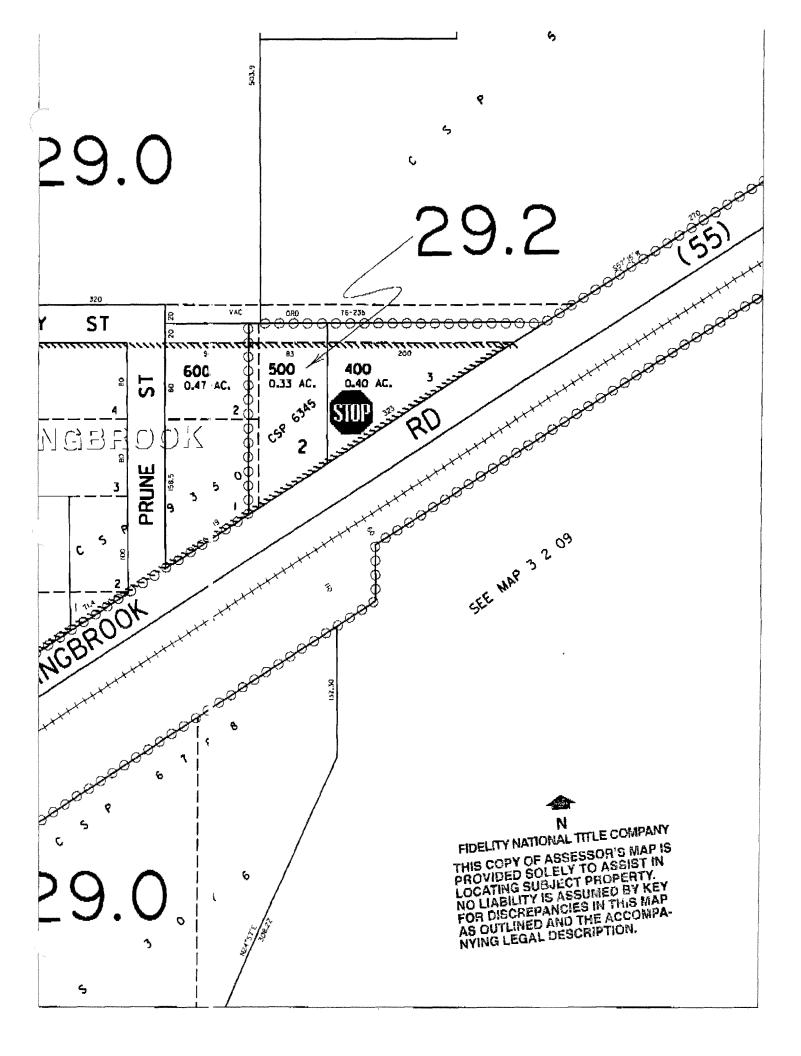
Dimensions

Title Make

Skirt

Farm Building 5

Units





## Fide ity National Title

OFFICIAL YAMHILL COUNTY RECORDS JAN COLLEMAN, COUNTY CLERK

After Recording Return To: Springbrook Properties Inc. Sonja L. Haugen PO Box 1060 Newberg OR 97132

Send Tax Statement v To: Springbrook Properties Inc. Sonja L. Haugen PO Box 1060 Newberg OR 97132

3:29:10 PM 10/31/2006

DMR-DDMR Cmt=1 Stm \$18,88 \$18.88 \$11.88 Stm=3 SUSIE

> Title Order No. 21-29998 Escrow No. 21-29998 Tax Account No. R3209CD 00400;#26796

## WARRANTY DEED

(ORS 93.850)

Jay-Kay LLC, an Oregon Limited Liability Company, Grantor, conveys and warrants to Springbrook Properties Inc., an Oregon corporation, Grantee, the following described real property free of encumbrances except as specifically set forth herein;

See Exhibit 'A' attached hereto and by reference made a part hereof.

BÉFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IM VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS, BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TIT'S TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLIANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWBUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30, 330 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352;

The true consideration for this conveyance is \$130,000.00.
Dated this 3/st day i Jetober 2006
DAY-MAY LLC  DAY-MAY LLC  DAY-MAY LLC  DAY-MAY LLC  DAY-MAY LLC
State of OR, County or Yamhill )ss.

This instrument was acknowledged before me on Oct. 31 by Joan D. Austin, as Member, of Jay-Kay LLC.

Notery Public

My commission expires: 428-2004

OFFICIAL: CAL BLENDA L TADE NOTARY PUBLIC OREGON COMMISSION N. .. 381479 MY COMMISSION EXPIRE .. JUNE 28, 2008

Page 1

## EXHIBIT 'A'

Legal Description:

Part of Lot 3, Block 2 TOWN OF SPRINGBROOK, Yamhill County, Oregon, described as follows:

Beginning at the most Easterly corner of said Block, which point is the Intersection of the South line of Cherry Street with the Northerly line of the County Road; thence West along the North line of said Block 200 feet; thence South parallel with the West line of said Block 144 feet to the Southerly line of said Block; thence Northeasterly along the Southerly line of said Block 208 feet to the place of beginning.

TOGETHER WITH that portion of vacated Cherry Street which incres thereto by law.

Subject to:

Taxes for the fiscal year 2006-07, a lien in an amount to be determined, but not yet payable.

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

Easement for existing public utilities in vacated street area and the conditions imposed thereby, Reserved by vacating order entered:

Ordinance No.:

76-235

Recorded:

March 2, 1979

Book:

0137 Page: 1359

in Yamhili County, Or⊪gon.

Restrictive covenants-regarding public improvements, including the terms and provisions thereof, and including-among other things, a waiver of fight of remonstrance.

Recorded:

November 29, 2005

Instrument No.:

200526800

in Yamhill County, Oragon.

## OWNERSHIP INFORMATION

Parcel Number : 026867 R:02W T:03\$ S:09 Q:SW QQ: SE

Ref Parcel

: R3209CD 00600

Owner

: Springbrook Properties Inc

CoOwner

: 3509 N Springbrook Rd Newberg 97132

Site Address Mail Addres:

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate

: Seller : Fixed

% Owned

: Warranty : 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$94,885

Exempt Type

Mkt Structur ?

Levy Code

Mkt Total : \$94,885

: 29.0 06-07 Taxes: \$339.94

% Improved

05-06 Taxes: \$328.95

MEASURE JO

04-05

Taxes: \$321.09

Assd Land

Assd Structure

:\$19,491

Assd Total

:\$19,491

## PROPERTY DESCRIPTION

The mas Brothers : 713 F5

Cersus

: Tract: 301.00

Block: 3

Zoi-ing

: 20 No Significance

Special District Ne. zhborhood

: Cmm6 Commercial Area 6

Lard Use

: 200 Com, Vacant

Les al

: \$PRINGBROOK, TOWN OF = .47 ACRES PT

:LT 1 & 2 BL 2

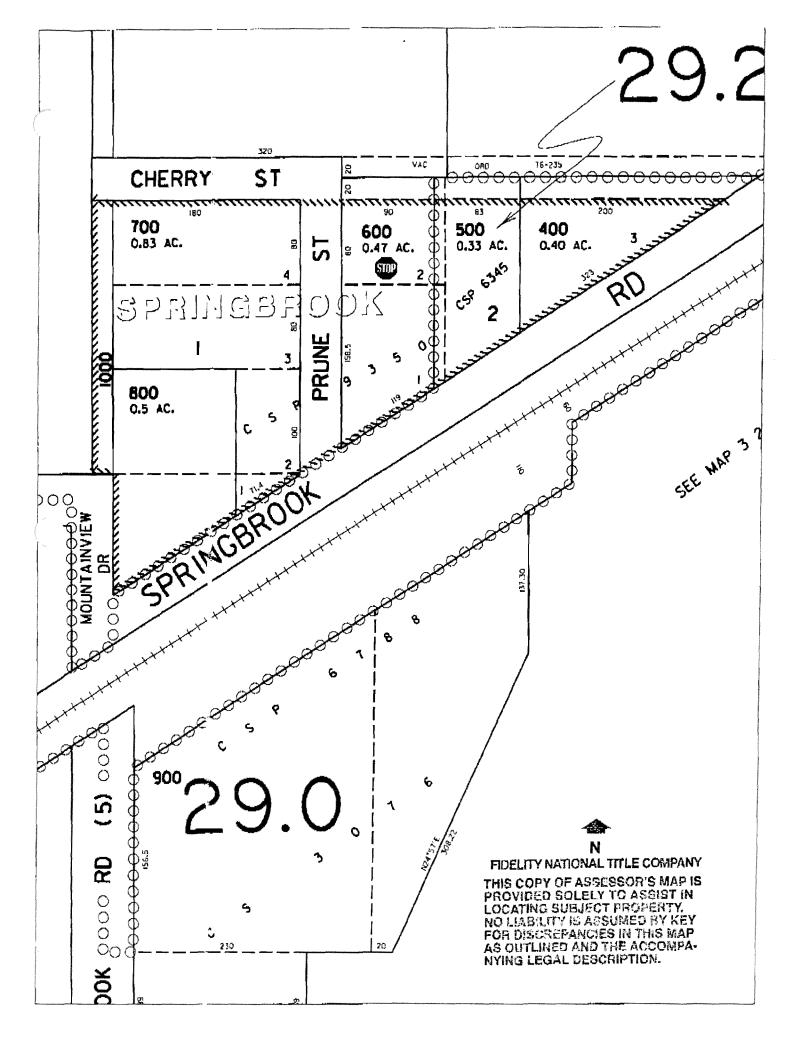
Sundivision/Plat

: Springbrook, Town Of

Parcel Number : 026867 MH APN I MH APN 3 Lot APN MH APN 2 : MH APN 4 PROPERTY CHARACTERISTICS Bedrooms Building SF Lot Acres : .47 Lot SqFt : 20,473 Bathrooms Living SF Fireplace 1st FloorSF Foundation : Fireplace2 2nd FloorSF Wall Matl Heat/AC 2nd+FloorSF : Root Matl Heat/AC 2 Cellar SF Roof Shape Dishwasher **BsmtTotalSF** Floor Cvr Hood/Fan Basement Type: Finished Floor Base Microwave Garage SqFt : Year Built Grbg Disp Garage Type : Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

<u>Units</u>

Farm Building:



### OWNERSHIP INFORMATION

Parcel Number : 026885

R:02W T:03S S:09 Q:SWQQ: SE

Ref Parcel

: R3209CD 00700

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 3501 N Springbrook Rd Newberg 97132

Mail Addres

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69.030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price Deed Type : \$76,700,000

Loan Type Interest Rate : Seller : Fixed

% Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$146,471

Exempt Type

Mki Structu.e

: \$18,201

: 11

Levy Code

: 29.0

Mkt Total

: \$164,672

06-07

Taxes: \$653.97

% Improved

05-06

Taxes: \$632.84

MEASURE 50

04-05

Taxes: \$617.74

Assd Land :\$26,305 Assd Struct. re :\$11,191

Assd Total :\$37,496

## PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

: Tract: 301.00

Block: 3

Ce usus Zc sing

: 20 No Significance

Special District

Neighborhood

: Cmm6 Commercial Area 6

Land Use

: 201 Com,Improved

Le zal

: LOT 1 BLOCK 3 SPRINGBROOK, TOWN OF

: = .83 ACRES PT LT 1 & 2 & LT 3 & 4

: BL 1

Subdivision/Plat : Springbrook, Town Of

Parcel Number : 026885 Lot APN MH APN I : MH APN 3 MHAPN2: MH APN 4

## PROPERTY CHARACTERISTICS

Lot Acres : .83 Building SF Bedrooms Bathrooms Living SF Lot SqFt : 36,155 1st FloorSF Foundation: Fireplace Fireplace2 2nd FloorSF Wall Matl Heat/AC 2nd+FloorSF : Roof Matl Cellar SF Roof Shape Heat/AC 2 Dishwasher BsmtTotalSF Floor Cvr Floor Base Hood/Fan Basement Type: Garage SqF! Year Built Microwave Grbg Disp

Garage Type

: 581 AUTOMOTIVE-SERVICE CENTER Stat Class

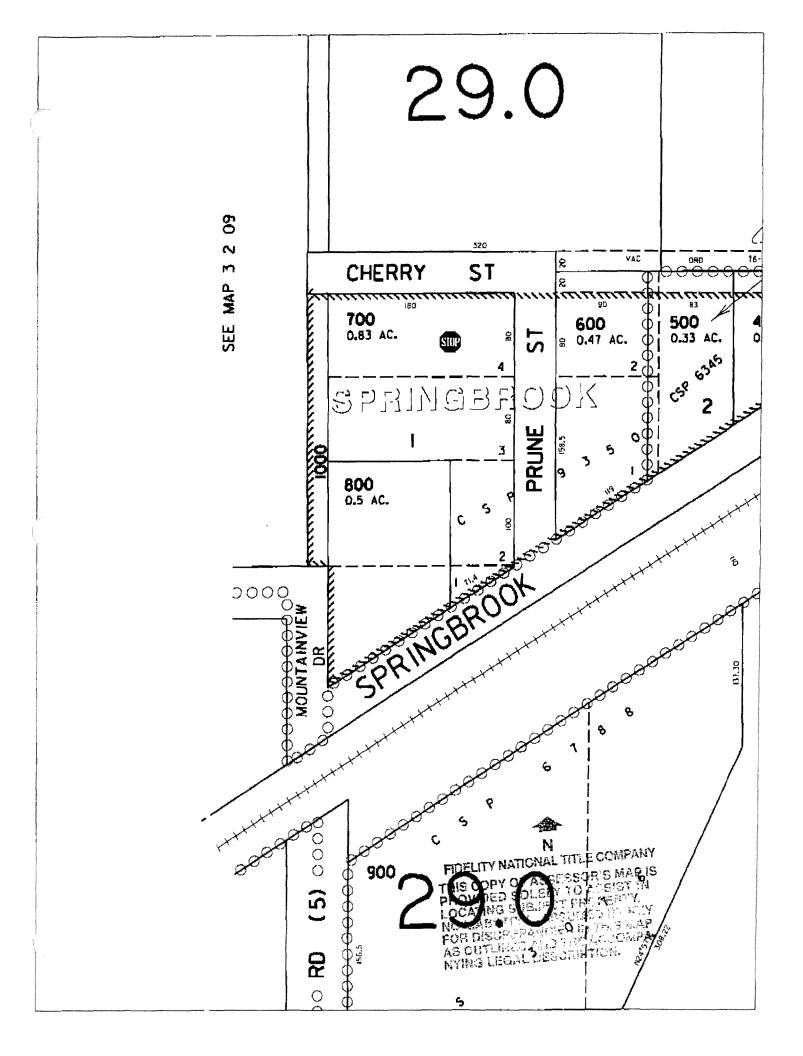
**Appliances** 

Mobile Home

ID Number Dimensions Title Skirt

Make

Farm Building. <u>Units</u>



#### OWNERSHIP INFORMATION

: 026901 Parcel Number

R:02W T:03S S:09Q: **SW** QQ: SE

Ref Parcel

: R3209CD 00800

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 2500 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

: Warrenty

Interest Rate

% Owned : 100 Vesting Type

: Corporation

### ASSESSMENT AND TAX INFORMATION

Mkt Land

; \$100,941

Exempt Type

Mkt Structure

Levy Code : 29.0

Mkt Total : \$100,941 06-07 Taxes: \$339.94

% Improved

05-06 Taxes: \$328.95

MEASURE ()

:\$19,491

Assd Structur:

04-05

Taxes: \$321.09

Assd Total

Assd Land

:\$19,491

### PROPERTY DESCRIPTION

Thorsas Brothers : 713 F5

Cen us

: Tract: 301.00

Block: 3

Zoning

: 20 No Significance

Special District Neis horhood

: Cmm6 Commercial Area 6

Lane Use

: 200 Com, Vacant

Legel

: LOT I BLOCK I SPRINGBROOK, TOWN OF

: = .50 ACRES PT LT 1 & 2 BL 1

: SPRINGBROOK

Subcivision/Plat : Springbrook, Town Of

Parcel Number : 026901 Lot APN MH APN 1 : MHAPN3: MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS : .50 Building SF Lot Acres Bedrooms Bathrooms Living SF Lot SqFt :21,780 1st FloorSF Foundation Fireplace Fireplace2 2nd FloorSF Wall Matl Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Roof Shape Dishwasher BsmtTotalSF Floor Cvr Floor Base Hood/Fan Basement Type: Year Built Garage SqFt Microwave Grbg Disp Garage Type Stat Class : *UNKNOWN STAT CLASS* **Appliances** Mobile Home

ID Number

Dimensions

:

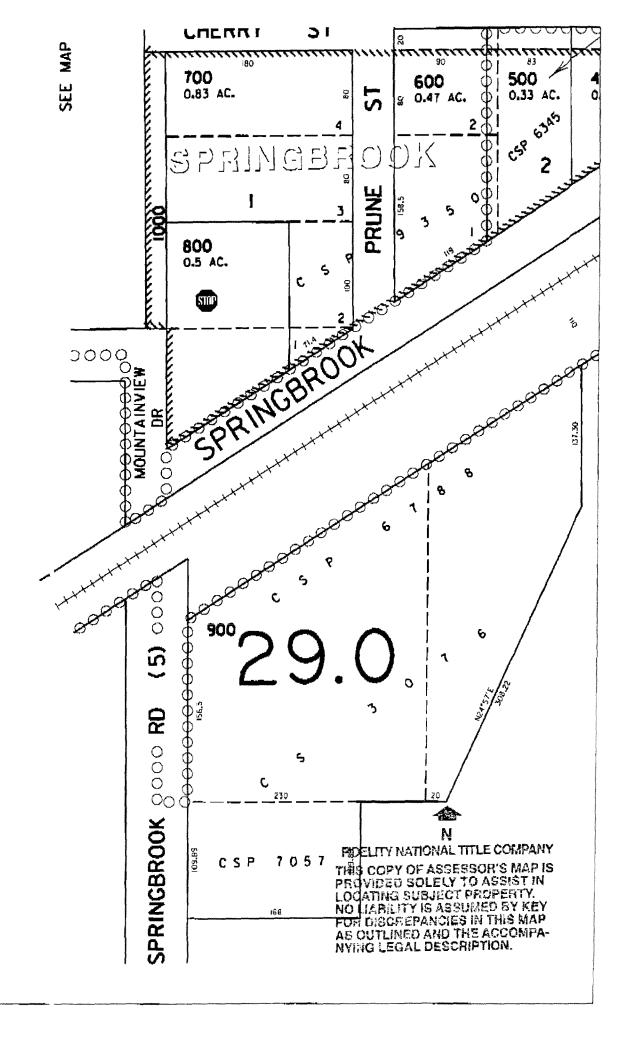
Title

Skirt

Make

Farm Building:

**Units** 



#### OWNERSHIP INFORMATION

Parcel Numb r

: 026929

R: 02W T: 03\$

S: 09

Q: SW QQ: SE

Ref Parcel

: R3209CD 00900

Owner

: Springbrook Properties Inc

CoOwner

*r* 

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

#### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller

Deed Type

: Warranty

Interest Rate

: Fixed

% Owned

: 100

Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkı Land

: \$271,940

Exempt Type

Mkt Structure

: \$15,237

Mkt Total : \$287,177

Levy Code : 29.0

MICLIOIGI ; \$2:

06-07 Taxes: \$2,615.69 05-06 Taxes: \$2,531.20

% Improved : 5

05-06 04-05

Taxes: \$2,470.71

MEASURE 5 ! Assd Land

:\$122,861

Assd Structur

:\$27,112

Assd Total

:\$149,973

### PROPERTY DESCRIPTION

Thon as Brothers :

Cens-15

: Tract:

Block:

Zoni g

: 30 No Significance

Spec al District

Neighborhood

: Ind6 Industrial Area 6

Lanc Use

: 301 Ind, Improved

Lega"

: 2.50 ACRES IN SEC 09 T3S R2W SEC 16

: T3S R2W

:

Suba vision/Plat

Parcel Number : 026929

MH APN 1 : MH APN 3

1922 / 1727 .

Lot APN

MHAPN2:

MH APN 4

## PROPERTY CHARACTERISTICS

Bedrooms : Building SF : Lot Acres : 2.50

Bathrooms : Living SF : Lot SqFt : 108,900

Fireplace: Ist FloorSF: Foundation:
Fireplace2: 2nd FloorSF: Wall Matl:
Heat/AC: 2nd+FloorSF: Roof Matl:
Heat/AC 2: Cellar SF: Roof Shape:
Dishwasher: BsmtTotalSF: Floor Cvr:

Hood/Fan:Basement Type : FinishedFloor Base :Microwave:Garage SqFt : Year Built :

Grbg Disp : Garage Type :

Stat Class : 650 MANUFACTURING

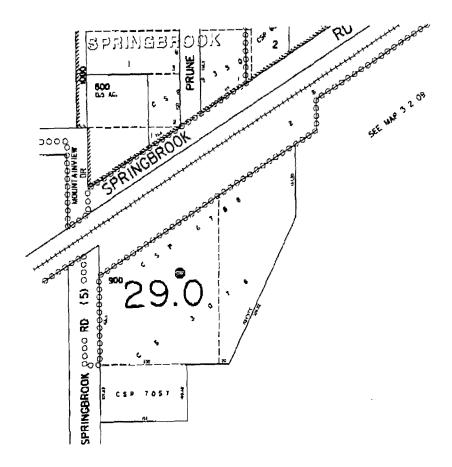
**Appliances** 

Mobile Home

ID Number : Dimensions :
Title : Skirt :

Make :

Farm Building: Units



REVISED 6-1-00 (1

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W FIDELITY NATIONAL TITLE COMPANY

THIS COPY OF ASSESSOR'S MAP IS PROVIDED SOLELY TO ASSIST IN LOCATING SUBJECT PROPERTY. NO LIZELITY IS ASSUMED BY KEY FOR DISCREPANCIES IN THIS MAP AS CUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

### OWNERSHIP INFORMATION

Parcel Number : 026938

R: 02W T: 03S S: 09 Q: SW QQ: SE

Ref Parcel

: R3209CD 01000

Owner

: Springbrook Properties Inc

CoOwner
Site Address

: Mountainview Dr Newberg : PO Box 1060 Newberg Or 97132

Mail Address Telephone

: Owner :

Tenant

#### **SALES AND LOAN INFORMATION**

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller : Seller

Sale Price Deed Type : \$76,700,000

Loan Type

: Fixed

% Owned

: Warranty : 100 Interest Rate
Vesting Type

: Corporation

#### ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$7,978

Ехетрі Туре

Mkt Structure

: \$7,978

Levy Code : 29.0

Mkt Total

06-07

Taxes: \$15.21

% Improved :

05-06 04-05 Taxes: \$14.72
Taxes: \$14.37

MEASURE 5)

Assd Land :\$872

Assd Structur: :

Assd Total

; :**\$**872

### PROPERTY DESCRIPTION

Thoras Brothers :

Cens us

: Tract:

Block:

Zoning

: 20 No Significance

Special District

Neig-sborhood

: Cmm6 Commercial Area 6

Lanc Use

: 200 Com, Vacant

Lege'

: LOT 2 BLOCK I SPRINGBROOK, TOWN OF

: = .12 ACRES PT LT 2-4

:

Subc'vision/Plat

: Springbrook, Town Of

Parcel Number : 026938 Lot APN MH APN I MH APN 3 MH APN 2 MHAPN4: PROPERTY CHARACTERISTICS Building SF Lot Acres : .12 **Bedrooms** Lot SqFt Living SF : 5,227 Bathrooms Fireplace 1st Floor\$F Foundation : 2nd FloorSF Wall Matl Fireplace2 Heat/AC 2nd+FloorSF : Roof Matl Heat/AC 2 Cellar SF Rooj Shape BsmtTotalSF Floor Cvr Dishwasher Basement Type: Finished Floor Base Hood/Fan Microwave Garage SqFt : Year Built Grbg Disp Garage Type : Stat Class : *UNKNOWN STAT CLASS* **Appliances** 

Mobile Home

ID Number

Dimensions

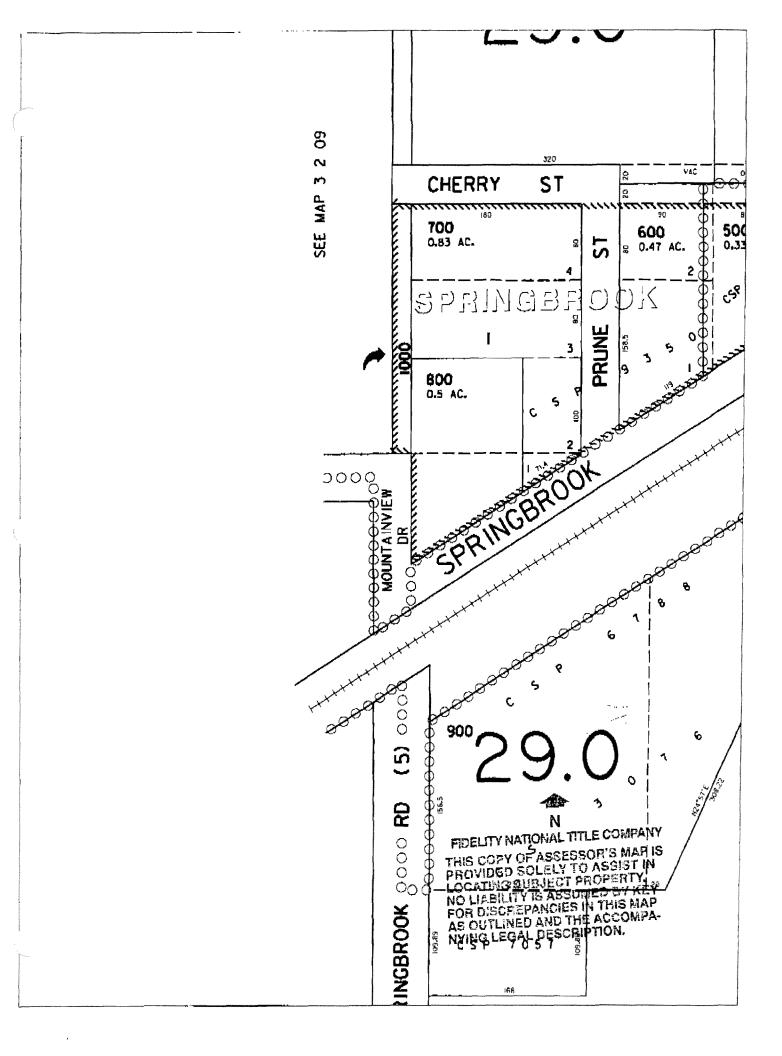
Title :

Skirt

Make

Farm Buildings

<u>Units</u>



#### OWNERSHIP INFORMATION

Parcel Numb ir : 028785 R:02W T:03S S: 16 Q:NW QQ:NE

Ref Parcel

: R3216BA 00100

Owner

: Springbrook Properties Inc

CoOwner.

Site Address : *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type

: Seller : Fixed

Deed Type

; Warranty

Interest Rate

% Owned : 100 Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,346,240

Exempt Type

Mkt Structure

Levy Code

: 29.0 06-07

Mkt Total : \$2,346,240

Taxes: \$84.85 05-06 Taxes: \$84.58

% Improved

04-05 Taxes: \$82.66

MEASURE 51

Assd Land Assd Structur :\$4,865

Assd Total

:\$4,865

## PROPERTY DESCRIPTION

Thor as Brothers :

Cens:18

: Tract :

Block:

Zoni ng

: 54 Farm Land, Unzoned

Spec al District

Neig borhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 7.52

: ACRES IN SEC 16 T3S R2W

Suba vision/Plat

Parcel Number : 028785

MH APN I :

MH APN 3

Lot APN

MH APN 2

MH APN 4

## PROPERTY CHARACTERISTICS

Bedrooms :

Bathrooms :

Building SF :
Living SF :

Lot Acres : 7.52
Lot SqFt : 327,571

Bathrooms : Ln
Fireplace : 1st
Fireplace2 : 2nc

1st FloorSF : Foundation
2nd FloorSF : Wall Matl
2nd+FloorSF : Roof Matl

Fireplace2 :
Heat/AC :
Heat/AC 2 :
Dishwasher :
Hood/Fan :
Microwave :

2nd+FloorSF :
Cellar SF :
BsmtTotalSF :
Basement Type : Finished

Roof Shape :
Floor Cvr :
Floor Base :

Garage \$qFt :

Year Built :

Garage Type :

Stat Class

: *UNKNOWN STAT CLASS*

**Appliances** 

Grbg Disp

Mobile Home

ID Number

Dimensions :

Title :

Skirt

Make

Farm Buildings

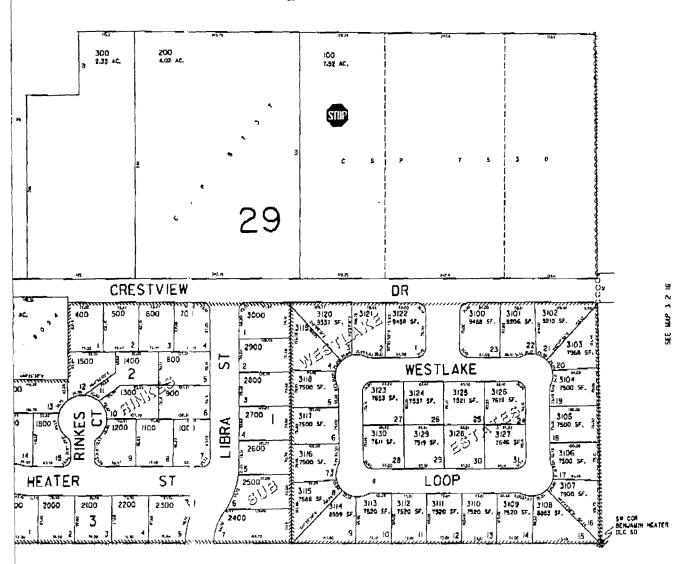
Units

NE 1/4 NW 1/4 SEC 16 T3S R2W W.M. YAMHILL COUNTY

3 2 16BA NEWBERG

> CANCELLED 3200

SEE MAP 3 2 09



SEE MAP 3 2 IEBO

FOR

ML Y

SEE MAP 3 2 IGAC

FIDELITY NATIONAL TITLE COMPANY
THIS COPY OF ASSESSOR'S MAP IS
PROVIDED SOLELY TO ASSIST IN
LOCATING SUBJECT PROPERTY.
NO LIABILITY IS ASSUMED BY KEY
FOR DISCREPANCIES IN THIS MAP
AS OUTLINED AND THE ACCOMPANYING LEGAL DESCRIPTION.

3 2 16BA

#### OWNERSHIP INFORMATION

Parcel Number : 028801

R:02W-T:03S

S:16 Q:NW

QQ: NE

Ref Parcel

: R3216BA 00200

Owner

: Springbrook Properties Inc

CoOwner

.

.

: *no Site Address*

Site Address
Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

# SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

; Seller

Sale Price

: \$76,700,000

Loan Type

: Seller

Deed Type

: Warranty

Interest Rate

: Fixed

% Owned : 100

Vesting Type

: Corporation

### ASSESSMENT AND TAX INFORMATION

Mki Land

: \$1,128,816

Exempt Type

mu Coda 100

Mkt Structure

: \$1,128,816

Levy Code : 29.0

Mkt Total : \$1,12

06-07 Taxes: \$47.55

% Improved :

MEASURE 5)

:\$2,726

Assd Structur:

Assd Total

Assd Land

:\$2,726

# PROPERTY DESCRIPTION

Thor as Brothers :

Cent us

: Tract :

Block:

Zoni 1g

: 54 Farm Land, Unzoned

Specal District

Neigaborhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 4.02

: ACRES IN SEC 16 T3S R2W

;

Suba vision/Plat

Profile-Page 1 of 2

Parcel Number : 028801 Lot APN MH APN I MH APN 3 MHAPN2: MH APN 4 PROPERTY CHARACTERISTICS Building SF Lot Acres : 4.02 **Bedrooms** Bathrooms Living SF Lot SqFt : 175,111 Ist FloorSF Foundation: Fireplace 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF : Heat/AC Roof Matl Heat/AC 2 Cellar SF Roof Shape : BsmtTotalSFDishwasher Floor Cvr Hood/Fan Basement Type: Finished Floor Base : Garage SqFt : Year Built Microwave Grbg Disp Garage Type : : *UNKNOWN STAT CLASS* Stat Class **Appliances** Mobile Home ID Number Dimensions Title Skirt Make

Units

Farm Bulldings

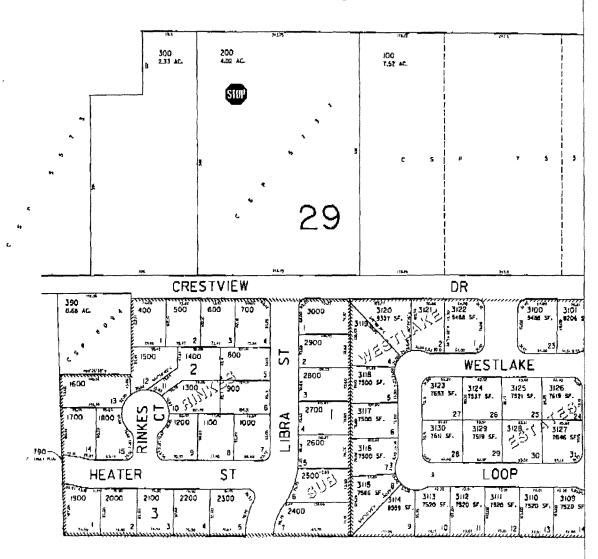
Profile-Page 2 of 2

THIS MAP WE PREPARED FOR ASSESSMENT PURPOSE ONLY

# NE 1/4 NW 1/4 SEC 16 T3S R2W W.M. YAMHILL COUNTY

r"= 100"

SEE WAP 3 2 09



SEE MAP 3 2 1680

SEE MAP 3 2 IGAC

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FIDELITY NATIONAL TITLE COMPANY

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### OWNERSHIP INFORMATION

Parcel Numb r

: 028810

R:02W T:03S

5:16

Q:NW QQ:NE

Ref Parcel

: R3216BA 00300

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: *no Site Address*

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

## SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned

: Warranty : 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$726,960

Exempt Type

Mki Structure

: 29.0 Levy Code

Mkt Total : \$726,960

Taxes: \$73.85 06-07 05-06 Taxes: \$73.61

% Improved

04-05 Taxes: \$73.56

MEASURE 5 )

:\$4,234

Assd Land Assd Structur

Assd Total

:\$4,234

## PROPERTY DESCRIPTION

Thor, as Brothers :

Census

: Tract:

Block:

Zoning

: 54 Farm Land, Unzoned

Spec al District

Neighborhood

: RIc6 City/Over 1 Acre Area 6

Lanc Use

: 540 Farm, Unzoned Farm Land, Vacant

Lega

: POTENTIAL ADDL TAX LIABILITY 2.33

: ACRES IN SEC 16 T3S R2W

Suba vision/Plat

Profile-Page 1 of 2

Parcel Number : 028810

MH APN I : MH APN 3 : Lot APN

MHAPN2: MHAPN4:

PROPERTY CHARACTERISTICS

Bedrooms: Building SF: Lot Acres: 2.33

Bathrooms : Living SF : Lot SqFt : 101,495

Fireplace : Ist FloorSF : Foundation :

Fireplace2 : 2nd FloorSF : Wall Matl : Heat/AC : 2nd+FloorSF : Roof Matl : Heat/AC 2 : Cellar SF : Roof Shape : Dishwasher : BsmtTotalSF : Floor Cvr : Hood/Fan : Basement Type : Finished Floor Base :

Microwave: Garage SqFt: Year Built:

Grbg Disp : Garage Type :

Stat Class : *UNKNOWN STAT CLASS*

<u>Appliances</u>

<u>Mobile Home</u>

ID Number : Dimensions :
Title : Skirt :

Make :

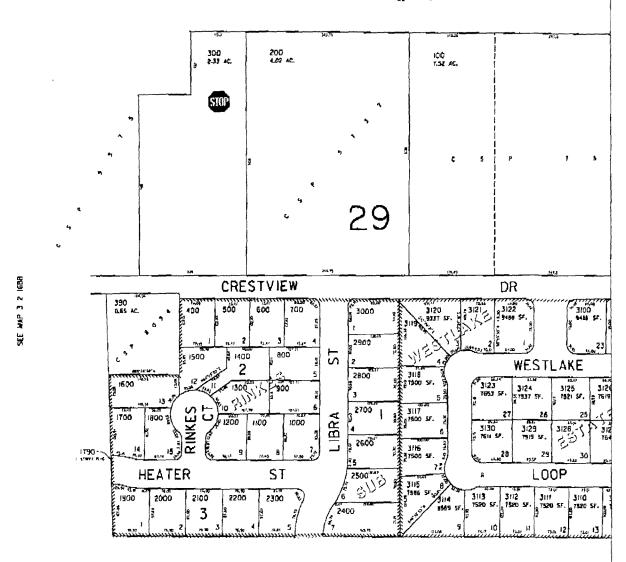
Farm Buildings Units

Profile-Page 2 of 2

THIS M. P WAS PREPARED FOR ASSES MENT PURPOSE ONLY

# NE 1/4 NW 1/4 SEC 16 T3S R2W W.M. YAMHILL COUNTY

SEE MAP 3 2 09



SEE MAP 3 2 1680

SEE MAP 3 2 16AC

HE WISLES IS - 1-04 FT

N

FIDELITY NATIONAL TITLE COMPANY

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#### OWNERSHIP INFORMATION

Parcel Number : 030175

R: 02W T: 03S S: 16

Q:NW *QQ*: NW

Ref Parcel

: R3216BB 00100

Owner

: Springbrook Properties Inc

CoOwner

Site Address

: 2212 N Springbrook Rd Newberg 97132

Mail Address

: PO Box 1060 Newberg Or 97132

Telephone

: Owner :

Tenant

### SALES AND LOAN INFORMATION

Transferred

: 10/31/2006

Loan Amount

: \$69,030

Document #

: 25137 Multi-parcel

Lender

: Seller

Sale Price

: \$76,700,000

Loan Type Interest Rate : Seller : Fixed

Deed Type % Owned

; Warranty

: 100

Vesting Type

: Corporation

## ASSESSMENT AND TAX INFORMATION

Mkt Land

: \$2,140,164

Exempt Type

Mkt Structure

Levy Code

: 29.0

Mkt Total

Taxes: \$139.71

: \$2,140,164

06-07 05-06 Taxes: \$137.43

% Improved MEASURE 50

04-05

Taxes: \$134.15

Assd Land

:\$8,010

Assd Structure

Assd Total

:\$8,010

# PROPERTY DESCRIPTION

Thomas Brothers : 713 F5

Census

: Tract: 301.00

Block: 3

Zoning

: 54 Farm Land, Unzoned

Special District Neighborhood

: RIc6 City/Over 1 Acre Area 6

Land Use

: 540 Farm, Unzoned Farm Land, Vacant

Legal

: POTENTIAL ADDL TAX LIABILITY 8.07

: ACRES IN SEC 16 T3S R2W

Subdivision/Plat

Profile-Page 1 of 2

Parcel Number : 030175 MH APN 3 Lot APN MH APN I MH APN 2 MH APN 4 PROPERTY CHARACTERISTICS **Building SF** Lot Acres : 8.07 Bedrooms Lot SqFt : 351,529 Living SF Bathrooms 1st FloorSF Foundation: Fireplace 2nd FloorSF Wall Matl Fireplace2 2nd+FloorSF : Roof Matl Heat/AC Cellar SF Roof Shape Heat/AC 2 BsmtTotalSF : Floor Cyr Dishwasher Basement Type: Finished Floor Base Hood/Fan Year Built Garage SqFt Microwave Grbg Disp Garage Type : *UNKNOWN STAT CLASS* Stat Class **Appliances** 

Mobile Home

ID Number

Dimensions

Title

Skirt

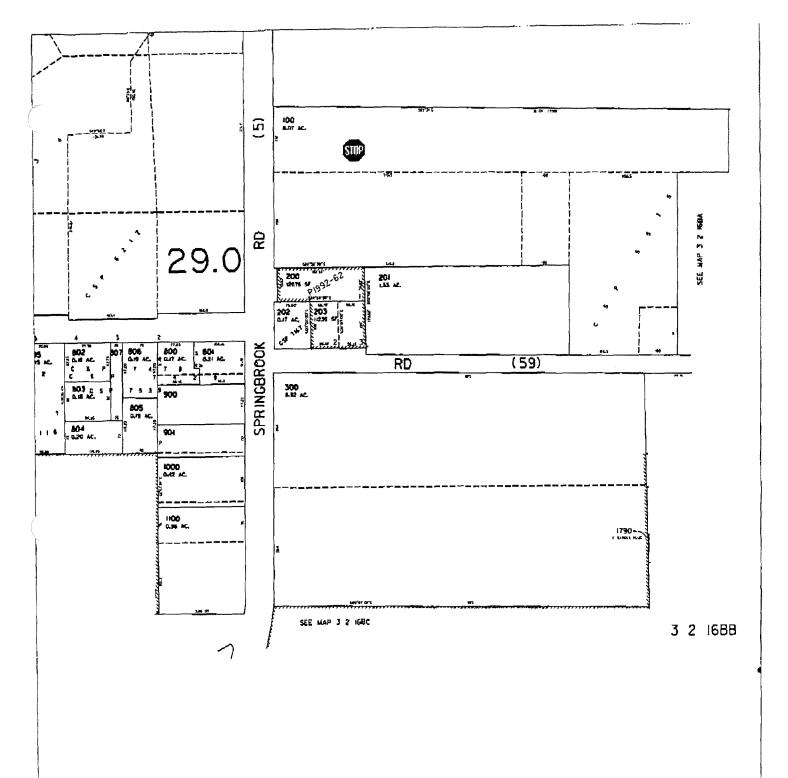
Make

ake :

Farm Buildings

<u>Units</u>

Profile-Page 2 of 2



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After Recording Return To: Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Send Tax Statements To: Springbrook Properties Inc. Sonje Haugen PO Box 1060 Newberg OR 97132 00801;#375999, R321686 00802;#395487, R3216BB 00806;#409034, R3216bb 00807;#423697, R3217 00100;#32921, R3217 01900;#33724, R3218AA 00200;#40075

# WARRANTY DEED

(ORS 93.850)

George Kenneth Austin, JR. and Joan Donna Austin, as tenants by the entirety, Grantor, conveys and warrants to Springbrook Properties Inc., a corporation, Grantee, the following described real property free of encumbrances except as specifically set forth herein:

See Exhibit 'A' attached hereto and by reference made a part hereof.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.830 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS. IF ANY, UNDER ORS 197.352.

PROPERTY OFFICE	G, IF ANT, UNDER OR	3 101.334	
The true consideration	n for this conveyance is	\$76,700,000.00.	
Dated this 3/4	of Clark	_ 02006	
Source on	un Les to	o George Ken	with austin
Joan Donna Austin		George Kenneth Austin	, Jr.
State of OR, County of	•		
This Instrumen by <u>Joan Donna Austin</u>	nt was acknowledged be n and <u>George Kenneth A</u>	fore me on <u>(V) fotor 31</u> wethn, Jr.	_, 2006
Stend L	(Dale	My commission expires:	6.28.3008
Notary Public			
DLE NOTARY F	Ficial Seal NDA L WADE Public - Oregon Ision no. 351476 I Expires June 28, 2008		

OFFICIAL YAPHILL COUNTY RECORDS JAN COLEMAN, COUNTY CLERK



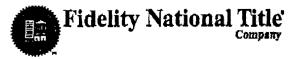
\$136.00

200625137

3:29:10 PH 10/31/2006

DMM-DDMM Cht=1 5th=3 \$116.48 \$18.68 \$51.88

5tn=3 8U31E



After Recording Return To: Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Send Tax Statements To: Springbrook Properties Inc. Sonja Haugen PO Box 1060 Newberg OR 97132

Title Order No. 21-30010 Escrow No. 21-30010 Tax Account No. R3208 03600;#26019, R3208 03601;#26037, R3208 03700,#26055, R3208 03800:#28082, R3208 03900;#25108, R3208 04000;#26126, R3208 04100;#28144, R3208 04101;#457286, R3208 04200;26162, R3208 04300;#26199, R3208 04400;#26215, R3208 04401;#375971, R3208 04500;#26251, R3208 04600:#26279, R3208 04700;#26331, R3208 04800,#26386, R3206AD 01600;#25298, R3208AD 01700;#25305, R3209 02800;#25957, R3209 02690;#25975, R3209 02700;#25993, R3209 02701;#375980, R3209 02702;#382240, R3209 02703;#403502, R3209 02900;#26028, R3209 03000;#28048, R3209CD 00100;#26661, R3209CD 00101;#26732, R3209CD 00200;#26750, R3209CD 00300;#26769, R3209CD 00500;#26867, R3209CD 00700;#26885, R3209CD 00800;#26901, R3209CD 00900;#26929, R3209CD 01000;#28938, R3216BA 00100;#28785, R3216BA 00200;#28801, R3216BA 00300,#28810, R3216BB 00100#30175, R3216BB 00201;#30326, R321688 00202;#283017, R3216BB 00203;#488464, R321688 00300;#30344, R3216BB 00400 00A2; 383622, R3216BB 00400;#30353, R3216BB 00700;30460, R3216BB 00704;#30512, R32169B 00800;#30549, R3215BB

# EXHIBIT "A" LEGAL DESCRIPTION

#### Parcel 1:

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being parts of Sections 7 and 8, in Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point on the South line of said Claim 53-1/3 rods East of the Southwest corner of said Claim, running thence North 72 rods; thence East 66 rods, 6-2/4 feet; thence South 72 rods; thence West 66 rods, 6-2/4 feet to the place of beginning.

Except that portion lying in public roads.

Also Except the following described tract;

Beginning at a point 415 feet West of the Northeast corner of the above described tract, said point being the true point of beginning; thence South 240 feet; thence West 375 feet; thence North 240 feet; thence East 375 feet to the place of beginning.

#### Parcel 2

Being a part of the Donation Land Claim of William Wallace and wife, Claim No. 47, Notification No. 1477, being a part of Section 8, Township 3 South, Range 2 West of the Willamette Meridian, in said County and State, and the part of said Claim herein conveyed being particularly described as follows, to-wit:

Beginning at a point 415 feet West of the Northeast corner of that parcel described in that certain deed given by Mae Grove to Henry O. and Gladys Seldel recorded April 13, 1939, in Book 115, Page 278, Deed Records, Yamhill County, Oregon; thence South 240 feet; thence West 375 feet; thence North 240 feet; thence East 375 feet to the place of beginning.

#### Parcel 3:

Parts of the William T. Wellace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Tract No. 1: BEGINNING at the Southwest corner of said Claim; thence East along the Claim line, 119 rods 12 1/4 feet; thence North 20 feet to the true place of beginning; thence North 70.79 rods; thence East 20.25 rods; thence South 70.79 rods; thence West 20.25 rods to the place of beginning.

Tract No. 2: an undivided 1/2 interest in the following described tract to be used as a roadway:

BEGINNING at a point on the South line of said Claim, 119 rods 12 ½ feet East of the Southwest corner of said Claim; thence East 27 rods to the County Road; thence North 20 feet; thence West 27 rods to a point due North of the place of beginning; thence South 20 feet to the place of beginning

# Parcel 4:

A part of the Donation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477 in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and said part being more particularly described as follows:

Escrow No: 21-30010 Title No: 21-30010

3/123

BEGINNING at a point on the South line of said Donation Land Claim, 140 rods East of the Southwest corner thereof, and running thence North 10.7 rods; thence East 14 rods; thence South 10.7 rods; thence West 14 rods to the place of beginning.

EXCEPTING THEREFROM a one-half interest in and to the following described roadway: BEGINNING at the most Southwest corner of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; thence South 20 feet to the place of beginning.

#### Parcel 5:

Part of the Donation Land Claim of W.T. Wallace and wife, Claim No. 47, Notification No. 1477, in Township 3 South, Range 2 West of the Willamette Meridian in Yamhiil County, Oregon, said part being more particularly described as follows:

BEGINNING at a point on the South line of said Donation Land Claim 140 rods East of the Southwest corner thereof, and running thence North 18.00 chains; thence East 44 and 4/9 rods; thence South 18.00 chains to the South line of said Claim; and thence West 44 and 4/9 rods to the place of beginning.

EXCEPTING THEREFROM a one-half interest in and to the following described roadway, Beginning at the Southwest corner of the premises above described and running thence East to the County Road now there; thence North 20 feet; thence West to the West line of the premises above described; and thence South 20 feet to the place of beginning.

ALSO EXCEPT that portion conveyed to Ruth M. Rees by deed recorded January 19, 1948, in Book 146, Page 743, Deed Records.

#### Parcel 6:

A tract of land in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

COMMENCING at a point which is 18 chains North and 29.64 1/3 chains East of the Southwest corner of the Wm. T. Wallace Donation Land Claim in Sections 7 and 8 of Township 3 South, Range 2 West of the Willamette Meridian; thence running East 17.19 chains to a post and iron pin; thence North 31.87 chains to an iron pin and post; thence West 17.19 chains to a point 9 links West of an iron pipe; thence South 31.87 chains to the place of beginning, which is 9 links West of an iron pipe.

EXCEPT that portion described in instrument recorded March 1, 1999, Instrument Number 199904249, records of Yamhill County, Oregon

## Parcel 7:

Part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim; thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim; thence South 11.35 chains to a point East of the place of beginning; thence West 5.25 chains to the place of

Escrow No: 21-30010 Title No: 21-30010

beginning.

EXCEPT the following described tract of land:

Being part of the

William T. Wallace and wife Donation Land Claim in Section 8, Township 3 South, Range 2 West of the Williametts Meridian in Yamhili County, Oregon, and more particularly described as follows to wit:

BEGINNING at angle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Wallace Claim and running thence South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 84° 40' West 670.0 feet; thence North 2° 35' West 460.0 feet to center of County Road No. 57; thence East along the center of said road to the place of beginning.

ALSO EXCEPT the following described tract of land:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of beginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim thence North in a straight line to the Southwest corner of a tract of land conveyed to Glenn L. Whitman et ux by deed recorded August 25, 1969 in Film Volume 76, Page 1739, thence East along the South line of the Whitman tract 670 feet to the centerline of County Road, thence Southeast along the centerline of County Road to the true point of beginning.

#### Parcel 8:

Part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stake 25 chains North and 46.833 chains East of the Southwest corner of said Claim, thence North 24.67 chains to the center of the County Road; thence East along the center of the County Road, 13.03 chains to angle; thence South 21° 10' East along the center of the County Road, 14.52 chains to a point 23 chains North, 10 chains West and North 21° 10' West 13.83 chains from the Southeast corner of said Wallace Claim and the true point of beginning; thence West 12.89 chains to a point 27.917 chains West of the East line of said Wallace Claim; thence North in a straight line to the Southwest corner of a tract of land conveyed to Glenn L. Whitman et ux by deed Recorded August 25, 1969 in Film Volume 76, Page 1739; thence East along the South line of the Whitman tract 670 feet to the centerline of County Road; thence Southeast along the centerline of County Road to the true point of beginning.

### Parcel 9:

Being a part of the William T. Wallace and Wife Donation Land Claim in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows:

BEGINNING at angle point No. 2 in the center of County Road No. 57, said point being North 49.87 chains and East 59.86 1/3 chains from the Southwest corner of said Wallace Claim and running thence South 21° 10' East along the center of said road as surveyed, 426.0 feet; thence South 84° 40' West, 670.0 feet; thence North 2° 35' West, 460.00 feet to the center of County Road No. 57; thence East along the center of said road to the place of beginning. EXCEPTING THEREFROM that portion described in instrument recorded May 22, 1989, In Film

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Volume 0232, Page 0778, records of Yamhill County, Oregon.

#### Parcel 10:

Being a part of the William T. Wallace and wife Donation Land Claim No. 47, Notification No. 1477, in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, and more particularly described as follows:

Beginning at a stake 23.00 chains North and 10.00 chains West of the Southeast corner of said William T. Wallace and wife Donation Land Claim; thence West 18.50 chains to creek; thence North 2.00 chains; thence East 58 1/3 links to the Southeast corner of the E.H. Arthur tract; thence North 11.35 chains; thence East 12.89 chains to stake and center of County Road (Survey No. 375); thence South 21 10' East along center of County Road 13.83 chains to place of beginning.

#### Parcel 11:

A part of the Donation Land Claim of William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47, in Township 3 South, Range 2 West of the Willamette Meridian, bounded and described as follows, to-wit:

Beginning at the Southeast corner of said Claim and running thence North along the East line of said Claim 23 chains; thence West 28.50 chains to the center of creek; thence North along center of creek 2.00 chains; thence West 4.55 chains; thence South 25 chains to the South line of said Donation Land Claim; and thence East along the South line of said Claim 33.05 chains to the place of beginning.

EXCEPTING THEREFROM that portion conveyed to Zion Lutheran Church of Newberg, Oregon, an Oregon corporation by instrument recorded January 22, 1980 in Film Volume 147, Page 1453, Deed and Mortgage Records.

FURTHER EXCEPTING that portion described in instrument recorded May 13, 1968 in Film Volume 67, Page 965, Deed and Mortgage Records, described as follows:

A part of the William T. Wallace Donation Land Claim No. 47 in Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, described as follows: Beginning at the Southeast comer of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim, 1518.0 feet to the most Easterly Northeast corner of that tract described in Contract between John H. Larson, et ux, and Merle D. Brandt, et ux, recorded January 27, 1967, in Film Volume 57, Page 610, Deed and Mortgage Records; thence North 89 degrees 39' West along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0 degrees 14' West, 1518.0 feet to the South line of said Wallace Claim; thence South 89 degrees 39' East along the South line of said Wallace Claim, 596.58 feet to the place of beginning.

ALSO EXCEPTING the following: A part of the William T. Wallace and Susan R. Wallace, his wife, Notification No. 1477, Claim No. 47 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit: Beginning at a point on the South line of the said William T. Wallace Donation Land Claim North 89 degrees 39' West, 596.58 feet from the Southeast corner of said Claim in Section 8, Township 3 South, Range 2 West of the Willamette Meridian; thence North 89 degrees 39' West along said Claim line, 408.0 feet; thence North 00 degrees 15' East, 1518.0 feet to an iron pipe; thence South 89 degrees 39' East, 408.0 feet to an iron rod; thence South 00 degrees 15' West, 1,518.0 feet to the point of beginning.

AND FURTHER EXCEPTING THEREFROM that portion conveyed to Yamhill County, a political subdivision of the State of Oregon, by Instrument recorded November 29, 1979, in Film Volume 146, Page 647, Deed and Mortgage Records.

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#### Parcel 12:

A tract of land in Section 8, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, being part of that certain tract of land described in Deed to Merie D. Brandt, et ux., recorded May 13, 1968, in Film Volume 67, Page 964, Yamhill County Deed and Mortgage Records and being more particularly described as follows:

Beginning at an iron rod that is West 1,012.80 feet and North 30.00 feet from the Southeast corner of the William Wallace Donation Land Claim, said iron rod being 8.22 feet West from the West line of that certain tract of land described in contract between Merle D. Brandt, et ux., vendors, and Robert E. Harshman, et ux, vendees, recorded August 4, 1969, in Film Volume 76, Page 1244, Yamhill County Deed and Mortgage Records; thence West 400.00 feet, parallel with and 30 feet Northerly from the South line of said Claim, to an iron rod; thence North 0 degrees 06' West 1,125.00 feet to an iron rod; thence East 400.00 feet to an iron rod that is West 8.22 feet from the West line of said Harshman Tract; thence South 1,125.00 feet to the point of beginning.

#### Parcel 13:

A part of the William T. Wallace and Susan R. Wallace Donation Land Claim No. 47, Notification #1477, in Section 8, Township 3 South, Range 2 West of the Williamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit:

Beginning at a point on the South line of the said William T. Wallace Donation Land Claim, North 89 degrees 39' West 596,58 feet from the Southeast corner of said Claim; thence North 89 degrees 39' West along said Claim line, 408.0 feet; thence North 00 degrees 15' East 1518.0 feet to an iron pipe; thence South 89 degrees 39' East 408.0 feet to an iron rod; thence South 00 degrees 15' West 1518.0 feet to the point of beginning.

#### Parcel 14:

Part of the William T. Wallace Donation Land Claim #47 in Section 8 Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at the Southeast corner of the Wallace Claim; thence North 0° 14' East along the East line of said Claim, 1518.0 feet to the most Easterly Northeast corner of that certain tract described in contract between John H. Larson, et ux and Merle D. Brandt, et ux recorded January 27, 1967 in Film Volume 57, Page 810 Deed and Mortgage Records, and the True place of beginning; thence North 89° 39' West along the North line of said Brandt tract, 596.58 feet to an iron rod; thence South 0° 14' West 379.50 feet to an iron rod; thence South 89° 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0° 14' East along the East line of said Claim, 379.50 feet to the point of beginning.

EXCEPTING THEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

#### Parcel 15:

(a) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Williamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 1,138.58 feet to an iron rod set for the true point of beginning; thence North 69 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to an iron rod; thence South 89 degrees 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0

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- degrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.
- (b) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Williamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 759.0 feet to an iron rod set for the true point of beginning; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to an iron rod; thence South 89 degrees 39' East 596.58 feet to the East line of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to the true point of beginning. EXCEPTING therefrom that portion lying in the county roads.
- (c) A part of the William T. Wallace Donation Land Claim #47 in Township 3 South, Range 2 West of the Williamette Meridian, Yamhill County, Oregon, described as follows: Beginning at the Southeast corner of the Wallace Claim; thence North 0 degrees 14' East along the East line of said Claim 379.50 feet to an iron rod; thence North 89 degrees 39' West 596.58 feet to an iron rod; thence South 0 degrees 14' West 379.50 feet to the South line of the Wallace Claim; thence South 89 degrees 39' East along the South line of said Claim 596.58 feet to the point of beginning. EXCEPTING therefrom that portion lying in the county roads.

#### TOGETHER with:

those portions of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yarnhill County, Oregon, which inure to the above described Parcel 15 by operation of law, if any.

EXCEPTING FROM Parcel 15 that portion described in Exhibit "A" of Instrument recorded October 25, 2006, Instrument No. 200624511, and recorded October 27, 2006, Instrument No. 200624726, records of Yamhill County, Oregon

#### Parcel 16

A tract of land in Section 8 and 9 in Township 3 South, Range 2 West of the Willamette Meridian in Yamhili County, Oregon, described as follows:

Beginning at a ½ iron pipe being North 45.35 chains and 2.23 chains East of the ½ corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian, being the center of County Road 58 and County Road 56; thence North 20 feet and West 20 feet to an Iron pipe and the true point of beginning; thence North 89 degrees 15' 00" West 859.49 feet to an iron pipe; thence North 0 degrees 14' 00" East 1163.03 feet to an iron pipe; thence South 89 degrees 35' 55" East 377.46 feet to an iron pipe; thence South 0 degrees 11' 45" West 515.21 feet to an iron pipe; thence North 89 degrees 46' 25" East 480.76 feet to an iron pipe; thence South 0 degrees 08' 45" West 658.32 feet to an iron pipe and the point of beginning.

EXCEPTING THEREFROM that portion described in deed to Yamhill County, recorded May 22, 1989 in Film Volume 0232, Page 0778, records of Yamhill County, Oregon.

# TOGETHER with:

those portions of vacated Mountain View Drive and Aspen Way described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 16 by operation of law, if any.

#### Parcel 17:

Being a part of the Solomon Heater and wife Donation Land Claim, #48 Notification #1417, in

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Section 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

BEGINNING at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Book 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206; thence North 00° 12' East along the center line of County Road #56, 880.3 feet to the Southeast corner of the Webster tract in deed recorded May 17, 1968 in Film Volume 68, Page 93, Deed and Mortgage Records; thence South 89° 50' West 260.64 feet to the true point of beginning; thence continuing South 89° 50' West 240 feet to the Southwest corner of said Webster tract; thence North 00° 12' East 391.62 feet to the Northwest corner of said Webster tract; thence North 89° 50' East along said North line 207.64 feet to the Northwest corner of a tract of land deeded to William W. Jansen and Joann A. Jensen recorded August 20, 1965 in Film Volume 47, Page 447, Deed and Mortgage Records; thence South 00° 12' West 189 feet to the Southwest corner of said Jansen tract; thence North 89° 50' East 32.68 feet; thence South 202.62 feet to the true place of beginning.

# Parcel 18:

Being a part of the Solomon Heater and wife Donation Land Claim #48, Notification #1471, in Sections 8 and 9, Township 3 South, Range 2 West of the Willamette Meridian in Yamhill County, Oregon, more particularly described as follows:

BEGINNING at an iron pipe in the Southeast corner of the property deeded to Perry Macy in Volume 118, Page 559, Deed Records, said pipe being the Southwest corner of County Survey #2206 and being 45.35 chains North and 2.23 chains East from the Quarter corner between Sections 16 and 17 in Township 3 South, Range 2 West of the Willamette Meridian; thence North 00° 12' East 680.3 feet to the true place of beginning; thence North 00° 12' East along the

center line of County road #56, a distance of 391.62 feet to the South line of Bryce Acres according to the duly recorded plat thereof; thence South 89° 28' West along the South line of said Bryce Acres, 500.64 feet; thence South 00° 12' West, 391.62 feet; thence North 89° 28' East 500.64 feet to the true place of beginning.

EXCEPTING THEREFROM that certain tract conveyed to William W. Jansen, et ux, by deed recorded August 20, 1965 in Film Volume 47, Page 447, Deed and Mortgage Records.

ALSO EXCEPTING THEREFROM that portion conveyed to Ronald Duane McClaffin et ux, by deed recorded October 19, 1971 in Film Volume 88, Page 1323, Deed and Mortgage Records.

### Parcel 19:

Beginning at a point in angle of County Road and on division line of the Solomon Heater Donation Land Claim, Notification No. 1471, Claim No. 48, in Township 3 South, Range 2 West of the Willamette Meridian, in Yamhill County, Oregon, and 27.28 chains North of the Southeast corner of the West half of said Claim; thence North 14.604 chains to an iron pipe on division line of said Claim; thence South 89 degrees 48' West 13.815 chains to an iron pipe in center of County Road; thence South 0 degrees 12' East 14.604 chains along center of County Road to iron pipe set in angle of road; and thence North 89 degrees 48' East along center of the County Road 13.775 chains to an iron pipe at place of beginning.

#### TOGETHER with:

those portions of vacated Mountain View Drive described in Exhibit "B" of Instrument recorded October 10, 2006, Instrument No. 200623296, records of Yamhill County, Oregon, which inure to the above described Parcel 19 by operation of law, if any.

EXCEPTING FROM Parcel 19 that portion described in Exhibit "A" of instrument recorded

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