APPENDIX J

RIVERFRONT MASTER PLAN
City of Newberg

Summary of Public Involvement

RIVERFRONT MASTER PLAN
City of Newberg

7/9/2018

To: Newberg Riverfront Master Plan Project Management Team

From: Andrew Parish, APG

Re: Summary of Public Event 1

INTRODUCTION

This memorandum provides a summary of the August 23, 2018 Newberg Riverfront Master Plan Public Event #1.

SUMMARY OF EVENT

Date: Thursday, August 23, 2018
Time: 6:30pm – 8pm
Location: Edwards Elementary School Cafeteria
715 E 8th St, Newberg, OR 97132

Event Agenda:

6:30 PM	Open house, one-on-one discussion
7:00 PM	20-minute presentation by Andrew Parish
7:20 PM	Open house, one-on-one discussion

Attendance:

Roughly 30 community members attended, including several members of the Technical Advisory Committee and two members of the Citizens Advisory Committee.

INFORMATION PROVIDED

Information was presented on the following topics, with the project team circulating to engage attendees:

- Project introduction (timeline, study area, and project vision statement & goals)
- Existing Conditions, including land use and transportation
- Market Analysis
- Buildable land and Urban Design
- Potential types of development
- Potential types of waterfront activities

A copy of the presentation and the printed boards are available on the project website.
https://www.newbergoregon.gov/planning/page/riverfront-master-plan-0

SERVICES PROVIDED

- Spanish/English language interpretation was available.
- The meeting location was handicapped-accessible and contact information was provided for those needing special accommodations.

DISCUSSIONS WITH THE COMMUNITY

Project staff had discussions with community members in individual and small group settings at the event. The following is a partial list of topics and interests discussed:

Transportation

- Potential Location and Design of Future Trails
- Future use of Waterline Bridge for a trail connection
- Riding a bike on the highway does not feel safe. Will there be other options provided for bicycle travel?
- What can be done to provide sidewalks, better roads in the study area?
- Current off-road connection to Rogers Landing is unstable
- River street is a busy connection during summer
- Bike tourism is large and increasing - the 219 bridge is the only access across the river currently and a better route would be good.

Market Analysis & Economics

- Affordable Housing
- Potential displacement & gentrification impacts of a revitalized waterfront area
- Role of the City of Newberg in preserving/creating affordable housing
- Amount of commercial land and types of retail that might be feasible in the area
- Amount of industrial use that is desirable on the riverfront in the future
- How will existing residents benefit from the plan?
- Impacts of the rail line to redevelopment
- What will be the source of funds to make improvements to the study area?
- Will this plan increase my taxes?

Westrock Mill Site

- What is the broader political situation of the Mill site (Senator Wyden's involvement)
- When will the site be sold and to whom?
- Potential environmental issues on the site
- Likelihood of the site reopening as a paper mill or other industrial use to provide family wage jobs
- What is the future of the biomass/co-generation facilities on the site?
- Will any of the existing buildings be reused?

Waterfront Recreation

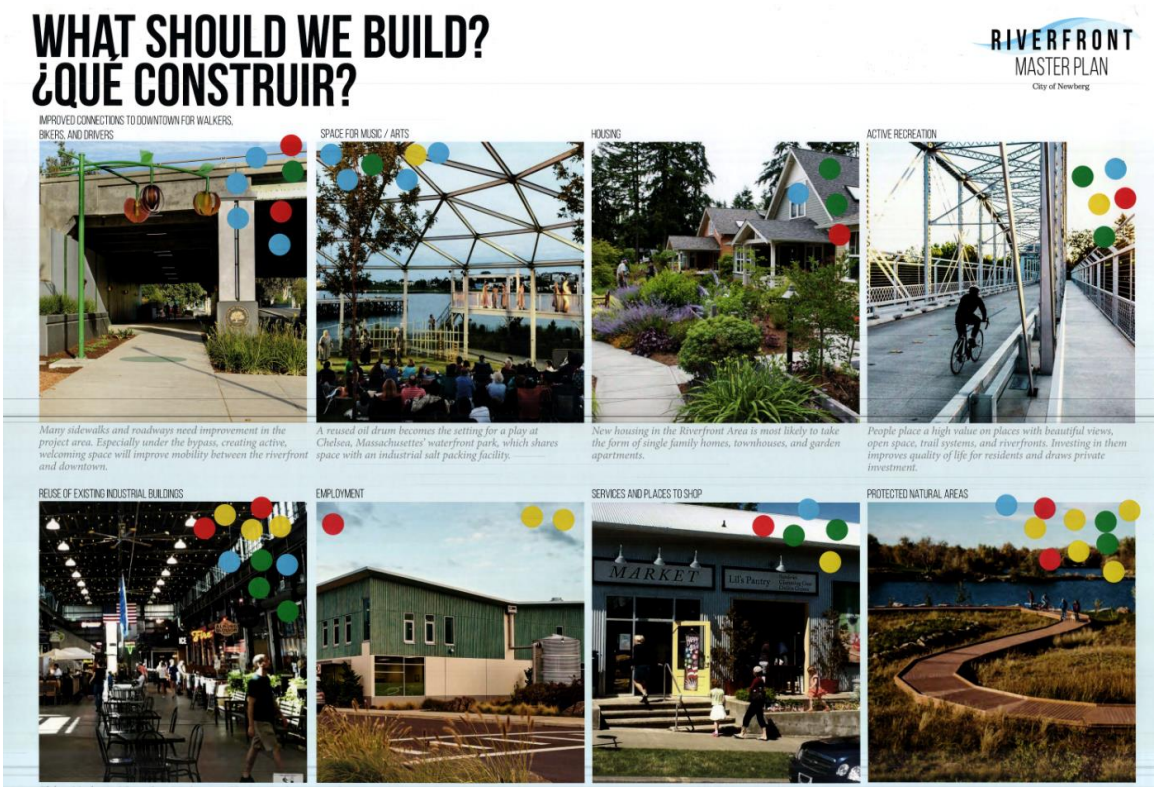
- What will be the impacts to the boat landing and existing boating uses, including the popular boat races?
- The steep grade at Rogers Landing helps calm traffic
- Desire for better swimming access
- Desire for paddle launch, playground, amphitheater. Opportunity to combine activities with retail or shuttle connections to other destinations.
- Walking trails and preserved habitat.

Other

- Will development be allowed in floodplain areas? How will this plan affect the stability of the riverbank/flooding of residential areas?
- Area under bypass
- What will impacts to school attendance/boundaries be?
- How much control does the City have in what occurs?
- Will the citizens be asked to vote on this plan?

Open house attendees were asked to place dots on activities that they wanted to see more of, and write other ideas. Written comments are provided below, and photos of dot exercise and other event photos are on the following pages.

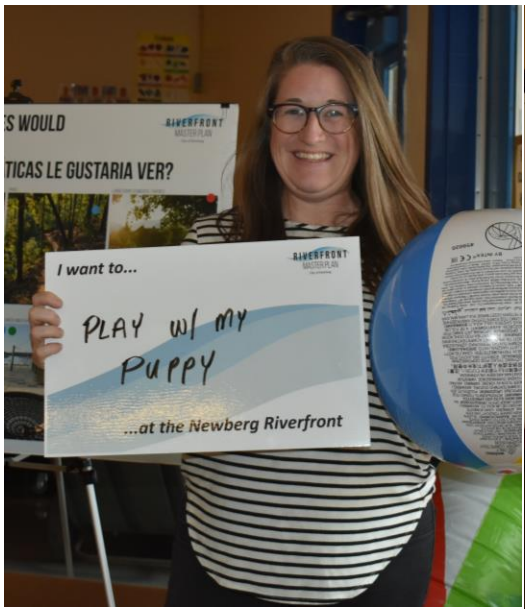
- Make use of bypass – covered space
- Prioritize recreation over buildings
- Balance motorized / nonmotorized boating
- Medium term moorage
- High class lodging facility
- Wide walkways from riverfront to downtown
- Lazy river wading area for kids (swim park)
- Safe walkways
- More access/room to be by river
- Refreshment stand near river
- Prioritize fishermen/women, fueling station
- Whole foods as a hang out, groceries
- Luxury movie theatre (ex: Progress Ridge)
- Separated/safe bike lanes
- Marina and restaurant: destination for boaters, maybe include playground and wine shuttle
- Big Al's/ Bullwinkles Entertainment for all seasons
- Small businesses for river users
- Connected hiking trails
- Concessions, playground, and amphitheater
- Connect area to Wynooski/ Hess Creek
- Destination retail
- Protection of affordable housing **
- Brewery


WHAT SHOULD WE BUILD?
¿QUÉ CONSTRUIR?
RIVERFRONT
MASTER PLAN
City of Newberg
IMPROVED CONNECTIONS TO DOWNTOWN FOR WALKERS, BIKERS, AND DRIVERS
Many sidewalks and roadways need improvement in the project area. Especially under the bypass, creating active, welcoming space will improve mobility between the riverfront and downtown.
SPACE FOR MUSIC / ARTS
A reused oil drum becomes the setting for a play at Chelsea, Massachusettes' waterfront park, which shares space with an industrial salt packing facility.
HOUSING
New housing in the Riverfront Area is most likely to take the form of single family homes, townhouses, and garden apartments.
ACTIVE RECREATION
People place a high value on places with beautiful views, open space, trail systems, and riverfronts. Investing in them improves quality of life for residents and draws private investment.
REUSE OF EXISTING INDUSTRIAL BUILDINGS
EMPLOYMENT
SERVICES AND PLACES TO SHOP
MARKET
PROTECTED NATURAL AREAS


WHAT WATERFRONT ACTIVITIES WOULD YOU LIKE TO SEE MORE OF?
¿QUÉ OTRAS ACTIVIADES ACUÁTICAS LE GUSTARIA VER?
RIVERFRONT
MASTER PLAN
City of Newberg
MOTORIZED BOATING
NON-MOTORIZED BOATING
TRAILS
LARGE EVENTS (CONCERTS / PARTIES)
SWIMMING
FISHING
PICNIC AREAS AND PLAYGROUNDS
COMMUNITY GARDEN


RIVERFRONT
MASTERPLAN


WHAT WATERFRONT ACTIVITIES WOULD
YOU LIKE TO SEE MORE OF?
¿QUÉ OTRAS ACTIVIADES ACUÁTICAS LE GUSTARIA VER?


I want to...
PLAY W/ MY PUPPY
...at the Newberg Riverfront


I want to...
SWIM!
...at the Newberg Riverfront


ACUÁTICAS LE GUSTARIA VER?
Please do not take any uneaten food from the cafeteria.
Thank you!
Por favor no tomes comida que no comes de la cafetería. Gracias

9/17/2018

To: Newberg Riverfront Master Plan Project Management Team

From: Andrew Parish, Kyra Schneider, Emma Porricolo, APG

Re: Summary of Online Open House #1

INTRODUCTION

This memorandum provides a summary of the Newberg Riverfront Master Plan Online Open House #1. The Online Open House was open for approximately two weeks, from Thursday, August 23, 2018 through Monday, September 10, 2018. The Online Open House coincided with the Newberg Riverfront Master Plan Public Event #1, which took place on Thursday, August 23, 2018 from 6:30pm – 8:00 pm at Edwards Elementary School in Newberg. The Online Open House provided the opportunity to share project information with community members who were unable to attend the in-person public event and solicit their feedback regarding the Riverfront Master Plan. A link to the Online Open House was posted to the City's website, Facebook page, and local newspaper, and was sent to the project's interested parties email list. The Online Open House was viewed approximately 150 times, though not all viewers provided feedback.

INFORMATION PROVIDED

Information provided in the Online Open House mirrored the information available at the in-person public event and included following topics:

- Project introduction (timeline, study area, and project vision statement & goals)
- Existing Conditions, including land use and transportation
- Market Analysis
- Buildable land and urban design
- Potential types of development in the study area
- Potential types of waterfront activities along the riverfront

RESULTS

Summary

Key takeaways of the survey are listed briefly below, followed by a detailed breakdown of all questions.

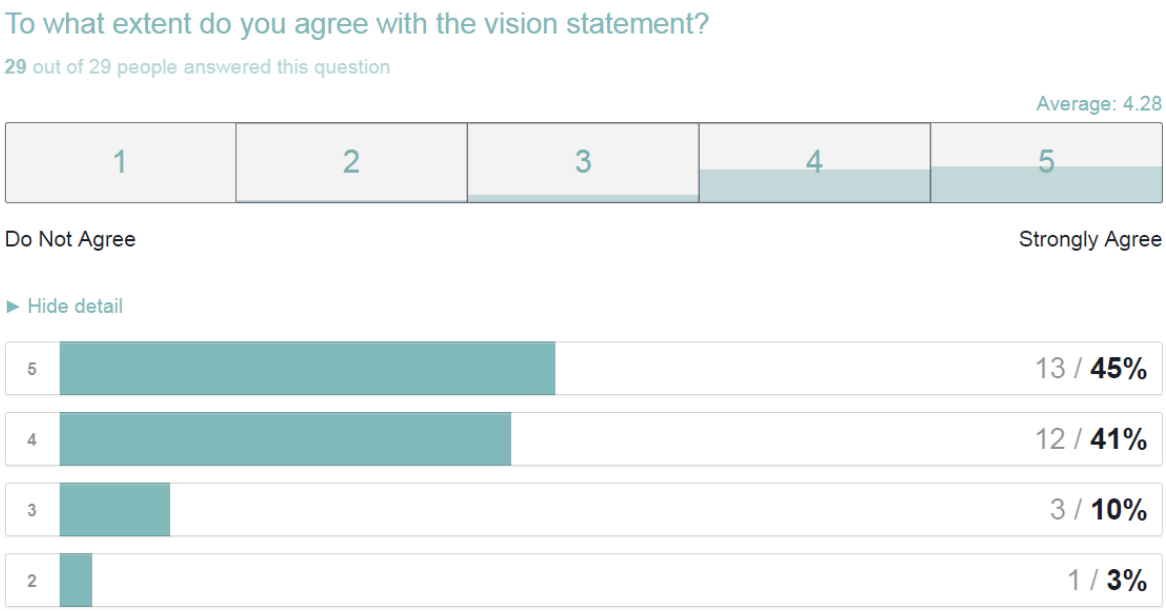
- Overall, respondents were very supportive of the project vision and goals, with suggestions about particular features or concerns to emphasize.
- Most respondents do not frequent the riverfront today, and said that park activities, commercial activities, and better bike/ped connections would encourage them to visit more.

- Pedestrian connections were listed as very important for the area; improved automobile access and additional automobile parking were not listed as high priorities among respondents.
- Trails were by far the most desired feature for the riverfront area, followed by picnic and playground areas and non-motorized boating activities.
- Continued industrial activity in the riverfront area was not a priority among respondents.
- Respondents were supportive of the three development programs as a starting point for analysis.
- The majority of respondents heard about this survey from Facebook or the local newspaper.

Vision and Goals

A total of 28 individuals responded to questions about the project vision and goals. Of the 29 respondents, 86% (24) either agreed or strongly agreed with the project vision statement; 11% (3) said that they neither agreed nor disagreed with the vision statement; and 4% (1) did not agree.

FIGURE 1. QUESTION 1 RESPONSES



Several respondents provided additional comments about the vision statement. Comments suggested to include local assets, such as local eateries and the agricultural roots of Newberg, in the plan, as well as events/concerts. Additionally, comments expressed concerns about the potential negative impacts of development in the Riverfront Area, such as parking, environmental impacts, project and maintenance costs, and lack of affordable housing. Specific comments and suggestions included the following:

- Concern that the project will cause a greater shortage of affordable housing
- Add a statement about honoring the area's agricultural roots and current connections to the dairy, hazelnut, and wine industries
- Emphasize large events such as concerts
- Include local eateries and music
- Ensure that the plan results in an extensive regional multi-use path system
- Concern about preserving habitat for local wildlife and minimizing environmental impacts

- Concern about upkeep and maintenance costs
- Concern that the project would result in higher local taxes
- Ensure that the riverfront includes facilities such as bathrooms and water fountains
- Suggestion to consider a pedestrian bridge across the river to connect to Champoeg State Park Trails
- Desire to clean up the surrounding streets and sidewalks and refresh homes through local code enforcement
- Desire to keep the riverfront area public and to preserve existing trees and natural areas
- Suggestion to add bike trails
- Ensure ample and free parking that does not distract from the natural beauty along the waterfront or impact on existing property owners
- Concern about the area being developed with housing, apartments, or condos

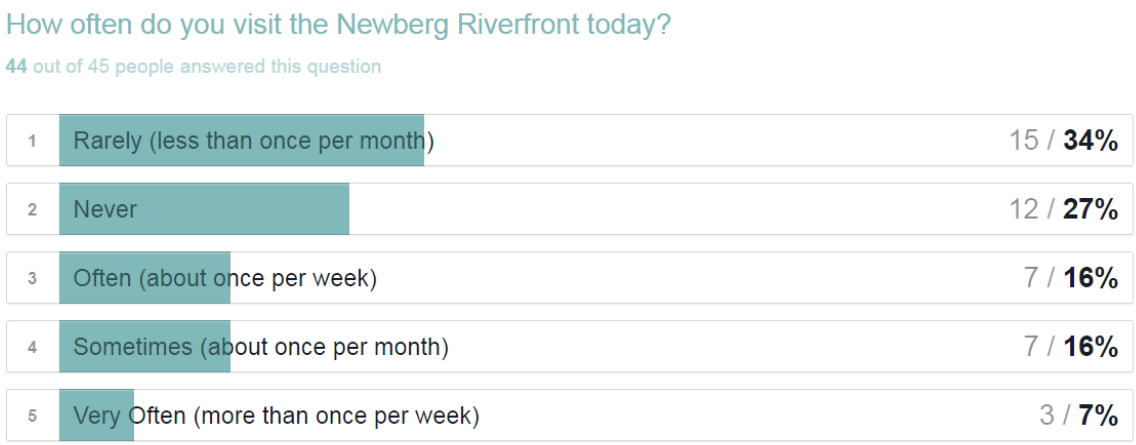
Community Vision for the Riverfront Area (Share Your Ideas)

A total of 45 individuals responded to questions asking for their ideas about the future of the riverfront area.

Question 1

Of the 44 respondents to Question 1, 34% (15) said they rarely visit the riverfront (less than once per month); 27% (12) said that they never visit the riverfront; and approximately 38% (17) of respondents said they visit the riverfront once a week or more.

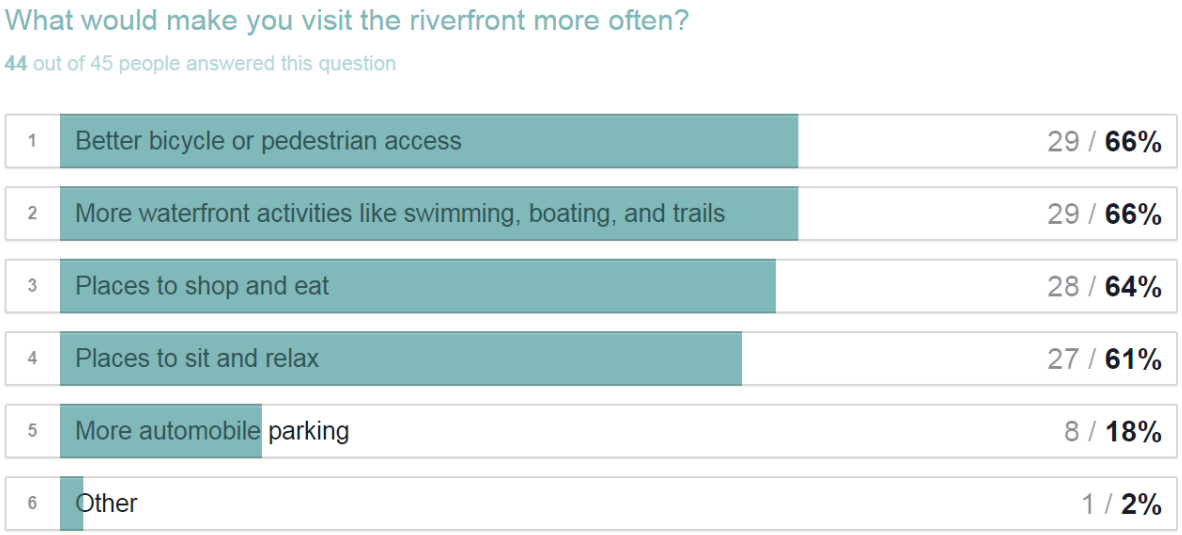
FIGURE 2. QUESTION 1 RESPONSES



Question 2

Of the 44 respondents, 66% (29) said they would visit the riverfront more often if there was better bicycle and pedestrian access; 66% (29) of respondents said they would visit if there were more waterfront activities like swimming, boating, and trails; and 64% (28) of respondents said they would visit more often if there were places to eat and shop. Only 18% (8) of respondents said they would visit more often if there was more automobile parking. One individual noted that they would visit the riverfront more often if there was a public bus stop.

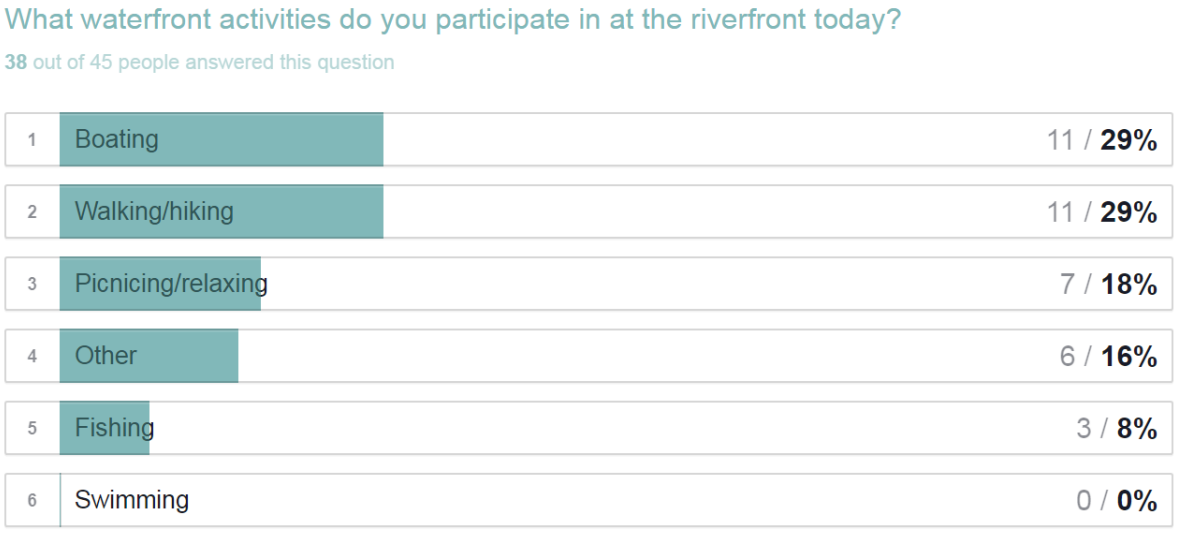
FIGURE 3. QUESTION 2 RESPONSES



Question 3

Of the 38 respondents, 29% (11) said they currently participate in boating; 29% (11) said they currently participate in walking/hiking; and 18% (7) said they currently participate in picnicking/relaxing. No respondents said they currently participate in swimming at the waterfront today. 'Other' comments included paddle boarding and kayaking.

FIGURE 4. QUESTION 3 RESPONSES

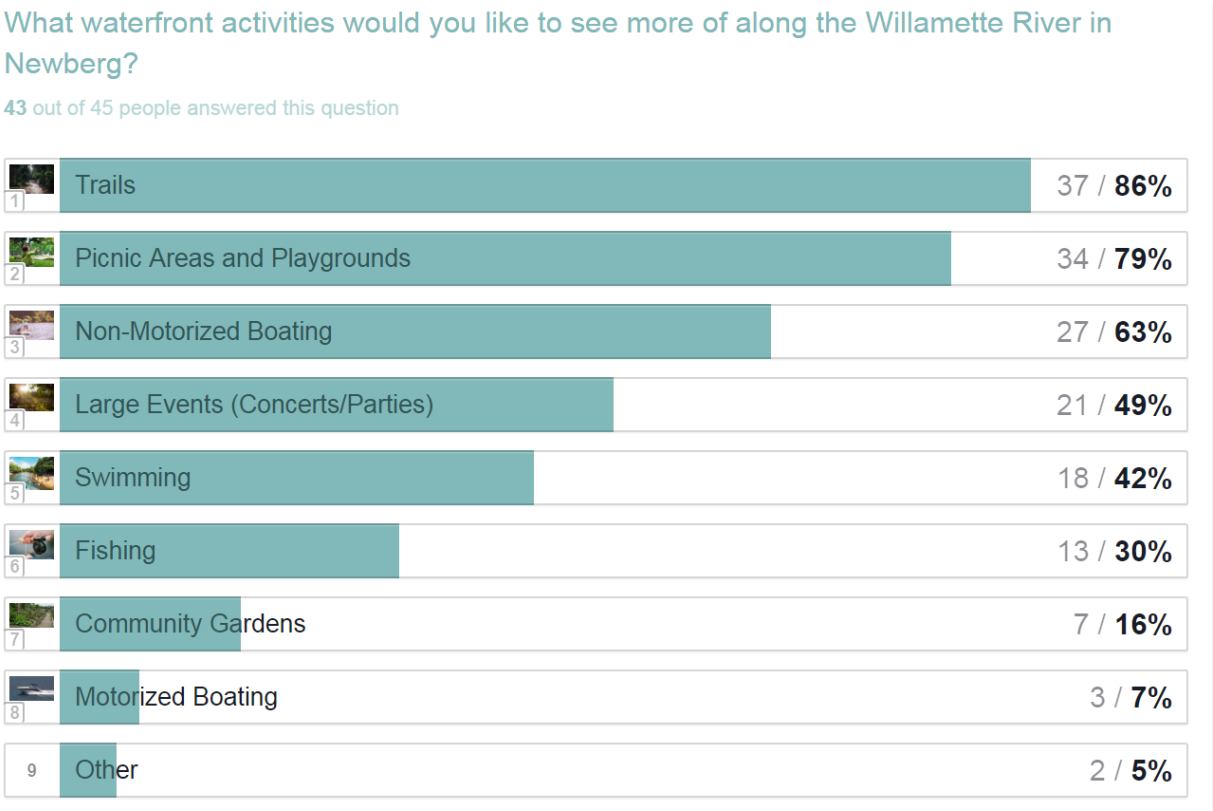


Question 4

Of the 43 respondents, 86% (37) said they would like to see more trails along the riverfront; 79% (34) said picnic areas and playgrounds; 63% (27) said non-motorized boating; 49% (21) said large events (concerts/parties); and

42% (18) said swimming. 30% of respondents or less said they would like to see fishing, community gardens, and motorized boating. 'Others' comments included a bike trail along the river and an amphitheater.

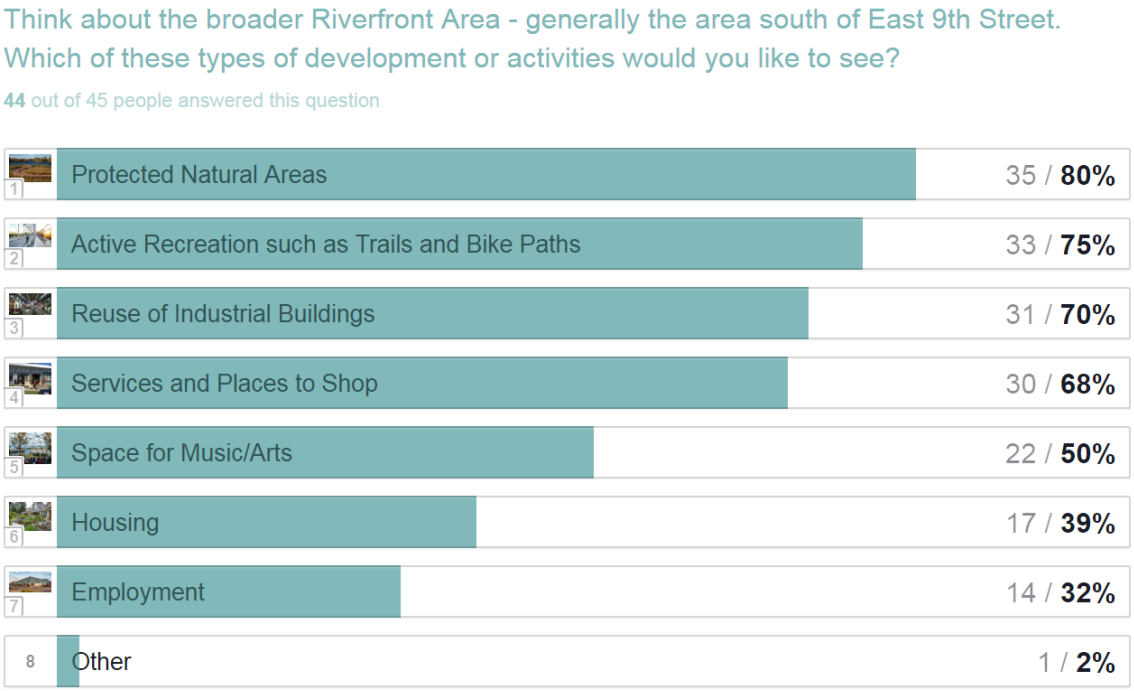
FIGURE 5. RESPONSES TO QUESTION 4



Question 5

Of the 44 respondents, 80% (35) would like to see protected natural areas in the broader Riverfront Area; 75% (33) would like to see active recreation such as trails and bike paths; 70% (31) would like to see reuse of industrial buildings; and 68% (30) would like to see service and places to shop. 50% of respondents or less chose space for music/arts, housing, or employment. One respondent noted that they would like to see a higher education component such as a trade school.

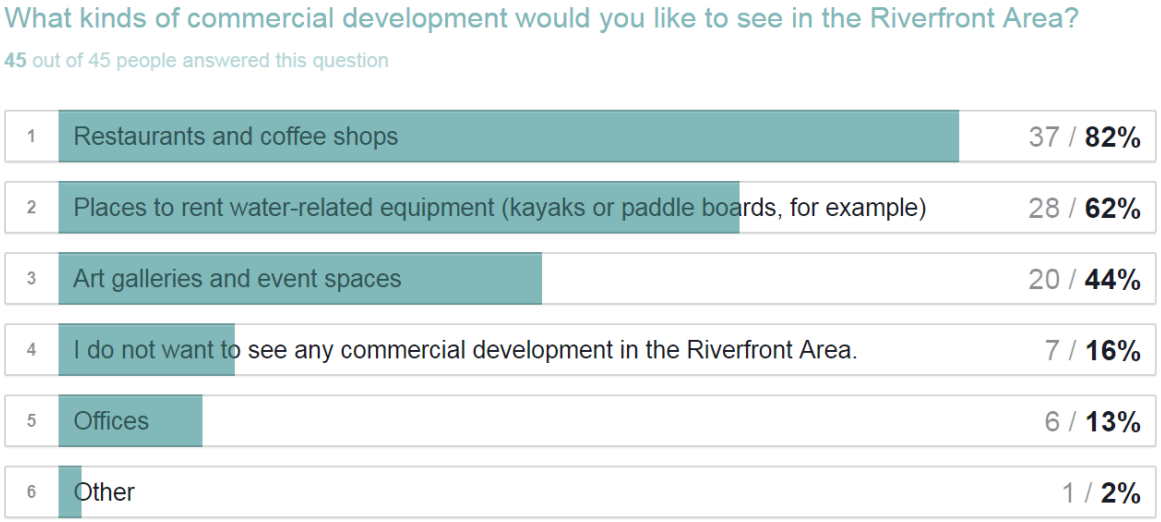
FIGURE 6. QUESTION 5 RESPONSES



Question 6

Of the 45 respondents, 82% (37) said they would like to see restaurants and coffee shops; 62% (28) said they would like to see more places to rent water-related equipment; 44% (20) said they would like to see more 'art galleries and event spaces.' 16% (7) of respondents said they do not want to see any commercial development in the Riverfront Area. One respondent wanted to see a small grocery store for local residents.

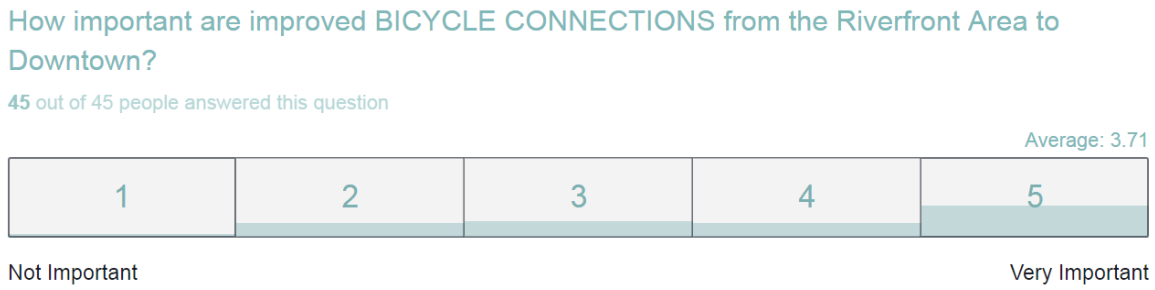
FIGURE 7. QUESTION 6 RESPONSES



Question 7

Of the 45 respondents, 40% (18) think bicycle connections from the Riverfront Area to the Downtown are very important; 18% (8) think bicycle connections are important; 20% (9) are neutral, and 22% (10) think bicycle connections are not important.

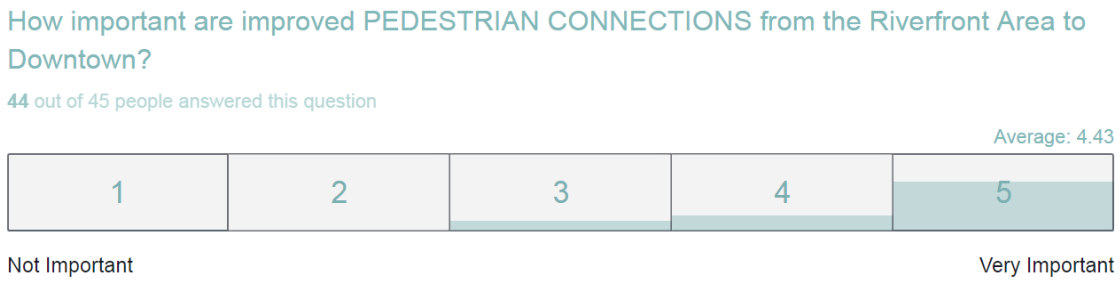
FIGURE 8. QUESTION 7 RESPONSES



Question 8

Of the 44 respondents, 64% (28) think pedestrian connections from the Riverfront Area to Downtown are very important; 20% (9) felt they are important; 14% (6) were neutral; and 2% (1) think pedestrian connections are not important.

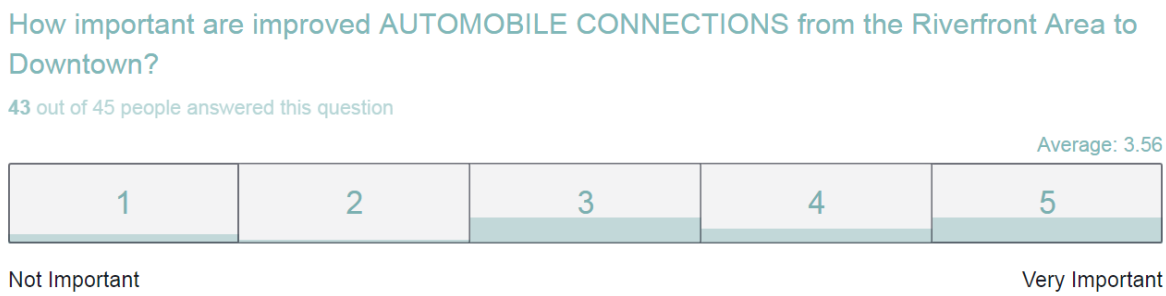
FIGURE 9. QUESTION 8 RESPONSES



Question 9

Of the 43 respondents, 52% (22) think automobile connections are important or very important; 33% (14) are neutral on the topic of automobile connections from the Riverfront Area to Downtown; and 17% (7) think automobile connections are not important.

FIGURE 10. QUESTION 9 RESPONSES

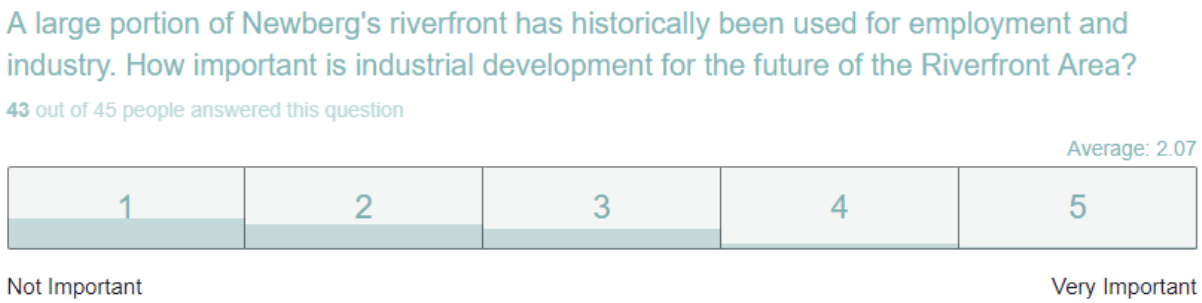


Of the three types of connections (pedestrian, bicycle, and automobile) between downtown and the riverfront surveyed, pedestrian connections had the highest average score (4.43). Followed were bicycle and automobile, with average scores of 3.71 and 3.56 respectively.

Question 10

Of the 43 respondents, 67% (29) think industrial development is not important (chose score of 1 or 2); 23% (10) are neutral; and 9% (4) think it is important or very important. The average score was 2.07.

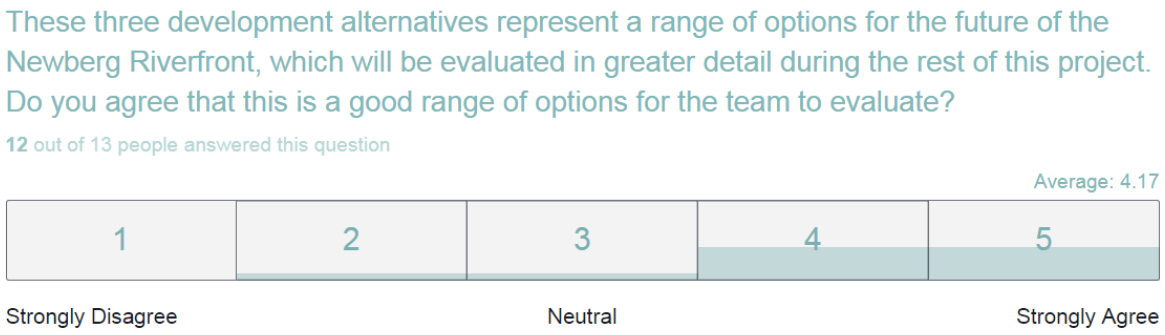
FIGURE 11. QUESTION 10 RESPONSES



Development Programs (Share Your Ideas)

Respondents were provided information on the three development alternative options the master planning team is evaluating. They were then asked if they agree that it is a good range of options to evaluate for this master plan. Of the 12 respondents 84% (10) strongly agreed or agreed with the range of options; 8% (1) was neutral; and 8% (1) disagreed.

FIGURE 12. QUESTION 1 RESPONSES



6 of the 13 respondents provided additional comments about why they agree or disagree with the options presented. There were a variety comments in favor of the options and several suggestions for improvements. A summary of the comments received is listed below.

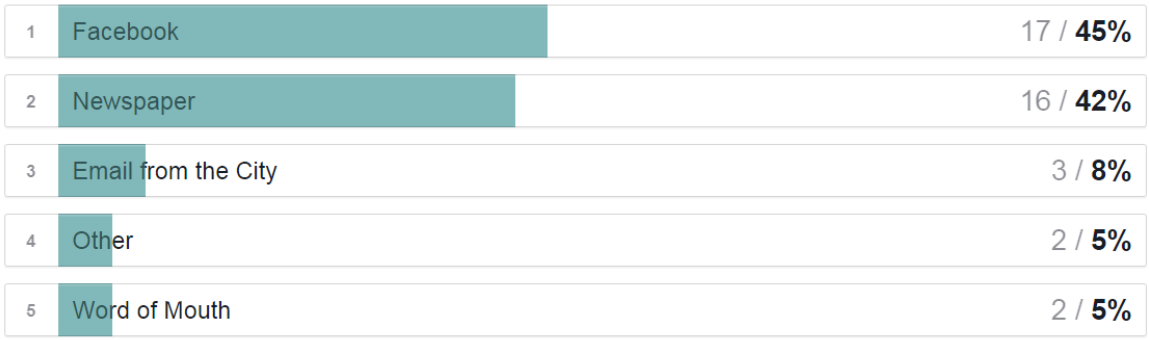
- Desire to see a greater emphasis on light industrial, less on "destination retail"
- Emphasis on having a mix of uses
- Suggestion to develop an alternative plan in case the proposed sale of the mill site falls through
- Disagreement with using the space for offices or institutions; suggestion to use it only for shops, restaurants, or artist space, or a small boutique hotel (no chain hotels or restaurants)

- Housing should be individual lots sold to individual owners, not mass development

Demographics

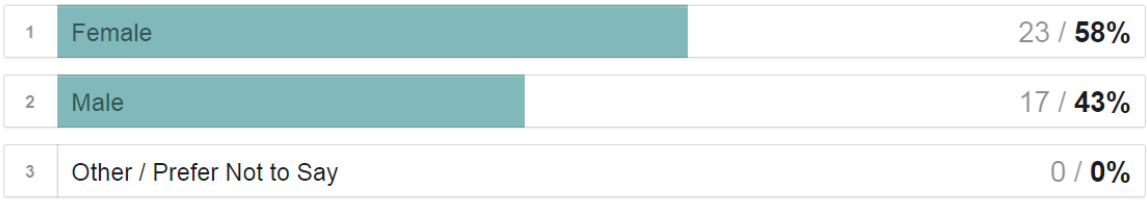
How did you hear about this survey?

38 out of 40 people answered this question



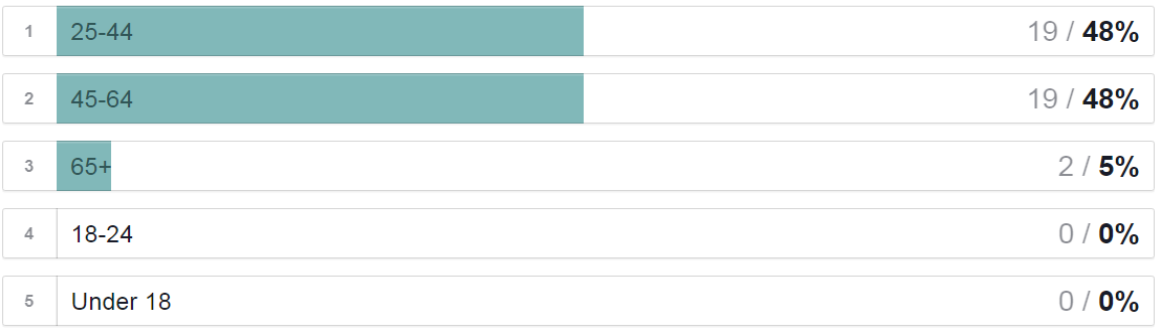
What is your gender?

40 out of 40 people answered this question



What is your age?

40 out of 40 people answered this question



What is your ethnicity? (select all that apply)

39 out of 40 people answered this question

1	White or Caucasian	36 / **92%**
2	Prefer Not to Say	2 / **5%**
3	American Indian or Alaskan Native	1 / **3%**
4	Asian or Pacific Islander	1 / **3%**
5	Black or African American	0 / **0%**
6	Hispanic or Latino	0 / **0%**
7	Other	0 / **0%**

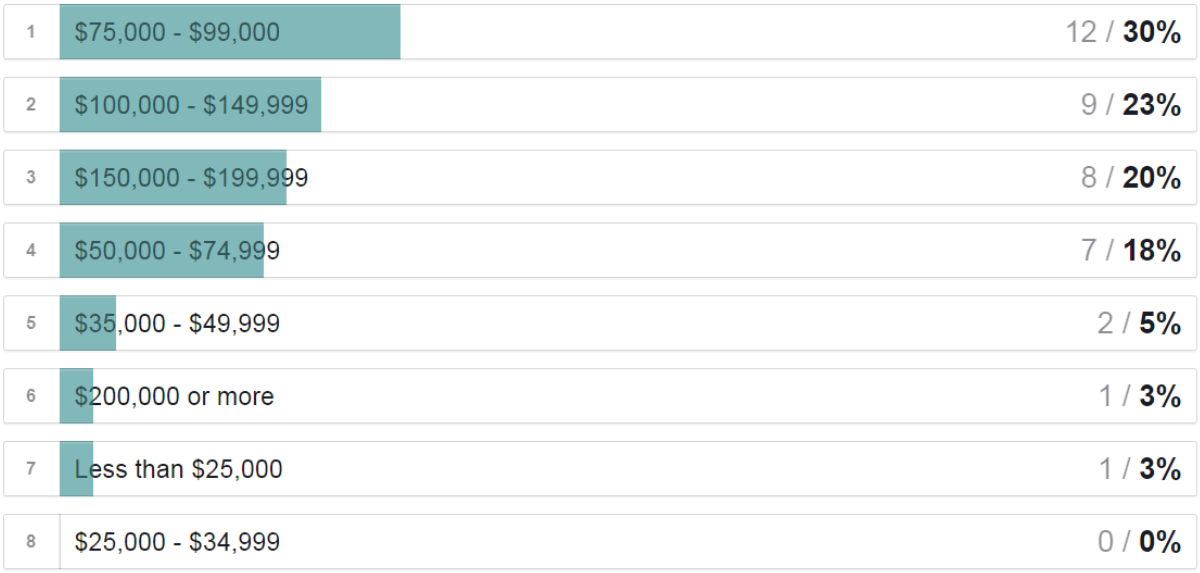
What is the highest level of school you have completed or the highest degree you have achieved?

40 out of 40 people answered this question

1	Bachelor degree	17 / **43%**
2	Some college but no degree	11 / **28%**
3	Graduate degree	10 / **25%**
4	Associate degree	2 / **5%**
5	High school degree or equivalent (e.g. GED)	0 / **0%**
6	Less than a high school degree	0 / **0%**

What is your approximate average household income?

40 out of 40 people answered this question



12/10/2018

To: Newberg Riverfront Master Plan Project Management Team

From: Andrew Parish and Kyra Haggart, APG

Re: Summary of Public Event 2

INTRODUCTION

This memorandum provides a summary of the December 4, 2018 Newberg Riverfront Master Plan Public Event #2.

SUMMARY OF EVENT

Date: Tuesday, December 4, 2018
Time: 5:30pm – 7:30pm
Location: Public Safety Building
401 E 3rd Street, Newberg OR

Event Agenda:

5:30 PM	Open house, one-on-one discussion
6:15 PM	Brief presentation
6:45 PM	Open house, one-on-one discussion

Attendance:

Roughly 43 community members were in attendance.

INFORMATION PROVIDED

Information was presented on the following topics, with the project team circulating to engage attendees:

- Project schedule and study area
- Common elements of the master plan
    - Public riverfront concepts
    - Parks and open space concepts
    - Trail concepts
    - Underpass park concepts
    - Gateway concepts
    - Complete streets and downtown connections concepts
    - Mixed use node concepts

- Land use alternatives
- Water, wastewater, and storm drainage
- Implementation
    - Code and design concepts
    - Implementation strategy
    - Affordable housing and anti-displacement strategies

A copy of the presentation and the printed boards are available on the project website.
https://www.newbergoregon.gov/planning/page/riverfront-master-plan-0

SERVICES PROVIDED

- Spanish/English language interpretation was available.
- The meeting location was handicapped-accessible and contact information was provided for those needing special accommodations.

DISCUSSIONS WITH THE COMMUNITY

Project staff had discussions with community members in individual and small group settings at the event. The following is a partial list of topics and interests discussed:

- Land Use/Housing
    - Conserve large acreage industrial land, i.e. old s+p site
    - Questions regarding sale of the Westrock Mill property.
    - Affordable incentives in options
    - Alt C is good, but change A+B to require apartments
    - Housing on the riverfront improves safety (especially at night)
    - Affordable housing / R3 in all options
    - Alternative C – I like the idea of adding affordable housing, however the placement (right next to Industrial site) is problematic because of the concept of environmental racism
    - Gentrification – how will the current residents rent/home affordability be impacted—is there a plan set in place to address this issue?
    - I like Alternate Plan C specifically for the affordable housing concept
    - Also, limit R-2 development to not allow single family homes. Change MDR zone to HDR (R-3)
    - Places for affordable housing
    - There is no significant retail market here, so any retail must be small-scale and community supporting.
    - Housing authority looking for new projects in the Newberg-Dundee area
    - Zoning that would allow boat storage away from the water and out of the flood plain but with good access to Roger's Landing was requested
- Transportation
    - Specific location of the riverfront esplanade
    - Interest in having a shared use path along the river.
    - Consideration for the full road (with multimodal and vehicular access) not going along the waterfront, but instead a series of stub-streets that would provide some access. Not a full grid.

Desire is to prevent higher traffic volumes on a road that everyone will use. Maybe flip the transportation network so that it is not along the river but instead along the bypass on the north end.
    - To maximize waterfront value wants to see culdesacs and dead end streets connecting to water. Doesn't feel that low volume, low speed, narrow streets will work to deter vehicle traffic.
    - Potential to provide a pedestrian-only esplanade rather than a roadway
    - More dirt trails, even alongside sidewalks
    - Parkway away from Riverfront bluffs
    - Contiguous sidewalks on River St and Fourteenth
    - Traffic impacts for residents off Wynooski and access to 219
    - Don't add vehicles along bluff – let Blaine extension handle the traffic
    - Importance of regional thinking in terms of trail and waterway connections
    - Pedestrian + bike paths – separated under bypass
    - Esplanade separated by greenspace from Parkway
    - Vehicle traffic off the bluff east of River
    - Don't do a bunch of upgrades on River without taking into account the entire neighborhood South of 4th and west of S Wynooski…the roads need upgrades and sidewalks are lacking.
    - More bike paths off-roadway – shared sidewalk
    - Potential for Blaine expansion to include only rail and bicycle/ped traffic
    - Concern about widening ROW north of Bypass because it would require property owners to allow a few feet of land be converted to public use
    - Significant ped safety improvements including sidewalks and traffic control in the neighborhoods south of 9th, east of River, and West of Wynooski. These were requested to be an early priority so the neighborhood is not left behind.
- Underpass Park:
    - Air quality under the bypass – does this affect suitability for a park?
- Future Waterfront Park facilities:
    - Safe walking access to Rogers Landing –existing trail is too steep and dangerous
    - Storage for boats
    - Non-motorized launch for boats
    - Public/private rowing facilities and storage (crew)
    - Importance of non-motorized boating
    - Improve Rogers landing to become park-like not just for boat users
    - Beach development upstream through Baker Rock Property
    - More swimming beach access along the riverfront if currents make it possible
    - Buffer within the Willamette for a no-wake zone to preserve space for nonmotorized uses
- Environment
    - Plant more trees and replace the ones taken down
    - Concerns about erosion due to people cutting through if trails are too close together; ensure proper spacing
- Implementation and Funding
    - Could the city purchase part or all of the Westrock site so the community has total control over its transition to other uses?
    - Open to a bond for this or other projects

- Any commercial space in the Riverfront should be either built as part of new mixed-use projects, or when other significant improvements have occurred to the waterfront. There is little current activity to warrant new retail, and increased density or visitation is necessary to support new space. Consider this when developing phasing plan.
- TIF: concern that the money generated from a district would be directed to downtown, rather than the Riverfront.

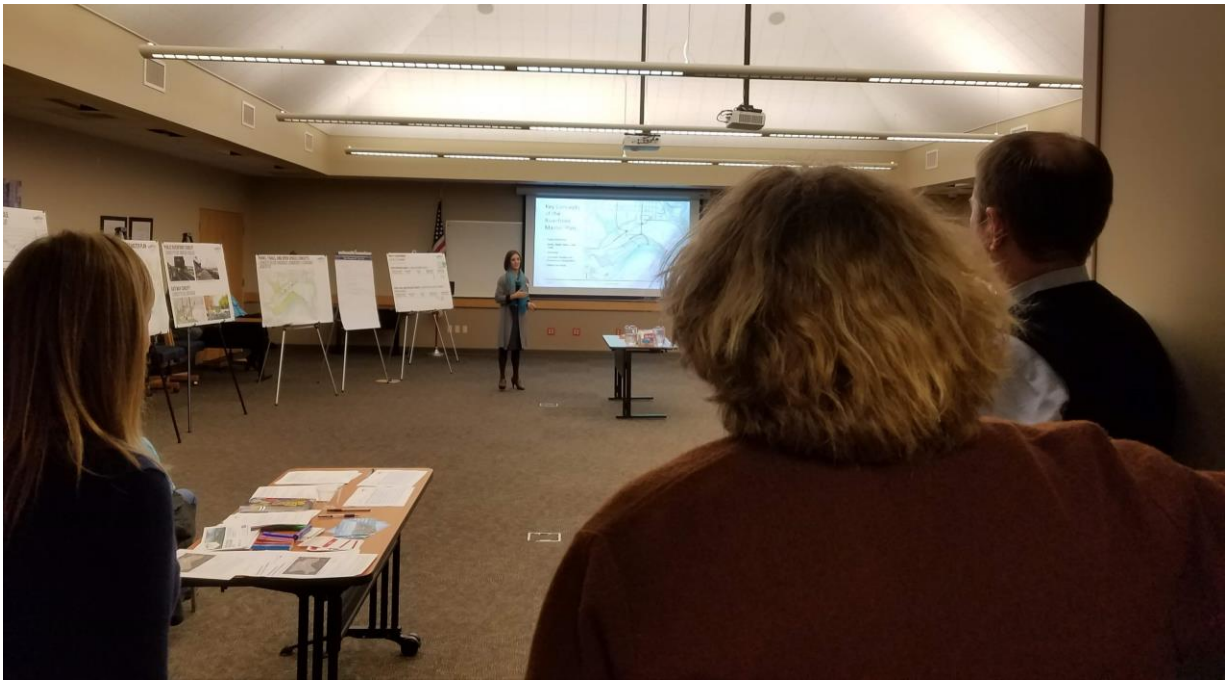
Open house attendees were asked to place dots on boards rating their support for the concepts presented at the open house. As shown in the following table, attendees had a high level of support for all concepts, and especially strong support for the Underpass Park concept .

Table 1: Results of Dot Exercises

Public Riverfront Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**1**	**2**	**5**	**8**
Parks, Trails and Open Spaces Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**0**	**0**	**6**	**9**
Mixed Use Node Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**2**	**0**	**4**	**7**
Underpass Park Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**0**	**0**	**0**	**15**
Gateway Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**0**	**0**	**0**	**9**
Complete Streets and Downton Connections Concept				
Strongly Do Not Support	Do not support	Neutral	Somewhat Support	Strongly Support
0	**0**	**0**	**1**	**9**

PHOTOS


LAND USE ALTERNATIVES
ALTERNATIVAS PARA EL USO DEL SUELO
IMPLEMENTATION
IMPLEMENTACION




S, TRAILS, AND OPEN SPACES CONCEPTS
CEPTOS DE PARQUES, SENDEROS Y ESPACIOS
IERTOS
RIVERFRONT
MASTER PLAN


KEY CONCEPTS FOR THE RIVERFRONT MASTER PLAN
CONCEPTOS CLAVE
•Public Riverfront
•Parks, Open Space, and Trails
PARKS, TRAILS, AND OPEN SPA
CONCEPTOS DE PARQUES, SE
ABIERTOS

12/20/2018

To: Newberg Riverfront Master Plan Project Management Team

From: Andrew Parish and Kyra Haggart, APG

Re: Summary of Online Open House #2

INTRODUCTION

This memorandum provides a summary of the Newberg Riverfront Master Plan Online Open House #2. The Online Open House was open for two weeks, from Wednesday, December 5, 2018 through Wednesday, December 19, 2018. The Online Open House coincided with the Newberg Riverfront Master Plan Public Event #2, which took place on Tuesday, December 4, 2018 from 5:30pm – 7:30 pm at the Newberg Public Safety Building. The Online Open House provided the opportunity to share project information with community members who were unable to attend the in-person public event and solicit their feedback regarding the Riverfront Master Plan. A link to the Online Open House was posted to the City's website, Facebook page, and local newspaper, and was sent to the project's interested parties email list. The Online Open House received a total of 73 responses.

INFORMATION PROVIDED

Information provided in the Online Open House mirrored the information available at the in-person public event and included following topics:

- Project schedule and study area
- Common elements of the master plan
    - Public riverfront concepts
    - Parks, open spaces, and trails concepts
    - Gateway concepts
    - Complete streets and downtown connections concepts
    - Mixed use node concepts
- Land use alternatives
- Water, wastewater, and storm drainage
- Implementation
    - Code and design concepts
    - Implementation strategy
    - Affordable housing and anti-displacement strategies

RESULTS

Summary

Key takeaways of the survey are listed briefly below, followed by a detailed breakdown of all questions.

- Overall, respondents were very supportive of the key concepts, with parks and trails being particularly important to most community members.
- Many community members expressed the need for improvements to existing streets in the riverfront area, especially S River Street and S College Street.
- Pedestrian connections were identified as very important for the area.
- Parking was identified as a concern for areas with new development or park uses.
- Respondents expressed concerns about the unknown environmental conditions on the mill site.
- Many residents are supportive of adding more high-density and/or affordable housing to the riverfront area.
- Overall, respondents preferred Alternative B to the other land use alternatives.

Key Concepts for the Riverfront Master Plan

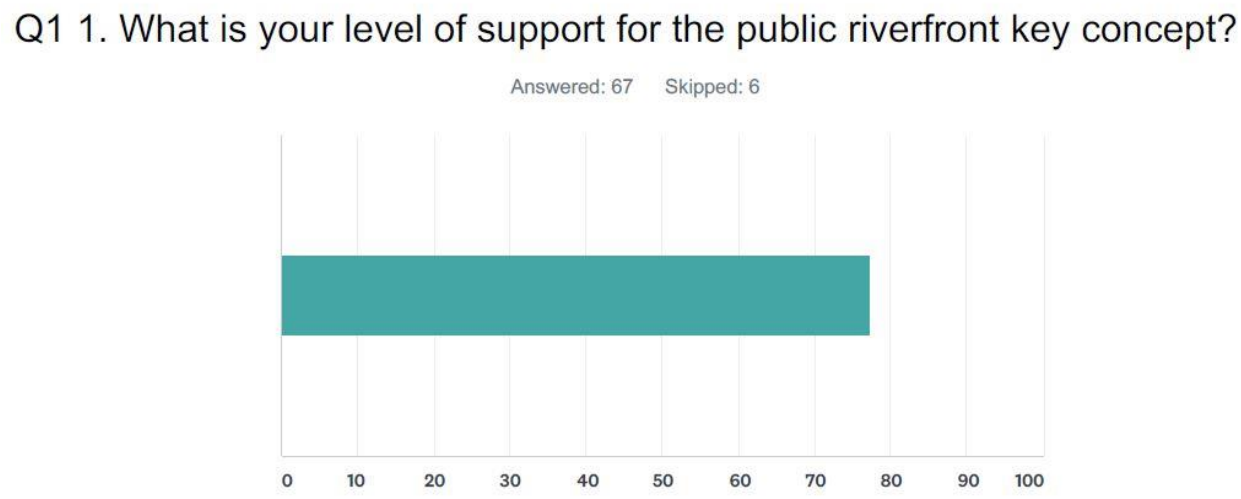
This section of the survey asked community members to rate their support for the five key concepts for the Riverfront Master Plan:

- Public riverfront concepts
- Parks, open spaces, and trails concepts
- Gateway concepts
- Complete streets and downtown connections concepts
- Mixed use node concepts

The figures below summarize the responses received for each key concept. A score of 0 indicates that the respondent strongly does not support the concept, a score of 50 indicates that the respondent moderately supports the concept, and a score of 100 indicates that the respondent strongly supports the concept. Respondents were able to slide the scale bar to the position of their choosing to indicate their level of support, as illustrated in the image below.

Public Riverfront Concepts

FIGURE 1. WHAT IS YOUR LEVEL OF SUPPORT FOR THE PUBLIC RIVERFRONT KEY CONCEPT?

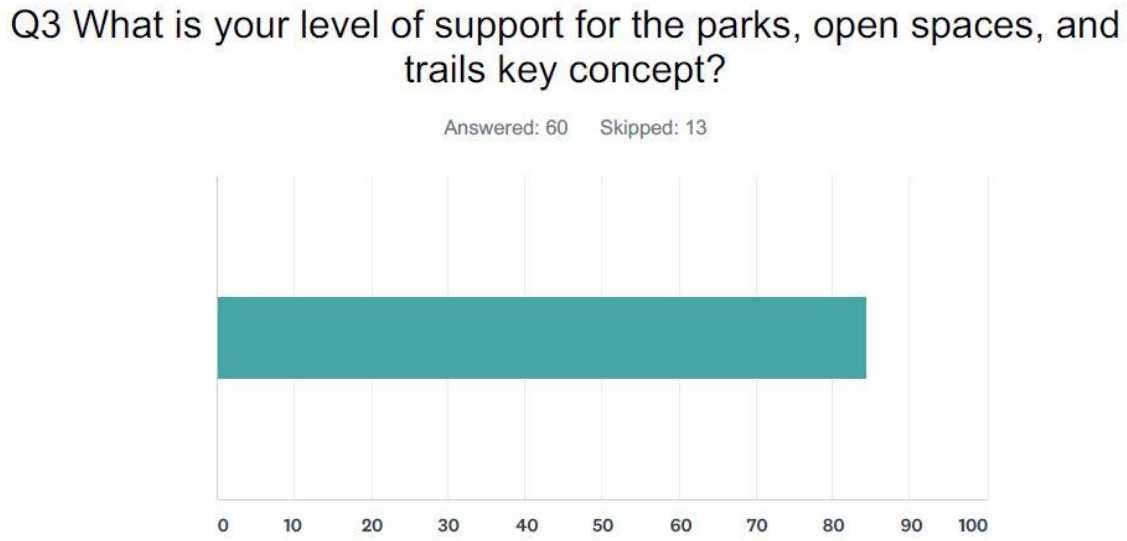


26 respondents provided additional comments about the public riverfront concept, including:

- Public space along the river is invaluable to community members
- Keep areas along the river natural with minimum development
- Support for mixed use properties in the riverfront area
- Keep the riverfront open to pedestrians and bikes, not vehicles
- Support for the pedestrian esplanade along the bluff
- Desire to see protected bike lanes in the riverfront area
- Restore the damaged sidewalks on S College Street and S River Street
- Concerns about safety, adequate lighting, criminal activity, and overnight camping
- Concerns about the cost and time it will take to develop the area
- Concerns that the current owner of the mill property will not cooperate with the City's plans
- Environmental concerns about potential contamination on the mill site
- Preserve old trees in the area, particularly the cottonwood tree grove at the current entrance to Roger's Landing Park
- Improvements and maintenance are needed to streets and infrastructure in existing neighborhoods
- Make sure infrastructure is in place before building
- Infrastructure should be at the cost of the developers not the citizens
- General concerns about growth and new development in the city
- General support for bike lanes and safe spaces to walk and run
- Desire to see bike and other recreational equipment rentals on the riverfront
- Develop several miles of continuous walking trails along the river

Parks, Open Spaces, and Trails Concepts

FIGURE 2. WHAT IS YOUR LEVEL OF SUPPORT FOR THE PUBLIC RIVERFRONT KEY CONCEPT?



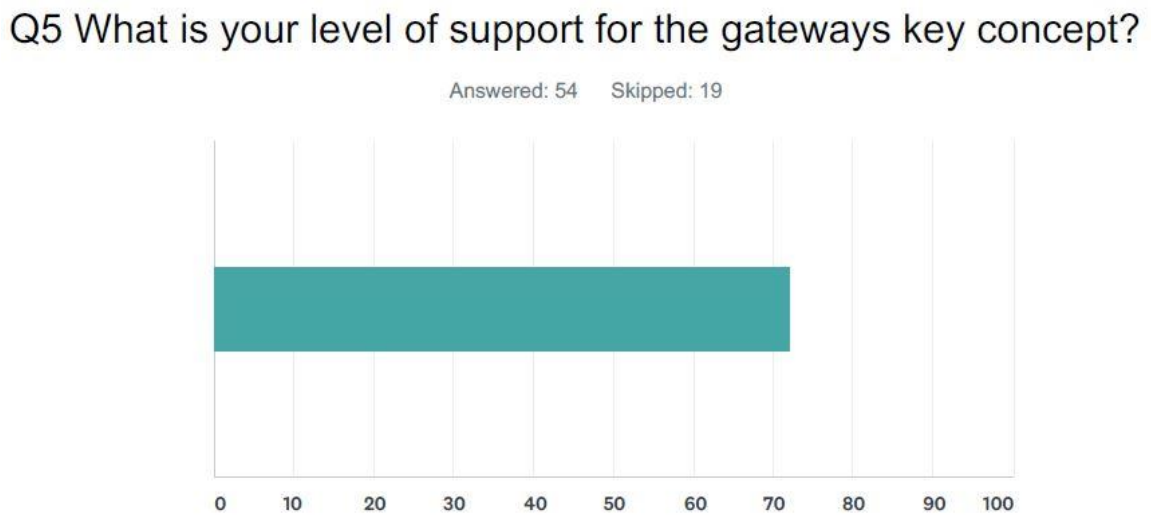
20 respondents provided additional comments about the public riverfront concept, including:

- Trail connectivity to other parks is important and should be prioritized before commercial development
- Walking is a more important means of transportation than vehicles and deserves higher consideration
- Any new parks or development should include their own parking because the residential street parking in the area is already being used by residents
- Unsure if there is really a need for soccer or other athletic fields in the underpass park
- Good use of the bypass as a covered area for the amphitheater and recreational fields
- General support for more walking and biking trails in the area
- Desire for more off-leash parks and trails in the riverfront area
- Concerns about light pollution from the underpass park
- Too many amenities will infringe on the character of the area
- Questions about who will manage and maintain the underpass park
- Support for preserving natural spaces with options for recreational activities
- Concerns about the cost of conducting environmental studies in the riverfront area
- Make the whole site one big riverfront park that allows for year-round uses (regional amphitheater for large concerts, fairgrounds, sports fields, etc.)
- Concerns about safety, maintenance, criminal activity, police patrol, and more amenities drawing homeless populations to the area
- Make it accessible for all ages and abilities
- Concerns that water trails would restrict the use of ski boats on the river
- Desire to make the riverfront a family-friendly area
- General support for sports fields and other recreational amenities in the area
- Direct waterfront access should be for bikers, walkers, and runners rather than vehicles
- The best views should be reserved for trails and parks rather than paved roads and vehicles

- One long trail along the river all the way to Dundee would be an asset to the regional community

Gateway Concepts

FIGURE 3. WHAT IS YOUR LEVEL OF SUPPORT FOR THE GATEWAYS KEY CONCEPT?

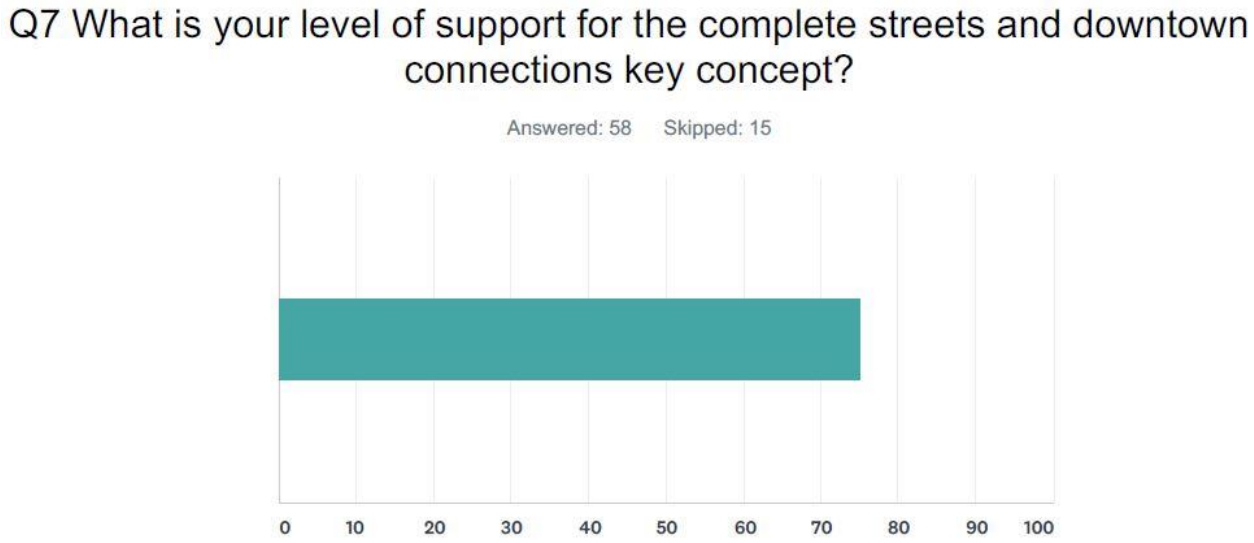


12 respondents provided additional comments about the public riverfront concept, including:

- Gateway features should be designed by local artists
- Need to respect the privacy of existing residents on these local streets
- Gateway features are less important than other aspects of the plan
- Involve Travel Oregon to develop a featured mural as part of their mural trail
- Difficult to add a cultural landmark like the gateway without first addressing the current concerns with existing sidewalks along River Street and the uneven rail crossing
- Long-range planning regarding infrastructure, transportation needs, etc. should be considered when the gateways are built
- Preference for wayfinding signage
- Any development should preserve the natural beauty of the area
- Concerns about gateways creating easier access for illegal activity and drawing homeless populations to the area

Complete Streets and Downtown Connections Concepts

FIGURE 4. WHAT IS YOUR LEVEL OF SUPPORT FOR THE COMPLETE STREETS AND DOWNTOWN CONNECTIONS KEY CONCEPT?



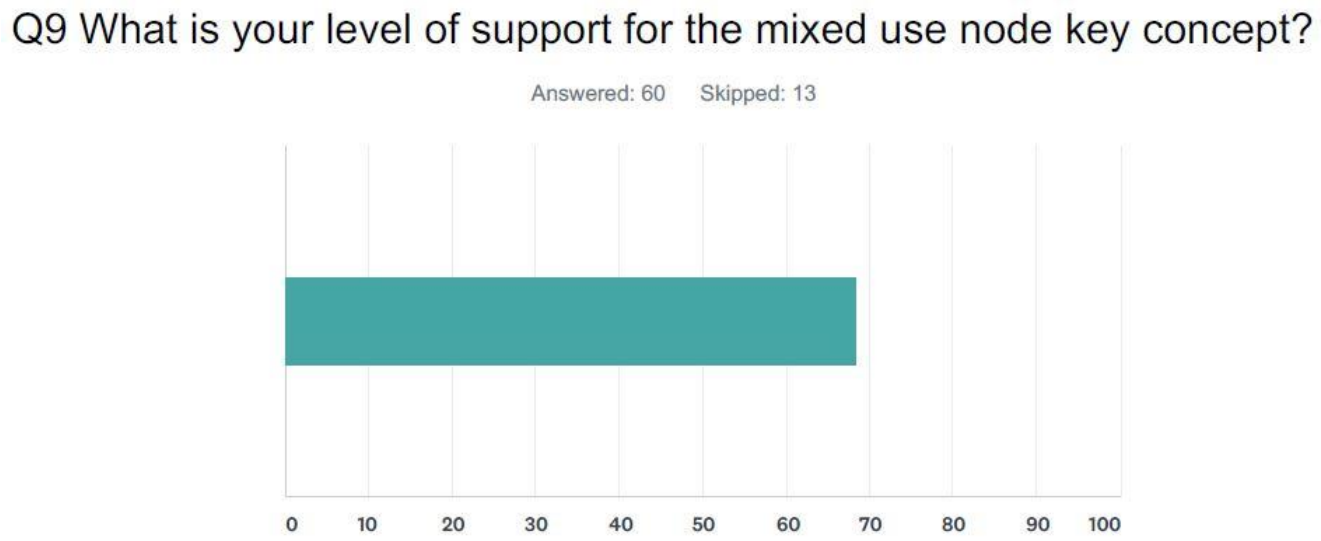
23 respondents provided additional comments about the public riverfront concept, including:

- Plan on planting more trees to replace the trees that will be taken down to increase right-of-way
- Concerns that existing buildings would be negatively impacted
- Unsure about the need for six feet of sidewalk when you also have a six-foot bike lane
- Concerns that this plan is made at the homeowners' expenses without consideration or compensation to them
- Residents of the neighborhood should be informed (in detail) of the proposed changes via mail or door-to-door outreach and have the chance to give their input; making a public announcement in a newspaper or on a website is not effective or proactive enough and most residents of the area are not aware of these riverfront plans
- Concerns about the effects of noise pollution and property loss to residents on S River Street and S College Street
- Improvements to the current poor conditions on S River Street and S College Street are very important
- A new connection to S Wynooski Street and/or Dog Ridge Road should take priority after improvements to River Street
- Concerns that six feet of sidewalk will be unnecessary
- No need for buffered bike lanes in the riverfront area given street speeds
- Put the bike lane on the same side of the landscape strip as the sidewalk, separating the bikes from the cars
- The bike lane should be protected by pylons or other protection measures to ensure that it is used
- Addition of more shade trees along the street would be nice
- Adjacent property owners should not need to pay for street improvements
- Making streets ADA accessible and walkable for all is very important
- Concerns that improvements and development would cause current property taxes increase
- Desire to see a cleanup of 9th Street

- Adding street lighting in the area is important
- Sidewalks are very important, especially for families with children
- Existing residents in this area do not want to see increased traffic flow in front of their homes
- Concerns that adding bike lanes means more bike on all roads, including rural roads and main highways, which will lead to more accidents involving bikes

Mixed Use Node Concepts

FIGURE 5. WHAT IS YOUR LEVEL OF SUPPORT FOR THE MIXED USE NODE KEY CONCEPT?



21 respondents provided additional comments about the public riverfront concept, including:

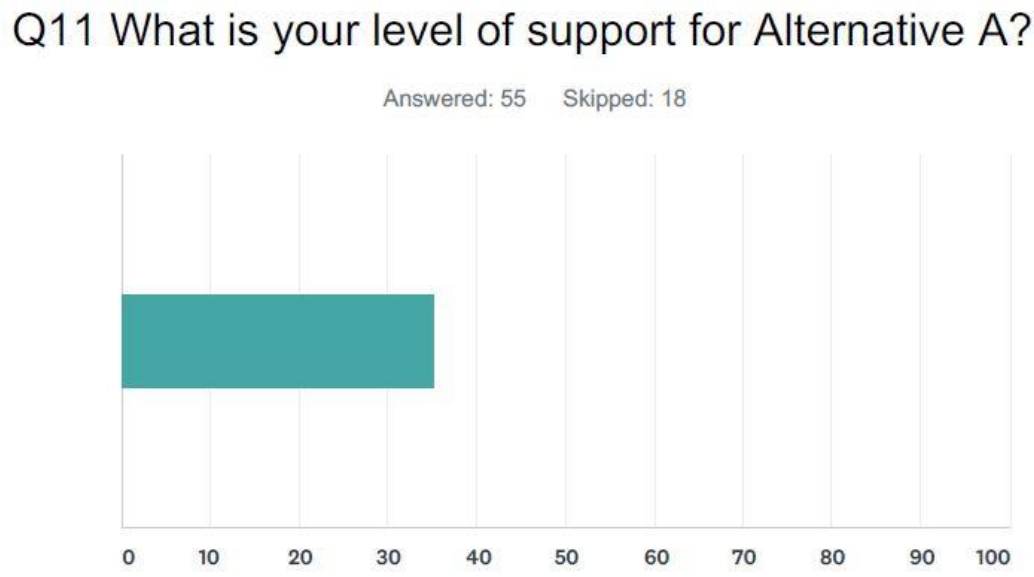
- Don't make development so fancy that locals don't feel at home
- Concerns about mixed use development drawing homeless populations
- Concerns about how increased traffic will change the residential neighborhood character
- Support for development of restaurants and a nice hotel, but stores should stay in downtown
- Concern that this will take away from downtown and the businesses that are being established there
- Add housing above the commercial first floor
- General support for a mixed-use node as an asset to the community
- Support for recreational equipment rentals on the riverfront
- Concerns about environmental contamination on the mill site
- The riverfront area should be used for light industrial uses, high density housing, and open spaces
- Concerns about increased tourists and traffic
- Support for destination restaurants rather than industrial buildings
- Support for lodging such as a boutique hotel
- The area right on the water should be preserved as a natural area with good walking options, but support for mixed uses further back
- Do not support Newberg as a tourist destination
- Concerns that the plan will open the option for Trimet or other public transit to operate in Newberg
- Concerns that development will increase property taxes

Land Use Alternatives

This section of the survey asked community members to rate their support for and provide feedback about the three land use alternatives. The figures below summarize the responses received for each alternative. As with the previous section, a score of 0 indicates that the respondent strongly does not support the concept, a score of 50 indicates that the respondent moderately supports the concept, and a score of 100 indicates that the respondent strongly supports the concept.

Alternative A

FIGURE 6. WHAT IS YOUR LEVEL OF SUPPORT FOR ALTERNATIVE A?

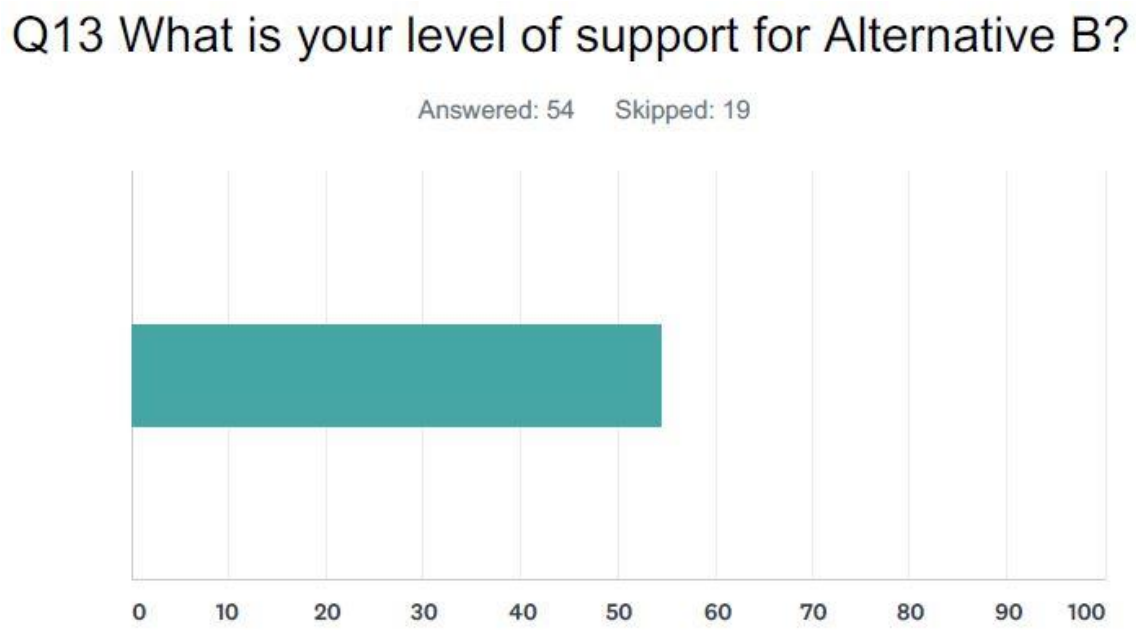


13 respondents provided additional comments about the public riverfront concept, including:

- Support for the pedestrian esplanade
- Support for the connection to Dog Ridge Road
- Concerns that industrial uses are no longer economically viable
- Need more commercial and employment land and less industrial
- Residential uses should be moved north of the bypass
- Need more high-density residential, less medium-density
- Alternative A is the best option if WestRock continues ownership of the mill site and refuses to consider redevelopment
- Not feasible without a detailed environmental study of the mill site and river to understand the costs and time associated with cleanup
- Support for the amphitheater
- Concerns about adding more housing in the area
- The paper factory is and eyesore and should be removed
- Do not support the riverfront area becoming commercialized, especially with mixed use nodes

Alternative B

FIGURE 7. WHAT IS YOUR LEVEL OF SUPPORT FOR ALTERNATIVE B?

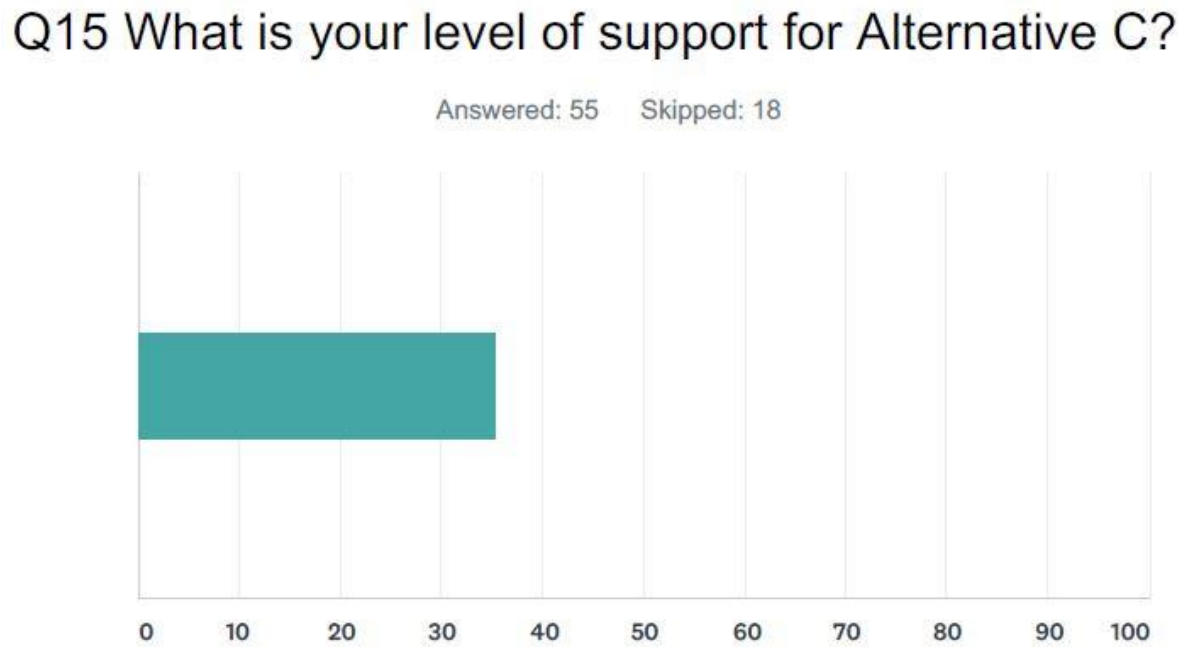


13 respondents provided additional comments about the public riverfront concept, including:

- The ability to live, work, and play in Newberg is very important
- Bringing a more diverse set of employers to the industrial area would be beneficial
- Support for the connection to Dog Ridge Road
- Preference for more natural areas and parks than businesses, residential uses, or industry
- Move residential uses north of the bypass
- Important to maintain and improve current recreational and boating uses on the river, including the boat ramp, short-term moorage, and Memorial Weekend Boat Races
- Add medium-term (overnight) moorage to the river
- Need more high-density residential, less medium-density and low-density
- Alternative B has the best public use of the area with the greatest numbers of the public served
- Support for using some of the WestRock property in other ways
- The recycled paper facility on the WestRock site is very much needed for the region
- Support for a small amount of local commercial such as cafes or coffee shops
- Emphasis should be on industrial or light industrial uses like biotechnology
- Not feasible without a detailed environmental study of the mill site and river to understand the costs and time associated with cleanup
- This new commercial area will enhance Newberg and bring people in to enjoy all of Newberg, including the downtown
- Do not support mixed use nodes

Alternative C

FIGURE 8. WHAT IS YOUR LEVEL OF SUPPORT FOR ALTERNATIVE C?



15 respondents provided additional comments about the public riverfront concept, including:

- Support for affordable housing, but not on the mill site due to the possible contamination of the soil in that area
- Affordable housing should be moved to another part of the area
- Affordable housing is too close to the river and will never be 'affordable' with riverfront views
- More park space and less development
- Too much residential in areas that should be reserved for parks or commercial uses
- Need to buffer the affordable housing from adjacent industrial use
- Need more high-density residential, less medium-density and low-density
- Riverfront housing could be part of a high tax base income for the city
- Scenarios A and B show better locations for housing
- Not feasible without a detailed environmental study of the mill site and river to understand the costs and time associated with cleanup
- Removed the existing industrial buildings as they are dilapidated
- Desire to have a huge park on the industrial site instead, maybe an arboretum or nature preserve
- Concerns that development will raise taxes for residents

Infrastructure

This section of the survey asked community members to provide feedback about water, wastewater, and storm drainage infrastructure. Seven respondents provided comments, including:

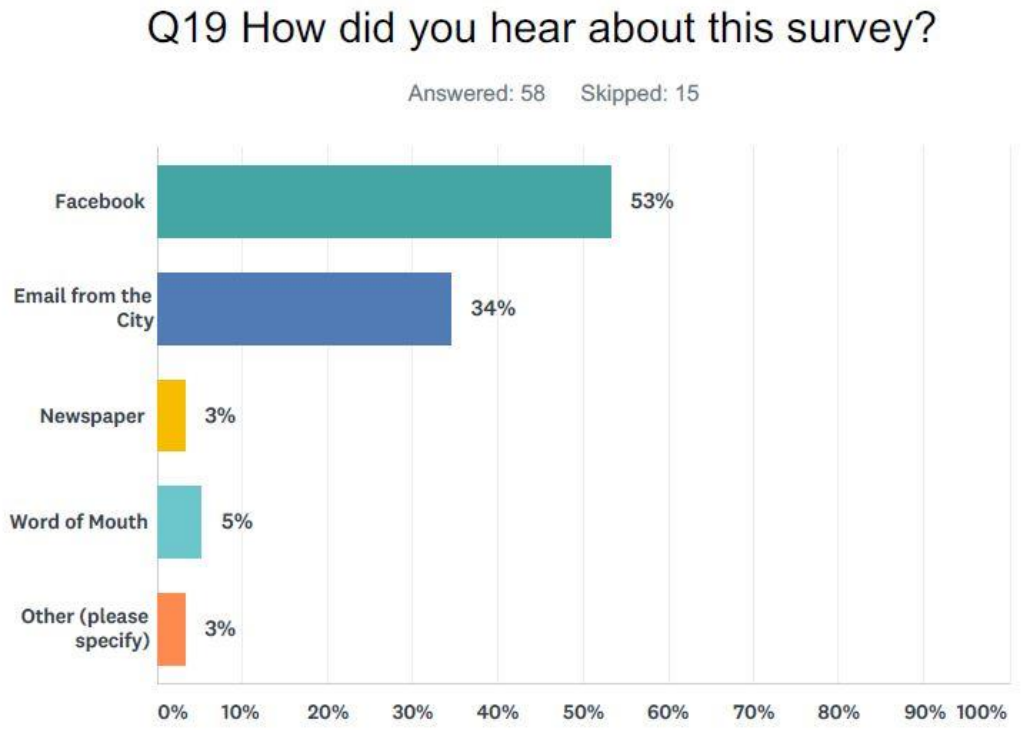
- Would prefer that all stormwater runoff be managed on each site because stormwater will be reabsorbed as near as possible to the locations of the buildings utilizing designs such as permeable paving, dry wells, and swales
- Pushing residential uses north of the bypass negates the need for expensive upgrades to the south
- Provide affordable housing developers with SDC waivers
- Not feasible without a detailed environmental study of the mill site and river to understand the costs and time associated with cleanup
- Costs should be paid for by developers not residents
- It is important to prepare for floods and earthquakes
- Water costs are already extremely high already and concerns about this plan increasing them more

Implementation

This section of the survey asked community members to provide feedback about preliminary implementation ideas, including the overall implementation strategy, code and design concepts, and affordable housing and anti-displacement strategies. Seven respondents provided comments, including:

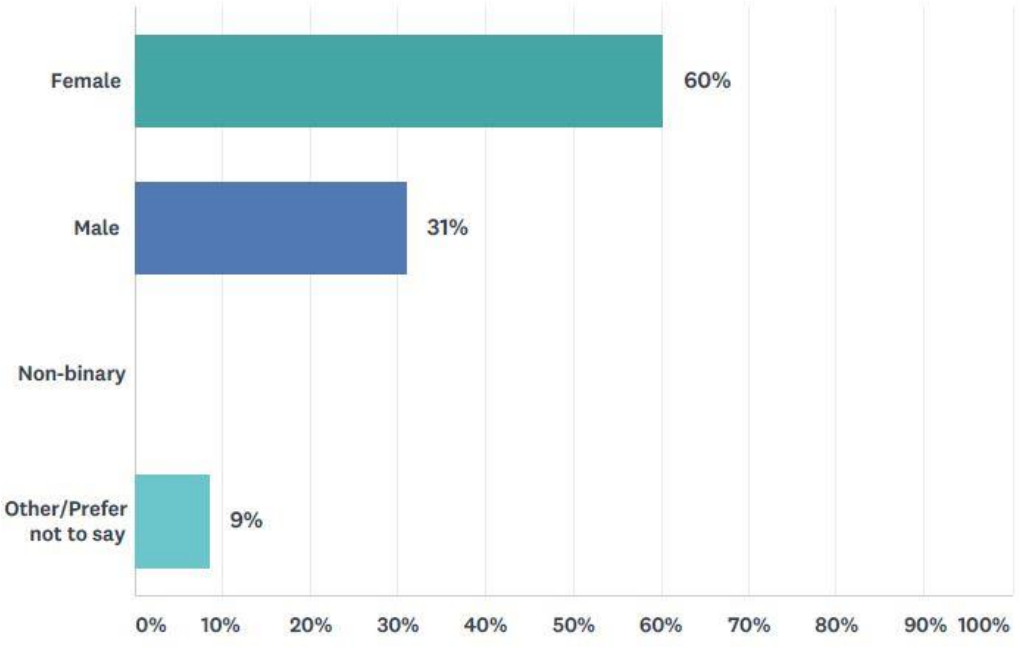
- Funding strategies should support housing, not businesses
- Not feasible without a detailed environmental study of the mill site and river to understand the costs and time associated with cleanup
- Costs should be paid for by developers not residents
- Concerns that this plan will increase cost of living for current residents

Demographics



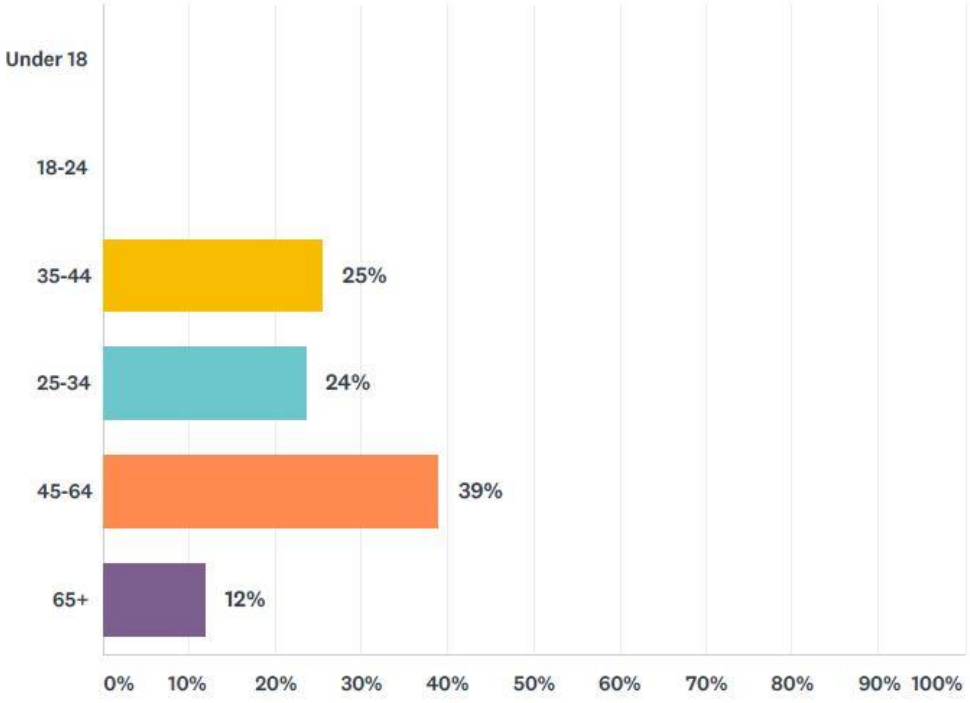
Q20 What is your gender?

Answered: 58 Skipped: 15



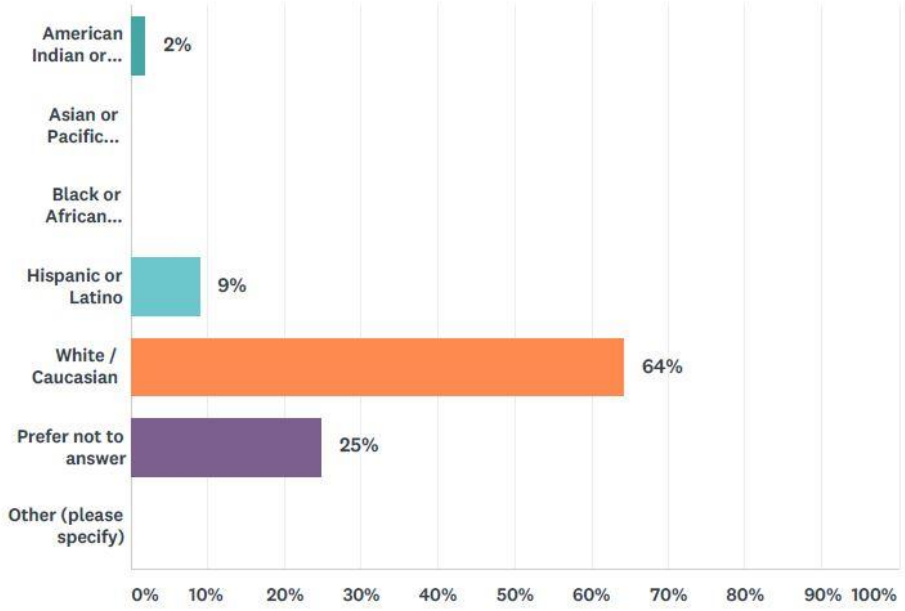
Q21 What is your age?

Answered: 59 Skipped: 14



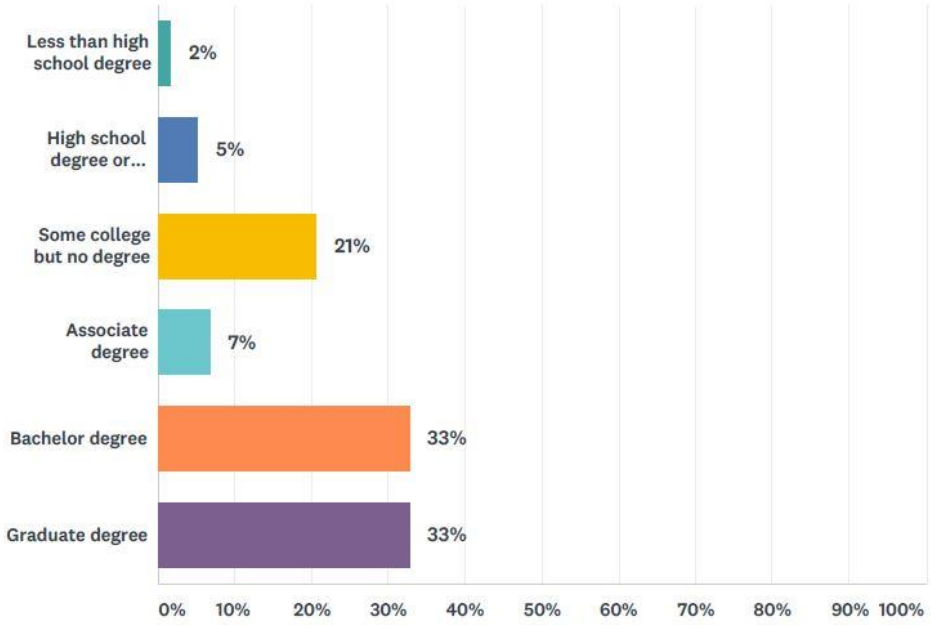
Q22 What is your ethnicity? (Please select all that apply.)

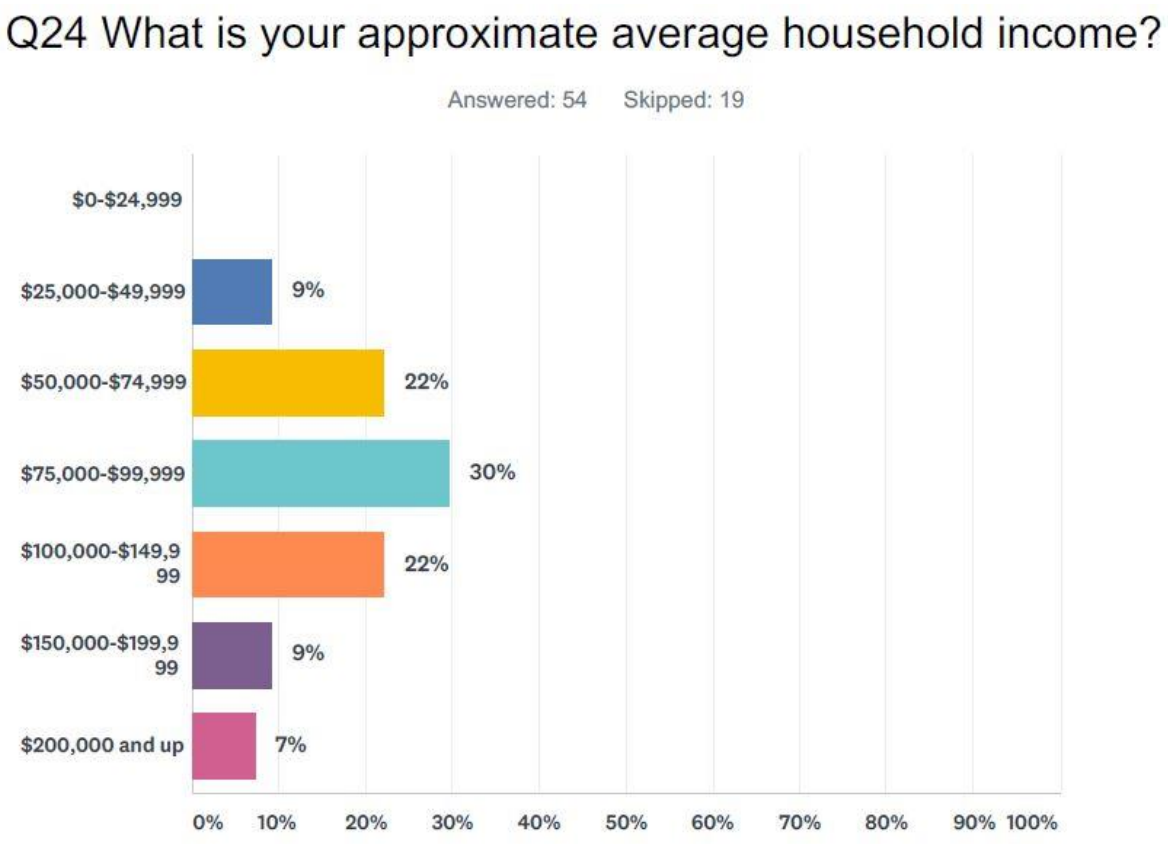
Answered: 56 Skipped: 17



Q23 What is the highest level of school you have completed or the highest degree you have received?

Answered: 58 Skipped: 15




Q24 What is your approximate average household income?
Answered: 54 Skipped: 19
$0-$24,999
$25,000-$49,999
9%
$50,000-$74,999
22%
$75,000-$99,999
30%
$100,000-$149,999
22%
$150,000-$199,999
9%
$200,000 and up
7%
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

12/10/2018

To: Equipo de gestión de proyectos del plan maestro de Newberg Riverfront

From: Andrew Parish y Kyra Haggart, APG

Re: Resumen del evento público #2

INTRODUCCIÓN

Este memorándum proporciona un resumen del Evento Público # 2 del Plan Maestro de la Orilla del Río Newberg del 4 de diciembre de 2018.

RESUMEN DEL EVENTO

Fecha: martes 4 de diciembre de 2018
Hora: 5:30pm – 7:30pm
Ubicación: Edificio de Seguridad Pública
401 E 3rd Street, Newberg OR

Agenda del evento:

5:30 PM	Casa abierta, discusión uno-a-uno
6:15 PM	Breve presentación
6:45 PM	Casa abierta, discusión uno-a-uno

Asistencia:

Aproximadamente 43 miembros de la comunidad asistieron.

INFORMACION PROPORCIONADA

Se presentó información sobre los siguientes temas, con el equipo del proyecto circulando para involucrar a los asistentes:

- Horario del proyecto y área de estudio
- Elementos comunes del plan maestro
    - Conceptos de ribera pública
    - Parques y conceptos de espacios abiertos
    - Conceptos de camino
    - Conceptos de parque de paso subterráneo
    - Conceptos de pasarela
    - Conceptos completos de conexiones de calles y centros de la ciudad

    - Conceptos de nodos de uso mixto
- Alternativas de uso del suelo
- Agua, aguas residuales y drenaje pluvial
- Implementación
    - Conceptos de código y diseño
    - Estrategia de implementacion
    - Viviendas asequibles y estrategias anti desplazamiento

Una copia de la presentación y los tableros impresos están disponibles en el sitio web del proyecto. https://www.newbergoregon.gov/planning/page/riverfront-master-plan-0

SERVICIOS PRESTADOS

- Interpretación en español / inglés disponible.
- El lugar de la reunión era accesible para discapacitados y se proporcionó información de contacto para aquellos que necesitaban adaptaciones especiales.

DISCUSIONES CON LA COMUNIDAD

El personal del proyecto tuvo discusiones con miembros de la comunidad en entornos individuales y de grupos pequeños en el evento. La siguiente es una lista parcial de temas e intereses discutidos:

- Uso del suelo / Vivienda
    - Conservar grandes extensiones de tierra industrial, es decir, sitio s + p antiguo
    - Preguntas sobre la venta de la propiedad Westrock Mill.
    - Incentivos asequibles en opciones
    - Alt C es bueno, pero cambia A + B para requerir apartamentos
    - La vivienda en la ribera mejora la seguridad (especialmente en la noche)
    - Vivienda asequible / R3 en todas las opciones
    - Alternativa C: me gusta la idea de agregar viviendas asequibles, sin embargo, la ubicación (justo al lado del sitio Industrial) es problemática debido al concepto de racismo ambiental
    - Gentrificación: ¿cómo se verá afectada la renta de los residentes actuales? ¿Existe un plan establecido para abordar este problema?
    - Me gusta el plan alternativo C específicamente para el concepto de vivienda asequible
    - Además, limite el desarrollo de R-2 para no permitir viviendas unifamiliares. Cambiar la zona MDR a HDR (R-3)
    - Lugares para viviendas asequibles
    - No hay un mercado minorista significativo aquí, por lo que cualquier venta minorista debe ser de pequeña escala y de apoyo comunitario.
    - Autoridad de vivienda en busca de nuevos proyectos en el área de Newberg-Dundee
    - Se solicitó una zonificación que permitiera el almacenamiento del bote lejos del agua y fuera de la llanura de inundación, pero con un buen acceso al Desembarco de Roger se solicitó
- Transporte
    - Ubicación específica de la explanada del río.
    - Interés por tener un camino de uso compartido a lo largo del río.

  - La consideración de la carretera completa (con acceso multimodal y vehicular) no va a lo largo de la línea de costa, sino una serie de calles de acceso que podrían proporcionar algún acceso. No es una cuadrícula completa. El deseo es evitar mayores volúmenes de tráfico en una carretera que todos usarán. Tal vez invierta la red de transporte para que no esté a lo largo del río, sino a lo largo del desvío en el extremo norte.
  - Para maximizar el valor del litoral, se quieren ver culdesacs y calles sin salida conectadas al agua. No siente que las calles estrechas y de bajo volumen y baja velocidad trabajen para impedir el tráfico de vehículos.
  - Posibilidad de proporcionar una explanada solo para peatones en lugar de una carretera
  - Más caminos de tierra, incluso a lo largo de las aceras.
  - Parkway lejos de Riverfront faroles
  - Aceras contiguas en el río San y XIV
  - Impactos del tráfico para residentes de Wynooski y acceso a 219
  - No agregue vehículos a lo largo del acantilado, deje que la extensión de Blaine maneje el tráfico
  - Importancia del pensamiento regional en términos de conexiones de senderos y vías navegables.
  - Peatones + carriles bici - separados bajo bypass
  - Explanada separada por greenspace de Parkway
  - Tráfico de vehículos en el acantilado al este del río
  - No haga un montón de mejoras en River sin tener en cuenta todo el vecindario al sur de 4th y al oeste de S Wynooski ... las carreteras necesitan mejoras y faltan aceras.
  - Más carriles bici fuera de carretera - acera compartida
  - Potencial para que la expansión de Blaine incluya solo el tráfico de trenes y bicicletas / ped.
  - Preocupación por la ampliación de ROW al norte de Bypass porque requeriría que los dueños de propiedades permitan que unos pocos pies de tierra se conviertan para uso público
  - Mejoras significativas en la seguridad del ped, que incluyen aceras y control de tráfico en los vecindarios al sur de la 9, al este de River y al oeste de Wynooski. Estos fueron solicitados para ser una prioridad temprana para que el vecindario no se quede atrás.
- Parque debajo del bypass
  - Calidad del aire debajo del bypass: ¿esto afecta la idoneidad para un parque?
- Futuras instalaciones del Waterfront Park
  - Acceso seguro a pie a Rogers Landing: el sendero existente es demasiado empinado y peligroso
  - Almacenaje para embarcaciones.
  - Lanzamiento no motorizado para embarcaciones.
  - Instalaciones de remo público / privado y almacenamiento (tripulación)
  - Importancia de la navegación no motorizada.
  - Mejore el aterrizaje de Rogers para convertirse en un parque, no solo para usuarios de botes
  - Desarrollo de playas aguas arriba a través de Baker Rock Property
  - Más acceso a la playa para nadar a lo largo de la orilla del río si las corrientes lo permiten.
  - Buffer dentro de Willamette para una zona sin vigilia para conservar espacio para usos no motorizados
- Ambiente
  - Siembre más árboles y reemplace los derribados.

  - Preocupaciones sobre la erosión debida a que las personas atraviesen si los senderos están demasiado cerca; asegurar un espaciado adecuado
- Implementación y Financiamiento
  - ¿Podría la ciudad comprar parte o todo el sitio de Westrock para que la comunidad tenga control total sobre su transición a otros usos?
  - Abierto a un bono para este u otros proyectos.
  - Cualquier espacio comercial en la orilla del río se debe construir como parte de nuevos proyectos de uso mixto, o cuando se hayan producido otras mejoras significativas en la costa. Hay poca actividad actual para justificar un nuevo comercio minorista, y es necesaria una mayor densidad o visitación para respaldar un nuevo espacio. Considere esto al desarrollar el plan de fases.
  - TIF: preocupación de que el dinero generado desde un distrito se dirija al centro de la ciudad, en lugar de a la orilla del río.

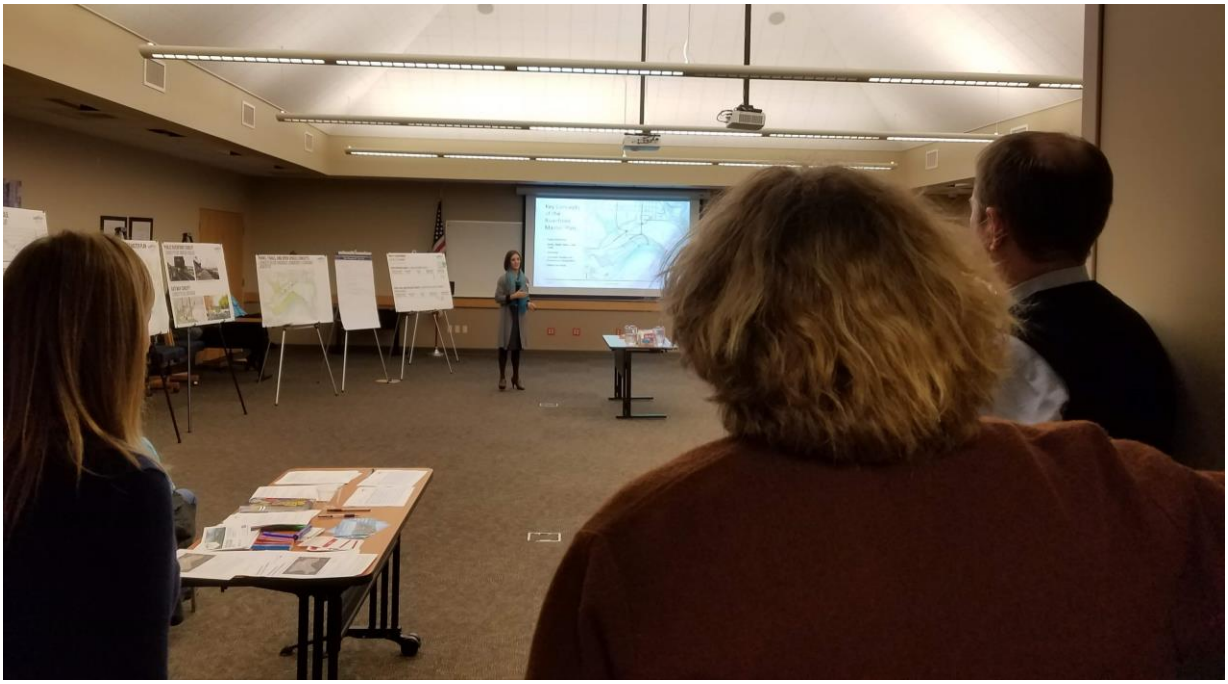
Se pidió a los asistentes a la casa abierta que colocaran puntos en los tableros para evaluar su apoyo a los conceptos presentados en la casa abierta. Como se muestra en la siguiente tabla, los asistentes tuvieron un alto nivel de soporte para todos los conceptos, y un apoyo especialmente fuerte para el concepto de Underpass Park.

Tabla 1: Resultados de los ejercicios de puntos

Concepto de ribera pública				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**1**	**2**	**5**	**8**
Concepto de Parques, Senderos y Espacios Abiertos				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**0**	**0**	**6**	**9**
Concepto de Nodo de Uso Mixto				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**2**	**0**	**4**	**7**
Concepto de parquet debajo del bypass				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**0**	**0**	**0**	**15**
Concepto de puerta de enlace				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**0**	**0**	**0**	**9**
Calles completas y concepto de conexiones de Downton				
Fuertemente no apoyo	No apoyo	Neutral	Un poco de apoyo	Apoyar firmemente
0	**0**	**0**	**1**	**9**

FOTOS


LAND USE ALTERNATIVES
ALTERNATIVAS PARA EL USO DEL SUELO
IMPLEMENTATION
IMPLEMENTACION




S, TRAILS, AND OPEN SPACES CONCEPTS
CEPTOS DE PARQUES, SENDEROS Y ESPACIOS
IERTOS
RIVERFRONT
MASTER PLAN
Hello
My name is
Virgil


KEY CONCEPTS FOR THE RIVERFRONT MASTER PLAN
CONCEPTOS CLAVE
•Public Riverfront
•Parks, Open Space, and Trails
PARKS, TRAILS, AND OPEN SPA
CONCEPTOS DE PARQUES, SE
ABIERTOS

12/20/2018

To: Equipo de gestión de proyectos del plan maestro de Newberg Riverfront

From: Andrew Parish y Kyra Haggart, APG

Re: Resumen de la casa abierta en línea #2

INTRODUCCIÓN

Este memorándum proporciona un resumen del Open House en línea del Plan Maestro de Newberg Riverfront # 2 . La Casa Abierta en línea estuvo abierta durante dos semanas, desde el miércoles, 5 de diciembre de 2018 hasta el miércoles, 19 de diciembre de 2018. La línea de puertas abiertas coincidió con la orilla del río Newberg Master Event plan público nº 2, que tuvo lugar el martes 4 de diciembre de 2018 de 5: 30 pm - 7: 3 0 pm en el Edificio de seguridad pública Newberg . La Casa Abierta en línea brindó la oportunidad de compartir información del proyecto con miembros de la comunidad que no pudieron asistir al evento público en persona y solicitar sus comentarios con respecto al Plan Maestro de Riverfront . Un enlace a la casa abierta en línea se envió a la página web de la Ciudad, la página de Facebook y periódico local, y fue enviado a las partes interesadas la lista de correo electrónico del proyecto . La casa abierta en línea Recibió un total de 73 respuestas.

INFORMACIÓN PROPORCIONADA

La información proporcionada en la Casa Abierta en línea reflejó la información disponible en el evento público en persona e incluyó los siguientes temas::

- Calendario del proyecto y área de estudio
- Elementos comunes del plan maestro
    - Conceptos de ribera pública
    - Parques, espacios abiertos y conceptos de senderos
    - Conceptos de pasarela
    - Completar las calles y conceptos de conexiones del centro
    - Conceptos de nodos de uso mixto
- Alternativas de uso del suelo
- Agua, aguas residuales y drenaje pluvial
- Implementación
    - Conceptos de código y diseño.
    - Estrategia de implementación
    - Viviendas asequibles y estrategias anti-desplazamiento

RESULTADOS

Resumen

Los puntos clave de la encuesta se enumeran brevemente a continuación, seguido de un desglose detallado de todas las preguntas.

- En general, los encuestados apoyaron los conceptos clave, ya que los parques y los senderos son particularmente importantes para la mayoría de los miembros de la comunidad.
- Muchos miembros de la comunidad expresaron la necesidad de mejorar las calles existentes en el área del río, especialmente en S River Street y S College Street.
- Las conexiones peatonales fueron identificadas como muy importantes para el área.
- El estacionamiento se identificó como una preocupación para las áreas con nuevos desarrollos o usos del parque.
- Los encuestados expresaron su preocupación por las condiciones ambientales desconocidas en el sitio de la fábrica.
- Muchos residentes apoyan la adición de más viviendas de alta densidad y / o asequibles al área de la ribera.
- En general, los encuestados prefirieron la Alternativa B a las otras alternativas de uso de la tierra.

Conceptos clave para el Plan Maestro de Riverfront

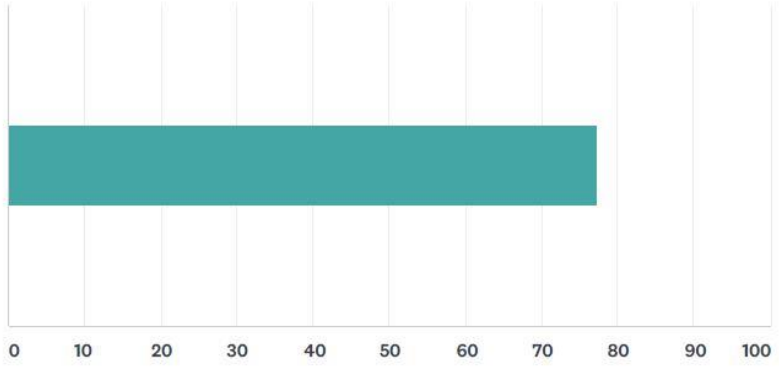
Esta sección de la encuesta pidió a los miembros de la comunidad que califiquen su apoyo a los cinco conceptos clave para el Plan Maestro de Riverfront:

- Conceptos de ribera pública.
- Parques, espacios abiertos y conceptos de senderos.
- conceptos de pasarela
- Conceptos completos de conexiones a calles y al centro.
- Conceptos de nodos de uso mixto.

Las siguientes figuras resumen las respuestas recibidas para cada concepto clave. Una puntuación de 0 indica que el encuestado no apoya firmemente el concepto, una puntuación de 50 indica que el encuestado respalda moderadamente el concepto, y una puntuación de 100 indica que el encuestado apoya firmemente el concepto. Los encuestados pudieron deslizar la barra de escala a la posición de su elección para indicar su nivel de apoyo, como se ilustra en la siguiente imagen.

Conceptos públicos frente al río

FIGURA 1. ¿CUÁL ES SU NIVEL DE APOYO PARA EL CONCEPTO CLAVE PÚBLICO FRENTE AL RÍO?

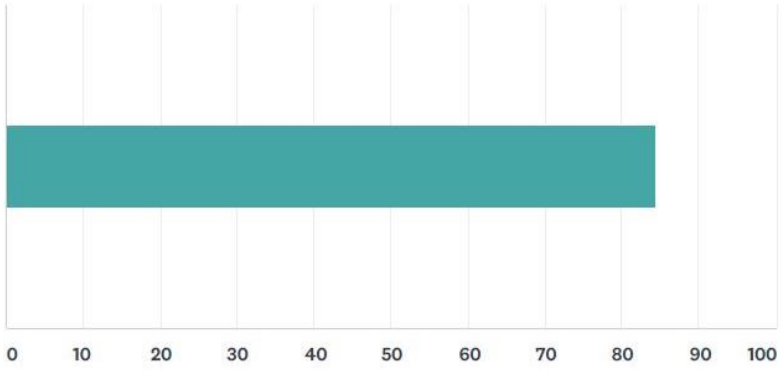


26 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- El espacio público a lo largo del río es invaluable para los miembros de la comunidad
- Mantener áreas naturales a lo largo del río con mínimo desarrollo.
- Soporte para propiedades de uso mixto en la zona ribereña.
- Mantenga la orilla del río abierta para peatones y bicicletas, no vehículos
- Apoyo a la explanada peatonal a lo largo del acantilado.
- Deseo ver carriles para bicicletas protegidos en el área del río
- Restaurar las aceras dañadas en S College Street y S River Street
- Preocupaciones sobre seguridad, iluminación adecuada, actividad criminal y acampar durante la noche
- Preocupación por el costo y el tiempo que tomará desarrollar el área.
- Preocupa que el propietario actual de la propiedad de la fábrica no cooperará con los planes de la Ciudad
- Preocupaciones ambientales sobre la posible contaminación en el sitio del molino
- Preserve los árboles viejos en el área, particularmente el bosque de árboles de álamo en la entrada actual al Roger´s Landing Park
- Se necesitan mejoras y mantenimiento de las calles e infraestructura en los vecindarios existentes.
- Asegúrese de que la infraestructura esté en su lugar antes de construir
- La infraestructura debe ser a costa de los desarrolladores, no de los ciudadanos
- Preocupaciones generales sobre el crecimiento y nuevos desarrollos en la ciudad.
- Soporte general para carriles para bicicletas y espacios seguros para caminar y correr.
- Deseo ver alquiler de bicicletas y otros equipos recreativos en la orilla del río
- Desarrollar varias millas de senderos continuos a lo largo del río

Parques, espacios abiertos y conceptos de senderos

FIGURA 2. ¿CUÁL ES SU NIVEL DE APOYO PARA EL CONCEPTO CLAVE PÚBLICO FRENTE AL RÍO?

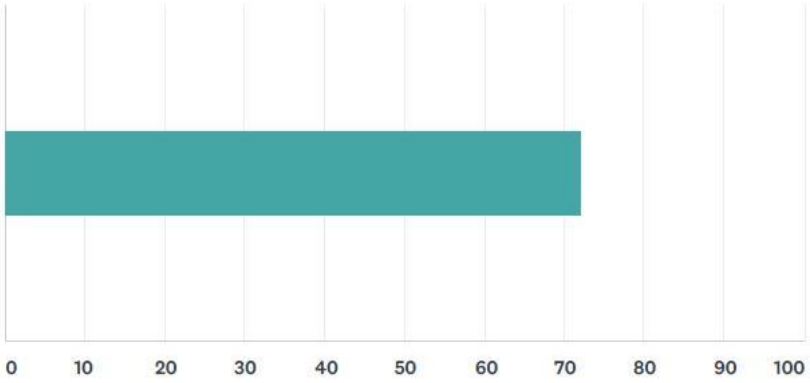


20 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- La conectividad del sendero a otros parques es importante y se debe priorizar antes del desarrollo comercial
- Caminar es un medio de transporte más importante que los vehículos y merece mayor consideración
- Cualquier parque o desarrollo nuevo debe incluir su propio estacionamiento porque el estacionamiento de la calle residencial en el área ya está siendo utilizado por los residentes
- No estoy seguro si realmente hay una necesidad de fútbol u otros campos deportivos en el parque subterráneo
- Buen uso del bypass como área cubierta para el anfiteatro y los campos recreativos.
- Apoyo general para más senderos para caminar y andar en bicicleta en la zona.
- Deseo de más parques y senderos sin correa en el área del río
- Preocupación por la contaminación lumínica del paso subterráneo.
- Demasiados servicios infringirán el carácter del área.
- Preguntas sobre quién gestionará y mantendrá el parque de paso subterráneo.
- Apoyo a la preservación de espacios naturales con opciones para actividades recreativas.
- Preocupación por el costo de realizar estudios ambientales en el área del río
- Convierta todo el sitio en un gran parque frente al río que permita usos durante todo el año (anfiteatro regional para grandes conciertos, parques de atracciones, campos deportivos, etc.)
- Preocupación por la seguridad, el mantenimiento, la actividad criminal, la patrulla policial y más servicios que atraen a las personas sin hogar al área
- Hazlo accesible para todas las edades y habilidades
- Preocupación de que los senderos de agua restringirían el uso de botes de esquí en el río.
- Deseo de hacer de la orilla del río un área familiar
- Apoyo general para campos deportivos y otras instalaciones recreativas en el área.
- El acceso directo a la costa debe ser para ciclistas, caminantes y corredores en lugar de vehículos
- Las mejores vistas deben reservarse para senderos y parques en lugar de caminos pavimentados y vehículos
- Un largo sendero a lo largo del río hasta Dundee sería un activo para la comunidad regional

Conceptos de Gateway

FIGURA 3. ¿CUÁL ES SU NIVEL DE APOYO PARA EL CONCEPTO CLAVE DE GATEWAYS?

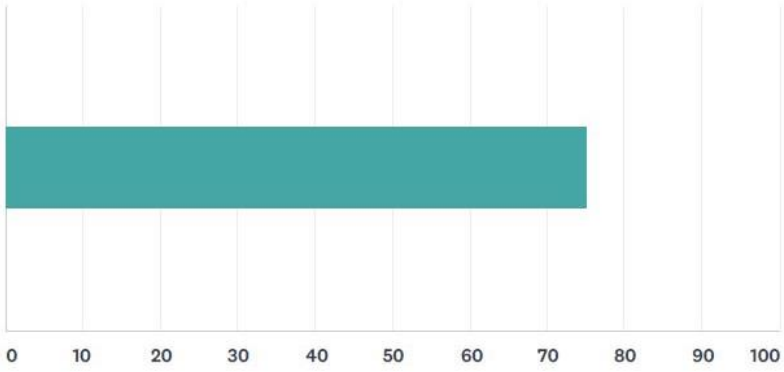


12 encuestados proporcionaron comentarios adicionales sobre el concepto de ribera pública, que incluyen:

- Las características de la pasarela deben ser diseñadas por artistas locales.
- Necesidad de respetar la privacidad de los residentes existentes en estas calles locales
- Las características de la puerta de enlace son menos importantes que otros aspectos del plan.
- Involucre a Travel Oregon para desarrollar un mural destacado como parte de su recorrido mural
- Es difícil agregar un punto de referencia cultural como la puerta de entrada sin abordar primero las preocupaciones actuales con las aceras existentes a lo largo de River Street y el cruce ferroviario desigual
- La planificación a largo plazo con respecto a la infraestructura, las necesidades de transporte, etc. debe considerarse cuando se construyen las puertas de enlace.
- Preferencia por señalización de orientación.
- Cualquier desarrollo debe preservar la belleza natural del área.
- Preocupación por las puertas de enlace que crean un acceso más fácil para actividades ilegales y que atraen a las personas sin hogar al área

Conceptos completos de las calles y conexiones del centro

FIGURA 4. ¿CUÁL ES SU NIVEL DE APOYO PARA LAS CALLES COMPLETAS Y LAS CONEXIONES EN EL CENTRO DE LA CIUDAD CONCEPTO CLAVE?

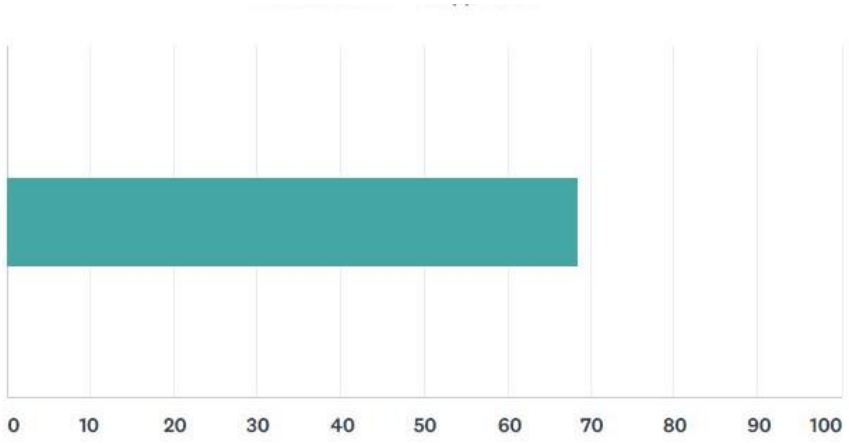


23 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- Planee plantar más árboles para reemplazar los árboles que se quitarán para aumentar el derecho de paso
- Preocupación de que los edificios existentes se vieran afectados negativamente
- No está seguro de la necesidad de seis pies de acera cuando también tiene un carril para bicicletas de seis pies
- Preocupaciones de que este plan se realice a expensas de los propietarios sin consideración o compensación para ellos
- Los residentes del vecindario deben ser informados (en detalle) de los cambios propuestos a través del correo o de la puerta a puerta y tener la oportunidad de dar su opinión; Hacer un anuncio público en un periódico o en un sitio web no es lo suficientemente efectivo o proactivo y la mayoría de los residentes del área no están al tanto de estos planes frente al río
- Preocupación por los efectos de la contaminación acústica y la pérdida de propiedades para los residentes en S River Street y S College Street
- Las mejoras a las malas condiciones actuales en S River Street y S College Street son muy importantes
- Una nueva conexión a S Wynooski Street y / o Dog Ridge Road debe tener prioridad después de las mejoras a River Street
- Preocupación de que seis pies de acera serán innecesarios.
- No hay necesidad de carriles para bicicletas en el área del río debido a las velocidades de la calle
- Coloque el carril para bicicletas en el mismo lado de la franja de paisaje que la acera, separando las bicicletas de los automóviles.
- El carril para bicicletas debe estar protegido por torres de tracción u otras medidas de protección para garantizar su uso.
- Sería bueno agregar más árboles de sombra a lo largo de la calle.
- Los dueños de propiedades adyacentes no deberían tener que pagar por las mejoras de la calle
- Hacer que las calles sean accesibles y transitables para todos es muy importante
- La preocupación de que las mejoras y el desarrollo causen un aumento en los impuestos a la propiedad actuales
- Deseo ver una limpieza de la calle 9
- Adición de alumbrado público en la zona es importante.
- Las aceras son muy importantes, especialmente para familias con niños.
- Los residentes existentes en esta área no quieren ver un aumento en el flujo de tráfico frente a sus hogares
- Preocupación de que agregar carriles para bicicletas signifique más bicicletas en todas las carreteras, incluidas las carreteras rurales y las carreteras principales, lo que dará lugar a más accidentes relacionados con las bicicletas.

Conceptos de nodos de uso mixto

FIGURA 5. ¿CUÁL ES SU NIVEL DE APOYO PARA EL CONCEPTO CLAVE NODE DE USO MIXTO?



21 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

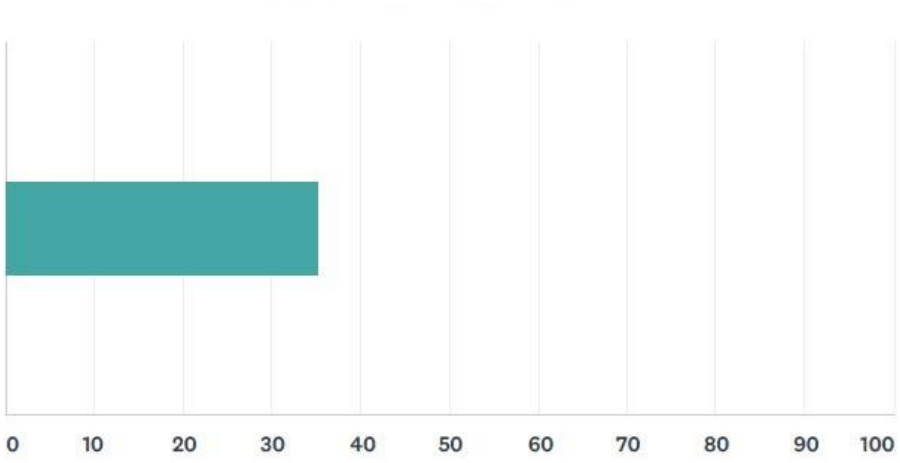
- No hagas que el desarrollo sea tan elegante que los locales no se sientan como en casa.
- Preocupaciones sobre el desarrollo de uso mixto que atrae a las personas sin hogar
- Preocupaciones sobre cómo el aumento del tráfico cambiará el carácter del vecindario residencial
- Apoyo para el desarrollo de restaurantes y un buen hotel, pero las tiendas deben permanecer en el centro
- Preocupación de que esto le quitará al centro de la ciudad y los negocios que se están estableciendo allí.
- Añadir vivienda por encima del primer piso comercial
- Soporte general para un nodo de uso mixto como un activo para la comunidad
- Apoyo para alquiler de equipos recreativos en la ribera.
- Preocupación por la contaminación ambiental en el sitio del molino.
- El área de la orilla del río se debe usar para usos industriales ligeros, viviendas de alta densidad y espacios abiertos
- Preocupación por el aumento de turistas y tráfico.
- Apoyo para restaurantes de destino en lugar de edificios industriales.
- Apoyo para alojamiento como un hotel boutique.
- El área sobre el agua debe conservarse como un área natural con buenas opciones para caminar, pero el soporte para usos mixtos está más atrás.
- No apoye a Newberg como destino turístico
- Preocupa que el plan abrirá la opción para que Trimet u otro transporte público opere en Newberg
- Preocupa que el desarrollo aumente los impuestos a la propiedad.

Alternativas de uso de la tierra

Esta sección de la encuesta pidió a los miembros de la comunidad que califiquen su apoyo y proporcionen comentarios sobre las tres alternativas de uso de la tierra. Las figuras a continuación resumen las respuestas recibidas para cada alternativa. Al igual que en la sección anterior, una puntuación de 0 indica que el encuestado no apoya firmemente el concepto, una puntuación de 50 indica que el encuestado apoya moderadamente el concepto, y una puntuación de 100 indica que el encuestado apoya el concepto.

Alternativa A

FIGURA 6. ¿CUÁL ES SU NIVEL DE APOYO PARA LA ALTERNATIVA A?

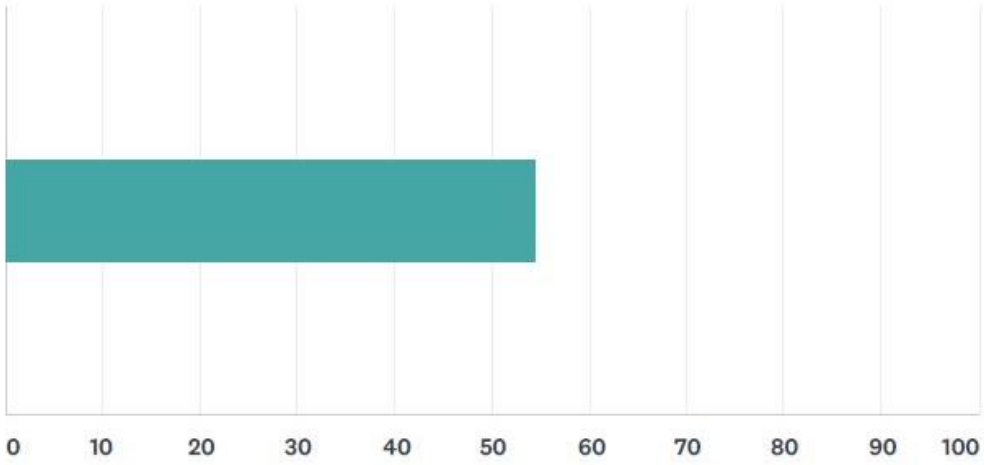


13 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- Apoyo a la explanada peatonal.
- Soporte para la conexión a Dog Ridge Road.
- Preocupación de que los usos industriales ya no sean económicamente viables.
- Necesitamos más terrenos comerciales y de empleo y menos industriales.
- Los usos residenciales deben trasladarse al norte del bypass.
- Necesita más alta densidad residencial, menos densidad media
- La alternativa A es la mejor opción si WestRock continúa siendo propietario del sitio de la planta y se niega a considerar la reurbanización
- No es factible sin un estudio ambiental detallado del sitio de la planta y el río para comprender los costos y el tiempo asociados con la limpieza
- Soporte para el anfiteatro.
- Preocupación por agregar más viviendas en el área.
- La fábrica de papel es y apesta y debe ser eliminada.
- No permita que el área de la orilla del río se comercialice, especialmente con nodos de uso mixto

Alternativa B

FIGURA 7. ¿CUÁL ES SU NIVEL DE APOYO PARA LA ALTERNATIVA B?

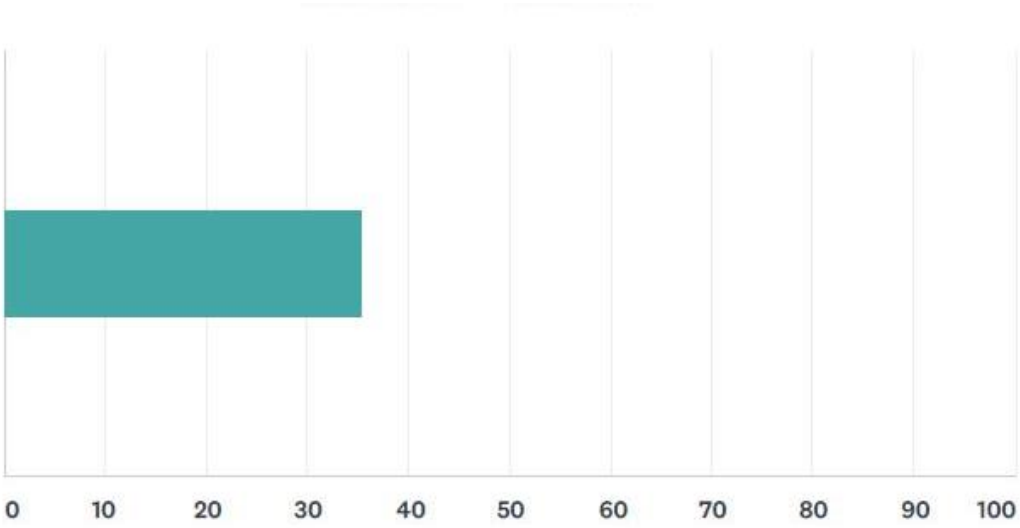


13 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- La capacidad de vivir, trabajar y jugar en Newberg es muy importante
- Sería beneficioso traer un conjunto más diverso de empleadores al área industrial.
- Soporte para la conexión a Dog Ridge Road.
- Preferencia por más áreas naturales y parques que negocios, usos residenciales o industria
- Mueve los usos residenciales al norte del bypass.
- Importante para mantener y mejorar los usos recreativos y de navegación actuales en el río, incluida la rampa para botes, el amarre a corto plazo y las carreras de barcos en el fin de semana de Memorial.
- Añadir amarre de mediano plazo (durante la noche) al río
- Necesita más alta densidad residencial, menos densidad media y baja densidad
- La Alternativa B tiene el mejor uso público del área con la mayor cantidad de público servido
- Soporte para usar algunas de las propiedades de WestRock de otras maneras.
- La instalación de papel reciclado en el sitio de WestRock es muy necesaria para la región
- Soporte para una pequeña cantidad de locales comerciales, como cafés o cafeterías.
- Debe hacerse hincapié en los usos industriales o industriales ligeros como la biotecnología
- No es factible sin un estudio ambiental detallado del sitio de la planta y el río para comprender los costos y el tiempo asociados con la limpieza
- Esta nueva área comercial mejorará Newberg y atraerá a la gente a disfrutar de todo Newberg, incluido el centro de la ciudad.
- No soporta nodos de uso mixto

Alternative C

FIGURA 8. ¿CUÁL ES SU NIVEL DE APOYO PARA LA ALTERNATIVA C?



15 encuestados proporcionaron comentarios adicionales sobre el concepto de ribera pública, que incluyen:

- Apoyo para viviendas asequibles, pero no en el sitio del molino debido a la posible contaminación del suelo en esa área
- Las viviendas asequibles se deben trasladar a otra parte del área
- Las viviendas asequibles están demasiado cerca del río y nunca serán "asequibles" con vistas al río
- Más espacio de parque y menos desarrollo.
- Demasiado residencial en áreas que deben reservarse para parques o usos comerciales
- Necesidad de amortiguar las viviendas asequibles de uso industrial adyacente
- Necesita más alta densidad residencial, menos densidad media y baja densidad
- La vivienda frente al río podría ser parte de una base imponible de ingresos para la ciudad
- Los escenarios A y B muestran mejores ubicaciones para la vivienda.
- No es factible sin un estudio ambiental detallado del sitio de la planta y el río para comprender los costos y el tiempo asociados con la limpieza
- Se eliminaron los edificios industriales existentes ya que están en mal estado.
- Deseo tener un parque enorme en el sitio industrial, tal vez un arboreto o una reserva natural
- Preocupa que el desarrollo aumente los impuestos para los residentes.

Infraestructura

Esta sección de la encuesta solicitó a los miembros de la comunidad que proporcionen comentarios sobre el agua, las aguas residuales y la infraestructura de drenaje pluvial. Siete encuestados proporcionaron comentarios, incluyendo:

- Preferiría que toda la escorrentía de aguas pluviales se administre en cada sitio, ya que las aguas pluviales se reabsorberán lo más cerca posible de las ubicaciones de los edificios utilizando diseños como pavimentos permeables, pozos secos y cunetas
- Impulsar los usos residenciales al norte del desvío elimina la necesidad de costosas actualizaciones al sur

- Proporcionar a los desarrolladores de viviendas asequibles con exenciones SDC
- No es factible sin un estudio ambiental detallado del sitio de la planta y el río para comprender los costos y el tiempo asociados con la limpieza
- Los costos deben ser pagados por los desarrolladores, no por los residentes
- Es importante prepararse para inundaciones y terremotos.
- Los costos del agua ya son extremadamente altos y las preocupaciones acerca de este plan aumentándolas más.

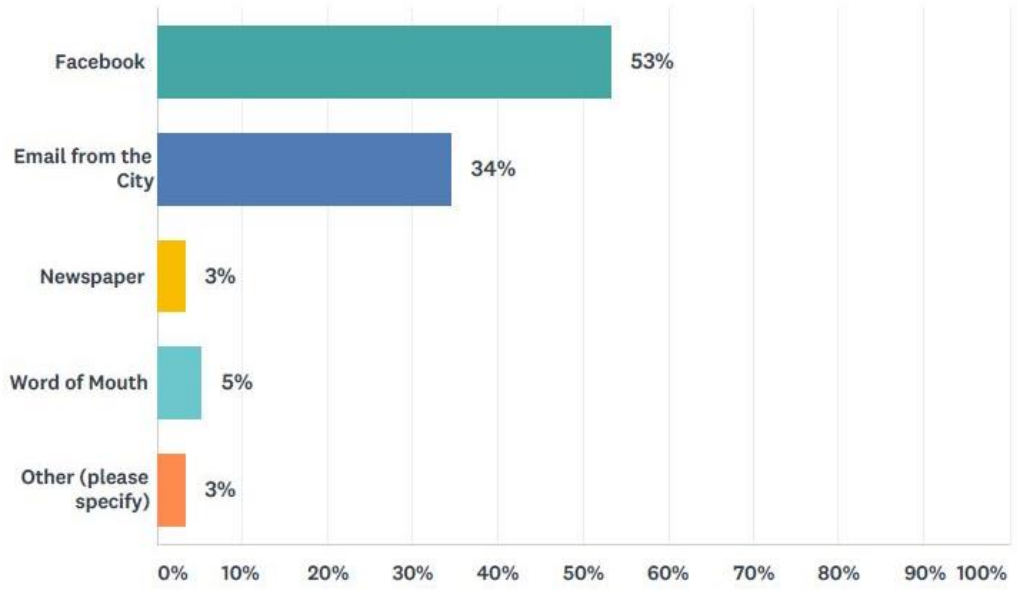
Implementación

Esta sección de la encuesta solicitó a los miembros de la comunidad que proporcionen comentarios sobre las ideas de implementación preliminares, incluida la estrategia general de implementación, los conceptos de código y diseño, y las estrategias de vivienda asequible y de lucha contra el desplazamiento. Siete encuestados proporcionaron comentarios, incluyendo:

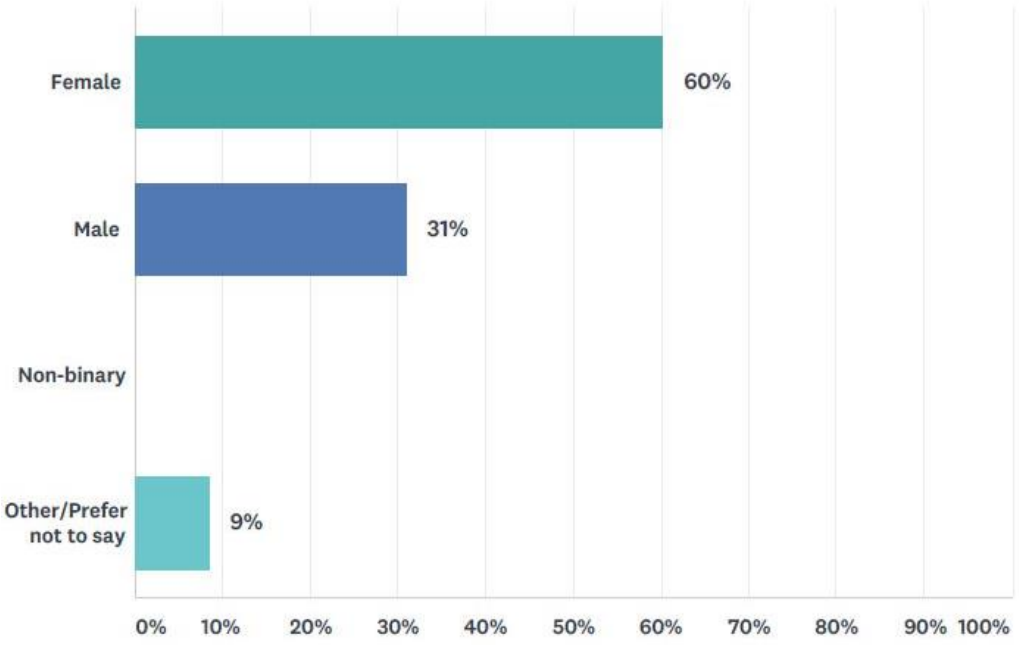
- Las estrategias de financiamiento deben apoyar la vivienda, no las empresas.
- No es factible sin un estudio ambiental detallado del sitio de la planta y el río para comprender los costos y el tiempo asociados con la limpieza
- Los costos deben ser pagados por los desarrolladores, no por los residentes
- Preocupaciones de que este plan aumentará el costo de vida para los residentes actuales

Demografía

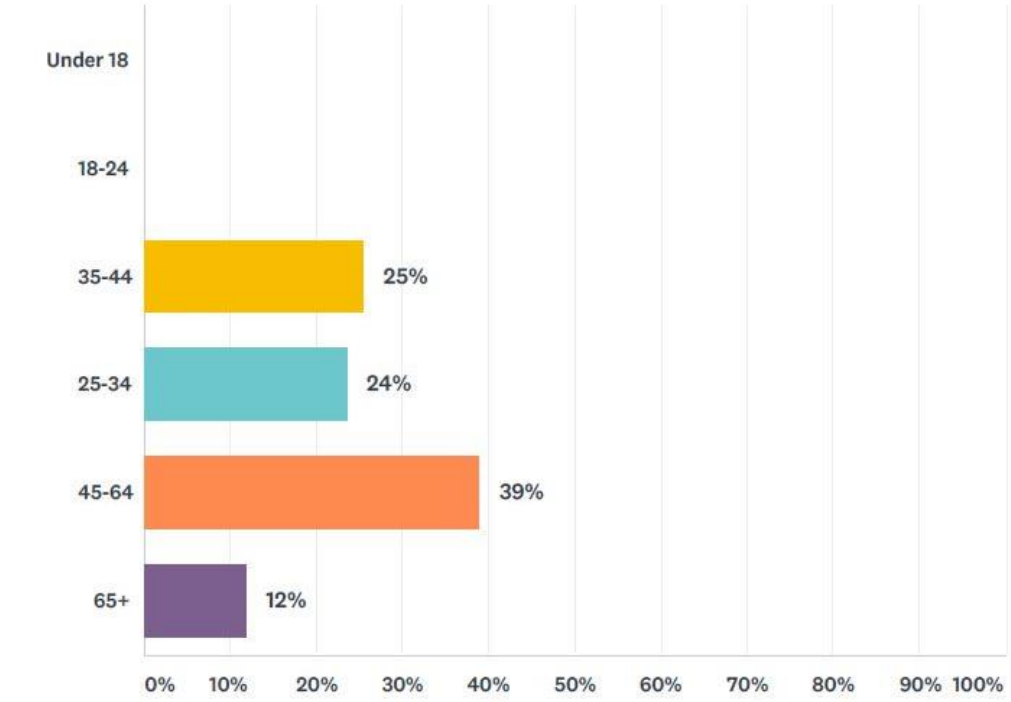
¿Cómo se enteró de esta encuesta?



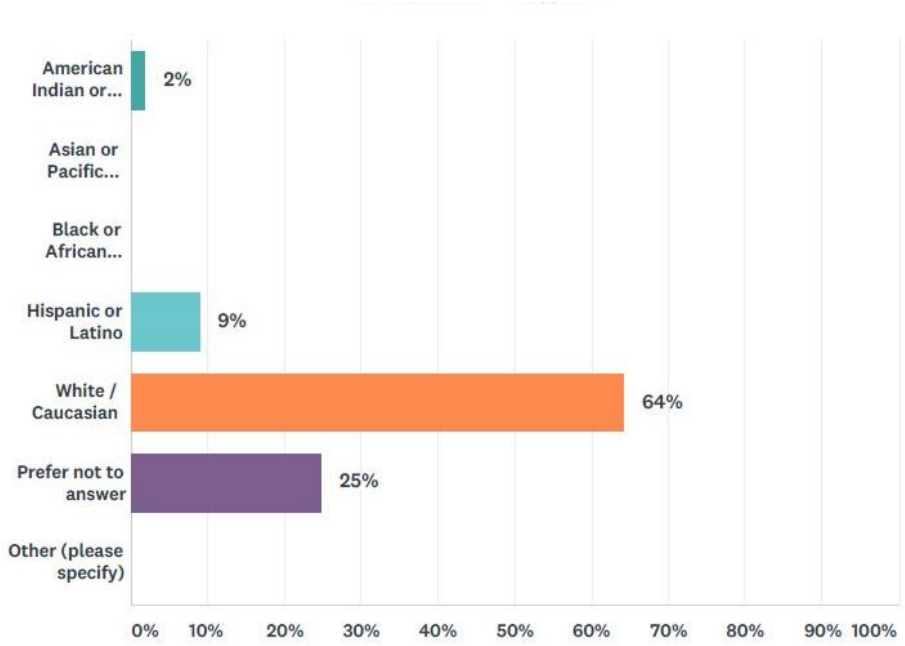
¿Cuál es su género?



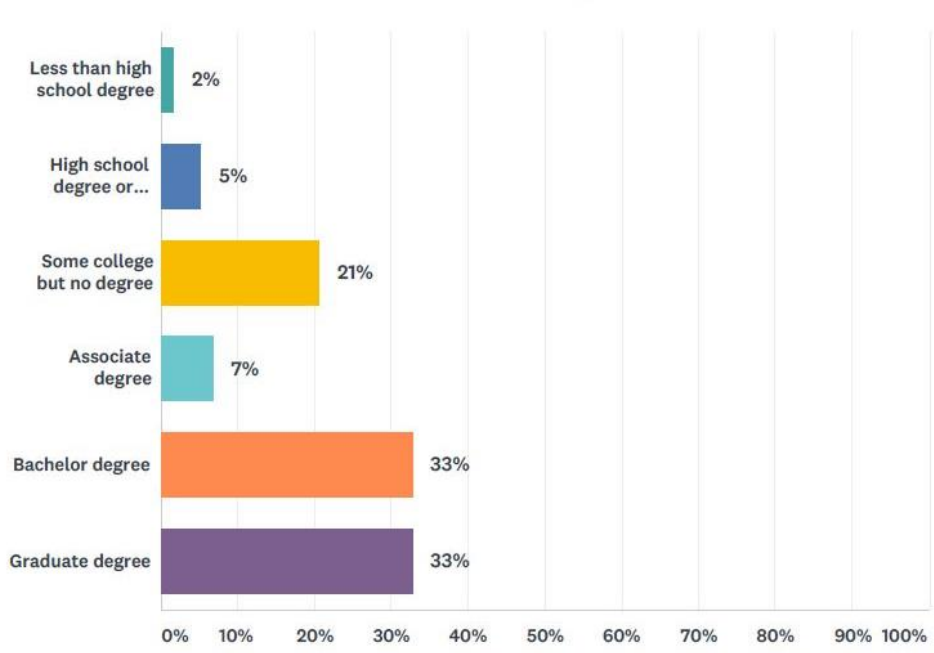
¿Cuál es su género?



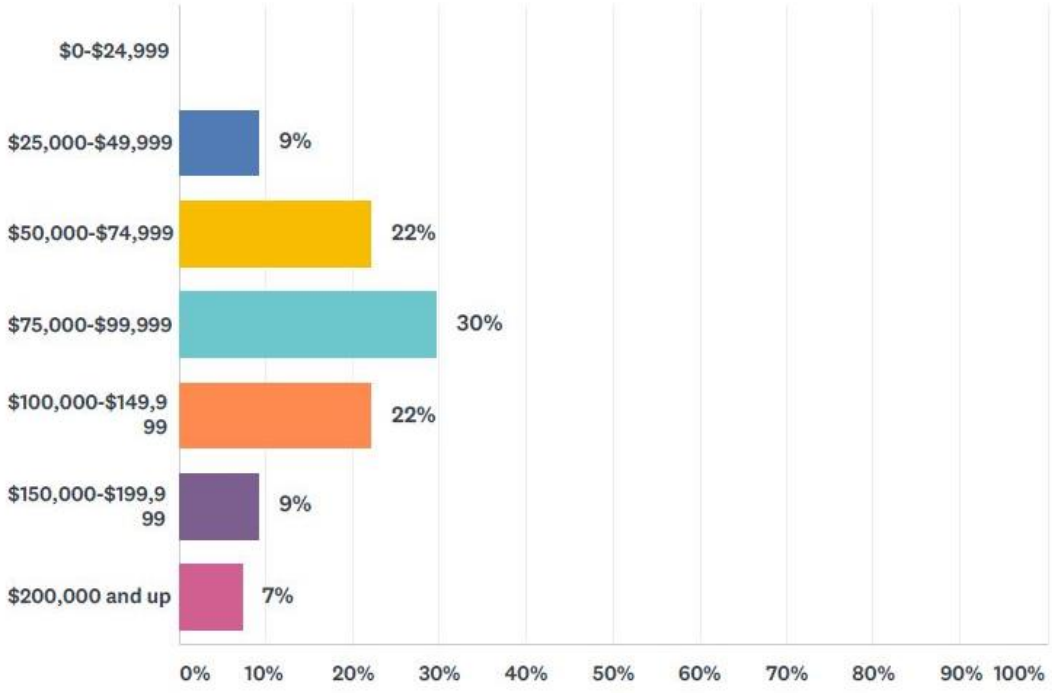
¿Cuál es tu etnia?



¿Cuál es el nivel más alto de la escuela que ha completado o el grado más alto que ha recibido?



¿Cuál es su ingreso familiar promedio aproximado?



RIVERFRONT MASTER PLAN
City of Newberg

Meeting Minutes

Citizens Advisory Committee Meeting #1

May 23, 2018, 6pm-8pm
Newberg Public Safety Building (401 E Third St.) – Council Chambers/Court

Attendees:

CAC Members – Brian Love, Geary Linhart, Francisco Stoller, Lesley Woodruff, Todd Baker, Ron Wolfe, Chris Strub, Derek Brown, Denise Bacon, and Mike Ragsdale
Mayor Bob Andrews
City Staff - Doug Rux, Cheryl Caines, Brett Musick, and Rosa Olivares
Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG) and Morgan Maiolie (Walker Macy)
Guests – Joe Hannan, Shelly Hannan, Sue Ryan

1. Welcome and Introductions

Brian Love, CAC Chair opened the meeting and turned it over to Joe Dills. Members were asked to introduce themselves and speak to their hopes for the project. Responses included:

- Create a place for people to experience the river, go to in the winter, a great neighborhood to live in, safe, comfortable, and meets the needs of the citizens.
- Be part of the conversation.
- Riverfront is a special place, the back yard or ballroom to downtown (the living room).
- Stimulate interest and excitement.
- Create an urban renewal district that is connected to downtown.

Joe Dills reviewed the committee role and guidelines. There were no comments or questions.

2. Project Overview

Andrew Parish gave an overview of the project and presented background information on the project area: location, acreage, property ownership, natural features, and development information.

Questions and Comments:

- Will this presentation be available? Yes, it will be on the Riverfront webpage.
- How much of the area is developable? Consultants will be looking at that in the next steps.
- Can zoning be changed? Yes, but do need to consider broader context of city land needs.
- Have property owners been contacted? Yes, some have a seat on the CAC, others through stakeholder interviews or personal contact by staff. There will be continued conversations and opportunities to be involved, including public events.
- Half of the project area is outside of the city. What about coordination with Yamhill County? There is also a Technical Advisory Committee (TAC) that meets like the CAC to discuss the plan. This committee includes Yamhill County and other agencies. Annexation to the city will need to occur for development and have city services.

Joe Dills reviewed the project schedule – four CAC meetings and two open house/public events. There were no questions on the schedule.

Kyra Haggart summarized the Public Involvement Plan and key messages, which may change as the project evolves. Elements of the plan include an interested parties list, project website, public events (in-person and on-line), and outreach at community events in order to be more in touch with citizens. Rosa Olivares spoke to outreach to the Spanish speaking population including community events, translation of project materials, and social media groups.

CAC members were supportive of the plan elements – particularly the ideas about going out into the community to the places where citizens are already gathered and reaching out to the Spanish speaking community. Joe Dills asked if there were any do's or don'ts for outreach in Newberg. It was noted that transparency is important. Go to where the people are. Other ideas for group outreach included Friendsview, Tunes on Tuesday, George Fox, Young Professionals of Yamhill County, and faith-based associations.

3. Envisioning a Great Riverfront

Cheryl Caines and Doug Rux summarized other activities that had taken place since the adoption of the 2002 Riverfront Master Plan and current projects that will impact this planning process. These include updates to Newberg infrastructure master plans (Transportation System Plan, Water Master Plan, Wastewater Master Plan, and Stormwater Master Plan), adoption of plans for downtown, tourism strategy, and economic development. In addition, the mill has closed and the bypass was constructed. Affordable housing is an issue and an on-going community conversation. The City is beginning a project to expand the Urban Growth Boundary based on land supply and housing/job needs. The decisions made in the Riverfront could impact that project and vice versa. There is also a goal to complete a feasibility study for urban renewal in the area.

Morgan Maiolie presented design components of other successful riverfront projects using pictures for inspiration. Examples included other towns in Oregon and across the U.S. These sparked the following comments:

- Repurposing of existing buildings is important, example Bend and Wenatchee.
- Walkability – amazing how many people are using the Bypass path. Wide sidewalks.
- An amphitheater would be great.
- Recreation – paddle launch.
- The size of the property lends itself to a mix of uses (commercial, industrial and residential).
- Parking may be an issue.

Joe Dills asked a question of the members in order to help craft a vision statement for the plan. *Imagine you had to leave Newberg tomorrow to go live on a beautiful South Sea island. You return to Newberg in twenty years and the Newberg Riverfront Plan has been successfully implemented. You are very pleased and impressed – you really like what you see. What do you see?*

Responses:

- Multi-purpose, year round indoor space.
- A variety of activities – public boat slips/rental, families out walking.
- Significant trail system and vegetation along trails.
- Trails to Ewing Young Park.

- Reclaim the landfill site.
- Family oriented recreational activities and family friendly.
- Concern with bypass splitting the area – integrate it.
- Mixed use – need for manufacturing, integrate residences. A balance of industry, housing, and quiet spaces.
- Not a bedroom community – preserve jobs, people can live and work in Newberg.
- Connectivity with downtown – likes the trolley idea that has been discussed to connect the two areas.
- A carousel.
- Incorporate the railroad spur, this is part of the city's history.
- Incorporate historical and natural resources of the area.
- A fun place to hang out but don't need to spend a lot of money.
- A place for Newberg residents and not just tourists.
- Cottages and dense housing but not Portland. A balance of housing types and affordable housing.
- Activate the areas under the bypass.
- Spaces for art.
- Eye toward universal designs and accessibility.
- Archery and bike paths.
- Places for food and drink, apartments, incubator businesses.
- Coordinate with Dundee on their Riverside planning so there is not duplication.
- A place where people recognize Newberg for its riverfront.
- Bike friendly and trails can be used as transportation.

4. Public Comment

Sue Ryan is concerned about safety for those participating in water activities. She gave examples of issues in other cities such as Cascade Locks where there were drownings. She encouraged that agencies such as Tualatin Valley Fire and Rescue be involved with the planning efforts to avoid the creation of dangerous situations.

Brian Love asked about where we have industrial land. Doug Rux explained the shortage of industrial land within Newberg, which makes it difficult to attract companies looking for large tracts to locate their business.

Joe Dills noted the next meeting will be in mid/late July but a date has not yet been set. Mayor Andrews asked to avoid dates for the Old Fashioned Festival.

The meeting was adjourned at 7:45.

Approved by the Riverfront Master Plan Citizen Advisory Committee this 12th day of February, 2019.

Brian Love, Chair

Cheryl Caines, Senior Planner

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Minutes

Citizens Advisory Committee Meeting #2

July 23, 2018, 6pm-8pm
Newberg Public Safety Building (401 E Third St.) – Council Chambers/Court

Chair Brian Love called meeting to order at 6:05pm

Attendees:

CAC Members – Brian Love, Geary Linhart, Lesley Woodruff, Todd Baker, Ron Wolfe, Chris Strub, Derek Brown, Denise Bacon, Fred Gregory, Stan Primozich, and Mike Ragsdale
Mayor Bob Andrews
City Staff - Doug Rux, Cheryl Caines, and Brett Musick
Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG), Morgan Maiolie (Walker Macy), Brian Vanneman (Leland Consulting), and Garth Appanaitis (DKS Associates)

1. Welcome and Introductions

Joe Dills opened the meeting and explained the purpose of the meeting is to go over the Existing and Planned Conditions of the Riverfront (Task 2) and how this fits into the overall schedule.

Kyra gave an overview of the public outreach city staff have done or will be doing (Public Works Day, Tunes on Tuesday, Old Fashioned Festival, Newberg Rotary) and social media (website/Facebook). The public event is coming up on August 23, 2018.

2. Vision and Goals

Andrew Parish presented the draft Riverfront vision statement and plan goals based on the input from the first TAC meeting. He brought up recommended changes by members of the Technical Advisory Committee, including regional connectivity. Joe Dills asked the committee, is it valuable to add in a reference to regional and state partnerships to implement the plan? The consensus was yes. This could lead to opportunities, relationship and synergy and using regional resources.

Mike Ragsdale – Why is industrial history a goal? Other than the mill have you discovered other industrial uses? Doug Rux noted a tie to the grist mill activities on the Ewing Young site and the various users of the mill site. Mayor also pointed to the river being used as a highway in the past for products. Joe Dills verified with the group that this should still be included as a goal.

Joe also confirmed changes to the vision statement and goals – be explicit about regional destinations that are also part of the plan and regional partnerships. There was consensus on these changes.

3. Existing and Planned Conditions

Andrew Parrish presented the existing and planned conditions for the area. He noted constraints, existing and potential development.

Brian Love asked if there are any potential developments not shown on the maps. Doug Rux said there is some small infill development and partitioning. Several inquiries over the last five years?

Lisa Rogers asked if the objective is the look at what we have and determine what we want based on the zoning? Joe Dills said we're using the zoning more as background information. We'll draw concept plans and ask how well existing zoning implements the plan and recommend any needed changes.

Garth Appanaitis went through the transportation presentation outlining the existing system (including condition), planned system, and the deficiencies. These include nonexistent pedestrian facilities and missing ramps. This is mostly due to the standards in place at the time of construction. There are several attractions in the area to walk/bike to (schools and parks) that could support connections. There is some good wayfinding signage. Speeds and shared lanes mean biking opportunities in the area are a bit better than pedestrian. Bypass path has a missing link.

Todd Baker asked if there would be any funding from ODOT to replace sidewalk ramps. Doug Rux said no ODOT money for city facilities. For things like Downtown (Hwy 99), the money came out of litigation and is being used on state facilities.

Joe Dills asked the committee what are the highest priority transportation investments needed?

- Roads and pedestrian walkways (too sporadic)
- Agree, even existing sidewalks and streets are not in good shape
- Can't get to Rogers Landing without hitting potholes and mud, walking is almost impossible
- Hard to pick because based on numbers and attractions, which right now is not there.
- Are there multiple jurisdictions controlling roads in this area? *Wynooski 7th to Hwy 219 is Yamhill County, Bypass is ODOT, Waterfront is Yamhill County, Weatherly is now City, College is City. There is a mix. Mostly south of the Bypass.*
- Is it the city's practice for ownership to transfer as streets are improved? *If it is brought up to city standards, then City would entertain a jurisdictional transfer.*
- Hard to make choices until I know the future uses.

Morgan Maiolie presented how the Riverfront fits into the region and the importance of the Willamette River connectivity to other parts of the valley including Portland Metro region and factors that factor into the urban design concepts for this area. A good starting point is looking at the walking radius from points of interest such as parks, Edwards Elementary, mill site, viewpoints, etc.; this leads to breaking down the Riverfront into smaller areas or neighborhood nodes and providing connectivity between them.

Mike Ragsdale pointed to a stream corridor that runs NE from Chehalem Creek. Doug Rux said it does not have a name and is mostly from stormwater. Mike said he had not noticed it in the past, but this could be an amenity.

Joe Dills asked what ideas come to mind with these visuals:

- What does circulation barrier? *Areas where access under the Bypass is limited.*
- South Side of Bypass has no sound wall. Could it be installed? *Whatever comes out of this plan, that means that ODOT will need to consider if sound walls are needed.*

4. Market Analysis and Development Programs

Brian Vanneman presented the market analysis. His research showed that development in Newberg over the last ten years has been mostly residential (roughly 85%). Retail in the Riverfront would be limited due to lack of access and visibility; destination retail would be more viable. Case studies from other riverfront areas were also presented.

Recommendations for the area include incremental infill development in the existing neighborhoods and potential expansion of the small commercial node on E Ninth Street. There should be anti-displacement measures to keep existing residents in place if new development occurs. A great place for paths, trials, event space, connections to the region. At the River Street terminus, there could be some destination retail. The mill site has potential for adaptive re-use for employment. Housing makes sense and the possibility for a hotel in the long term.

Based on this information, the team has come up with three potential redevelopment programs for the area. In program A, the River Street terminus (RST) is about 5 -10 acres with destination retail and some housing. WestRock mill site remains industrial and employment. Program B shows RST expanding into the warehouse portion of the WestRock site. A larger area could mean a greater variety of uses. In program C, the RST area expands to 60 – 130 acres. That could accommodate larger campus type development.

Joe Dills explained that these concepts are based on market, but policy issues must also be considered in deciding what uses are allowed in the area. The variables that come in for future development have to do with how the land at the end of River Street might be used or how much of the mill site may be available. The consultant team will be looking at all of these layers when coming up with plan alternatives in the next phase.

Joe Dills opened up the programs for discussion:

- We're short on industrial land, and we should work with the Newberg 2030 committee to ensure we're aware of Newberg's land needs.
- I went to the Hood River site you mentioned. It is easy to access even for RVs. Can we picture a 33 – 35 foot motor home going down River Street to this area?
- What is the WestRock site purchase price? *We were not given a price but were given a target of $1.75 - $2.00, which is about $12 million based on acreage.*

- What time of day do we want people there? What would be appropriate here?
- Do you have data on how these other sites developed? Is there a formula? *It depends on the area. In the case of Hood River. They've done several different plans and finally found success by finding the right mix for the area. Joe Dills – they led with public improvements (event site, family park, parking). The rest of the land was master planned in a second era.*
- Is there any progress on the Chehalem Trail? *CPRD has a master plan they are implementing over time. The Bypass trail is one piece of that. Many of the trails in that plan will connect parks in the area. Just need to find the funding. Mike Ragsdale – I'm on the CPRD Board and the plan is aspirational. Pieces of the trail will be done over time. Possibly urban renewal could be used for construction of trails.*
- I'm drawn to alternative C without considering any other factors. The mill site is fabulous property for so many other uses. I know we have a need for industrial, but we also need to consider this is prime property.
- One of the challenges here is the extreme topography. Can't just walk to the River. How do you integrate that so people can enjoy the different areas considering the obstacles and accessibility issues for individuals?
- I see some high level view concepts. I haven't heard us talking about marinas, houseboats, or uses on the river.
- This is an opportunity to take nothing and turn it into an attraction. How far are we looking beyond the UGB and the study area? This could impact the plans we come up with and plan even beyond 20 years.
- If this were a destination, Sportsman Airpark could be a feature. We need to involve and work with them.

5. Public Comment

No public comment.

6. Next Steps

Brian Love said he took the "come back 20 years from now – what do you see" question. I heard back from people and got good and positive feedback. Thank you for all your help

The meeting was adjourned at 7:45.

Approved by the Riverfront Master Plan Citizen Advisory Committee this 12th day of February, 2019.

Brian Love, Chair

Cheryl Caines

Cheryl Caines, Senior Planner

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Minutes

Citizens Advisory Committee Meeting #3

November 6, 2018, 6pm-8pm
Newberg Public Library (503 E Hancock St.)

Chair Brian Love called meeting to order at 6:00 pm

Attendees:

CAC Members – Brian Love, Geary Linhart, Francisco Stoller, Chris Strub, Saj Jivanjee, Fred Gregory, Joe Morelock, and Mayor Bob Andrews (Ex Officio).
City Staff - Doug Rux, Cheryl Caines, Brett Musick, and Rosa Olivares.
Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG); Ken Pirie (Walker Macy); Brian Vanneman (LCG)

1. Welcome and Introductions

Joe Dills opened the meeting and explained the purpose of the meeting is to go over the Plan Alternatives (Task 4) and how this fits into the overall schedule. He also noted that because there was not a quorum, the previous meeting minutes could not be considered for approval.

Kyra Haggart gave an overview of the public outreach city staff have done or will be doing (upcoming public event in December). Rosa Olivares shared details on the number of people (2000 on social media and 2,800 through public events and presentations). Past and upcoming community presentations include Early Bird Rotary, City Club, and Kiwanis.

2. Introduction to Draft Alternatives

Doug Rux provided a general geographic orientation for the alternatives. Ken Pirie reviewed common elements of the three alternatives, including public riverfront access; parks, trails, and open spaces; gateways; complete streets and downtown connections; and a mixed-use node at River Street and 14th Street. He also reviewed the differences between scenarios, such as specific street alignments and land uses. Joe Dills asked the committee for likes, dislikes, and preferencing of alternatives.

There was general support for the common elements.
Likes:

- Brian Love supports the River Street focal point.
- Franciso Stoller likes the esplanade along the bluff.
- Fred Gregory likes the gateway features and mix of uses.
- Chrus Strub likes the parkway street connecting to Dog Ridge Road.

Trails:

- Francisco Stoller asked about parking. Public parking needs to be provided since there are so many public parks and trails in the area. He supports the nature trails.
- Joe Morelock said shared parking needs to be provided at the top of the bluff.

- Brian Love stated that E Ninth Street is already grid locked because of on-street parking issues.
- Joe Morelock would like to ensure there is connectivity from the mix use areas to the trails and esplanade.
- Chris Strub noted the importance of linking up with Hess Creek trail and other areas.
- General discussion on the parkway street was that it needs to be accessible for vehicles and safe for peds/bikes with low speeds for comfort and safety.

Underpass/Gateways:

- Brian Love asked if there could be a farmer's market or Saturday market type of event under the bypass. He also noted support for an amphitheater.
- Francisco Stoller was concerned if ODOT (Oregon Department of Transportation) would allow the uses. He expressed the need for picnic space.
- There was some general discussion of parking and access issues for the amphitheater. It was noted that the landfill is a bad location for the amphitheater; preference is for it to be closer to the River Street node of commercial. Jim Morelock said people could park at Rogers Landing with a pedestrian connection. Brian Love pointed to the potential trolley to downtown as a transportation option for people.

Roger's Landing Access - there was general support for the street design concepts.

Mixed Use Node – there was general support for mixed uses areas.

Joe Dills asked each member to rank the common elements on a scale of 1 to 5. Rankings were two "4" rankings and four "5" rankings. Brian Love noted he would like to see more clarity on what's envisioned. Fred Gregory said there is a need for clarity on the details on the proposed concepts.

Land Use Alternatives (A, B, and C)

Alternative A

- Chris Strub asked about the rail line impacts of Alternative A? He noted that the City wants to preserve the rail line for industry and a potential trolley.
- Franciso Stoller asked about acreage of the WestRock site (116 acres).
- Joe Morelock supports more of a mix of employment uses.
- There was a question if a mix of employment opportunities lead to higher salaries?
- Brian Love asked if the city can regulate that.
- There is general concern about the feasibility of WestRock development.

Alternative B

- Fred Gregory doesn't like that there is no esplanade in B & C.
- Francisco Stoller is concerned about using the WestRock site for other uses and there not being enough industrial land. He likes the mixed employment but thinks there may be too much mixed commercial in these alternatives, especially B.
- Brian Love expressed support for breaking up the industrial site and having the public edge – strolling along the parkway.
- Jim Morelock said he likes an esplanade rather than a road. He also agrees there is a lot of red and brown (commercial and mixed employment).

Alternative C

- Geary Linhart asked for a recap of Planning Commission coments. Doug Rux provided a summary of outreach on alternatives and the comments that have been received to-date.
- There was a discussion about housing affordability. Saj Jivanjee said that affordable is defined as 1/3 of income. Should not talk about average income. There is a difference between workfor and affordable. Need to talk to industry leaders to make sure they pay enough for community members to be able to afford housing.
- Fred Gregory likes C generally but can would prefer to have more mixed income housing rather than affordable housing in one area and market rate in another.
- Chris Strub noted that the amphitheater needs to be moved from the landfill site, closer to the commercial area.

Joe Dills asked CAC members to vote on each alternative. Votes were:

Alternative A – 0
Alternative B – 0
Alternative C – 3

There was general support for Scenario C, or a hybrid of B and C.

- Francisco Stoller said to relocate amphitheater so it is centrally located near River Street commercial node.
- Joe Morelock said to have more mixed employment and maybe more affordable housing. Transition between uses more north /south rather than east/west.
- Fred Gregory suggested having more employment north of the proposed affordable housing area.
- Saj Jivanjee said it is not fair to ask for choices because the members don't have econometrics and need to know demographics. He spoke about the City Beautiful movement and noted how these alternatives are segregated. He would like to see a mix of housing, commerce and industry. This plan is about transportation and not community needs. Large industrial users are not the future. The trend is toward micro businesses and incubator industry. There is not an equitable distribution of upfront costs for infrastructure. He said to look at Country Club Plaza in Kansas City as an example. He also noted that if the residual land value of the WestRock properties are not known, then it is tough to proceed.

3. Introduction to Infrastructure and Incremental Implementation Strategy

Andrew Parish provided an overview of code and design concepts for implementation, and briefly summarized recommended improvements to water, wastewater, and stormwater infrastructure in the area.

Brian Vanneman provided an overview of the draft incremental implementation strategy, including recommended regulatory actions, funding and organizational strategies, and infrastructure investments.

4. Public Comment

The following public comments were provided on the plan alternatives.

- Concern about affordable housing and gentrification/displacement of existing neighborhoods.
- Connecting of Hess Creek and Ewing Young park is important; especially the connection across Hess Creek.
- Consideration of parking and event space parking is important.
- One attendee suggested a design similar to Bridgeport Village in Tualatin or Country Club Plaza in Kansas City, with a parking garage.
- Environmental impact costs are unknown.
- Be clear about workforce housing versus affordable housing.
- WestRock structures could be valuable resources for recycling center.

5. Next Steps

The meeting was adjourned at 8:00 pm.

Approved by the Riverfront Master Plan Citizen Advisory Committee this 12th day of February, 2019.

Brian Love, Chair

Cheryl Caines, Senior Planner

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Minutes

Citizens Advisory Committee Meeting #4

February 12, 2019, 6pm-8pm
Newberg Public Safety Building (401 E Third St.)

Chair Brian Love called meeting to order at 6:05 pm

Attendees:

CAC Members – Brian Love, Geary Linhart, Fred Gregory, Brett Baker, Todd Baker, Casey Kulla, and Lesley Woodruff.
City Staff - Doug Rux, Cheryl Caines and Brett Musick.

1. Welcome and Introductions

Cheryl Caines, Senior Planner, opened the meeting and turned over the meeting to Chair Brian Love to review the meeting minutes for May 23, 2018, July 23, 2018, and November 6, 2018. No changes were noted. Fred Gregory motioned to approve the minutes and Geary Linhart seconded the motion. The motion passed to approve the meeting minutes for all three meetings.

Cheryl Caines noted where this advisory meeting is in the overall project schedule and briefly asked about potential dates for the next advisory committee meeting, possibly March.

2. Plan Alternatives

Cheryl Caines introduced two plan alternatives (Alternatives D & E) that had not been previously reviewed by the committee. Alternative D is based upon feedback from WestRock, owners of the mill site, and Alternative E is based upon community input gathered throughout this process. She noted that both alternatives included similar parks and trail elements such as an underpass park, esplanade, trail connections within and between parks, and gateway features. The one exception was that the esplanade trail/road along the bluff did not cross the WestRock property in Alternative D. WestRock did approve the trail on the portion of their site below the bluff and along the river.

Cheryl Caines explained that Alternative D maintains the industrial designation on the entire WestRock mill site and commercial designation for WestRock property holdings west of S River Street. Alternative E changes a portion of the WestRock property west of S River Street on the north side of E Fourteenth Street to High Density Residential and changes a third of the WestRock mill site to a mixed employment area on the east side of S River Street. Other differences include no new streets through the WestRock mill site in Alternative D, while Alternative E includes new street connections within and through the mill site to create blocks and provide another street connection into the Riverfront area.

Doug Rux, Community Development Director, provided additional information on the discussions between WestRock and the City of Newberg representatives. He stated that the request to maintain the industrial designation was based on West Rock's desire to reopen the mill but also noted that no

timeframe was provided. He went on to describe how the City could move forward with preparing for Alternative E and allow WestRock to maintain their current Comprehensive Plan designations. The consultant could do the traffic and infrastructure analysis for Alternative E. Comprehensive Plan and Development Code amendments could be drafted as if the WestRock site were going to be redeveloped as shown in Alternative E. However, the City would not adopt plan changes related to WestRock properties. If WestRock or a future property owner decided that they wanted to annex and redevelop the site, then the designations and zoning would be set up for adoption. Traffic and infrastructure analyses would need to be updated as part of the application.

Cheryl Caines asked committee members which alternative they recommend for further analysis and to be carried forward as the preferred plan. Responses included:

- Brian Love said that the City needs to look at the big picture and shoot for the stars – Alternative E.
- Casey Kulla shares Brian's sentiments and likes Alternative E. The mixed employment area provides a nice transition between the industrial and residential uses.
- Fred Gregory likes Alternative E. Again look at the bigger picture. This area is a destination and could be a magnet for people to visit. He also likes saving some of the needed industrial land.
- Geary Linhart wants to study the impacts of Alternative E.
- Lesley Woodruff says to keep the broader perspective and likes Alternative E.
- Todd Baker likes Alternative E and said that commercial uses will not come if there is not an area for mixed employment.
- Brian Love added that Alternative E helps to guide the way for change in the Riverfront rather than wishing for it and only making piecemeal changes.

Brett Baker asked staff to share their opinion on the alternatives. Doug Rux said Alternative E reflects the broader community input but does not preclude activities from continuing. It would allow a phased approach. Doug Rux updated the committee on some recent parks related discussions from the Technical Advisory Committee meeting and relayed one additional change from the previous plan alternatives. Based on ODOT Rail feedback the extension of S Blaine Street had to be realigned to connect to S College Street at the current E Weatherly intersection. The extension of Blaine was eliminated between S College and S River Street.

Brett Baker agreed that Alternative E is what is best for the community. He asked what would happen to the relationship between the City and WestRock if Alternative E was moved forward. Doug Rux said the City needs to convey this information to WestRock and explain why the committee made this decision and how it impacts them. He would point out that the changes on their property would need to be initiated by them and would not be part of the proposed changes. Casey Kulla asked if Alternative E would constrain WestRock. Doug Rux explained his opinion, as of today, was that it would not. Casey Kulla also asked about the existing residences in the area approaching the river, can they stay. Doug Rux said yes and explained some of the land use designation changes on the plan.

Mike Ragsdale is fine with Alternative E but has questions on uses allowed in commercial areas – is that basically retail? Doug Rux said current regulations allow retail and housing above. Mike Ragsdale asked

why a portion of the area currently designated for commercial is being changed to high density residential. Doug Rux explained that the Riverfront Market Analysis done by Leland Consulting showed that commercial in this area is "destination commercial." It is different from downtown and Highway 99W commercial and less commercial area is needed. Mike Ragsdale asked what types of uses would be in the proposed mixed employment area? Doug Rux said some office, tech flex, and maker spaces like cheese making and breweries.

Mike Ragsdale is concerned about empty commercial spaces. He wants to allow retail in the commercial zone but not require it. He is also concerned about development within the mixed employment area. It should have a street grid that feels good (not alleys or loading areas), no massive buildings, ensure street character that is inviting. Casey Kulla agrees with these comments and noted that sometimes these places can feel "dead."

Cheryl Caines confirmed that Alternative E will be the preferred alternative.

3. Implementation Measures

Cheryl Caines said there are needed amendments to the Comprehensive Plan policies and Newberg Municipal Code to implement the plan. In order for the consultant to begin drafting these changes, some direction is needed from the advisory committee. The Economy related Riverfront Policies should include industrial uses based on the decision to recommend Alternative E which includes an industrial and mixed employment area.

She asked if members agreed with changing a portion of the area east of S River Street and north of E Fourteenth, that is currently designated commercial to residential. Does residential fit in this area close to the industrial and mixed employment areas? WestRock is concerned about having more housing closer to industrial uses on their site.

Doug Rux explained how this area fits in with the other proposed mix of uses in the Riverfront and that staff had heard through other projects that a mix of housing types should be included in all areas of Newberg. Cheryl Caines noted that the street and potential of future redevelopment of the mixed employment area may be enough of a buffer from the industrial area. There was no comment or discussion on this item, so hearing none, it was decided that housing in this location was okay.

Cheryl Caines asked the committee members if all or a portion of the WestRock mill, industrial area should be included in the Riverfront District overlay. That would mean special code standards will apply to development in these areas. She reaffirmed that the overlay would not be applied at this time, but the standards would be drafted to enable future application to the WestRock mill site.

Todd Baker said yes, if it would make it easier for a future developer to redevelop that site into a mixed of uses. He asked if it would be better to have that overlay already in place. Doug Rux explained that nothing would change on the site until the site were annexed into the City of Newberg. If they do annex and develop, should we have standards that say here is what the city is looking for? Brian Love said if we don't do that, then there would be no way to implement the preferred plan (Alternative E).

Mike Ragsdale asked if there is an existing Riverfront District overlay and what is the boundary? Doug Rux outlined the current boundaries on the presentation map. Mike Ragsdale clarified that the question before the group is whether or not to extend the boundary to the east to include the WestRock mill site. Cheryl Caines confirmed that is the question. Doug Rux added that if the answer to that question is "yes", then do we need specific standards for the redevelopment of that area? Mike Ragsdale answered yes to both. Brian Love also said to develop standards.

Cheryl Caines introduced current Riverfront standards that require retention of a significant tree grove on the WestRock site west of S River Street and north of E Fourteenth Street. The consultant is asking if retention should still be required. The current Newberg-Dundee Bypass right-of-way cuts through a portion of the grove. Cheryl Caines noted that impacts to the grove with future Bypass construction are unknown as is the condition of the trees.

- Casey Kulla suggested that the City purchase the trees if they want them to be saved.
- Brian Love said it looks like future Bypass construction would take out 1/3 of the tree grove.
- Geary Linhart said he would not be bothered by removing the tree protection from the code.
- Todd Baker he does not know if there is any historical significance to the trees. If not, the focus should be along the river. If these trees take away opportunities to develop multi-family housing in the area, then they should be removed.

Discussion moved to the mixed employment area. Cheryl Caines asked if the existing M-1 zone should be applied to the mixed employment area or should a new zone be developed for the area. She provided a description of the M-1 zone and the types of uses allowed or not allowed. Does this fit the vision of the mixed employment area? Mike Ragsdale said this feels like 1950s industrial, and it should not be used for this area. He said there needs to be some flex space and to allow some office; therefore a new zone should be created. Brian Love agreed. Cheryl Caines said she saw several heads nodding agreement with Mike's statement.

Cheryl Caines asked if lodging should be allowed in mixed employment zone. Casey Kulla said let's think creatively, why not. Brian Love, said yes because different generations and types of people have differing ideas about what would be interesting or cool as a place to stay. Doug Rux said we will craft the code standards to allow lodging in the mixed employment area, and the committee can decide at the next meeting to keep it or not.

4. Public Comment

Ed Parrish lives in the Riverfront study area. He stated that there are three residences in the area and one business. He asked that the tree grove on E Fourteenth Street remain protected. He appreciated that some of the committee members were asking how these changes affect current property owners. He asked how these changes impact his property and desire to remain there as a residential property. Doug Rux responded that he can stay in that house and pass it on to heirs. He explained that the site at 1600 Waterfront is not currently in the city. It has a Commercial Comprehensive Plan Designation, so if

annexed to the city, then City commercial zoning would be applied. If someone tears down the house and redevelops, then they would need to adhere to the commercial standards.

Mr. Parrish asked about eminent domain in relation to trails/ped paths along the bluff that are shown across his property on the plan. Doug Rux said the city has no intention of using eminent domain and that development will occur incrementally around him if he wants to remain in his home. Mike Ragsdale added that he is on the Chehalem Park and Recreation Board and that trail development always involves a willing seller.

Mr. Parrish said he likes Alternative E as long as he can stay in his home and the oak trees (grove) stay.

Ann Delano lives in the neighborhood just outside the study area. She walks in the area, especially along the river. She feels very strongly about retaining the oak trees (tree grove). Ms. Delano said the mill site is an industrial wasteland with blackberries and litter. She hopes one of the ideas is to start making the mill site area along S River Street more attractive. She would like the area to not be an eyesore. If WestRock would like to hold onto the property, then she would like them to maintain it and have a landscape buffer along River Street that screens it from the neighborhood.

Mr. Parrish said that the extension of S Blaine Street would need to cross a deep canyon that would require a massive amount of fill or bridge. This project would cost millions of dollars to construct, which is a waste of tax dollars.

5. Next Steps

Cheryl Caines explained that the committee and public feedback would be given to the consultant team to use in drafting the Comprehensive Plan and Development Code amendments. She briefly discussed scheduling. Doug Rux noted a potential project delay as we wait for traffic counts. A meeting date has not been set for the next advisory meeting but will be provided as soon as information is available.

The meeting was adjourned at 7:45 pm.

Approved by the Riverfront Master Plan Citizen Advisory Committee this 19th day of June, 2019.

Brian Love, Chair

Cheryl Caines

Cheryl Caines, Senior Planner

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Minutes

Citizens Advisory Committee Meeting #5

June 19, 2019, 6pm-8pm
Newberg Public Safety Building (401 E Third St.)

Chair Brian Love called meeting to order at 6:03 pm

Attendees:

CAC Members – Brian Love, Geary Linhart, Mike Ragsdale, Casey Kulla, and Lesley Woodruff.
City Staff - Doug Rux, Cheryl Caines and Brett Musick.

1. Welcome and Introductions

Cheryl Caines, Senior Planner, reviewed the meeting agenda, completed the attendance roll call, and turned over the meeting to Chair Brian Love to review the meeting minutes the February 12, 2019 meeting. No changes were noted. A motion was made to adopt the February 12, 2019 meeting minutes and seconded. The motion passed.

Planner Caines outlined the revised schedule based on an extension of the Transportation Growth Management grant funding the Riverfront Master Plan project. Work must be completed by the end of September 2019.

2. Implementation Measures

Planner Caines reviewed plan development. Three alternatives (A, B, & C) were developed. These three alternatives were taken to public, advisory committees, Planning Commission, property owners, and other stakeholders. Based on feedback from WestRock, two alternatives (D & E) were developed. Alternative D kept WestRock properties with current zoning/designations and did not include any new streets on their properties. Alternative E reflected input from the community. Alternative E was the preferred alternative.

Planner Caines gave an overview of the number of new dwelling units and commercial/residential/parks and open space acreage that would be present upon changes to zoning and Comprehensive Plan designation based on the preferred alternative. She presented the artist's rendering of the Riverfront and pointed to changes already being discussed or occurring in the Riverfront.

Maps showing existing and proposed zoning and Comprehensive Plan designations in the Riverfront area were discussed. Planner Caines pointed to properties that would have different zoning or designations if the proposed changes were adopted. Most of the changes are south of the Newberg-Dundee Bypass (Bypass).

Planner Caines explained that the committee discussed extending the current Riverfront District overlay to include the WestRock properties east of S River Street. She asked if committee members thought it

should be further extended to include all properties within the Riverfront Master Plan study area (all the way north to E Ninth Street). She explained that the proposed and existing Riverfront design standards would not impact the developed properties and would help ensure areas north and south of the Bypass are considered one Riverfront community. Doug Rux, Community Development Director, added that the same idea was discussed in with the Technical Advisory Committee (TAC). They were supportive and noted that gateway features could be located at E Ninth Street to designate the Riverfront District. Director Rux noted that we would notify all of the property owners in the Riverfront District of this change prior to the adoption of the revised overlay.

Brian Love, Chair, said he thought the designation already extended to E Ninth Street. Director Rux explained that yes, it was included in the study area but the current Riverfront District overlay does not. Chair Love asked if some of these projects and changes could start soon. Director Rux said changes are public and private changes. He noted there is already development happening or planned. If Urban Renewal is passed for this area, then it creates a potential funding source for infrastructure projects. This could be small sidewalk projects or large such as upgrading S River Street. Another easy first win is street sign caps that say "Riverfront District." There are a multitude of funding sources for this area and not just one.

Lesley Woodruff agreed that the district overlay should be extended to cover the entire study area. Director Rux noted several heads nodding in agreement. Casey Kulla asked if Mike Ragsdale would comment since he has experience in the world of development. Member Ragsdale it is reasonable and sees no reason to not do it. He motioned to recommend approval and Member Woodruff seconded the motion. The motion passed.

Planner Caines reviewed the recommended code changes in Technical Memo #7. The proposed Mixed Employment (ME) zone on the east side of S River Street on the WestRock site will create a transition and buffer area from the residential/commercial area west of S River Street. The consultant took the design standards of the Riverfront C-4 commercial zone and applied them to the new ME zone. Minor changes for ME included a maximum floor area of 20,000 square feet since that is the floorplate of a typical office building. Director Rux pointed to the proposed use table for the ME zone. He explained why some uses were chosen to be allowed and others were not. Planner Caines noted that the TAC discussed uses and specifically said self-storage should not be permitted in the ME zone. The CAC members agreed that this use should not be permitted. Director Rux noted that there could be further edits during the public hearing process to adopt code changes.

Member Ragsdale asked if the CAC feedback should be detailed (line by line) or more policy driven. Director Rux said the CAC could do that, but tonight's goal is to make a recommendation on the plan for acceptance by the Planning Commission and City Council. He also explained the reasoning for recommending acceptance rather than adoption to allow flexibility in modifying the plan moving forward as circumstances change.

Member Ragsdale pointed to issues with the building design standards. Director Rux explained how these are articulation standards. Member Ragsdale asked for clarity as to what the committee is

recommending, concepts or particular standards/code changes; what is the CAC's task. Director Rux said the committee has three options: 1) suggest detailed changes, 2) raise the issue and have the Planning Commission look at that during the public hearing process or 3) review general concepts and leave it to Planning Commission and staff to work out details during implementation. Chair Love asked the opinion of the committee members. Geary Linnhart suggested the final option. Member Kulla agreed. Chair Love noted there was consensus on the CAC's level of review and recommendation. Planner Caines asked that any member feedback still be passed along for future implementation of the changes.

Planner Caines presented the Transportation Planning Rule Analysis (Technical Memo #8). She noted it is not a full traffic analysis but compares potential development under current zoning and designations with development under the proposed zoning and designations. The findings were no significant effect at the S Wynooski/Hwy 219 intersection but a significant effect was found at S Blaine/E First and N Blaine/E Hancock. The recommended mitigation is to signalize both intersections. Director Rux said the report also recommended monitoring the S Wynooski/219 intersection as changes and improvement related to Bypass are completed (e.g. Wilsonville Road re-alignment).

Member Ragsdale asked about Table 5 of Memo 8 and why College Street was not analyzed. Director Rux explained that ODOT did not require it because College Street does not directly connect into the Riverfront District like Blaine and River. Member Ragsdale is concerned about the College Street service level F will still need upgrades. He asked if financing will be discussed with the CAC.

Director Rux said the Downtown Improvement Plan identified $25 million improvements identified. One of the recommendations is creating an urban renewal district in the downtown. Urban renewal is also identified as a funding tool in the Riverfront District. This could be one district. Grants are another funding source for improvements. The Riverfront is within an Opportunity Zone but the downtown is not. Investors could invest in infrastructure projects. Member Woodruff asked if an Enterprise Zone is the same as an Opportunity Zone. Director Rux explained the difference. The WestRock mill site is within an Enterprise Zone which allows a three year tax abatement on investments in capital equipment or buildings. Opportunity Zones is a tool for investing capital gains in an opportunity fund to reduce or eliminate capital gains. Member Woodruff asked about time limits on the Enterprise Zone. Director Rux confirmed that it lasted 10 years, and the City can apply for renewal through a competitive process.

Member Ragsdale pointed out that historically projects are identified and funding is always an issue. He said it is time to tell the elected that both the needs and funding need to be identified. The CAC does not need to recommend what the funding strategy should be but financing is necessary. Member Ragsdale said he moves that the CAC goes on record recommending that it is past time for City Council to figure out a transportation funding strategy. Chair Love asked if there was a second to the motion. The motion failed due to lack of second.

Planner Caines presented project costs for the recommended infrastructure system upgrades (transportation, trails, stormwater, wastewater, and water). These projects were outline in the infrastructure memo previously reviewed by the CAC. Project costs were not included, so the memo has been updated to include these cost estimates. Most of the projects are for extension of the systems south of the Newberg-Dundee Bypass due to the lack of infrastructure. Planner Caines noted some of

the transportation projects are currently in the Transportations System Plan but others are not. Each of the master plans will need to be updated to reflect these upgrades. Planner Caines said that the Blaine signals needed to be included in the estimates. Construction of trails will be a partnership between the City and Chehalem Park and Recreation District depending on the design of the trail (sidewalk vs trail).

Chair Love asked if construction of improvements related to private development is considered in these costs. Director Rux said System Development Charges paid by developers can be used to construct the listed improvements. Developers are required to make improvements to serve and mitigate for their developments.

Planner Caines reiterated that the infrastructure master plans will need to be updated to reflect these projects and cost estimates and funding will again be considered at that time.

3. Riverfront Master Plan

Cheryl Caines introduced the Riverfront Master Plan document and the purpose of the document. This draft is missing an executive summary and a few details, but the narrative will not really change. She asked the CAC if this document tells the story of the Riverfront Master Plan. Does it have the information for future readers to carry it forward?

Member Ragsdale asked how this plan can be adopted since it covers two jurisdictions (City of Newberg and Yamhill County). Member Kulla also had the same question. Director Rux explained that the City has the obligation to plan for areas inside its Urban Growth Boundary (UGB). The County has the obligation to plan for lands outside the city limits but inside the UGB with the intention that all of those lands will someday be part of the City. Representatives from the County were on both the Riverfront TAC and CAC. The County does not have to take any formal action, only participate in the plan development. Director Rux noted that funds are budgeted if any County applications are needed to make map changes in the Riverfront District.

Member Ragsdale said the commercial/mixed use node is one of the more exciting pieces of the plan. It must be a destination to be energized. He suggests on page 27 of the plan that language be added to reflect its importance as a community gathering place. The existing language is technical but not a jazzy marketing description that captures the excitement it must generate to be successful.

Member Woodruff is happy with the plan. Geary Linnhart agrees with Mike's suggestion but found no surprises. The materials reflect previous discussion by the CAC. Chair Love asked when the little things ("Quick Wins") can be started. These provide excitement and being progressive. There has to be something to get people in the area. He also asked if this plan is "iron clad." Otherwise he loves what he sees, and it has some meaning. Director Rux pointed out that plans can always change because circumstances change. All plans have a shelf life, but there are public hearing processes to make those changes. However that is where the document has to point to the key features and the reasons why these were included. Planner Caines also pointed that out that the implementation strategy includes looking for "quick wins," and these can change in the future as new opportunities arise.

Member Kulla underscored how important the parks and open spaces are in this plan, and he is happy to help to implement these components. It does reflect the work of the CAC and others.

Director Rux talked about recent discussions on the Bypass trail extension that impacts the Riverfront Master Plan. ODOT would prefer not having a mid-block crossing of S River near the railroad crossing, so staff has suggested that the trail at S River Street be a wider sidewalk on the east side of River that would cross at E Fourteenth, cross S College and go up to the S Blaine Street intersection. A third cross section option for S River Street is being drafted by the consultant for inclusion in the plan.

4. Next Steps

Planner Caines summarized next steps:

- Public Hearings – Accept the Plan
- Grant Close-out
- Code & Map Amendments (2020)
- Master Plan Updates
- Partnerships
- Monitor and Adjust Implementation Strategy

5. Public Comment

Morgan Evans asked if there is any plan to do anything with First Street to Ninth Street along River Street. North Newberg has had more investment than South Newberg. River Street will be used to access this area, and it could use a lot of work.

Brett Musick, Senior Engineer, said that the project is in the Transportation System Plan but not a specific plan for S River Street. Director Rux pointed out that funding is needed, and it may have to be done in phases. Planner Caines added that the infrastructure needs in this area were one of the reasons it was included in the Riverfront Master Plan study.

Anne Delano said it seems like there is a plan but no action to carry out the plan. It seems like a very broad plan, no timeframe, no steps, and no money. Director Rux pointed to the implementation strategy which outlines steps and general timeframes for those steps. We have planning level cost estimates but there is no specifics on when a project is done. If Council accepts this plan that gives us guidance. Some steps are regulatory that the City will take. Then infrastructure projects can be considered and start to put them on timing/funding lists. Private development can also implement some of these items.

Member Ragsdale pointed to the implementation strategy in the packet that may help answer that question. Chair Love explained that this plan has to be in place in order to help the vision to happen. Ms. Delano also asked if there was news from WestRock – are they still not interested. Director Rux explained that nothing has changed; they would like to hold their asset.

6. Recommendation

Member Linnhart thanked the City on the efforts and staff transparency throughout this process. He recommends to move the Riverfront Master Plan to Planning Commission and City Council for their review and expertise. The motion was seconded, and the motion passed.

Planner Caines noted the upcoming workshop and public hearing dates and invited committee members to attend and share thoughts with the Planning Commission and City Council.

The meeting was adjourned at 7:47 pm.

*These minutes were not approved by the CAC since it was the last advisory committee meeting.

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Summary

Technical Advisory Committee Meeting #1

May 23, 2018, 3pm – 5pm
Newberg City Hall (414 E First St.)

Attendees:

TAC Members – Angela Carnahan - DLCD, Daniel Fricke -ODOT, Don Clements – CPRD, Matt Vogt – Yamhill County, Dennie Houle – Business Oregon, Abisha Stone – Strategic Economic Development Corporation.

City Staff - Doug Rux, Cheryl Caines, Brett Musick, Rosa Olivares

Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG) and Morgan Maiolie (Walker Macy)

1. Welcome and Introductions

Joe Dills opened the meeting with introductions and asked city staff to give some background of the riverfront.

Cheryl Caines and Doug Rux summarized other planning activities that had taken place since the adoption of the 2002 Riverfront Master Plan and current projects that will impact this planning process. These include updates to Newberg infrastructure master plans (Transportation System Plan, Water Master Plan, Stormwater Master Plan, and Wastewater Master Plan), adoption of plans for downtown, tourism strategy, and economic development. In addition, the mill has closed and the bypass was constructed. The City is beginning a project to expand the Urban Growth Boundary based on land supply and housing/job needs. The decisions made in the Riverfront could impact that project and vice versa. The large industrial area is important considering the lack of industrial land in Newberg. Affordable housing is an issue and an on-going community conversation.

Joe Dills reviewed the committee role and guidelines. There were no comments or questions.

2. Project Overview

Andrew Parish gave an overview of the project and presented background information on the project area: location, acreage, property ownership, natural features, and development information.

Questions and Comments:

- Historically the area has been industrial and the County tried to change the zoning in the 1980s.
- Rogers Landing was for steam ships.
- Hess Creek connects to Springbrook Creek further to the east – the slide does not show that.
- Chehalem Heritage Trail Plan includes major trails that cross under the Bypass.
- Landfill – there is a desire to use this for a park.
- Connections to the existing neighborhood are a priority.
- Industrial uses may be viable for the area – biomass, recycling, data centers, metals, manufacturing.

- There is a desire to diversify the employment base in Newberg.
- Tourism strategy – possible trolley connection between downtown and riverfront.
- The first American (not British) sawmill was in this area.
- Annexation process has changed since last Riverfront Master Plan in 2002. Voter approval is no longer required.

Joe Dills reviewed the project schedule – four TAC meetings and two open house/public events. There were no questions on the schedule.

Kyra Haggart summarized the Public Involvement Plan and key messages, which may change as the project evolves. Elements of the plan include an interested parties list, project website, public events (in-person and on-line), and outreach at community events in order to be more in touch with citizens. Rosa Olivares spoke to outreach to the Spanish speaking population including community events, translation of project materials, and social media groups. Additional community events could include water park opening, Old Fashion Festival, school groups, and events during Hispanic Heritage Month.

3. Envisioning a Great Riverfront

Morgan Maiolie presented design components of other successful riverfront projects using pictures for inspiration. Examples included other towns in Oregon and across the U.S. These sparked the following comments:

- Build everything for locals and the tourists will love it too.
- The trails system is a huge opportunity for this area.

Joe Dills asked a question of the members in order to help craft a vision statement for the plan. *Imagine you had to leave Newberg tomorrow to go live on a beautiful South Sea island. You return to Newberg in twenty years and the Newberg Riverfront Plan has been successfully implemented. You are very pleased and impressed – you really like what you see. What do you see?*

Responses:

- Trail system along Willamette River bluff.
- Regional trail connections.
- Usable/accessible water access.
- Active waterfront with multiple uses.
- Kids playing soccer, business people having lunch, grandparents and kids riding the trolley, restaurants, paddle launches, people from around the region pulling into the landing.
- Large grassy areas for event space.
- Industrial in the east with a nice transition to active spaces, restaurants, connected by trails.
- Direct access to the river with pedestrian scale development above the river on the bluff.
- Bike and pedestrian friendly.
- Community college with technology, industrial and environmental programs. An innovation center harnessing the power of education to transform spaces.
- Beer/wine/spirits manufacturing.
- Fixing infrastructure in the neighborhoods north of the Bypass.
- Regional campground spaces.
- Retaining historic mill infrastructure as a unique identifier of the river's location in the context of the city.

- Preserving cultural and economic diversity and naturally occurring affordable housing in neighborhoods.

Joe Dills noted the next meeting will be in mid/late July but a date has not yet been set. The meeting was adjourned.

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Summary

Technical Advisory Committee Meeting #2

July 23, 2018, 3pm-5pm
Newberg City Hall (414 E. First Street) – First Floor Conference Room

Attendees:

TAC Members – Angela Carnahan - DLCD, Daniel Fricke -ODOT, Don Clements – CPRD, Matt Vogt – Yamhill County, and Dennie Houle – Business Oregon.
City Staff – Doug Rux, Cheryl Caines, and Brett Musick.
Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG), Morgan Maiolie (Walker Macy), Brian Vanneman (Leland Consulting), and Garth Appanaitis (DKS Associates).

1. Welcome and Introductions

Joe Dills opened the meeting and explained the purpose of the meeting is to go over the Existing and Planned Conditions of the Riverfront (Task 2) and how this fits into the overall schedule.

Kyra gave an overview of the public outreach city staff have done or will be doing (Public Works Day, Tunes on Tuesday, Old Fashioned Festival, Newberg Rotary) and social media (website/Facebook). The public event is coming up on August 23, 2018. Joe Dills asked if the input from these various outreach efforts could be captured and shared with the consultants.

Don Clemens noted that the public event on August 23rd conflicts with the CPRD Board meeting.

2. Vision and Goals

Andrew Parish presented the draft Riverfront vision statement and plan goals based on the input from the first TAC meeting. The following comments were provided:

- Don't see anything about jobs *(industrial and economically thriving is how it's addressed)*
- Don't see anything about access to the river *(will add water recreation)*
- This area will tie into Dundee and state park *(will add connections to other riverfront destinations)*

Doug Rux summarized a recent discussion about a large event space in Yamhill County. There is a need to have such a space for outdoor concerts and events, but no decision on where it should be. Could it be in the Riverfront, possibly at the landfill site? If not here, then where? Don Clemens noted that ideas for the landfill site include soccer fields and paddle launches (kayaking). Needed parking for soccer could double as needed parking for events. Currently Yamhill County is doing its due diligence with DEQ and EPA. Andrew noted that if a letter is issued for the site, then we would need to obtain a copy for the Riverfront files.

Joe Dills confirmed that any feedback here would be combined with feedback from the CAC and public event to finalize the vision and goals.

3. Existing and Planned Conditions

Andrew Parrish presented the existing and planned conditions for the area. He noted constraints, existing and potential development. Joe Dills points to the lack of developable land in the area, which starts to drive the plan. The location of developable land is key. The area at the end of River Street is within good walking distance. This leads to thinking about connectivity between points of interest and with the established neighborhood north of the Bypass. There is also a lot of publicly owned land in the area, which could mean more opportunities for public spaces or redevelopment.

Don Clements asked what type of land the City currently needs. Doug Rux indicated all residential lands but greatest need is high density residential based on 2004 Comprehensive Plan information, but we don't have recent information on industrial.

Doug Rux noted that WestRock site goes under the Bypass and ODOT has easement (do not own the property). This could impact pedestrian connectivity in this area.

Garth Appanaitis went through the transportation presentation outlining the existing system (including condition), planned system, and the deficiencies. These include nonexistent pedestrian facilities and missing ramps. This is unfortunate since there are several attractions in the area to walk/bike to (schools and parks). There is some good wayfinding signage. Speeds and shared lanes mean biking opportunities in the area are a bit better than pedestrian. Bypass path has a missing link.

Andrew Parish asked about the extension of Blaine Street. Doug Rux said this is in the Newberg Transportation System Plan as an aspirational (not funded) project. It is years out because it has to cross the creek and needs a bridge. The Cultural Center is applying for a grant to do a historical/cultural promenade on Blaine Street. The trolley connecting Downtown to the area is still in the mix. Newberg is also applying for a Safe Routes to School grant for E 9th Street (sidewalks between Blaine Street and River Street).

Morgan Maiolie presented how the Riverfront fits into the region and the importance of the Willamette River connectivity to other parts of the valley including Portland Metro region. There has been some recent discussion about re-opening the locks in Oregon City. Doug Rux said that City Council has supported this action.

A good starting point for the urban design component is looking at the walking radius from points of interest such as parks, Edwards Elementary, mill site, viewpoints, etc.; this leads to breaking down the Riverfront into smaller areas or neighborhood nodes and providing connectivity between them. It was noted that the Bypass trail needs to be added to the areas that are grayed out as undevelopable.

4. Market Analysis and Development Programs

Brian Vanneman presented the market analysis. His research showed that development in Newberg over the last ten years has been mostly residential (roughly 85%). Retail trends nationwide is to have a craft retail component. Retail in the Riverfront would be limited due to lack of access and visibility; destination retail would be more viable.

Recommendations for the area include incremental infill development in the existing neighborhoods and potential expansion of the small commercial node on E Ninth Street. There should be anti-displacement measures to keep existing residents in place if new development occurs. A great place for paths, trials, event space, connections to the region. At the River Street terminus, there could be some destination retail. The mill site has potential for adaptive re-use for employment. Housing makes sense for the areas south of the Bypass. In the long term, a hotel could be viable.

Based on this information, the team has come up with three potential redevelopment programs for the area. In program A, the River Street terminus (RST) is about 5 -10 acres with destination retail and some housing. WestRock mill site remains industrial and employment. Program B shows RST expanding into the warehouse portion of the WestRock site. A larger area could mean a greater variety of uses. In program C, the RST area expands to 60 – 130 acres. That could accommodate larger campus type development.

Joe explained that the amount and location of developable land drove the redevelopment concepts. These programs could also be showing a time sequence of how the area develops (short, mid, and long term development). These concepts are based on market, but policy issues must also be considered in deciding what uses are allowed in the area.

Comments:

- Like the idea of housing mixed in to the terminus area and a larger terminus area/less industrial
- Flexibility is needed to adapt to market
- Question on the potential of the co-generation facility at the mill being an attraction. Doug said there is interest but complicated due to negotiations with PGE.

Angela Carnahan asked if this land was attractive to industrial users since industrial users had been leaving Newberg. Doug Rux noted that the site is very large and the seller is currently not willing to parcelize, which limits the types of developers that would be interested. There was a question on whether the city could purchase the land. Doug said there are no finances for this. There is discussion about an urban renewal district for Downtown and Riverfront. That type of tax increment financing has been used to aid the purchase of property. A feasibility analysis for urban renewal is budgeted for this fiscal year.

Dan Fricke said the limited transportation to the area could impact the types of uses. Doug noted it depends mostly on the scale of the user.

Dennie Houle asked if Downtown merchants were asking how this could impact them? Doug said the areas are different because Downtown is small, infill development. The Riverfront has more flexibility for larger destination type of development. Doug Rux noted that a healthy city can have a strong downtown in addition to other commercial nodes. Angela Carnahan pointed to the fact that Downtown and the Riverfront could be connected by a short walk. Someone visiting could visit both and not just one. Don Clements added that the trolley or having attractions in between would help with encouraging the connection. Could build on the government corridor plan that connects the Cultural Center to Edwards School. He will provide a copy of the plan when he finds it.

5. Next Steps

Joe Dills closed the meeting.

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Summary

Technical Advisory Committee Meeting #1

November 6, 2018, 3pm – 5pm
Newberg City Hall (414 E First St.)

Attendees:

TAC Members – Daniel Fricke (ODOT), Matt Vogt (Yamhill County), Dennie Houle (Business Oregon), David Helton (ODOT)

City Staff – Doug Rux, Cheryl Caines, Brett Musick, Joe Hannan

Consultants – Joe Dills, Andrew Parish, Kyra Haggart (APG); Ken Pirie (Walker Macy); Brian Vanneman (LCG)

1. Welcome and Introductions

Joe Dills opened the meeting with introductions and an overview of the project schedule. Kyra Haggart summarized recent and upcoming public involvement activities.

2. Introduction to Draft Alternatives

Ken Pirie reviewed common elements of the three scenarios, including public riverfront access; parks, trails, and open spaces; gateways; complete streets and downtown connections; and a mixed-use node at River Street and 14th Street. He also reviewed the differences between scenarios, such as specific street alignments and land uses. Doug Rux provided a summary of outreach on alternatives and the comments that have been received to-date. Joe Dills asked the committee for likes, dislikes, and preferencing of alternatives.

Questions and Comments:

- Flexibility is still important for the WestRock site, but the committee is generally supportive of the direction.
- Viability of the parkway street versus the esplanade will depend on the types of uses that are developed.
- Future expansion of the bypass will need to be discussed further.
- The underpass park is a good way to utilize the wasted space under the bypass.
- What is the timeframe for construction of the bypass expansion?
- Easement agreements, such as a long-term lease or temporary use permit, can be negotiated with ODOT for the bypass park.
- CPRD mentioned wanting soccer fields on the landfill site, but the slopes may make that infeasible.
- Could there be vendors or kayak rental places in Roger's Landing Park?
- Ridgefield, WA has a good example of a park that has kayak/canoe rentals.
- Pedestrian access to Roger's Landing Park is essential.
- Add kayak/canoe rental to the next edition of the diagram of Roger's Landing Park.

3. Infrastructure and Incremental Implementation Strategy

Andrew Parish provided an overview of code and design concepts for implementation, and briefly summarized recommended improvements to water, wastewater, and stormwater infrastructure in the area.

Brian Vanneman provided an overview of the draft incremental implementation strategy, including recommended regulatory actions, funding and organizational strategies, and infrastructure investments.

Questions and Comments:

- Is there an interim improvement that could be made to River Street?
- Kendall Yards is a good example of the mixed-use likely to develop in this area.
- The new parkway street is a good opportunity and completes connectivity in the area, giving people more than one way in and out of the riverfront area.
- There is a bit too much commercial in Alternative B.
- Could affordable housing be included in the Mixed Commercial zone?
- Alternative B is more likely to compete with downtown business interests, especially if they are not necessarily river-oriented uses. We don't want to draw business away from downtown.
- Call it "Riverfront Mixed Use" rather than mixed commercial.
- Independence is an example of good riverfront designed for recreational users.
- UGB "Efficiency Measures" discussion is currently underway for residential density designations.
- Is Alternative C a good location for affordable housing? Affordable housing right next to the industrial area seems problematic.
- 10% of all new annexations need to include affordable housing. Is this just for R3 annexations?
- Can we add a new road connection arrow north of the Waterline Bridge?
- No stormwater across the landfill site.
  Quick wins include gateway treatments, improvements to Roger's Landing Park, pop-ups.

Draft Meeting Summary

Technical Advisory Committee Meeting #4

February 12, 2019, 3pm-5pm
Newberg City Hall (414 E First St.)

Attendees:

CAC Members – David Helton - ODOT, Don Clements – CPRD, Matt Vogt – Yamhill County, and Dennie Houle – Business Oregon.
City Staff - Doug Rux, Cheryl Caines and Brett Musick.

1. Welcome and Introductions

Cheryl Caines, Senior Planner opened the meeting and noted where this advisory meeting is in the overall project schedule.

2. Plan Alternatives

Cheryl Caines introduced two plan alternatives (Alternatives D & E) that had not been previously reviewed by the committee. Alternative D is based upon feedback from WestRock, owners of the mill site, and Alternative E is based upon community input gathered throughout this process. Alternative D would result in not much change from the current Riverfront Master Plan. WestRock does not want the esplanade at the top of the bluff or other streets to cross their site. In addition they want no changes to the industrial designation on the mill site or commercial site west of S River Street. They do not want more residential uses close to their industrial use.

Doug Rux, Community Development Director, explained that WestRock said they would like to reopen the mill but gave no timeframe for doing so. He confirmed that they want to maintain the rail spur and co-gen facility. Other discussion items with WestRock included access to the City's water treatment plant, the lease of Roger's Landing, water rights, a future trolley line, recent discussions with ODOT Rail about the crossings on S College and S River streets and re-alignment of the S Blaine Street extension, other proposed uses in the Riverfront, and security concerns with trails across the waterline bridge.

Don Clements asked if there is a need for industrial land. Doug Rux explained where we are in the buildable lands inventory and when we may know. However, land need and the market need may not be the same.

Doug Rux explained a way to move forward with Alternative E but phase in the changes related to WestRock properties. The consultant could do the traffic and infrastructure analysis for Alternative E. Comprehensive Plan and Development Code amendments could be drafted as if the WestRock site were going to be redeveloped as shown in Alternative E. However, the City would not adopt plan changes related to WestRock properties. If WestRock or a future property owner decided that they wanted to annex and redevelop the site, then the designations and zoning would be set up for adoption. Traffic

and infrastructure analyses would need to be updated as part of the application. Doug Rux explained how this phased in approach will impact the City's plans to create an urban renewal district for Downtown and the Riverfront. Even with Alternative E, it means longer for things to happen.

Committee member comments:

- Don Clements said the trail over the waterline bridge should not be taken out of the plan. There are ways to ensure security for WestRock properties and allow public access. He had looked at how to connect the overpass park area with the landfill site by developing a linear park. CPRD is currently meeting with Yamhill County and DEQ to begin discussions about converting the landfill to a park.
- David Helton noted that any future developer that wants to change the designation or zoning on the WestRock site must include current data and traffic counts. Even changes in industrial land supply could impact allowance for future changes. This adds uncertainty for any future developer.
- Dennie Houle sees this as a communication tool to the development community. So even if there is uncertainty, it should give them a level of comfort. This plan went through a public process and sends a message that this is what the Newberg community wants.
- David Helton reminded staff that the TGM grant deadline could be extended due to delays. He confirmed that if extra time is needed, that seems reasonable. He said he was perplexed as to why WestRock would not want the changes since it adds value to their site. There are better uses for this property, this is not where the City would site industrial land if assigning designations, and WestRock may or may not be here over the long haul. The community may have different needs or desires than WestRock. The City must weigh what is best for the community. Maybe the standards should be flexible that allows a future developer to create a master plan for that site that designates a certain amount of mixed employment.
- Daniel Fricke, ODOT, was not in attendance but did provide comments via e-mail: I have reviewed the materials on the proposed alternatives and have discussed with several Region 2 staff. Either alternative is acceptable from our perspective. Please note that any use of ODOT right-of-way for the proposed "Underpass Park" will require issuance of permits for use of the property. ODOT will consider any such use to be temporary and subject to removal when the property is needed for a highway purpose related to the Bypass including, but not limited to, construction or staging of construction equipment.

3. Implementation Measures

Cheryl Caines noted that in order to implement this alternative, there are needed amendments to the Comprehensive Plan policies and Newberg Municipal Code. In order for the consultant to begin drafting these changes, some direction is need from the advisory committee.

Discussion turned to uses allowed on and near the industrial site. Cheryl Caines asked if the committee sees an issue with changing a portion of the WestRock site west of S River Street and north of E Fourteenth Street from commercial to residential. This would mean more residential near the industrial use, which WestRock has voiced they do not approve.

- Don Clements said the same issue came up when residential was introduced north of the mill on Wynooski Street. Depending on the way the wind blows, odors coming from industrial uses could impact nearby residential uses. It will depend on the future uses on that site.
- Dennie Houle likes having higher density residential uses nearby. This way people have the choice of living near work and walking. He does not think low density subdivisions fits into the River Street node.

Discussion moved to the mixed employment area. Cheryl Caines asked if the existing M-1 zone should be applied to the mixed employment area or should a new zone be developed for the area. She provided a description of the M-1 zone and the types of uses allowed or not allowed. What uses are envisioned for this area?

- Doug Rux said no self-storage. He's thinking office, R&D, tech flex, breweries/wineries/distilleries, or a lighter manufacturing area.
- Dennie Houle said office is okay but he likes having office on floors above and more active uses below. Example office over a Whole Foods. Residential is okay in this area. That generates traffic. Having a straight office building is counter-productive. Parking may become an issue as visitors/employees/residents all using the same little bit of parking could create conflict.

Uses that should be allowed in parks was discussed. Don Clements said CPRD is looking to create sports fields on the landfill site, which have high parking demands. He asked that code not limit the amount of parking spaces for parks.

Vertical and horizontal mixed use development was also dissed. The committee agreed that vertical made more sense for this area than horizontal for the most efficient use of the land.

Don Clements gave some updates on potential future park and trail connections/changes in the region.

4. Public Comment

There were no members of the public in attendance.

5. Next Steps

Scheduling for the next advisory meetings was discussed but no date was confirmed at this time because some issues still need to be addressed. David Helton mentioned there is a delay in the traffic counts.

RIVERFRONT MASTER PLAN
City of Newberg

Meeting Summary

Technical Advisory Committee Meeting #5

June 19, 2019, 3pm-5pm
Newberg City Hall (414 E First St.)

Attendees:

CAC Members – David Helton - ODOT, Casey Creightton – CPRD, Matt Vogt – Yamhill County, and Dennie Houle – Business Oregon.
City Staff - Doug Rux, Cheryl Caines and Brett Musick.

1. Welcome and Introductions

Cheryl Caines, Senior Planner opened the meeting with introductions and an overview of the meeting agenda. Project schedule was also discussed.

2. Implementation Measures

Planner Caines reviewed plan development. Three alternatives (A, B, & C) were developed. These three alternatives were taken to public, advisory committees, Planning Commission, property owners, and other stakeholders. Based on feedback from WestRock, two alternatives (D & E) were developed. Alternative D kept WestRock properties with current zoning/designations and did not include any new streets on their properties. Alternative E reflected input from the community. Alternative E was the preferred alternative.

Planner Caines gave an overview of the number of dwelling units and commercial/residential acreage that would be present upon changes to zoning and Comprehensive Plan designation based on the preferred alternative. She also pointed to properties that would have different zoning or designations if the proposed changes were adopted. Most of the changes are south of the Newberg-Dundee Bypass (Bypass).

Doug Rux, Community Development Director, explained that the current proposal is to extend the existing Riverfront District overlay to undeveloped properties that lie mostly south of the Bypass. He asked if the overlay should be extended to the entire Riverfront Master Plan study area (all the way north to E Ninth Street). He said that it would not change the zoning, just add the overlay to existing zoning. Planner Caines explained that the proposed and existing Riverfront design standards would not impact the developed residential properties and would help ensure areas north and south of the Bypass are considered part of the Riverfront District moving forward. Dennie Houle said fast forward twenty years this inclusion will have some meaning. David Helton said it can only help to integrate the two areas and erase some of the division created by the Bypass. He suggested not only having gateway features at the Bypass but have additional treatments at E Ninth to help define the area. Quick win solutions include street sign caps or incorporation into E Ninth Street bike boulevard project.

Planner Caines outlined the proposed code amendments based on advisory committee comments from February 2019. These include design standards for the new Mixed Employment zone that mirror the existing C-4 standards and uses in the Mixed Employment zone. The uses included light industrial that could include breweries/wineries, college, office, and limited commercial. Planner Caines asked the group if they agreed that self-service storage should be allowed. Member Houle did not think it should be included. Director Rux explained there will be caps proposed to ensure commercial remains limited in the ME zone.

Planner Caines presented the Transportation Planning Rule Analysis. She noted the findings were no significant effect at the S Wynooski/Hwy 219 intersection but a significant effect was found at S Blaine/E First and N Blaine/E Hancock. The recommended mitigation is to signalize both intersections. Director Rux said the report also recommended monitoring the S Wynooski/219 intersection as changes and improvement related to Bypass are completed (e.g. Wilsonville Road re-alignment).

Member Helton added that alternative mobility targets for the downtown intersections are being considered. Director Rux pointed out that these came out of the Newberg Downtown Improvement Plan. Member Helton said these impact the findings of the report if approved.

Planner Caines presented project costs for the recommended infrastructure system upgrades (transportation, trails, stormwater, wastewater, and water). She noted some of the transportation projects are currently in the Transportations System Plan but others are not. Each of the master plans will need to be updated to reflect these upgrades. Director Rux noted that the Blaine signals needed to be included in the estimates. Member Helton pointed out that these signals will be more expensive due to being tied in with the rail signal. Director Rux also noted these cost estimates do not include any parks improvements.

3. Riverfront Master Plan

Cheryl Caines introduced the Riverfront Master Plan document and the purpose of the document. Rather than adopting the plan into the Comprehensive Plan, it will recommended for acceptance by the Planning Commission and City Council. The document will be used as a guide for making future decisions about the Riverfront District. It also makes it easier to amend the plan. For example, the implementation strategy needs to be regularly reviewed and updated. By accepting the document it will be less process to modify the strategy and schedule.

Planner Caines asked if the Technical Advisory Committee members had any comments or feedback on the document. Director Rux outlined how comments provided by the Technical and Citizen Advisory Committee members would be given to the consultant to update the plan, which will then be presented to the Planning Commission and City Council at the July 15, 2019 joint workshop.

Planner Caines mentioned one update she didn't see was the public's concerns on the plans impact on housing cost in the area. Although this concern is being addressed through the citywide affordable housing efforts, some explanation as to how it is being addressed should be included in the plan document.

Member Houle said this is the best product under the current circumstances related to WestRock. Director Rux explained that the proposed alterative provides the most flexibility for the community and property owners.

Discussions transitioned into the proposed Bypass trail not crossing S River near the railroad crossing and instead becoming a wider sidewalk on the east side of S River Street that would cross at E Fourteenth to eliminate the mid-block crossings near the railroad tracks. Member Helton asked if Chehalem Park & Recreation District owned any property along the bluff or how trails would be developed along WestRock property. Director Rux confirmed CPRD does not own property but WestRock is open to trail. Their concern is security of their real estate. Member Helton noted that development of trails could start to bring more activity to the area. Director Rux said trails around Chehalem Creek and the landfill site could be one of the first projects to happen.

Planner Caines outlined next steps on implementation. The City will take proposed map and code amendments through the public hearing process in 2020 and update infrastructure master plans. The master plan document public hearings will be August 22, 2019 with Planning Commission and September 16, 2019 with City Council.

Discussion turned to future adoption of changes.

4. Public Comment

There were no members of the public in attendance.

5. Next Steps

Planner Caines outlined next steps on implementation. The City will take proposed map and code amendments through the public hearing process in 2020 and update infrastructure master plans. The master plan document public hearings will be August 22, 2019 with Planning Commission and September 16, 2019 with City Council.

Discussion turned to future adoption of changes and how a change in ownership of the WestRock site could impact the Riverfront. Oregon Marine Board comments on changes to Rogers Landing were also discussed. Director Rux noted that Newberg has budgeted some funds in case Yamhill County applications are needed to implement map amendments.

The meeting was adjourned.

Riverfront Public Comments Log (community events & e-mail)

Event	Date	Comment
Public Works Day	6/20/2018	
		No more houses, need more jobs. Trails would be great. Dot exercise, "what do you see?" 18 -trails, 12 - recreation, 7 - restaurants/shopping, 3 - streets and sidewalks, 2 - public art/spaces, 1 - housing, and 0 - business/industry.
Tunes on Tuesday	7/10/2018	
		More recreation opportunities on the river. But make it safe. There are big pieces of concrete in the river.
Tunes on Tuesday	7/24/2018	
		Look at Buena Vista, CO. That is a good example. Mix of different bldg styles and uses are interspersed. Allow the mill to open back up but have them pay into a clean up fund to pay for other projects. Plant trees (cedars and firs) in open spaces. This is a nod to the sawmill history of the Riverfront. Co-generation plant. Is it possible to use as part of the city grid and discount the cost of electricity for residents? Data center would make sense in the mill site location. It will never happen. No tall, dense housing next to exisitng smaller homes. A restaurant overlooking the river would be a nice amenity. Take out the mill and make an ampitheater. Put in temporary moorage sites on the river and have shuttles from the landing to downtown. Use the river as another transportation access point to the city. Keep bike trails separate from streets. Spend less on planning and more on doing.
ODFF Intl Stage	7/28/2018	
		The dock at Rogers Landing is not good for swimming. There should be a dock just for swimming.
Tunes on Tuesday	7/31/2018	
		Bring in commercial uses to liven up the area.

Website Email	8/7/2018	
		No trees should be cut in the process of updating the area because they are essential for the planet. They provide shade, aesthetics, and beauty. River Stret should have sidewalks down to the landing. More trees should be planted along the Bypass to disguise it. Trails should be added with elevated look out points. Easy walkability in the area. Add more green space where there are empty parking lots around the mill.
Noon Rotary	8/22/2018	
		The bluff is made up of clay soils that are unstable and sluff off when saturated. Need to plan for that before developing. Mill site is contaminated and city needs to understand how much it will cost to clean it up before allowing development, especially if taxpayers are responsible for the cost of that cleanup. It would be helpful to have criteria to help prioritize projects or ideas. Is there a way to do some projects (low hanging fruit) so citizens can see changes in the short and long term. Newberg needs industrial land. Eugene has a great riverfront trail. The asphalt path went in early on.
Interested parties email	8/27/2018	
		Want to be able to walk or ride bike down River Street safely on new sidewalks and bikes lanes. Convert industrial buildings near the river to use by businesses, cafes and residential spaces. Having a choice of recreation such as kayak and canoe rentals, a designated swimming area, passage aboard boat excursion that describes teh history and stories of the area. Hope to see families picnicking under the huge cottonwood trees at the river.
Interested parties email	8/29/2018	
		With what's going on with the mill, why is there a rush to get this going? Don't want this area to become another high end housing development - regardless of home types (apartments/duplexes/condos, etc.).
City Council public comment	9/4/2018	

		Large open areas with coverings for events and weddings. Trail connections. No commercial uses or housing. This place needs to be unique - see Salem's waterfront. It is an attraction and gets a lot of use. Don't just do what other cities have done. There needs to be a sizable park with walking trails - not just a picnic spot.
Planning Commission - review of alternatives	10/25/2018	
		What is the difference between the mixed employment and the mixed commercial? There needs to be public parking in the plan, don't see any. Alternative A is the best because B & C decimate the underpass park space. Alternative B fits best with the "destination" concept. It allows more of the types of uses found in a destination. Alternative C because it leaves a large industrial site. It would also allow a good mix of rooftops and employees to support the commercial uses. More parking for boats. I really like the Salem Riverfront because it is a place for activities/fun and not too commercialized. For that reason I like Alternative A since it has the least commercial. Would housing overlooking the river be affordable – is that realistic based on the market? The City should reach out to WestRock in an official capacity; present some incentives to move this land for other uses.
Chamber of Commerce Govt Relations	12/11/2018	
		Limit the industrial uses - no heavy industrial. Boaters are already coming there, so you should cater to them and capture their business. Need a marina and businesses on the dock like gas, food, other things they may want/need.
		In order to encourage more multi-family housing in the River District, the following language should be removed from NDC 15.352.050 Residential design standards**:**
E-mail	12/12/2018	

B. Attached and Multifamily Dwellings. The intent of the standards is to provide for multifamily development of a smaller-scale character that is compatible with the vision contained in the riverfront master plan. The standards are intended to require larger developments to be compatible with single-family detached housing by requiring the building to have a massing and appearance that are consistent with a single-family house or townhouse. Since it's the standards that follow this section that count, this introductory paragraph adds nothing except to encourage arguments that a particular development is "incompatible with single family detached housing," contrary to the "clear and objective" standard required by ORS 197.307. The section is not needed and should be deleted.

Field Diagnostic Meeting
January 14, 2019
Newberg – S College St.
ODOT Crossing No. 40A-000.60, USDOT 858640X

The diagnostic was held for the above crossing location. The following were present:

Carrie Martin, ODOT Rail & Public Transit Division, Crossing Compliance Specialist, Carrie.A.Martin@odot.state.or.us
John Brown, ODOT Rail
Tom Wiser, Wiser Rail (speaking on behalf of railroad)
Doug Rux, City of Newberg
Bill Anderson, Yamhill County
Jessica Cain, Del Boca Vista LLC
Cheryl Caines, City of Newberg
Kristen Svicavovich, City of Newberg

1. City of Newberg discussed new street next to rail in future.
2. ODOT Rail discuss distance new street will need to be away from rail crossing.
3. City says Blaine rail line franchise expired. Railroad will need to get approval from City now.
4. Tom (speaking on behalf of railroad) – ROW 9ft to outside of rail from curb.
5. City- 3 options- 1-Stays as mill, 2-some commercial, some mixed employment, commercial, residential, 3- balance to stay industrial – ½ ½ mix employment.
6. County wants to preserve rail line for trolley possibility.
7. City – possible change from 133 units – possibly 42 houses turns into 86 unit apartments.
8. City – Full build out 1026-1219 residential units.
9. Rail built approx. 1885.
10. City/ODOT Rail- Will hit the limit on threshold for rail crossing signalization.
11. City to collect fees for future rail crossing improvements.
12. County to take jurisdiction of Weatherly Way.
13. City – urban renewal possible.
14. ODOT Rail – Will need permits for utilities to cross railroad. Talk to railroad.

15. City – Bike lanes will be shared lanes, 2-12' lanes, 8 ft parking, 5 ½' planters, 5' sidewalks.
16. City – Widen to 64' (40' curb to curb)
17. Tom – Equipment house will need to be put in NE or SW quadrants.
18. Tom- gates and lights need to be installed between sidewalk and curb.
19. ODOT Rail – Driveway(s) west side too close to rail crossing- move them to Blaine (new road) parallel to tracks – will need to turn onto Weatherly.
20. ODOT Rail – Need to 2 Look signs (R15-8).
21. ODOT Rail – Need to type 2 barricade or crosswalk closed sign unless connecting to sidewalk on other side of rail crossing.
22. Will need rail crossing application from City of Newberg.

Field Diagnostic Meeting
January 14, 2019
Newberg – S River St.
ODOT Crossing No. 40A-000.40, USDOT 858639D

The diagnostic was held for the above crossing location. The following were present:

Carrie Martin, ODOT Rail & Public Transit Division, Crossing Compliance Specialist, Carrie.A.Martin@odot.state.or.us
John Brown, ODOT Rail
Tom Wiser, Wiser Rail (speaking on behalf of railroad)
Doug Rux, City of Newberg
Bill Anderson, Yamhill County
Jessica Cain, Del Boca Vista LLC
Cheryl Caines, City of Newberg
Kristen Svicavovich, City of Newberg

1. ODOT Rail discuss current rail order for 3 track crossing. Needs a 3 instead of 2 track on each sign approach. Rail crossing not per current Order.
2. County concurred River St. is the public road authority.
3. City says 1.56 acres to be develops into 16 lots.
4. City says utilities will be underground.
5. ODOT Rail – Will need permits for utilities to cross railroad. Talk to railroad.
6. City says Blaine rail line franchise expired. Railroad will need to get approval from City now. Same comments from previous College St meeting.
7. City says road will have 12 ft wide sidewalks from bypass south, 5 ½ ft sidewalk north of the bypass.
8. Tom (speaking on behalf of railroad) – Sidewalk will need to be outside of frog in track switch so it will be a bit wider than normal if tracks stay the same.
9. City- 3 options- 1-Stays as mill, 2-some commercial, some mixed employment, commercial, residential, 3- balance to stay industrial – ½ ½ mix employment. Same comments from previous College St meeting.
10. City discuss wanting tall vegetation on east side of crossing to block view of mill.

11. ODOT Rail discuss having low vegetation and fencing (highest approximately 3 ft tall) near rail crossing for visibility at rail crossing. Will need sight triangles to show visibility. Outside visibility triangle can have higher vegetation.
12. County wants to preserve rail line for trolley possibility. Same comments from previous College St meeting.
13. City – Wants a trolley stop by River St.
14. Rail built approx. 1885. Same comments from previous College St meeting.
15. City/ODOT Rail- Will hit the limit on threshold for rail crossing signalization. Same comments from previous College St meeting.
16. City to collect fees for future rail crossing improvements. Same comments from previous College St meeting.
17. City discuss adding new street parallel to tracks.
18. ODOT Rail – discussion about distance of new street from tracks will need to be discussed. May need to be in a rail Order.
19. City – Multiuse pathway 12' wide by bypass parallel to tracks.
20. Discuss quiet zone option. Discussion about 1' non-mountable median.
21. Tom- gates and lights need to be installed between sidewalk and curb. Same comments from previous College St meeting.
22. City/County – Discuss transfer of road authority from County road to City road.
23. ODOT Rail – will need to know who road authority is if jurisdiction transfer takes place. Road authority will need to sign rail crossing application.
24. ODOT Rail – Need to 2 Look signs (R15-8).
25. ODOT Rail – No sidewalks currently. If adding sidewalk will need rail crossing application. Will need to continue thru the rail crossing. Cannot stop at tracks.
26. ODOT Rail will need rail crossing application and plans from City of Newberg.
27. 460 acres possible development.

Cheryl Caines

From: SEVERSON Joe * OSMB <Joe.Severson@oregon.gov>
Sent: Thursday, March 28, 2019 4:00 PM
To: Cheryl Caines; Doug Rux
Cc: BELLEQUE Janine * OSMB; Jessica Beach (beachj@co.yamhill.or.us); Jarod Logsdon (logsdonj@co.yamhill.or.us)
Subject: Newberg Riverfront Master Plan Comment

Hello Cheryl and Doug,

Thank you for the opportunity to participate in the public event - open house on December 4th and for taking the time to meet with us in early November, as well as keeping us informed throughout the planning process for the City of Newberg Riverfront Master Plan.

The Oregon State Marine Board is an advocate for recreational boating safety, navigation and access pursuant to Oregon Revised Statues chapter 830 and Oregon Administrative Rules chapter 250. The Boating Facilities Program provides engineering services, technical assistance and grant funding for public recreational boating access facilities. The Marine Board has previously provided boating facility grant funding to Yamhill County for ramp and dock improvements, sanitation, and parking facilities at Rogers Landing. In addition, Yamhill County receives grant funding annually as part of the Maintenance Assistance Program for maintaining the boating facilities at Rogers Landing.

The Marine Board comments are made in part based on a comprehensive review of the boating activities, waterway rules, conflict and congestion within the 28 mile section of the Willamette River known as the "Newberg Pool" from the confluence with the Yamhill River to the Willamette Falls. Additionally, our comments will focus on Rogers Landing, a recreational boating facility. Rogers Landing is also considered to be a regional boating facility for accessing the Newberg Pool, both upstream and downstream. The nearest upstream regional boating facility to Rogers Landing is Wallace Marine Park at river mile 84, and Boones Ferry Landing downstream at river mile 39; with Rogers Landing sitting at river mile 50. There are five public boat ramps including Rogers Landing, two short term tie up facilities, and over 375 private waterway structures in the Newberg Pool that all provide waterway access making the Newberg Pool one of the most popular waterways in Oregon for boating recreation.
According to the 2017 Triennial Survey of Boaters, there are more than 80,000 use days in the Newberg Pool. Boating activities in the Newberg Pool include angling, cruising, paddling, and watersports such as waterskiing, tubing, wake boarding and wake surfing. Watersports is the most popular activity followed by cruising which collectively accounts for 78% of all boating activity. The peak boating season is July-September with approximately 53% of all boating activity occurring. April-June is also a popular shoulder season with 36% of all boating activities. Nearly 90% of all boating activities occur in a six month period. The importance of Rogers Landing as a regional boating facility cannot be understated.

Rogers Landing is already at capacity during peak boating months. The Marine Board has received numerous complaints related to conflicts on the Newberg Pool, which has resulted in several activity and boating operation restrictions. The Marine Board has also received complaints at Rogers Landing for single cars parking in spaces for vehicles with boat trailers; additionally it has been observed that vehicles are parking outside of the designated parking area on shoulders and over adjacent green space not intended for parking. Approximately 89% of all boating activity occurs from April through September and because of the before mentioned concerns related to capacity at Rogers Landing, the Marine Board is concerned with the addition and encouragement of other uses and activities at Rogers Landing that would add to this congestion, create additional conflicts and compound the capacity issues at the recreational boating facility.

In early November, the Marine Board and the City of Newberg discussed the difficulties inherent with the property around Rogers Landing and the boating facility; such as upland topography, swift river current, scour area associated

with the outside bend of the river, and steep in-water topography. Because of these site-limiting factors, in combination with in-water boating activities; the Marine Board would not recommend the promotion or encouragement of swimming as an activity at Rogers Landing. Swimming type activities in proximity to a boat ramp or docking system are a serious safety concern.

During the public open house; many great ideas, comments, and concerns were shared with the design team and city staff. A concern about the location of the amphitheater and how to provide parking and access was mentioned by the public at the open house. This comment also appears on the City's online survey. The Marine Board agrees that design alternatives should consider developing parking to accommodate the new use and to avoid impacts to boaters in the parking area and when launching and retrieving at the boat ramp. The addition of an amphitheater without parking to accommodate the use would increase conflict and congestion at a facility that is already at capacity. Additionally, uncontrolled parking and pedestrian access creates safety concerns. The Marine Board recommends providing clear separation between these facilities to mitigate for potential conflicts and to provide direct parking for amphitheater events.

Added trails, walking paths and increased regional connectivity are mentioned as goals in the Riverfront Plan. While we support these amenities; please note that Rogers Landing was not designed for or intended to be a trailhead. We recommend that a trail system does not cross the boat ramp, obstruct the maneuvering area, or impede traffic flow at Rogers Landing. This would pose as a serious safety concern for vehicles when launching and retrieving at the boat ramp and pedestrians traveling through the facility. The expansion and inclusion of a riverfront trailhead should include designated trailheads with parking to accommodate and disperse that use.
Commercial vendors offering light watercraft rentals, food/drink and supplies has been identified by the public for Rogers Landing and the overall Riverfront Plan. When planning for where commercial vendors would become established, the Marine Board would also suggest locating them away from the boat ramp area so as to not impact launching and retrieval at the boat ramp or impede the flow of traffic for vehicles with trailers to access the boat ramp and parking area.

As previously discussed with the City in early November, commercial use of the recreational boating facility is in conflict with our grant agreements with Yamhill County. The docks, parking and supporting infrastructure were not designed for or intended for commercial use or commercial boat use.

Based upon a comprehensive review of existing access, waterway activities, congestion and conflict; the Marine Board has serious concerns about increasing boating activities at Rogers Landing during the peak and shoulder boating season. Instead we would encourage the city to explore opportunities with City of Dundee and Chehalem Park & Recreation District for paddle access further upstream of Rogers Landing and exploration of the Yamhill River. Please note in the Riverside District Master Plan developed for City of Dundee, three potential paddle access points are identified. Additionally, Yamhill County is pursuing improvements at Dayton Landing and exploring improvements to Lafayette Locks Park.

Has the City explored having commercial light watercraft rentals offered at Ewing Young Park with concessionaire operated shuttle service to the proposed Dundee paddle access and the Yamhill River? Encouraging development and use of the Yamhill River for paddle access will help disperse use and reduce conflict in the Newberg Pool and improve the recreational boating experience.

Rogers Landing is at capacity and the Newberg Pool is heavily used by all recreational boaters and riparian landowners. As a result we strongly recommend that the City of Newberg carefully evaluate any amenities, infrastructure, new or increased use that would compound or exacerbate these conditions. The Marine Board would like to remain informed on this planning process. We look forward to discussing alternative solutions or concepts and for future partnering opportunities. Thank you for this opportunity to comment.

Thank you,

Joe Severson, GISP
Oregon State Marine Board
Planning and GIS Coordinator
Boating Facilities Program
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