

REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: November 2, 2020

Order ___ Ordinance XX Resolution ___ Motion ___ Information ___
No. No. 2020-2868 No.

SUBJECT: An Ordinance amending the Newberg Comprehensive Plan and Map, and Newberg Municipal Code, Title 15 Development Code 15.05.110 Adoption of zoning map, 15.300 - 15.500 for regulations related to the Riverfront Master Plan, Appendix A and Appendix B

Staff: Doug Rux, Director; Frank Angelo/Kyra Haggart, Angelo Planning Group
Department: Community Development
File Number: CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002

Business Session

Order on Agenda: Legislative Public Hearing

HEARING TYPE: LEGISLATIVE QUASI-JUDICIAL ADMINISTRATIVE
 NOT APPLICABLE

RECOMMENDATION:

Adopt Ordinance No. 2020-2868.

EXECUTIVE SUMMARY:

A. **SUMMARY:** The proposed Comprehensive Plan and Map amendment does the following:

1. Update open space, natural resource, and scenic policies related to the Riverfront Mill Site to reflect changes in property ownership and use.
2. Revise economic policies related to the riverfront area to reference the expanded uses recommended in the 2019 Riverfront Master Plan.
3. Update housing policies related to the location of housing densities in the Riverfront District to reflect the preferred alternative in the 2019 Riverfront Master Plan.
4. Update housing policy related to mixed-use housing in the Riverfront District.
5. Update urban design policies to expand allowed uses and reflect urban design recommendations in the 2019 Riverfront Master Plan.
6. Update language related to the Newberg-Dundee Bypass to reflect that the first phase has been constructed.
7. Add a new transportation policy related to the impact of traffic on the local system stemming from retail and office development in the Mixed Employment zone, as identified in the TPR Analysis conducted for the 2019 Riverfront Master Plan (Appendix H).
8. Add a new transportation policy related to coordination with the rail line owner regarding the development of a trolley.

9. Add a new policy related to developing bicycle- and pedestrian-friendly gateways at the Newberg-Dundee Bypass to improve connections between downtown and the Riverfront District.
10. Revise policy related to the provision of public facilities and services for industrial uses to include reference to mixed employment uses.
11. Revise the plan classification description for Mixed Use designations to reference to light industrial uses and to prohibit residential uses in the Riverfront District.
12. Revise the plan classification description for Industrial Areas to reflect the recommendations in the 2019 Riverfront Master Plan.
13. Update existing language regarding the intention of the Riverfront District to reflect the land use and transportation recommendations in the 2019 Riverfront Master Plan.
14. Amend the Comprehensive Plan Land Use Map.

The proposed Development Code Amendments do the following:

1. Revise the purpose statement for the Riverfront Overlay Subdistrict.
2. Revise the Riverfront Overlay Subdistrict chapter to reflect recommendations in the 2019 Riverfront Master Plan.
3. Add Mixed Employment (M-E) as an established district.
4. Revise the purpose statement for the Riverfront Commercial (C-4) District and add a purpose statement for the new Mixed Employment (M-E) zone.
5. Update development standards to include provisions for the new M-E district.
6. Update use table to include new M-E zone.
7. Update the footnote regarding residential uses in the C-4 district,
8. Replace “Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning”.

B. BACKGROUND:

The Newberg City Council accepted the Riverfront Master Plan at an administrative public hearing on September 16, 2019 by Resolution No. 2019-3596 (Attachment 2). The full Riverfront Master Plan is included in Attachment 2. Amendments to the City’s Comprehensive Plan and Development Code were recommended to implement the Plan; however, these amendments have not yet been adopted. The joint City Council / Planning Commission work session held on July 9, 2020 reviewed the proposed language for the specific amendments to the Newberg Comprehensive Plan and Development Code. These amendments are needed to implement the vision and recommendations presented in the 2019 Riverfront Master Plan. These proposed amendments have been shared with

the public via the City’s website. Following the joint work session, a final package of recommended Comprehensive Plan and Map, and Development Code and Zoning Map amendments were prepared and considered by the Planning Commission at a public hearing.

C. PROCESS:

A comprehensive plan and municipal code amendment is a Type IV application and follows the procedures in Newberg Municipal Code 15.100.060. The Planning Commission will hold a legislative hearing on the application. The Commission will make a recommendation to the Newberg City Council. Following the Planning Commission’s recommendation, the Newberg City Council will hold a legislative public hearing to consider the matter. Important dates related to this application are as follows:

1. 6/15/20: The Newberg City Council adopted Resolution 2020-3682, initiating the Comprehensive Plan Text and Map, and Development Code, and Zoning Map Amendments.
2. 7/9/20: City Council/Planning Commission joint workshop on draft Comprehensive Plan Text and Map, and Development Code, and Zoning Map amendments.
3. 10/8/20: After proper notice the Planning Commission held a legislative public hearing, took public testimony, and deliberated on the proposal and adopted Resolution No. 2020-358.
4. 11/2/20: After proper notice, the City Council held a legislative hearing to consider the item, took testimony and deliberated.

D. PUBLIC COMMENTS:

As of the writing of this report, the City has received two comments on the proposal from James Mueller indicating he is pleased with the progress of the Riverfront Master Plan and referenced the riverfront redevelopment in Independence, OR as an example to consider (Attachment 3). Comments were also received from the Fair Housing Council of Oregon and the Housing Land Advocates regarding the Goal 10 findings prepared for the case (Attachment 3). A Web Survey was also conducted where over 100 individuals visited the project web site (story map) and survey. Four individuals responded. The responses are included in Attachment 3.

E. STAFF/AGENCY COMMENTS:

As of the writing of this report, the City has received the following comments on the proposal.

Finance: Reviewed, no conflict

Public Works Maintenance: Reviewed, no conflict

Police: Reviewed, no conflict. The Police Department also provided comments on future service levels: “I want like to be clear that I support the growth that is proposed in the river front plan. I would like to see the city include bench marks for adding officers so that we can adequately plan for

the increased need for public safety.

NDPD provides services for approximately 27,500 residents as well as 4,000 students at GFU. We have not added a police officer position in 10 years. If we are putting a plan into place that will increase our population it is inevitable that we will have an increase in calls for service to include criminal behavior and traffic complaints.

Thank you,
Jeff Kosmicki, Chief of Police
Newberg-Dundee Police Department

Tualatin Valley Fire and Rescue: Reviewed, no conflict.

Zipley: Reviewed, no conflict

Department of State Lands: “Thank you for extending the opportunity to DSL to comment on Newberg’s proposed Comprehensive Plan amendments. We appreciate the City’s goals stated in the new language added at the end of 15.352.010. It did not appear that there were items within the proposed changes that DSL would comment on. There are a few items that the city may want to consider, and some general reminder thoughts.

- 1) 15.352.030 E. There is new added language that allows removal of Oregon White Oaks from the Significant Tree Grove. Might the City want to also add language about replacing removed trees?
- 2) The City of Newberg has not yet completed a Local Wetlands Inventory. The City may want to consider this Goal 5 (etc.) related task. Please contact me if this consideration is of interest.
- 3) Until such time as the City may complete an LWI, please remember to use the updated Statewide Wetlands Inventory as presented on the DSL webpage and webmap for the purpose of wetland land use notice, and other planning. Please contact me if you have questions.

<https://www.oregon.gov/dsl/WW/Pages/SWI.aspx>

Best of luck with this large undertaking,

Jevra Brown, Aquatic Resource Planner
Aquatic Resource Management Program
Department of State Lands
775 Summer Street NE, Salem, OR 97301

F. DISCUSSION:

1. Newberg Comprehensive Plan and Map – The City’s adopted Comprehensive Plan includes several existing policies related to the Riverfront District, which was originally put into place by the 2002 Riverfront Master Plan. The 2019 Riverfront Master Plan includes specific recommendations to update these policies to ensure that the Comprehensive Plan is consistent with and implements the current vision for the riverfront area. The specific Comprehensive Plan Amendments (1 – 14) noted above are the amendments to the Comprehensive Plan for City Council and Planning Commission consideration. Attachment 4 contains the list of properties and proposed Comprehensive Plan Map changes.
2. Newberg Development Code and Zoning Map - The City created the Riverfront Subdistrict (15.352) in 2002 with adoption of the 2002 Riverfront Master Plan. The subdistrict was intended to encourage access to the Willamette River and allow for specific design standards for development in the area. Implementation of the 2019 Riverfront Master Plan will include updating the existing Riverfront Subdistrict standards rather than developing entirely new code language. This approach will reduce

the amount of new and unfamiliar material for the City to administer and minimize the number of changes to zoning designations on properties in the area. The specific Development Code Amendments (1 -8) noted above are the amendments to the Development Code for City Council and Planning Commission consideration. These changes also amend the comprehensive plan map and zoning map for the riverfront area. The updated Comprehensive Plan Map and Zoning Map identify the recommended land use and zoning districts from the 2019 Riverfront Master Plan and will replace “Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning” and update the Comprehensive Plan Map. Attachment 4 contains the list of properties and proposed Zoning Map changes.

For the full text of the comprehensive plan and municipal code amendments, see Exhibit “A” in the Resolution. The Exhibit outlines the various NMC requirements and the specific amendments to the Newberg Comprehensive Plan and Development Code that are needed to implement the vision and recommendations in the 2019 Riverfront Master Plan. The proposed amendments were shared with the public via the City’s website, mailings to property owners within the Riverfront Master Plan area, and at the City Council/Planning Commission joint work session in July 2020.

G. PLANNING COMMISSION RECOMMENDATION

The Newberg Planning Commission held a public hearing on October 8, 2020, heard public testimony, and approved Resolution No. 2020-358 recommending the City Council adopt an ordinance approving CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002 (Attachment 5).

The Planning Commission recommendation included several changes to the proposed amendments, which are included as Attachment 6 to be included in the final package of amendments recommended for City Council adoption.

Staff has noted that there was an oversight regarding updating 15.305.030 Zoning use table – Use subdistricts. This table was updated to reflect the zoning and subdistrict designation within the Riverfront District and uses regarding marijuana activities to ensure they align. This is one modification the Planning Commission did not have the opportunity to review. The changes are identified in Exhibit “A” 15.305.030 Zoning use table – Use subdistricts.

FISCAL IMPACT:

Funds to implement the Riverfront Master Plan were budgeted in Planning Professional Services 01-4110-580000 in the amount of \$57,604 over FY 19/20 and FY 2021. In parallel with the Riverfront Master Plan implementation the City is engaged in developing an urban renewal program with \$100,000 funds from Fund 14 Economic Development for FY 19/20 and FY 20.21. In addition the City is updating the Transportation System Plan, Water Master Plan, Wastewater Master Plan and Stormwater Master that are funded out of 18-5150-702109 Capital Projects in the amount of \$60,528 for the Transportation System Plan, 04-5150-707572 Capital Projects in the amount of \$44,332 for the Water Master Plan, 04-5150-706408 Capital Projects in the amount of \$74,980 for the Wastewater Master Plan, and 04-5150-717725 Capital Projects in the amount of \$77,758 for the Stormwater Master Plan for the Riverfront Master Plan area.

STRATEGIC ASSESSMENT:

2020 Council Goals:

3. Promote development of housing affordability such as houselessness, transitional housing, workforce housing.

4. Create and support an Urban Renewal Plan and Authority

Ordinance No. 2020-2868 with

Exhibit “A”: Proposed Comprehensive Plan and Map, and Development Code and Zoning Map Amendments

Exhibit “B”: Findings

Exhibit “C”: Comprehensive Plan Map

Exhibit “D”: Zoning Map

- Attachments:
1. Newberg City Council Resolution No. 2020-3682 initiating Comprehensive Plan and Map, and Development Code and Zoning Map amendments
 2. Resolution No. 3596 including Riverfront Master Plan and Appendices
 3. Public Comments
 4. List of Properties for Comp Plan Map/Zone Changes
 5. Planning Commission Resolution No. 2020-358
 6. Recommended Planning Commission Changes to Development Code Amendments



ORDINANCE No. 2020-2868

AN ORDINANCE AMENDING THE NEWBERG COMPREHENSIVE PLAN AND MAP, AND NEWBERG MUNICIPAL CODE, TITLE 15 DEVELOPMENT CODE 15.05.110 ADOPTION OF ZONING MAP, 15.300 - 15.500 FOR REGULATIONS RELATED TO THE RIVERFRONT MASTER PLAN, APPENDIX A AND APPENDIX B

RECITALS:

1. The City Council accepted the Riverfront Master Plan at an administrative public hearing on September 16, 2019 by Resolution No. 2019-3596.
2. The City Council adopted Resolution No. 2020-3682 on June 15, 2020, which initiated the comprehensive plan and map, and municipal code amendment and zoning map process.
3. The City Council and Planning Commission held a joint workshop on draft proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments on July 9, 2020.
4. After proper notice the Planning Commission held a legislative public hearing on October 8, 2020, took public testimony, and deliberated. They found that the proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments were in the best interests of the city.
5. After proper notice, the Newberg City Council held a legislative public hearing on November 2, 2020, considered public testimony, and deliberated. They found that the proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments were in the best interests of the city.

THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

1. The City Council adopts the amendments to the Newberg Comprehensive Plan and Map, and Newberg Municipal Code and Zoning Map as shown in Exhibit "A". Exhibit "A" is hereby adopted and by this reference incorporated.
2. The findings shown in Exhibit "B" are hereby adopted. Exhibit "B" is by this reference incorporated.
3. The Comprehensive Plan Map is amended as shown in Exhibit "C". Exhibit "C" is by this reference incorporated.
4. The Zoning Map is amended as shown in Exhibit "D". Exhibit "D" is by this reference incorporated.

➤ **EFFECTIVE DATE** of this ordinance is 30 days after the adoption date, which is: December 2, 2020.

ADOPTED by the City Council of the City of Newberg, Oregon, this 2nd day of November, 2020, by the following votes: **AYE:** **NAY:** **ABSENT:** **ABSTAIN:**

Sue Ryan, City Recorder

ATTEST by the Mayor this 5th day of November, 2020.

Rick Rogers, Mayor

Exhibit "A" to Ordinance No. 2020-2868
Comprehensive Plan and Map, and Development Code and Zoning Map Amendments –
File CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002 Newberg Riverfront
Master Plan Implementation

Note: Existing text is shown in regular font.
Added text is shown in double underline
Deleted text is shown in ~~strikethrough~~.

The Newberg Comprehensive Plan shall be amended as follows:

III. GOALS AND POLICIES

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

POLICIES:

1. Open Space & Natural Resources Policies

[...]

- f. The ~~Smurfit Newsprint processing plant~~ Riverfront Mill Site has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system is no longer in use; however, the lagoon has been in place for 35XX years and is not incompatible with the identified fish and wildlife habitat. ~~This system~~ and shall be permitted to continue, subject to applicable State and Federal environmental regulations.

[...]

2. Scenic Resources Policies

[...]

- c. The City will encourage the protection and enhancement of views of the Willamette River throughout the Riverfront District ~~Plan Area~~. (Ordinance 2002-2564, April 15, 2002)

H. THE ECONOMY

POLICIES:

[...]

4. Riverfront District Policies

- a. The City will enhance commercial diversity and activity in the Riverfront ~~area~~ District by encouraging a business mix that provides goods and services to satisfy neighborhood and visitor needs and that also draws people from the greater region.

- b. The City will encourage development of the Riverfront District as a distinct river-oriented center that can help support a variety of local businesses.
- c. The City will encourage the development of commercial, ~~and retail,~~ industrial, and employment uses that have a strong reason for locating near the Riverfront and support the vision of the Riverfront District as a walkable and bikeable mixed-use area. (Ordinance 2002-2564, April 15, 2002)

I. HOUSING

[...]

2. Location Policies:

[...]

- c. The City will encourage medium- ~~to high-~~ high-density housing in and adjacent to the commercial core of the Riverfront District and ~~lower intensity medium-density~~ residential uses in the western and northern portions of the Riverfront District. (Ordinance 2002-2564, April 15, 2002; Ordinance 2018-2826, May 7, 2018)

[...]

3. Mix Policies:

[...]

- n. The City will encourage housing development in commercial areas within the Riverfront District as part of mixed use developments. ~~on upper floors, above ground floor commercial, office, or retail spaces.~~

J. URBAN DESIGN

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

[...]

6. Riverfront District Policies

- a. The City will encourage a mix of employment, housing, ~~and retail commercial,~~ and industrial uses serving the neighborhood and the surrounding community to enhance the Riverfront District's identity as a vital and attractive City asset and to ensure an active, pedestrian friendly, and thriving Riverfront ~~area~~-District.
- b. Development and land uses will be encouraged that promote the Riverfront ~~area~~-District as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole.

- c. The development of ~~storefront scale mixed~~ commercial uses will be encouraged in the Riverfront ~~area District~~ along E Fourteenth ~~14th~~, NE Waterfront, S College, and S River Streets.
- d. The City will encourage the use of ~~a common language of~~ design elements such as gateways, wayfinding signage, streetscape features, and building design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg.
- e. The City will permit land uses with design features along S River Street ~~Between 12th and 14th Streets~~ that are compatible with or provide a buffer to ~~SP Newsprint~~ between residential and retail uses on the west side of the street and industrial and mixed employment uses on the Riverfront Mill Site.
- ~~f. The City will encourage new commercial and mixed use development in the Riverfront District to step down in scale in the western and northern portions of the planning area in order to relate to the scale and character of the adjacent established neighborhoods.~~
- ~~gf.~~ The City will encourage commercial structures within the Riverfront District that are ~~small~~ in scale with commercial sites and suitable for river-oriented businesses.
- ~~hg.~~ On-street parking will be encouraged on streets with commercial or mixed-use development to provide a buffer between pedestrians on the sidewalk and auto traffic.
- ~~ih.~~ Businesses and other property owners will be encouraged to minimize the number of off-street parking spaces and to share off-street parking facilities.
- ~~j. The City should re-evaluate the inclusion of the old municipal sewage treatment plant (tax lot 3219-2700) within the stream corridor overlay. (Ordinance 2002-2564, April 15, 2002; Ordinance 2016-2810, December 19, 2016)~~

[...]

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

[...]

- e. Measures should be taken to prevent having areas east and southeast of the ~~proposed bypass~~ Newberg-Dundee Bypass isolated from the rest of the City. Substantial development of complete neighborhoods should occur on both sides of the ~~proposed~~ bypass.

K. TRANSPORTATION

[...]

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

[...]

POLICIES:

[...]

f. Within the Riverfront District Mixed Employment area, the City shall limit new retail development to up to 60,000 square feet and new office development to up to 60,000 square feet in order to mitigate traffic impacts identified in the 2019 Riverfront Master Plan (Appendix H).

[...]

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

[...]

d. The City should develop a program in coordination with the rail line owner to operate a trolley on the rail line down Blaine Street to connect the downtown area to the Riverfront Mill Site.

[...]

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

[...]

h. Pedestrian-and bicycle-oriented gateway features should be constructed on S River Street and S College Street at the Newberg-Dundee Bypass to improve connections to and from surrounding neighborhoods.

L. PUBLIC FACILITIES AND SERVICES

[...]

1. All Facilities & Services Policies

[...]

g. Public facilities and services necessary to meet the special needs of industrial and mixed employment activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available.

III. PLAN CLASSIFICATIONS

1. Mixed Use (MIX)

The objective of this designation is to provide a compatible mixture of commercial, office, employment, light industrial, and high-density residential uses. Commercial uses are intended to include neighborhood-convenience commercial uses such as ~~convenience retail businesses~~, retail food establishments, personal service establishments, institutional uses, ~~and professional offices~~, and convenience retail businesses, except in Mixed Employment areas where convenience retail uses are not permitted. Office and employment uses may include office buildings, banks, theaters, and other similar types of facilities. ~~Residential uses will be primarily multi-plexes and low or medium-rise multi-family dwellings~~. Light industrial uses which are compatible with the general character of the area, such as light manufacturing, wholesale and industry sales, warehouse, storage, and distribution, may also be permitted.

High-density residential uses will be allowed in mixed use areas except when located within the Riverfront District. Residential uses in other mixed use areas will primarily be multi-plexes and low- or medium-rise multi-family dwellings.

~~Due to the area's location, d~~Development should not be limited to a single type of use. Instead, this designation provides flexibility and recognizes that certain commercial, residential and industrial activities can be located together without conflicts. Proposals for the mixed use area shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands.

[...]

9. Industrial Areas (IND)

The objective of this designation is to provide land for a variety of light industrial, heavy industrial and industrial park areas.

Heavy industrial uses should be located ~~in the area near Smurfit Newsprint, an existing pulp and paper mill on the eastern portion of the Riverfront Mill Site along NE Wynooski Road. The western portion of the Riverfront Mill Site should be developed with light industrial uses to reflect its intended Mixed Employment zone, with the eastern portion developed as industrial or industrial park uses.~~ Other industrially designated areas should be developed to light industrial or industrial park type uses.

[...]

13. Riverfront District (RD)

The riverfront provides a unique setting that, if properly developed, will elevate the quality of life for citizens of Newberg and the region. Development of the riverfront that provides the greatest benefit requires a flexible approach. Development should not be limited to a single type of use; residential, ~~and certain~~ commercial, mixed employment, industrial and park activities can be located together without conflicts. Commercial uses must have a demonstrated need to be located near the river. Appropriate zones include Riverfront Commercial District (C-4), High Density Residential (R-3), Medium Density Residential (R-2), Mixed Employment (M-E), Parks (P), Industrial (M-2), and Community Facilities (CF). Proposals for development shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands. Natural habitats and riparian areas should be protected and enhanced as much as is reasonable. ~~Good~~ Multi-modal transportation links, including bicycle and

pedestrian trails, should be developed to connect the riverfront to the local community and the region.

The Newberg Development Code shall be amended as follows:

Chapter 15.302 DISTRICTS AND THEIR AMENDMENT

15.302.010 Establishment and designation of use districts and subdistricts.

In order to classify, regulate, restrict and segregate the uses of lands and buildings, to regulate and restrict the height and size of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, the following classes of use districts and subdistricts are established:

A. Use Districts.

[...]

18. M-E Mixed Employment District

[...]

B. Subdistricts of Use Districts.

[...]

6. RD riverfront subdistrict.

[...]

15.302.032 Purposes of each zoning district.

[...]

I. C-4 Riverfront Commercial District.

1. The purpose of the C-4 riverfront commercial district is to allow a mix of uses that:

a. Provides a variety of retail, ~~and commercial service type,~~ and residential uses that benefit from proximity to the river.

b. Encourages access to and enjoyment of the Willamette River.

c. Ensures compatibility of development with the surrounding area and minimizes impacts on the environment.

2. Properties zoned in this district must comply with the development standards of the ~~¶~~Riverfront Overlay sSubdistrict, as described in NMC 15.352.010 through 15.352.0650.

3. The C-4 district is intended to be consistent with the ~~e~~Commercial/¶Riverfront dDistrict (COM/RD) designation of the comprehensive plan.

[...]

R. M-E Mixed employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the Comprehensive Plan.

15.302.040 Subdistricts.

[...]

F. ~~RFRD~~ Riverfront Overlay Subdistrict. The ~~R~~Riverfront ~~o~~Overlay ~~s~~Subdistrict may be applied to R-1, R-2, ~~R-3~~, ~~M-1~~, ~~M-2~~, ~~M-3~~, ~~M-E~~, ~~C-1~~, C-4, and CF zoning districts. This subdistrict may be applied to lands south of Ninth Street within close proximity to the Willamette River. The overlay shall be designated by the suffix ~~RFRD~~ added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the ~~RFRD~~ overlay zone except as otherwise may be limited in this code. Where provisions of the subdistrict are inconsistent with the parent district, the provisions of the subdistrict shall govern.

Chapter 15.305 ZONING USE TABLE

15.305.020 Zoning use table – Use districts.

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------|------|-----|------|------|------|------|------|------|------|-------------|------|------|------|-------|-------|------|------|------|------|--------------------------------------------------------------------------------|
| AGRICULTURAL USES | | | | | | | | | | | | | | | | | | | | |
| Horticulture | P | P | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | <u>P(1)</u> | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | |
| Livestock and poultry farming | X | X | X | X | X | X | X | X | X | <u>X</u> | X | X | X | X | X | X | X | X | X | |
| Home gardening | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Home livestock and poultry raising | S | S | | | | | | | | <u>X</u> | | | | | | | | S | | NMC Title 6 |
| RESIDENTIAL USES | | | | | | | | | | | | | | | | | | | | |
| Dwelling, single-family detached | P(2) | P | P(3) | | P | | C(4) | C(5) | | <u>X</u> | | | | | | | P | P(6) | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, single-family attached | S(2) | S | S(3) | | S | | C(4) | C(5) | | <u>X</u> | | | | | | | P | P(6) | | NMC 15.41 5.050; subject to density limits of NMC 15.40 5.010(B) |
| Manufactured home on individual lot | S(2) | S | S(3) | P(7) | S | | | | | <u>X</u> | | | | | | | | P(6) | | NMC 15.44 5.050 – 15.445.070 ; subject to density limits of NMC 15.40 5.010(B) |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------|------|-----|-----|-----|----|------|-------|-----------|-------|------------|-----|-----|-----|-------|-------|----|---|----|-------|---------------------------------------------------------------------------|
| Manufactured dwelling park | | S | S | S | | | | | | <u>X</u> | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Mobile home park | | S | S | S | | | | | | <u>X</u> | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Manufactured home subdivision | | S | | S | | | | | | <u>X</u> | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Dwelling, two-family (duplex) | P(2) | P | P | C | P | | C(4) | P(8)/C(5) | | <u>X</u> | | | | | | | P | | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, multifamily | C | P | P | C | P | | C(4) | P(8)/C(5) | | <u>X</u> | | | | | | | P | | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, accessory | S | S | S | | S | | C | C | | <u>X</u> | | | | | | | S | S | | Chapter 15.445 NMC, Article V |
| Dwelling, mixed use | | | | | | P(9) | P(10) | P(8)/C(5) | P(11) | <u>X</u> | C | C | | | | | | | | |
| Dwelling, caretaker | | | | | | | | | | <u>X</u> | P | P | P | C | | | | | P(12) | Limited to one per lot, and allowed whenever the use requires the on-site |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|----------------------------------------------------------|-----|-----|--------|--------|----|--------|--------|--------|--------|------------|--------|--------|--------|--------|--------|--------|---|--------|--------|---------------------------------|
| | | | | | | | | | | | | | | | | | | | | residence of such person |
| Dormitory | | C | P | | P | | | | | <u>X</u> | | | | | | | P | | | |
| Home occupation (no more than one outside paid employee) | S | S | S(13) | S | S | S(13) | S(13) | S(13) | S(13) | <u>X</u> | S(13) | S(13) | S(13) | S(13) | S(13) | S(13) | S | S | S(13) | NMC 15.41 5.060 |
| Home occupation (more than one outside paid employee) | C | C | C(13) | C | C | C(13) | C(13) | C(13) | C(13) | <u>X</u> | C(13) | C(13) | C(13) | C(13) | C(13) | C(13) | C | C | C(13) | NMC 15.41 5.060 |
| INSTITUTIONAL AND PUBLIC USES | | | | | | | | | | | | | | | | | | | | |
| INSTITUTIONAL CARE AND HOUSING | | | | | | | | | | | | | | | | | | | | |
| Family child care home | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | <u>X</u> | | | | | | | P | P(13) | | ORS Chapter 657 A |
| Day care | P | P | P | C | P | P | P | P | | <u>P</u> | C | C | C | C | P | | P | | P(14) | ORS Chapter 657 A |
| Residential care home (5 or fewer people) | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | <u>X</u> | | | | | | | P | P(13) | | ORS 197.66 5 |
| Residential care facility (6 – 15 people) | C | P | P | C | P | | C | C | | <u>X</u> | | | | | | | P | | | ORS 197.66 5 |
| Group care facility (16+ people) | C | C | C | | C | | C | | | <u>X</u> | | | | | | | P | | | |
| Hospital | C | C | C | | C | | P | P | | <u>C</u> | | | | | | | P | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-----------------------------------------|-----|-----|-----|-----|----|-----|-----|-------|-----|--------------|-----|-------|-----|-------|-------|-------|---|----|----|---------------------------------|
| Prison | | | | | | | | | | <u>X</u> | C | C | C | C | | | | | | |
| ASSEMBLY | | | | | | | | | | | | | | | | | | | | |
| Religious institution, place of worship | P | P | P | P | P | P | P | P | P | <u>X</u> | | P(29) | | | | C | P | | | |
| Private club, lodge, meeting hall | | | C | C | | | P | P | C | <u>X</u> | | | | | | | P | | | |
| SCHOOLS | | | | | | | | | | | | | | | | | | | | |
| School, primary or secondary | P | P | P | | P | | | | | <u>X</u> | | | | | | C | | | | |
| College | P | P | P | | P | P | P | P(15) | | <u>P(15)</u> | | | | | | C | P | | | |
| Commercial educational services | C | C | C | | C | P | P | P | | <u>P</u> | | | | | | | C | | | |
| PARKS AND OPEN SPACES | | | | | | | | | | | | | | | | | | | | |
| Open space | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Park | P | P | P | P | P | P | P | P | P | <u>X</u> | | | | P(16) | | P(17) | P | | | |
| Golf course | P | P | P | | | | | | | <u>X</u> | | | | | | P(17) | | | | |
| PUBLIC SERVICES | | | | | | | | | | | | | | | | | | | | |
| Community services | C | C | C | C | P | | P | P | P | <u>P</u> | | | | | | C | P | | | |
| Emergency services | P | P | P | P | P | P | P | P | P | <u>X</u> | P | P | P | P | P | P | P | P | P | |
| Pound, dog or cat | | | | | | | C | C | | <u>C</u> | C | P | P | C | C | | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|----|-----|-----|-------|-----|------------|-----|-----|-----|-------|-------|----------|---|----|----|---------------------------------|
| Cemetery | C | C | C | C | C | C | C | C | C | <u>X</u> | C | C | C | C | C | C | C | C | C | ORS Chapter 97.46 |
| TRANSPORTATION | | | | | | | | | | | | | | | | | | | | |
| Transportation facilities and improvements | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Transit center | | | | | | | P | P | P | <u>X</u> | P | P | P | | | | | | | |
| Parking facility | | | P | | C | C | P | P(18) | C | <u>P</u> | P | P | P | | P | | P | | | |
| Airport, landing field | | | | | | | | | | <u>X</u> | | C | C | | | | | | P | |
| Helipad, helipad | C | C | C | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | P |
| Marina | | | | | | | | | C | <u>X</u> | | | | | | <u>C</u> | | | | |
| Pilings, piers, docks, and similar in-water structures | | | | | | | | | C | <u>X</u> | | | | | | <u>C</u> | | | | |
| UTILITIES | | | | | | | | | | | | | | | | | | | | |
| Basic utilities | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Utility distribution plant or yard | | | | | | | | | | <u>X</u> | | P | P | P | | | | | | |
| Wastewater treatment plant | | | | | | | | | | <u>X</u> | | C | P | C | | | | | | |
| Telecommunication facility incorporated into existing structure/utility pole and no taller than 18 feet above existing structure/utility pole | C | C | C | C | C | S | S | S | S | <u>S</u> | S | S | S | S | S | | S | | | Chapter 15.445 NMC, Article IV |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|-------|-------|-----|------------|-----|------------|-----|-------|-------|-------|-------|----|---|----|----|---------------------------------|
| Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height, except those incorporated into an existing structure no taller than 18 feet above that structure | | | | | | C | C | C | | <u>C</u> | C | S(19) | S(19) | P | C | | C | | | Chapter 15.445 NMC, Article IV |
| Telecommunication facility, including radio towers and transmitters, which are over 100 feet | | | | | | C | C | C | | <u>C</u> | C | C | C | C | C | | C | | | Chapter 15.445 NMC, Article IV |
| COMMERCIAL USES | | | | | | | | | | | | | | | | | | | | |
| COMMERCIAL OFFICES | | | | | | | | | | | | | | | | | | | | |
| Medical office | | | C | | P | P(20) | P | P(21) | | <u>P</u> | | | | | | | P | | | |
| Local business office | | | | | P(22) | P(20) | P | P(21) | | <u>P</u> | | | | | | | | | | |
| COMMERCIAL SALES AND RENTALS | | | | | | | | | | | | | | | | | | | | |
| Retail sales – General | | | | | | P(20) | P | P(15)/(21) | P | <u>P</u> | | P(23) | | | | | | | | |
| Retail sales – Bulk outdoor | | | | | | | P | C | | <u>P</u> | | P | | | | | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------------|-----|-----|-----|-----|----|-------|-----|-------|-----|-------------------|-------|-------|-----|-------|-------|----|---|----|-------|----------------------------------|
| Retail sales – Convenience | | | | | | P(20) | P | P(21) | P | <u>X</u> | | P(24) | | | P(25) | | | | | |
| Temporary merchant | | | | | | | S | S(21) | | <u>S</u> | | | | | | | | | | NMC 5.15.050 et seq. |
| Retail food and beverage production | | | | | | | S | S | | <u>P</u> <u>P</u> | | | | | | | | | | Chapter 15.445 NMC, Article VIII |
| EATING AND DRINKING ESTABLISHMENTS | | | | | | | | | | | | | | | | | | | | |
| Eating and drinking – Alcohol-related | | | | | | | P | P(21) | P | <u>P</u> | | | | | | | | | | Requires liquor license |
| Eating and drinking – Non-alcohol-related | | | | | | P(20) | P | P(21) | P | <u>P</u> | P | P | | | | | | | C(26) | |
| COMMERCIAL SERVICES | | | | | | | | | | | | | | | | | | | | |
| Personal services | | | | | P | P(20) | P | P(21) | P | <u>P</u> | | | | | | | | | | |
| Commercial services | | | | | | P(20) | P | P(21) | | <u>P</u> | | | | | | | | | | |
| Commercial vehicle service | | | | | | | P | C | | <u>X</u> | P(27) | P | | | P(28) | | | | | |
| Kennel, commercial | | | | | | | C | C | | <u>X</u> | C | P | P | C | C | | | | | |
| COMMERCIAL RECREATION | | | | | | | | | | | | | | | | | | | | |
| Commercial recreation – | | | | | | | P | P(15) | | <u>P</u> | P(29) | P(29) | | | | | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-----------------------------------------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|------------|-------|-----|-----|-------|-------|----|---|----|-------|---------------------------------|
| Indoors | | | | | | | |) | | |) |) | | | | | | | | |
| Commercial recreation – Outdoors | | | | | | | P | | | <u>X</u> | | C | | | | | | | | |
| Commercial recreation – Motor-vehicle-related | | | | | | | | | | <u>X</u> | | C | | | | | | | C(33) |) |
| COMMERCIAL LODGING | | | | | | | | | | | | | | | | | | | | |
| Vacation rental home | C | C | S | S | S | S(13) | S(13) | S(13) | S(13) | <u>X</u> | | | | | | | | | | Chapter 15.445 NMC, Article VII |
| Bed and breakfast (2 or fewer rooms) | C | S | S | | S | S | S | S | S | <u>X</u> | | | | | | | | | | NMC 15.44 5.010 |
| Bed and breakfast (3 or more rooms) | C | C | C | | C | C | S | S | S | <u>X</u> | | | | | | | | | | NMC 15.44 5.010 |
| Hotel or motel | | | | | | | P | P(15) | P | <u>P</u> | | | | | | | | | C(26) |) |
| Recreational vehicle park | | | | | | | C | | C | <u>X</u> | C | C | C | | | | | | | NMC 15.44 5.170 |
| INDUSTRIAL USES | | | | | | | | | | | | | | | | | | | | |
| Traded sector industry office | | | | | P(30) | P(30) | P | P | | <u>P</u> | P | P | | P | | | | | P(33) |) |
| Industrial services | | | | | | | C | | | <u>P</u> | | P | P | P | | | | | P(33) |) |
| Wholesale and industry sales | | | | | | | C(31) | | | <u>P</u> | P(31) | P | P | P | | | | | P(33) |) |
| Warehouse, storage, and | | | | | | | | | | <u>P</u> | P(32) | P | P | P | | | | | P(33) | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-----------------------------------------------------------------------------|-------|-------|-------|-----|----|-------|-------|-------|-------|--------------|-------|-------|-------|-------|-------|----|---|-------|-------|---------------------------------|
| distribution | | | | | | | | | | |) | | | | | | | |) | |
| Self-service storage | | | | | | | P | | | <u>X</u> | P | P | P | P | | | | | | |
| Light manufacturing | | | | | | | | | | <u>P</u> | P | P | P | P | | | | | P(33) |) |
| Heavy manufacturing | | | | | | | | | | <u>X</u> | | P(34) | P | C | | | | | | |
| Waste-related | | | | | | | | | | <u>X</u> | | | C | C | | | | | | |
| MISCELLANEOUS USE S | | | | | | | | | | | | | | | | | | | | |
| Accessory building and use incidental to other permitted uses in the zone | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P |
| Uses similar to permitted uses in the zone and not defined or categorized | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P |
| Uses similar to conditional uses in the zone and not defined or categorized | C | C | C | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | C |
| Medical marijuana dispensary | X | X | X | X | X | P(35) | P(35) | P(35) | P(35) | <u>X</u> | X | X | X | X | X | X | X | X | X | X |
| Medical marijuana processor | X | X | X | X | X | X | P(38) | X | X | <u>P(37)</u> | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | X |
| Medical marijuana grow site | P(36) | P(36) | P(36) | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | X |
| Medical marijuana | X | X | X | X | X | X | C(31) | X | X | <u>P(38)</u> | P(38) | P(38) | P(38) | P(38) | X | X | X | P(38) | X | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|------------------------------------------|-----|-----|-----|-----|----|-------------------------|-------------------------|-------------------------|-------------------------|--------------|-------|-------|-------|-------|-------|----|---|----|-------|---------------------------------|
| wholesaler | | | | | | |)/(38) | | | <u>2</u> |) |) |) |) | | | |) | | |
| Recreational marijuana processor | X | X | X | X | X | X | C(38) | X | X | <u>P(37)</u> | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | |
| Recreational marijuana producer(indoor) | X | X | X | X | X | X | X | X | X | <u>P</u> | P | P | P | P | X | X | X | X | X | |
| Recreational marijuana producer(outdoor) | X | X | X | X | X | X | X | X | X | <u>C</u> | C | C | C | C | X | X | X | X | X | |
| Recreational marijuana retailer | X | X | X | X | X | P(38) /(39) /(40) | P(38) /(39) /(40) | P(38) /(39) /(40) | P(38) /(39) /(40) | <u>X</u> | X | X | X | X | X | X | X | X | X | X |
| Recreational marijuana wholesaler | X | X | X | X | X | X | C(31))/(38) | X | X | <u>P(38)</u> | P(38) | P(38) | P(38) | P(38) | X | X | X | X | P(38) | X |
| Marijuana laboratories | X | X | X | X | X | P | P | P | P | <u>P</u> | P | P | P | P | P | X | P | X | X | |
| Marijuana research certificate | X | X | X | X | X | P | P | P | P | <u>P</u> | P | P | P | P | P | X | P | X | X | |

[...]

Notes.

[...]

(11): ~~Must be located above ground floor commercial uses.~~ The units must be located on the same lot as another use permitted or conditionally permitted in the C-4 district and may not occupy the first-floor storefront area (the portion of the building closest to the primary street). There shall be no density limitation. Parking shall be provided for all new dwelling units in private parking areas or garages on the basis of a maximum of one parking space for each dwelling unit.

[...]

15.305.030 Zoning use table – Use subdistricts.

| # | Use | R-1/ PD | R-1/ 0.1 | R-1/ 0.4 | R-1/ 6.6 | R-1/ SP | R-2/ PD | R-2/ SP | R- 2/RD | R- 3/RD | SD/ LDR | SD/ MMR | R- 3/ PD | RP/ SP | RP/ LU | AO | ARO | C- 1/ SP | C- 2/ LU | C- 2/ PD | C- 2/ SP | C- 3/ LU | C- 4/RD | SD/ V | SD/ NC | SD/ H | CC | CF/ RD | RF | IO | |
|-----|--------------------------------------------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|----------------|-----------|-----------|-----|-----|----------------------|----------------------|----------------------|----------------------|----------------------|------------|----------------------|----------------------|----------------------|----|-----------|----|----|--|
| 600 | MISCELLANEOUS <u>USES</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <u>Medical marijuana dispensary</u> | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | P(4) | P(4) | P(4) | P(4) | P(4) | (5) | P(4) | P(4) | P(4) | X | (5) | X | X | |
| | <u>Medical marijuana processor</u> | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X | X | |
| | <u>Medical marijuana grow site</u> | C | C | C | C | C | C | C | (5) | (5) | C | C | C | C | C | C | C | C | C | C | C | C | (5) | C | C | C | C | (5) | C | C | |
| | <u>Medical marijuana wholesaler</u> | X | X | X | X | X | X | X | (5) | (5) | X | X | X | X | X | (5) | X | X | X | X | X | X | (5) | X | X | X | X | (5) | X | X | |
| | <u>Recreational marijuana processor</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X | X | |
| | <u>Recreational marijuana producer (indoor)</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X | X | |
| | <u>Recreational marijuana producer (outdoor)</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X | X | |
| | <u>Recreational marijuana retailer</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P(1) /(2) /(3) | P(1) /(2) /(3) | P(1) /(2) /(3) | P(1) /(2) /(3) | P(1) /(2) /(3) | (6) | P(1) /(2) /(3) | P(1) /(2) /(3) | P(1) /(2) /(3) | X | (6) | X | X | |
| | <u>Recreational marijuana wholesaler</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | X | X | X | X | X | (6) | X | X | X | X | (6) | X | X | |
| | <u>Marijuana laboratories</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | X | X | |
| | <u>Marijuana research certificate</u> | X | X | X | X | X | X | X | (6) | (6) | X | X | X | X | X | (6) | X | P | P | P | P | P | (6) | P | P | P | P | (6) | X | P | |

| # | Use | M-1/SP | M-E/RD | M-1/RD | M-2/RD | SD/E | FHO | II | AIO | H | SC | BI |
|-----|--------------------------------------------------|--------|--------|--------|--------|------|-----|------|-----|---|----|-----|
| 600 | MISCELLANEOUS <u>USES</u> | | | | | | | | | | | |
| | <u>Medical marijuana dispensary</u> | X | (5) | (5) | (5) | X | X | X | X | X | X | (5) |
| | <u>Medical marijuana processor</u> | P | (5) | (5) | (5) | P | X | X | X | X | X | (5) |
| | <u>Medical marijuana grow site</u> | C | (5) | (5) | (5) | C | C | C | C | C | C | C |
| | <u>Medical marijuana wholesaler</u> | P(1) | (5) | (5) | (5) | P(1) | X | P(1) | X | X | X | (5) |
| | <u>Recreational marijuana processor</u> | P | (6) | (6) | (6) | P | X | X | X | X | X | (6) |
| | <u>Recreational marijuana producer (indoor)</u> | P | (6) | (6) | (6) | P | X | P | X | X | X | (6) |
| | <u>Recreational marijuana producer (outdoor)</u> | C | (6) | (6) | (6) | C | X | C | X | X | X | (6) |
| | <u>Recreational marijuana retailer</u> | X | (6) | (6) | (6) | X | X | X | X | X | X | (6) |
| | <u>Recreational marijuana wholesaler</u> | P(1) | (6) | (6) | (6) | P(1) | X | P(1) | X | X | X | (6) |
| | <u>Marijuana laboratories</u> | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |
| | <u>Marijuana research certificate</u> | P | (6) | (6) | (6) | P | X | P | P | X | X | (6) |

[...]

Chapter 15.352 RIVERFRONT (~~RFRD~~) OVERLAY SUBDISTRICT

15.352.010 Purpose.

The purpose of the ~~R~~Riverfront ~~o~~Overlay Subdistrict is to ~~provide for~~ create a unique identity ~~for the riverfront area because of~~ based on the district's special character as a result of its proximity to the Willamette River. The ~~R~~Riverfront ~~o~~Overlay Subdistrict is also intended to encourage access to and enjoyment of the Willamette River and to protect and enhance views of ~~the river~~ and connections to the river. Specific building design standards for commercial, ~~and residential, and industrial~~ buildings, streetscapes, and parking within the ~~R~~Riverfront ~~o~~Overlay Subdistrict are included to achieve development that is consistent with the vision identified in the ~~riverfront master plan~~ 2019 Riverfront Master Plan. This vision includes, but is not limited to, attractive pedestrian-oriented streets, ~~small scale businesses, a connected network of streets and pedestrian ways, and cohesive residential neighborhoods;~~ an integrated mix of residential, commercial and industrial development; preservation of natural spaces along the riverfront; a network of off-street paths and trails; and space for large group activities such as concerts, cultural gatherings, or sporting events.

~~Cross-reference:~~ For Newberg Riverfront Master Plan—Proposed Newberg Zoning map, see Appendix B, Map 5.

15.352.020 Where these regulations apply.

The regulations of the chapter apply to the portion of any lot or development site which is within an ~~RFRD~~ Overlay Subdistrict. The delineation of the ~~RFRD~~ Overlay Subdistrict is described by boundary lines delineated on the City of Newberg zoning map indicated with an ~~RFRD~~ symbol.

15.352.030 The ~~R~~Riverfront ~~p~~Plan general provisions.

A. Report ~~Adopted~~ Accepted. The 2019 Newberg Riverfront Master Plan Final Report, dated X June 29, 2001, is adopted by reference was accepted by the City Council on September 16, 2019 (Resolution No. 2019-3596). The development standards listed in this chapter shall take precedence over those listed in the report. If ambiguity exists, this code shall govern.

B. Permitted Uses and Conditional Uses. The permitted and conditional uses allowed under the ~~RFRD~~ Overlay Subdistrict shall be the same as those uses permitted in the base zoning districts, subject to the provisions of 15.352.030(I).

C. Street, Bike Path, and Pedestrian Walkway Standards. All development improvements shall comply with standards contained in the ~~circulation and transportation element of the~~ 2019 Newberg Riverfront Master Plan.

D. View Corridors. ~~Designated~~ Key views of the Willamette River shall be protected. Key views include the view from the top of the bluff ~~on parcel 12 as noted in Figure 2 of the riverfront master plan,~~ on the south side of the intersection of E Fourteenth Street and S River Street, and the view from the top of the bluff south of E Fourteenth Street generally between S College and S River Streets, ~~and the view from the riverbank near the barge tie-up facility.~~ These key views shall be protected as follows:

1. Any development on ~~parcel 12 as noted in Figure 2 of the riverfront master plan~~ the south side of

the intersection of E Fourteenth Street and S River Street, E Fourteenth Street and S College Street, and NE Waterfront Street shall provide a public viewing area accessible from E Fourteenth Street and NE Waterfront Street that allows views from the top of the bluff to the river. Any viewing area at this location shall may be connected to the public esplanade or the E Fourteenth Street public sidewalk.

~~2. Development along the bluff on parcels 14, 15, and 16 as noted in Figure 2 of the riverfront master plan south of E Fourteenth Street and NE Waterfront Street shall protect views of the river by providing a public esplanade with a public walkway easement. Standards for the esplanade are identified in the circulation and transportation element.~~

3. Development on the Riverfront Mill Site shall protect views of the river from the top of the bluff along the southern edge of the site, including at the northern terminus of the waterline bridge. Developments shall provide a public viewing area accessible from the future extension of E Fourteenth Street that allows views from the top of the bluff to the river and connect to a public sidewalk.

~~3. Development in the vicinity of the barge tie-up facility shall protect views of the river by providing a public viewing area near the bank of the river. A public viewing area in this location may be combined with the Willamette Greenway Trail that will run through this location.~~

4. Additional ~~important~~ key views of the Willamette River may be identified through the land use approval process. Additional views identified through the land use process may be protected through conditions of approval.

E. Significant Tree Grove. ~~The area containing the Oregon White Oaks within the significant tree grove located north of E Fourteenth Street and between S College and S River Streets shall be preserved, with the exception of removal necessary for a public infrastructure project or removal of trees deemed hazardous by a certified arborist.~~

F. Visual/Noise Buffer. ~~A visual/noise buffer shall be developed along River Street in such a manner as to:~~

~~1. Promote the protection of SP Newsprint, or current owner of paper mill, from uses that may complain against or otherwise hinder the operation of this important industrial facility due to visual and noise impacts; and~~

~~2. Enhance the vitality and qualities of the land uses within the Newberg riverfront;~~

~~3. Hardscape designs such as sound walls and similar barriers should only be located on the east side of River Street. Buffers located on the west side of River Street shall be designed in such a manner as to serve as a gateway to invite and attract people into the riverfront area.~~

~~GF. Separate Rail Traffic from Other Modes. Major +~~ Transportation improvements to collector and arterial streets shall be designed with considerations intended to separate rail traffic from other modes of transportation mitigate conflicts between rail traffic and other modes such as at-grade rail crossings.

HG. Esplanade Development. Prior to the development of the riverfront esplanade, a slope stability and flood study shall be performed.

H. Limits to the Floor Area of Commercial and Office Development within the M-E/RD Subdistrict. Within the ME/RD Subdistrict, limits to total floor area shall be imposed in order to (a) preserve the predominantly employment-focused nature of the district east of S River Street and (b) limit traffic impacts of development within the M-E/RD subdistrict on nearby intersections, as identified in the 2019 Riverfront Master Plan and its Transportation Planning Rule (TPR) findings. The limits are as follows.

1. Commercial Retail Development. Within the M-E/RD Subdistrict, the total combined floor area for development within the categories of Commercial Sales and Rental Uses, Eating and Drinking Establishments, Commercial Services, and Commercial Recreation shall not exceed 60,000 SF.

2. Commercial Office Development. Within the M-E/RD Subdistrict, the total combined floor area for development in the category of Commercial Office shall not exceed 60,000 SF.

15.352.040 Commercial design standards.

[...]

D. Building Maximum Square Footage Requirements. Except as otherwise may be approved through a conditional use permit, the ground floor of buildings shall not exceed ~~7,500~~ 15,000 square feet.

[...]

I. Screening.

[...]

2. Roof-Mounted Mechanical Equipment. All roof- mounted mechanical equipment, ~~including satellite dishes and other communication equipment (e.g., air conditioning, heating, ventilation ducts and exhaust vents, swimming pool and spa pumps and filters, transformers and generators, communications equipment, and similar equipment, excluding solar panels), must be screened from public view in one of the following ways. Solar energy systems and heating panels are exempt from this standard:~~

- a. A parapet as tall as the tallest part of the equipment;
- b. A screen around the equipment that is as tall as the tallest part of the equipment; or
- c. The equipment is set back from the street-facing perimeters of the building three feet for each foot of height of the equipment.
- d. The review body may allow exemptions for equipment that contributes to the architectural design of the structure, such as piping in a brewery.

[...]

J. Building Design.

1. Building Height. Maximum building height ~~north of Fourteenth Street~~ in the C-4 zone in the Riverfront Overlay Subdistrict is 45 feet. Maximum building height ~~south of Fourteenth Street~~ in the C-1 zone in the Riverfront Overlay Subdistrict is 30 feet. Minimum building height for all commercial zones in the Riverfront Overlay Subdistrict is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

[...]

2. Street-Facing Building Facades. ~~F~~Street-facing facades shall be varied and articulated to provide visual interest to pedestrians.

a. ~~B~~Street-facing building facades shall extend no more than 30 feet without providing a variation in building material or building offsets. Building offsets must articulate at least two feet.

b. ~~B~~Street-facing building facades shall be articulated into planes of 500 square feet or less either by setting part of the facade back at least two feet from the rest of the facade, or by the use of fascias, canopies, arcades, windows, breaks in relief, or other similar features.

c. Buildings must include changes in relief on 10 percent (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, setbacks of at least two feet, canopies, awnings, projecting window features, or porticos.

[...]

4. Building Materials. ~~Exterior~~ Building materials for all exterior sides with a primary or secondary entrance, excluding loading zones, shall convey an impression of durability.

a. Masonry, stone, stucco, and wood are permitted as the primary material for exterior appearance. Metal is not permitted as a primary exterior building material but may be used as an accent or awning.

b. Where concrete masonry units (concrete block) are used for exterior finish, decorative patterns must be used, such as split-face concrete block or by incorporating layering or patterns.

c. Where brick, rusticated concrete block, or stone masonry is used as a veneer material, it must be at least two and one-half inches thick. Brick and stone street-facing facades shall return at least 18 inches around exposed side walls.

d. Wood or wood-look siding must be lap siding, board and batten, shingle siding or channel siding and is not permitted to be applied in a diagonal or herringbone pattern. T1-11 and all other wood-based “full sheet” or panel-type siding is prohibited. Lap siding, shingles, and shakes shall be exposed a maximum of six inches to the weather. In board and batten siding, battens shall be spaced a maximum of eight inches on center.

e. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be used for trim or accent colors but are not permitted as primary wall colors.

[...]

5. Ground-Floor Windows. Exterior walls on the ground level which face a street lot line or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, window sills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. See Figure 25.

[...]

15.352.050 Residential design standards.

[...]

~~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.~~

~~1. For multifamily or attached housing, each dwelling unit shall be emphasized by providing a unique element on the street-facing elevation. Examples of such elements include roof dormers, roof gables, bay windows, porches, and balconies.~~

~~2. Each dwelling unit with windows facing the street frontage shall also have an exterior entrance on the street-facing elevation. Dwelling units on the corner of an intersection shall only be required to meet this standard on one street-facing elevation.~~

~~3. Individual units shall be articulated either with a change in roof line or in building plane at an interval of no more than 40 feet. Roof line offsets shall be a minimum four-foot variation vertically as measured from the gutter line. Gable ends facing the street shall be considered to provide a roof line offset. Building plane offsets shall be a minimum of three feet.~~

~~4. For multifamily dwellings and all nonresidential structures in residential districts, at least two of the following design features must be provided:~~

~~a. Covered front porch at least six feet in width and length for each individual unit that faces a public street. If a covered front porch is provided to serve two or more units, the porch must provide not less than 30 square feet of area for each unit served within a single building and have a minimum width of six feet.~~

~~b. Eaves (minimum 12-inch overhang).~~

~~c. Bay or bow windows.~~

~~d. Dormers.~~

~~e. Window shutters.~~

~~f. Cupolas.~~

~~g. Horizontal lap siding.~~

~~5. T1-11 and all other wood-based “full sheet” or panel-type siding is prohibited on elevations visible from public rights-of-way.~~

CB. Standards for Garage Doors and Parking in Residential Zones.

1. Garage Location. All residential structures shall have a pedestrian entrance facing the street. When parking is provided in a garage attached to the primary structure, and garage doors face a street, the following standards must be met:

a. The garage must not be more than 40 percent of the length of the street-facing facade or 12 feet wide, whichever is greater.

b. The front of the garage can be no closer to the front lot line than the front facade of the house.

c. Individual garage doors may be no more than 90 square feet in area for a single-car garage or 180 square feet in area for a two-car garage.

d. There may be no more than two individual garage doors located side by side without being separated by a space not less than 20 feet.

[...]

15.352.060 Mixed Employment design standards for commercial development.

A. General. The Mixed Employment (M-E) design standards for commercial development apply to any commercial uses located within the M-E zoning district within the Riverfront Overlay Subdistrict, including retail, commercial offices, sales, and commercial services. These standards are in addition to the standards and requirements of the Newberg Development Code. The development standards listed in this chapter shall take precedence over those listed elsewhere in this code.

B. Minimum Lot Size. There is no minimum lot size required, provided the other standards of this code can be met.

C. Lot Coverage. There is no maximum lot coverage.

D. Building Ground Floor Maximum Square Footage Requirements. Except as otherwise may be approved through a conditional use permit, the ground floor of buildings shall not exceed 20,000 square feet.

E. Setbacks.

1. Minimum. No minimum setbacks are required.

2. Maximum.

a. The maximum front yard setback shall be 10 feet for at least 50 percent of the length of the street-facing lot line. A building must be constructed within 10 feet of the street-facing lot line for at least 50 percent of the length of the street-facing lot line. If the development is on a corner lot, this standard applies to both street frontages.

b. The maximum front yard setback may be increased to 20 feet if the following criteria are met:

i. Landscaping or a hard-surfaced expansion of the pedestrian path is provided between the front of the building and the sidewalk.

ii. For each 100 square feet of hard-surfaced area between the building and the street lot line, at least one of the following amenities must be provided:

(A) A bench or other seating that will accommodate at least three people.

(B) A tree with a minimum caliper of two and one-half inches.

(C) A landscape planter not less than 20 square feet in area.

(D) A drinking fountain.

(C) Similar pedestrian-scale amenities.

F. Vision Clearance. Development shall comply with NMC 15.410.060.

G. Signs. Signs shall comply with NMC 15.435.

H. Parking.

1. Off-Street Parking Lots. Within a development site, parking is not permitted between a building and a public street. Parking must be located to the side or rear of buildings.

2. Corner Lots. Parking may be located no closer than 40 feet from the intersection of two public streets.

3. Minimum Required Off-Street Parking. The minimum number of required off-street parking spaces is described in NMC 15.440.030.

4. Off-Site Parking. Required off-street parking is permitted to be located off-site, as long as the off-street parking is located within 400 feet of the development site. Off-site parking is subject the requirements to NMC 15.440.050(B).

5. Shared Parking. Shared parking facilities shall be exempt from setback and building square footage requirements, provided the parking facility does not abut E Fourteenth Street. An intervening building must be provided between E Fourteenth Street and the parking facility, or the parking facility must be set back a minimum of 40 feet from E Fourteenth Street. Accessways to E Fourteenth Street are permitted.

6. Bicycle Parking. Two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater.

7. Loading. Except as permitted in this subsection, loading areas shall be set back at least 10 feet from property lines and screened from the street and neighboring properties. Loading areas that are directly visible from the street or neighboring properties shall be screened using one of the following ways:

a. The loading area shall be incorporated into the building design and located internally to the building, with a door to the exterior.

b. The loading area shall be screened by a hedge, fence, or wall at least six feet in height. A hedge must be 95 percent opaque year-round. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted as a form of screening loading areas.

I. Screening.

1. Refuse and Recycling. Refuse collection containers (dumpsters) and recycling areas shall be screened from the street and neighboring properties. Trash receptacles for pedestrian use are exempt from this requirement. One of the following standards must be met for refuse collection screening:

a. Refuse collection and recycling areas may be screened by being located completely within a building.

b. If located outside of a building, refuse collection and recycling areas must be located within an enclosure at least six feet in height. The enclosure shall be a sight-obscuring masonry wall or nonflammable sight-obscuring fence. The material selected for the enclosure must be consistent with the building materials permitted on the surrounding buildings. Slatted chain link fencing is not permitted.

2. Roof-Mounted Mechanical Equipment. All roof-mounted mechanical equipment (e.g., air conditioning, heating, ventilation ducts and exhaust vents, swimming pool and spa pumps and filters, transformers and generators, communications equipment, and similar equipment, excluding solar panels), must be screened from public view in one of the following ways:

a. A parapet as tall as the tallest part of the equipment;

- b. A screen around the equipment that is as tall as the tallest part of the equipment; or
- c. The equipment is set back from the street-facing perimeters of the building three feet for each foot of height of the equipment.
- d. The review body may allow exemptions for equipment that contributes to the architectural design of the structure, such as piping in a brewery.

3. Ground-Mounted Equipment. Mechanical equipment on the ground must be screened from view by walls, fences, or vegetation as tall as the tallest part of the equipment. Any vegetation must be 95 percent opaque year-round. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted.

J. Building Design.

1. Building Height. Maximum building height is 45 feet. Minimum building height is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

2. Street-Facing Building Facades. Street-facing facades shall be varied and articulated to provide visual interest to pedestrians.

a. Street-facing building facades shall extend no more than 30 feet without providing a variation in building material or building offsets. Building offsets must articulate at least two feet.

b. Street-facing building facades shall be articulated into planes of 500 square feet or less either by setting part of the facade back at least two feet from the rest of the facade, or by the use of fascias, canopies, arcades, windows, breaks in relief, or other similar features.

c. Buildings must include changes in relief on a minimum of 10 percent (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, setbacks of at least two feet, canopies, awnings, projecting window features, or porticos.

3. Building Length. Building length shall not exceed 400 feet without a pedestrian connection through the building or between buildings. This is applicable to both a single building and to a group of individual buildings connected by common walls.

4. Building Materials. Building materials for all exterior sides with a primary or secondary entrance, excluding loading zones, shall convey an impression of durability.

a. Masonry, stone, stucco, and wood are permitted as the primary material for exterior appearance. Metal is not permitted as a primary exterior building material but may be used as an accent or awning.

b. Where concrete masonry units (concrete block) are used for exterior finish, decorative patterns must be used, such as split-face concrete block or by incorporating layering or patterns.

c. Where brick, rusticated concrete block, or stone masonry is used as a veneer material, it must be at least two and one-half inches thick. Brick and stone street-facing facades shall return at least 18 inches around exposed side walls.

d. Wood or wood-look siding must be lap siding, board and batten, shingle siding or channel siding and is not permitted to be applied in a diagonal or herringbone pattern. T1-11 and all other wood-based “full sheet” or panel-type siding is prohibited. Lap siding, shingles, and shakes shall be exposed a maximum of six inches to the weather. In board and batten siding, battens shall be spaced a maximum of eight inches on center.

e. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be used for trim or accent colors but are not permitted as primary wall colors.

5. Ground-Floor Windows. Exterior walls on the ground level which face a street or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, windowsills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. See Figure 25.

6. Window Glazing. Any windows facing public rights-of-way on the ground floor shall have clear glazing. Restroom windows are exempt from this requirement. On any floor, tinted or reflective glass shall not be visible from public rights-of-way, other than ornamental stained-glass windows.

7. Main Building Entrance. The main building entrance shall connect to adjacent public rights-of-way with a paved concrete walkway at least six feet in width. For buildings with more than one major entrance, only one entrance is required to meet the main building entrance standard. The walkway must not be more than 120 percent or 20 feet longer than the straight-line distance between the entrance and the closest improved right-of-way, whichever is less.

K. Landscaping. Where 100 percent of a lot is covered by a building, no landscaping is required.

1. All setback areas and lands not otherwise developed shall be landscaped. Courtyards, plazas and pedestrian walkways, esplanades and natural riparian vegetation are considered to be landscaping.

2. Parking Lot Landscaping. In addition to other Newberg development code standards for interior parking lot landscaping, special screening standards shall apply to parking lots. Parking areas shall be screened from neighboring properties and public rights-of-way. Perimeter landscaping at least five feet in width shall be provided. The following standards must be met for the perimeter landscaping areas:

a. Enough low shrubs to provide a continuous screen at least three feet high and 95 percent opaque year-round.

b. One tree per 30 linear feet or enough trees to provide a tree canopy over the landscaped area.

c. Ground cover plants, perennials, or shrubs must fully cover the remainder of the landscaped area.

d. A three-foot-high masonry wall may substitute for the shrubs, but trees and ground cover at the above-cited rates are still required.

L. Outdoor Storage and Display.

1. Outdoor Storage. Outdoor storage of merchandise or materials directly or indirectly related to a business is prohibited.

2. Outdoor Display. Outdoor display of merchandise is permitted during business hours only. A minimum pedestrian walkway of six-foot clear width must be maintained at all times.

M. Industrial Development. Industrial developments located in the Mixed Employment (M-E) zoning district within the Riverfront Overlay Subdistrict shall comply with the standards in NMC 15.220 of the Newberg Development Code.

15.352.070 Mixed Employment design standards for industrial development.

A.

B. A. General. Industrial developments located within the M-E zoning district within the Riverfront Overlay Subdistrict shall comply with the standards in Section NMC 15.220.

C.

Division 15.400 DEVELOPMENT STANDARDS

Chapter 15.405 LOT REQUIREMENTS

15.405.010 Lot area – Lot areas per dwelling unit.

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

[...]

4. In the M-1, M-2 ~~and~~ M-3, and M-E districts, each lot or development site shall have a minimum area of 20,000 square feet.

[...]

6. Within the commercial and mixed employment zoning district(s) of the ~~the~~ Riverfront ~~the~~ Overlay ~~the~~ Subdistrict, there is no minimum lot size required, provided the other standards of this code can be met.

[...]

Chapter 15.410 YARD SETBACK REQUIREMENTS

[...]

15.410.020 Front yard setback.

[...]

E. Mixed Employment. All lots or development sites in the M-E district shall have no minimum front yard requirements. The maximum allowable front yard shall be 10 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained. Lots or development sites within the Riverfront Overlay Subdistrict will comply with the front yard requirements described in NMC 15.352.060(E).

[...]

15.410.030 Interior yard setback.

[...]

C. Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, ~~and~~ M-4, and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

[...]

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

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

[...]

D. Fences and Walls.

[...]

2. In any commercial, ~~or~~ industrial, or mixed employment district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

- a. Not to exceed eight feet in height. Located or maintained in any interior yard except where the requirements of vision clearance apply. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of an eight-foot fence on the property line.

b. Not to exceed four feet in height. Located or maintained within all other front yards.

[...]

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

[...]

3. In any commercial or industrial district, except C-1, C-4, ~~and~~ M-1, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the Riverfront Overlay Subdistrict are described in NMC 15.352.040(H).

[...]

Chapter 15.415 BUILDING AND SITE DESIGN STANDARDS

15.415.020 Building height limitation.

[...]

B. Commercial, ~~and~~ Industrial, and Mixed Employment.

[...]

2. In the AI, C-2, C-3, M-E, M-1, M-2, and M-3 districts there is no building height limitation, except, where said districts abut upon a residential district, the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 50 feet from the abutting boundary.

3. In the C-4 district, building height limitation is described in NMC 15.352.040(J)(1).

4. In the M-E district within the Riverfront Overlay Subdistrict, building height limitation is described in NMC 15.352.060.

Appendix A: Figures

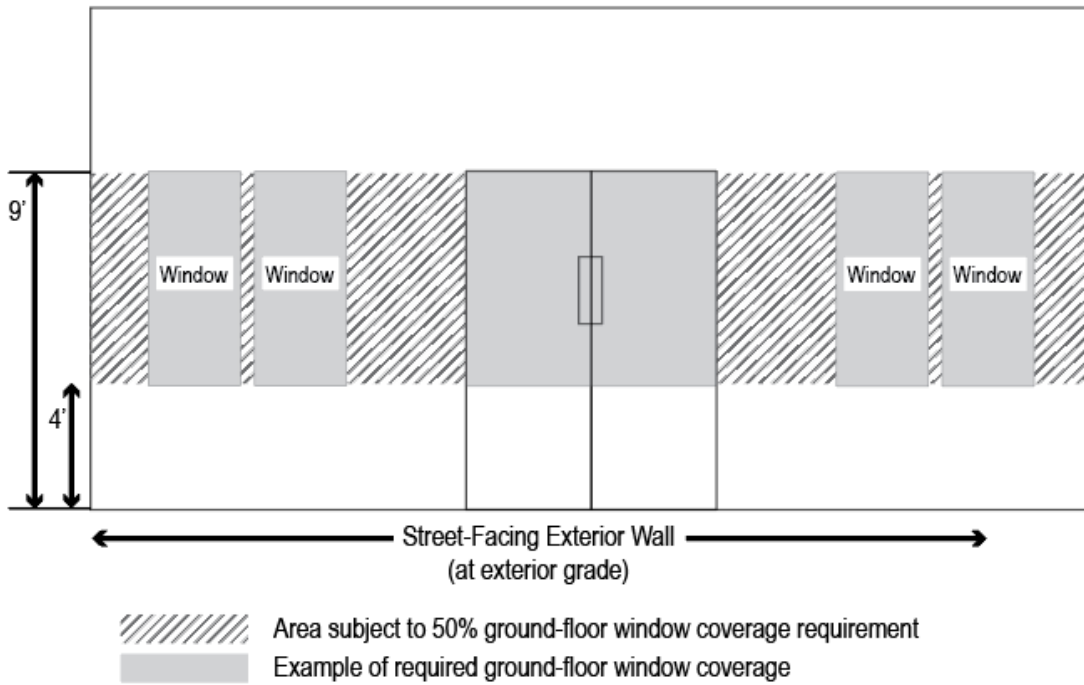


Figure 25. Ground Floor Window Coverage

Appendix B: Maps

Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning

Exhibit “B” to Ordinance No. 2020-2868
Findings - Comprehensive Plan and Map, and Development Code and Zoning Map
Amendments – File CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002 Newberg
Riverfront Master Plan Implementation

APPROVAL CRITERIA

A. Statewide Planning Goals (the “Goals”)

GOAL 1: CITIZEN INVOLVEMENT

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

Finding: The Newberg Riverfront Master Plan planning process began in early spring 2018 and concluded in summer 2019. The planning process has been shaped and guided by the community through in-person and online input, and it included an extensive public involvement component. The outreach process built on the City’s existing network of community groups, including youth groups, schools, senior centers, Rotary Club, Hispanic/Latino community groups, and local advocacy groups. The overall process was guided by two advisory committees: a Technical Advisory Committee (TAC); and a Citizens Advisory Committee (CAC). The Planning Commission and City Council were also involved at key points throughout the planning process. This vision was ultimately cultivated by community members, with guidance from advisory committees and the project team. Newberg residents shared their aspirations for a socially, environmentally, and economically thriving riverfront area with a diversity of uses, public access to the river, a transportation network connecting the riverfront to Newberg’s downtown, and an extensive network of trails.

This application is subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with this Goal. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation.

GOAL 2: LAND USE PLANNING

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

Finding: This Goal requires that land use decisions 1) have an adequate factual base, 2) consider alternatives, and 3) include implementation measures that are consistent with and adequate to carry out Comprehensive Plan policies and land use designations. Development of the 2019 Riverfront Master Plan was based on an adequate factual base as documented in the Plan. Alternative land use arrangements were considered and a Preferred Alternative selected. Implementation measures proposed are consistent with and adequate to carry out Comprehensive Plan policies and designations, as noted in these findings. The proposed amendments to the Comprehensive Plan and Newberg Municipal Code comply with Goal 2.

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

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

GOAL 4: FOREST LANDS

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

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

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

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

Finding: The proposed amendments will not negatively impact inventoried Goal 5 resources because the amendments do not change protections that already exist in the Newberg Municipal Code to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with Goal 5. This proposal works within those parameters, will carry them forward within the Riverfront Master Plan boundary, and will comply with Goal 5.

At the heart of the 2019 Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg. The Master Plan Envisions:

- Regional trail connections both up- and down-river that take advantage of Newberg's natural geography and scenic views;
- Preserved natural areas around stream corridors that protect and enhance watershed health;
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river's location in the city;
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities;
- Space for large group activities, such as concerts, cultural gatherings, or sporting events;
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces;

- A mix of open and covered spaces that provide opportunities for year-round activities; and
- A well-known destination that draws people from throughout the City and the region to Newberg's riverfront.

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

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

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with Goal 6.

GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain areas. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with Goal 7.

The Riverfront Area is roughly 460 acres in total, but it contains numerous natural and manmade features that limit development and connectivity to other areas. These unbuildable areas are shown in Figure 2 in the Master Plan. Steep slopes, stream corridors, and floodplains associated with the Willamette River, Chehalem Creek, and Hess Creek surround the area. Phase 1 of the Newberg-Dundee Bypass bisects the area, and ODOT has acquired right-of-way for a future expansion of the roadway that would double its width. There are also two large parks in the area (Ewing Young Park and Roger's Landing). A closed Yamhill County landfill and the Riverfront Industrial Site represent large areas that may be available for certain uses in the future.

GOAL 8: RECREATIONAL NEEDS

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

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. The Chehalem Park and Recreation District (CPRD) is the lead on developing recreation areas within the Newberg Urban Growth Boundary. CPRD owns Ewing Young Park and Scott Leavitt Park located within the Riverfront Master Plan boundary. This proposal does not impede CPRD's ability to plan and implement recreation areas. Yamhill County operates Rogers Landing Park for water recreation access to the Willamette River. The Riverfront Master Plan identifies park and open space along the Willamette River for future recreational purposes that are identified by the proposed Comprehensive Plan Ma changes. This proposal does not propose any destination resorts. Goal 8 compliance is met.

GOAL 9: ECONOMIC DEVELOPMENT

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

Finding: The Newberg Economic Development Strategy identifies economic prosperity as a need for the community. The proposal would provide for additional commercial and industrial development for the growing Newberg population base and growing economy.

Since the 2005 Comprehensive Plan, the City of Newberg adopted the Springbrook Master Plan. Findings for the adoption of this plan included how the implementing zoning would impact the supply of buildable employment land. The Springbrook Buildable Land Inventory (BLI) shows 93 commercial acres in 2007. Following the Springbrook plan adoption, there was a surplus of 9 acres of commercial land available to satisfy the acres needed for 2007-2027. Since 2007, a total of 5.49 commercial acres have been developed. Based on the findings in the Riverlands Comprehensive Plan Map amendment staff report, CPMA18-0006, there would be a surplus of 1.95 acres of property with the COM land use designation for the 2007 – 2027 planning period. With CPMA20-0001/ZMA20-0001 approval of .49 of COM to MDR the surplus of commercial property is 1.47 acres. Factoring in land that is not developable due to constraints, the Riverfront Master Plan proposal would create a deficiency of 3.5 acres. Some of the commercial deficiency is being made up with the MIX/RD designation for 21.5 acres. The MIX/RD designation, which has an underlying designation of industrial, will allow a limited amount of commercial development with caps of 60,000 square feet of office and an additional 60,000 square feet of commercial as noted in Exhibit “A”. This equates to approximately 50% of the MIX/RD area or approximately 10.75 acres could be developed as commercial activities that would alleviate the 3.5 acre deficiency and provide an approximate 7.25 acre surplus.

| Plan Designation | Commercial Land Need 2005 – 2025 (acres) | Commercial Land in UGB (2004) | 2025 Surplus (Deficit) (acres) | Commercial Land Need 2026-2040 (acres) |
|------------------|------------------------------------------|-------------------------------|--------------------------------|----------------------------------------|
| COM | 111 | 105 | (6) | 109 |

The Riverfront Master Plan proposes to change 27.21 acres of COM/RD to HDR/RD (3.7 acres), COM/RD to P/RD (18.74 – this land is not developable as it is in a designated flood hazard area and stream corridor), and COM/RD to MDR/RD of 4.97 acers. This does not include land within rights-of-way or the Newberg-Dundee Bypass.

The city is in the process of conducting an Economic Opportunities Analysis (EOA) that will be completed in the winter of 2021. Preliminary analysis results, factoring in the proposed Riverfront Master Plan amendments, indicates that there would be a surplus of 20 acres of commercial land for the period of 2021 – 2041. For industrial the preliminary analysis indicates a deficiency of 246 acres. The analysis takes into consideration the proposed changes for the Riverfront Master Plan area.

The Riverfront Master Plan implementation steps (amendments) include modifying existing zoning standards to encourage more mixed-use development opportunities and to enhance urban design features within the area. The Plan also recognizes and protects existing industrial uses within the area and

incorporates these uses in the Plan. Goal 9 compliance is met.

GOAL 10: HOUSING

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

Finding: Housing Land Needs and Buildable Land Supply Analysis

Newberg’s Comprehensive Plan shows a need for additional MDR (Medium Density residential) and COM (Commercial) land. In 2005, the City Council adopted amendments to the Comprehensive Plan, including updated residential land need and supply numbers for LDR (Low Density Residential), MDR (Medium Density Residential) and HDR (High Density Residential) land designations. The updates were based on data from the Housing and Residential Land Needs Report compiled by Johnson-Gardner in 2004. The amendments were adopted and acknowledged through the post-acknowledgment plan amendment process in 2005. The 2005 Comprehensive Plan has residential land data for the 20-year period from 2005-2025, and the future planning period out to 2040. This data shows that the City had a demonstrated need for 173 buildable acres of MDR (Medium Density Residential) through 2025, and an additional 191 acres of HDR land through 2040 (see table below). Buildable land includes vacant and redevelopable land in the existing Urban Growth Boundary (UGB).

| Newberg Comprehensive Plan, Table V-7 Buildable Residential Land Needs vs. Supply | | | | |
|------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------|----------------------------------------|-----------------------------------------|
| Plan Designation | Buildable Acres Needed 2005-2025 | Buildable Acres in UGB (2004) | Surplus (Deficit) for 2005-2025 | Buildable Acres Needed 2026-2040 |
| LDR | 612 | 359 | (253) | 735 |
| MDR | 173 | 142 | (31) | 191 |
| HDR | 89 | 13 | (76) | 83 |
| Total | 874 | 514 | (380) | 1009 |

In 2009 the City proposed an update to the Housing Element of the Comprehensive Plan. This item was appealed to LUBA and remanded; it has not yet been revised and readopted, so the 2005 amendments are the latest acknowledged estimates. A preliminary Buildable Lands Inventory (BLI) was completed for the City in 2016 utilizing the Simplified Method for Urban Growth Boundary (UGB) expansion; however, the BLI has not been finalized because several issues with the methodology were identified by the consultant and City staff.

Since 2015 there have been six Comprehensive Plan Map amendments including:

- CPA-15-001/ZMA3-15-001 – Martell Common – 5.91 acres going from LDR to HDR
- CPMA18-0001/ZMA18-0002 – 1109 S River Street – 1.33 acres going from LDR to HDR
- CPMA18-0005/ZMA18-0002 – 501 and 507 E Illinois Street – 2.87 acres going from MDR to HDR
- CPMA18-0006 – 1303 S River Street (Riverlands) – 1.56 acres going from COM to MDR
- CPMA19-0001/ZMA19-0001 – 502 S St. Paul Highway (Beaudry) – 1.11 acres going from MDR to IND

- CPMA20-0001/ZMA20-0001 - 717 N College Street - .08 acres from LDR to MDR and .49 acres from COM to MDR

The above changes to HDR, MDR, and IND acreage are utilized along with additional data found within the staff reports from these previous comprehensive plan updates to update the 2005 buildable lands data.

Data was drawn from the six previous comprehensive plan map and zoning map amendments. Below is the population excerpt for the next 20 years as provided by Portland State University’s Population Research Center. As illustrated below, the City of Newberg 2020 estimated population is 24,877 and is estimated to grow by 17,500 to a total of 42,377. The projected increase in population indicates a continued need for additional residential housing.

Table 1: Population Forecast 2020-2060

| City | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 | 2055 | 2060 |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Newberg | 24,877 | 26,557 | 28,432 | 30,576 | 32,780 | 34,929 | 37,247 | 39,907 | 42,377 |
| Change | | +1,680 | +1,857 | +2,144 | +2,204 | +2,149 | +2,318 | +2,660 | +2,470 |
| % Increase | | 6.7% | 6.9% | 7.5% | 7.2% | 6.5% | 6.6% | 7.1% | 6.1% |

Source: Population Research Center, Portland State University, March 31, 2020. Proposed forecasts represent populations as of July 1 of each year

Table 2: Buildable Residential Needs vs. Supply after Proposed Comp Plan Change 2020-2035

| Land Designation | Buildable Acres Needed | Buildable Acres Before Comp Plan Change | Building Acres After Comp Plan Change | Surplus/(Deficit) Before Comp Plan Change | Surplus/(Deficit) After Comp Plan Change |
|------------------|------------------------|-----------------------------------------|---------------------------------------|-------------------------------------------|------------------------------------------|
| LDR | 301 | 385 | 384.91 | 84 | 83.91 |
| MDR | 132 | 81.57 | 82.64 | (50.43) | (49.36) |
| HDR | 46 | 9 | 12.7 | (37) | (33.33) |
| Total | 479 | 475.57 | 480.25 | (3.43) | (8.78) |

Table 2 utilizes the data from the six comprehensive map amendments, due to these data being the most up-to-date for residential buildable land. As illustrated in Table 2 there is still a deficit of 49.36 acres of MDR and 33.33 acres of HDR land after the Riverfront Master Plan amendment. The proposed

amendment will only slightly decrease the need for MDR and slightly decrease the need for HDR. There will still be a demonstrated need for additional MDR and HDR land in Newberg. The decrease of MDR at a density of 9 du/ac totals 35.10 units. The addition of MDR from COM equals 44.74 units. The addition of HDR from COM at a density of 16.5 du/ac totals 61.01 units. The overall increase in residential units in the Riverfront proposal is 70.74 units. This does not take into consideration the COM/RD designation which will allow mixed commercial with commercial activities on the ground floor and residential above. There is no density minimum or maximum for residential on the COM/RD designation above the ground floor which needs to be commercial. Exhibit “A” provides additional information on the uses. Overall the Riverfront area proposed residential designations increases the number of potential residential units.

The above analysis is based on the 2005 Housing Needs Analysis (HNA). In 2019 the City Council accepted the 2019 HNA (it was not officially adopted as a precursor to a potential UGB expansion). The 2019 HNA identified an overall deficiency of 107 acres (20 acres LDR, 26 acres MDR, and 62 acres of HDR) of residential land. The City is in the process of updating the 2019 HNA for the Buildable Lands Inventory and population elements which will modify the 2019 numbers. This process will be completed in February 2021.

Efficient development of residentially zoned land located within the City can provide the opportunity for additional housing to meet the needs of the citizens of Newberg. The proposed Comprehensive Plan and Development Code amendments to implement the Riverfront Master Plan create the opportunity for a mix of housing types within the Riverfront Master Plan area. This will provide flexibility to accommodate a variety of housing types including those that can be utilized for affordable housing and rental housing and complies with the goal.

Amending the Comprehensive Plan Map, Zoning Map, and Development Code to reflect the intent of the Riverfront Master Plan includes the following code elements:

- Riverfront Commercial
- Mixed Employment
- Community Facilities
- Residential (R-2 & R-3)
- Implementation and regulation of the Riverfront Subdistrict Overlay design and development standards.

The proposal will assist in meeting housing density targets and complies with Goal 10.

GOAL 11: PUBLIC FACILITIES AND SERVICES

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

Finding: Newberg has acknowledged public facilities plans covering water, wastewater, transportation and stormwater. The Riverfront Master Plan identifies needed public facilities to support future development of the area. New public infrastructure will need to be extended to the planning area. The Master Plan identifies an Action Plan to incrementally provide the necessary public infrastructure improvements as development occurs. The Action Plan also notes where opportunities may exist for public / private partnerships to fund certain improvements.

In parallel with the Riverfront Comprehensive Plan and Map, and Development Code and Zoning Changes the City is updating its water, wastewater, transportation and stormwater master plans to be in

alignment with the Riverfront Master Plan. These amendments will be brought forward for City Council consideration in the winter of 2020.

The proposal complies with Goal 11.

GOAL 12: TRANSPORTATION

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

Finding: A key goal of the Riverfront Master Plan is increased connectivity throughout the Riverfront Master Plan area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City’s Capital Improvement Plan (CIP) and/or other funding plans, and construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those transportation systems not currently assigned a project number. Some projects were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates concluded that, with certain improvements and mitigation steps, compliance with Goal 12 can be achieved. The TSP update will be brought forward for City Council consideration in the winter of 2020.

GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: Implementation of the Master Plan will assist the City’s efforts to have a compact urban form for residential, commercial, and industrial development and as a result assists in conserving energy through an efficient land use pattern. The proposal complies with the goal and policy.

GOAL 14: URBANIZATION

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

Finding: The proposed amendments do not include an expansion of the Urban Growth Boundary. The Riverfront Master Plan area is within the City’s Urban Growth Boundary (UGB). However, much of the area still needs to annex into the City Limits. Annexation of these properties will be critical to providing needed infrastructure and realizing the development vision for the planning area. The City has initiated discussions with property owners regarding annexation steps and timing. Implementation of the Master Plan will ensure the efficient use of the land within the Urban Growth Boundary for the projected population and employment opportunities within the City and meets the goal.

GOAL 15: WILLAMETTE RIVER GREENWAY

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

Finding: The Riverfront Master Plan has been designed to take advantage of its location along the Willamette River. The Riverfront Master Plan Area currently hosts a vibrant and robust combination of

many of the City’s amenities, including parks, open spaces, trails, and several other community assets. Moreover, the area’s unique geography—situated along the Willamette River and close proximity to residential areas and downtown—helps lend itself to being a central pillar to the City’s identity. Given the amount of redevelopment opportunities and vacant land on the Riverfront are, the opportunity to strengthen one of Newberg’s cherished areas is ripe.

At the heart of the Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg. The Master Plan Envisions:

- Regional trail connections both up- and down-river that take advantage of Newberg’s natural geography and scenic views
- Preserved natural areas around stream corridors that protect and enhance watershed health
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river’s location in the city
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities
- Space for large group activities, such as concerts, cultural gatherings, or sporting events
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces
- A mix of open and covered spaces that provide opportunities for year-round activities
- A well-known destination that draws people from throughout the City and the region to Newberg’s riverfront

The proposed amendments do not impact the Willamette River Greenway protections already established by the Newberg Comprehensive Plan and development regulations. These protections will guide future growth and improvements within the greenway area.

B. Newberg Comprehensive Plan

II. GOALS AND POLICIES

A. CITIZEN INVOLVEMENT

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

Finding: These amendments are subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with Goal I of the Oregon Statewide Planning Goals. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation. The proposal complies with the goal.

B. LAND USE PLANNING

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

Finding: Development of the 2019 Riverfront Master Plan was based on an adequate factual base as documented in the Plan. Alternative land use arrangements were considered, and a Preferred Alternative was selected. Implementation measures proposed are consistent with and adequate to carry out relevant Comprehensive Plan policies and intended types of development for land use designations as noted in these findings, including the protection of natural and cultural resources. The proposed amendments to the Comprehensive Plan and Newberg Municipal Code comply with this goal.

C. AGRICULTURAL LANDS

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

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

D. WOODED AREAS

GOAL: To retain and protect wooded areas.

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

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

Finding: Newberg has an acknowledged Comprehensive Plan that complies with this goal and policy. Protections are in place for air, water and land resource quality. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with this goal.

F. AREAS SUBJECT TO NATURAL HAZARDS

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

Finding: Not applicable because the proposal does not modify policies or regulations related to natural hazard areas such as floodplains or landslide areas.

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

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.
2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.
3. To protect, conserve, enhance and maintain the Willamette River Greenway.

Finding: At the heart of the 2019 Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg through the provision of public open space. Changes in the Newberg Comprehensive Plan Land Use Map recommended by the 2019 Riverfront Master Plan create a continuous stretch of dedicated open space adjacent to the Willamette River. These changes ensure that adequate land is retained for park uses for existing and future residents as well as visitors, and that existing natural resources and the Willamette River Greenway are protected. The plan also envisions regional trail connections connecting Newberg's parks and nearby regional destinations, as well as a new park that takes advantage of the open space beneath the Newberg-Dundee Bypass to provide a covered recreation space for residents and visitors alike. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with these goals.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

Finding: The 2019 Riverfront Master Plan proposal envisions the riverfront as an economically thriving area with a mix of residential, commercial, industrial, and employment uses and enhanced transportation connections between the riverfront and Newberg's downtown. The proposed changes to the Comprehensive Plan Land Use Map includes increased medium- and high-density areas to provide more opportunities for affordable work-force housing. The analysis on the economy goal can be located above under the Statewide Planning Goals. The plan also includes a new mixed use area on the Riverfront Mill Site that is intended to provide a flexible mix of light industrial and employment uses that will support the City's diverse employment opportunities. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with this goal.

I. HOUSING

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

Finding: The preferred land use alternative for the 2019 Riverfront Master Plan recommends changes to the Newberg Comprehensive Plan Land Use Map that designates 180 acres of land for medium- and high-density residential uses in the core of the riverfront area to provide increased opportunities for

diverse housing types at increased densities and affordable price points. The analysis on the housing goal can be located above under the Statewide Planning Goals. The proposal also includes changes to housing policies to encourage housing as part of mixed use developments, as well as amendments to residential design standards in the Riverfront Overlay Subdistrict to reduce barriers to the development of missing middle and multifamily housing types. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with this goal.

J. URBAN DESIGN

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

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

Finding: The proposal includes amendments to the regulatory design standards urban design policies for the riverfront area to encourage urban design elements recommended in the 2019 Riverfront Master Plan such as wayfinding, gateway treatments, streetscape features, and building design elements that will help encourage a sense of place, support Newberg and the riverfront's unique character, and improve the livability and visual character of the City. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with these goals.

K. TRANSPORTATION

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

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

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

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

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

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

GOAL 7: Minimize the capital improvement and community costs to implement the transportation plan.

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

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

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

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

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

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

GOAL 14: Coordinate with Yamhill County Transit Area.

GOAL 15: Implement Transit-Supportive Improvements.

Finding: A significant goal of the project is increased connectivity throughout the 2019 Riverfront Master Plan area and improved connections between the riverfront area and downtown Newberg. This proposal also includes a policy to explore the development of a trolley system along the existing rail line in the riverfront area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City's Capital Improvement Plan (CIP) and/or other funding plans, and

construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those not currently assigned a project number. Some projects and amendments to commercial floor area in mixed use designations were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates (Appendix H of the 2019 Riverfront Master Plan) concluded that, with certain improvements and mitigation steps, compliance with statewide Goal 12 can be achieved. The proposal complies with this goal. The TSP update will be brought forward for City Council consideration in the winter of 2020.

L. PUBLIC FACILITIES AND SERVICES

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

Finding: Newberg has acknowledged public facilities plans covering water, wastewater, transportation, and stormwater. The Riverfront Master Plan identifies need public facilities to support future development of the area. New public infrastructure will need to be extended to the planning area. The Master Plan identifies an Action Plan to incrementally provide the necessary public infrastructure improvements as development occurs. The Action Plan also notes where opportunities may exist for public / private partnerships to fund certain improvements. The proposal complies with the goal.

M. ENERGY

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

Finding: The proposal will continue to assist the City's efforts to have a compact urban form for residential development and as a result assists in conserving energy through an efficient land use pattern. The proposal complies with the goal and policy.

N. URBANIZATION

GOALS:

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

Finding: The proposed amendments do not include an expansion of the Urban Growth Boundary. The Master Plan area is within the City's Urban Growth Boundary (UGB). However, much of the area still needs to annex into the City Limits. Annexation of these properties will be critical to providing needed infrastructure and realizing the development vision for the planning area. The City has initiated discussions with property owners regarding annexation steps and timing. Implementation of the Master Plan will ensure the efficient use of the land within the Urban Growth Boundary for the projected population and employment opportunities within the City and meets the goals.

C. Newberg Municipal Code

Chapter 15.100 LAND USE PROCESSES AND PROCEDURES

15.100.060 Type IV procedure – Legislative.

A. Type IV Actions Are Legislative. The planning commission shall hold a public hearing and make a recommendation to the city council. The city council shall hold another public hearing and make a final decision.

B. Legislative actions include, but are not limited to:

1. Amendments to the Newberg comprehensive plan text;
2. Amendments to the Newberg development code;
3. The creation of any land use regulation.

C. The public hearing before the planning commission shall be held in accordance with the requirements of this code. Notice of a hearing on a legislative decision need not include a mailing to property owners or posting of property (refer to NMC 15.100.200 et seq.).

D. Interested persons may present evidence and testimony relevant to the proposal. If criteria are involved, the planning commission shall make findings for each of the applicable criteria.

E. The city council shall conduct a new hearing pursuant to this code. At the public hearing, the staff shall present the report of the planning commission and may provide other pertinent information. Interested persons shall be given the opportunity to present new testimony and information relevant to the proposal that was not heard before the planning commission.

F. To the extent that a finding of fact is required, the city council shall make a finding for each of the applicable criteria and in doing so may sustain or reverse a finding of the planning commission. In granting an approval, the city council may delete, add, or modify any of the provisions in the proposal or attach certain conditions beyond those warranted for the compliance with standards if the city council determines that the conditions are necessary to fulfill the approval criteria.

G. The city council's decision shall become final upon the effective date of the ordinance or resolution.

Finding: Public hearings with the Planning Commission and the City Council will be required to finalize a decision regarding the application for the amendments to the Comprehensive Plan and Map, and Newberg Development Municipal Code and Zoning Map. This requirement can be met.

Chapter 15.302 DISTRICTS AND THEIR AMENDMENT

15.302.030 Procedures for comprehensive plan map and zoning map amendments.

This section describes the procedures and criteria that apply to any application to amend the land use designations identified on the comprehensive plan map, zoning map and land use regulations.

B. Type IV Plan and Zoning Map Amendments – Large Area of the City and Multiple Ownerships.

1. The city may initiate plan map amendments affecting large areas and multiple ownerships under the Type IV procedure. No public notice is required to initiate the amendment. Initiation must be done by resolution of the planning commission or city council. These map changes

include those that have widespread and significant impact beyond the immediate area of change.

Finding: The City Council initiated the plan map amendment and zone change amendment on June 15, 2020 by Resolution No. 2020-3682. This action meets the requirement.

2. Amendment Criteria. The city must demonstrate:

a. The proposed change is consistent with and promotes the objectives of the Newberg comprehensive plan and this code;

Finding: The proposed changes promote the objects of the Comprehensive Plan and this code as addressed in the findings for compliance with Statewide Planning Goals and Newberg Comprehensive Plan Goals and Policies, and Findings for compliance with the Newberg Municipal Code (Title 15 Development Code). The proposed changes implement the Riverfront Master Plan as accepted by the City Council on September 16, 2019 by Resolution No. 2019-3596. This criterion is met.

b. There is a public need for a change of the kind in question;

Finding: The Riverfront Master Plan was accepted by the City Council on September 16, 2019. The City's adopted Comprehensive Plan includes several existing policies related to the Riverfront District, which was originally put into place by the 2002 Riverfront Master Plan. The 2019 Riverfront Master Plan includes specific recommendations to update these policies to ensure that the Comprehensive Plan is consistent with and implements the current vision for the riverfront area. The specific Comprehensive Plan Amendments (1 – 14) noted above are the amendments to the Comprehensive Plan for City Council and Planning Commission consideration.

Newberg Development Code and Zoning Map - The City created the Riverfront Subdistrict (15.352) in 2002 with adoption of the 2002 Riverfront Master Plan. The subdistrict was intended to encourage access to the Willamette River and allow for specific design standards for development in the area. Implementation of the 2019 Riverfront Master Plan will include updating the existing Riverfront Subdistrict standards rather than developing entirely new code language. This approach will reduce the amount of new and unfamiliar material for the City to administer and minimize the number of changes to zoning designations on properties in the area. The specific Development Code Amendments (1 -8) noted above are the amendments to the Development Code Comprehensive Plan for City Council and Planning Commission consideration. These changes also amend the comprehensive plan map and zoning map for the riverfront area. The updated Comprehensive Plan Map and Zoning Map identify the recommended land use and zoning districts from the 2019 Riverfront Master Plan and will replace "Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning" and update the Comprehensive Plan Map.

There is a demonstrated public need identified in the Riverfront Master Plan and as outlined in the findings of Exhibit "B" for the proposed Comprehensive Plan, Zoning Map, and land use regulations. This criterion is met.

c. The need will be best served by changing the classification of the particular piece of property in question as compared with other available property;

Finding: Not applicable because the Riverfront Master Plan area encompasses 460 acres of land and is

made up of multiple properties. There is no other area in Newberg similar to the Riverfront and the unique vision that was established with the 2019 Riverfront Master Plan.

d. Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.

Finding: A significant goal of the Riverfront Master Plan project is increased connectivity throughout the Riverfront Master Plan area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City’s Capital Improvement Plan (CIP) and/or other funding plans, and construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those transportation systems not currently assigned a project number. Some projects were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates (Appendix H of the 2019 Riverfront Master Plan) concluded that, with certain improvements and mitigation steps, compliance with Statewide Planning Goal 12 can be achieved. Those mitigation measures include a traffic signal at Hancock Street/Blain Street and First Street/Blaine Street. The TSP update will be brought forward for City Council consideration in the winter of 2020.

C. Amendment of Land Use Regulation. A change in requirements, general provisions, exceptions or other provisions of a land use regulation may be initiated by a resolution of the planning commission or the city council. No notice is required to initiate the amendment. Amendments to land use regulation shall be reviewed under the Type IV procedure.

Finding: The City Council initiated the plan map amendment and zone change amendment on June 15, 2020 by Resolution No, 2020-3682. This action meets the requirement. The proposed changes are being evaluated using the Type IV procedure as outlined in NMC 15.100.060.

15.302.060 Establishment of districts and subdistricts by map.

The location and geographical boundaries of various districts and subdistricts shall be shown on a map or maps setting forth the district and subdistrict classifications applicable to the land and property contained in the zoning map.

Finding: The Zoning Map is amended as reflected in Exhibit “D” for districts and subdistricts to implement the Riverfront Master Plan.

Conclusion: The proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments meet the applicable requirements of the Statewide Planning Goals, and the Newberg Comprehensive Plan, and should be approved.



RESOLUTION No. 2020-3682

A RESOLUTION INITIATING AN AMENDMENT TO THE NEWBERG COMPREHENSIVE PLAN AND MAP, NEWBERG MUNICIPAL CODE, TITLE 15 DEVELOPMENT CODE 15.05.110 ADOPTION OF ZONING MAP AND 15.300 - 15.500 FOR REGULATIONS RELATED TO THE RIVERFRONT MASTER PLAN

RECITALS:

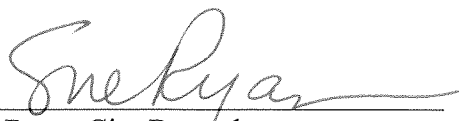
1. On September 16, 2019 the City Council adopted Resolution No. 2019-3596 accepting the Riverfront Master Plan.
2. The Riverfront Master Plan is a long range plan that provides guidance on future actions, which are needed to carry out the plan vision. An implementation strategy was created that outlines short and long term actions for the Plan (Appendix E). The actions include additional planning, regulatory updates, infrastructure projects, and program/funding development.
3. The request is to consider initiating an amendment to the Newberg Comprehensive Plan and Map, and Newberg Municipal Code Title 15 Development Code (NDC).

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

1. The City Council initiates an amendment to the Newberg Comprehensive Plan and Map, and Newberg Municipal Code, Title 15 Development Code to implement the Riverfront Master Plan. This starts the public process to study the proposed amendments.
2. By initiating this amendment, the City Council does not commit to taking any specific action on the proposal. It only wishes to give the amendment full consideration by the Planning Commission and City Council in public hearings.

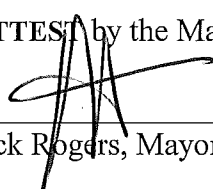
➤ **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: June 16, 2020.

ADOPTED by the City Council of the City of Newberg, Oregon, this 15th day of June, 2020.



 Sue Ryan, City Recorder

ATTEST by the Mayor this 18th day of June, 2020.



 Rick Rogers, Mayor



RESOLUTION No. 2019-3596

**A RESOLUTION ACCEPTING THE NEWBERG RIVERFRONT MASTER
PLAN AS A GUIDING DOCUMENT FOR FUTURE PLANNING EFFORTS AND
INVESTMENTS**

RECITALS:

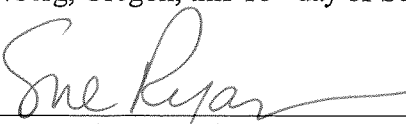
1. In August 2016 the City received a grant from the Oregon Department of Transportation and the Department of Land Conservation and Development Transportation and Growth Management (TGM) program to develop an updated Newberg Riverfront Master Plan. The consultant team selected for the project was led by Angelo Planning Group.
2. The Newberg Riverfront Master Plan was developed through an extensive public involvement process that involved a Citizen Advisory Committee, Technical Advisory Committee, stakeholder interviews, and in-person and on-line public workshops.
3. The Newberg Riverfront Master Plan will be a guiding document for future Riverfront planning efforts and investments.
4. The Newberg Planning Commission held a public hearing on August 22, 2019 to consider the draft plan. The Commission considered testimony, deliberated, and adopted Planning Commission Resolution 2019-348 which recommended that the City Council accept the Newberg Riverfront Master Plan.
5. After proper notice, the Newberg City Council held a hearing on September 16, 2019, to consider the Newberg Riverfront Master Plan. The City Council considered testimony and deliberated.

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

1. The City Council hereby finds that accepting the Newberg Riverfront Master Plan would be in the best interests of the city. The proposed Newberg Riverfront Master Plan as shown in Exhibit "A" is hereby accepted as a guiding document for future Riverfront planning efforts and investments. Exhibit "A" is hereby accepted and by this reference incorporated.

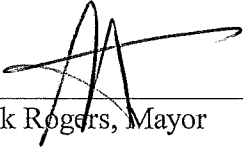
➤ **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: September 17, 2019.

ADOPTED by the City Council of the City of Newberg, Oregon, this 16th day of September, 2019.



 Sue Ryan, City Recorder

ATTEST by the Mayor this 19th day of September, 2019.



A handwritten signature in black ink, appearing to read 'Rick Rogers', is written over a horizontal line.

Rick Rogers, Mayor

List of Exhibits:

- Exhibit "A": Newberg Riverfront Master Plan with Appendices
- Appendix A - Visions and Goals
- Appendix B - Existing and Planned Conditions
- Appendix C - Land Use Alternatives
- Appendix D - Infrastructure Needs
- Appendix E - Incremental Implementation Strategy
- Appendix F - Comprehensive Plan Amendments
- Appendix G - Zoning Map and Development Code Amendments
- Appendix H - Transportation Planning Rule (TPR) Assessment
- Appendix I - Market Analysis
- Appendix J - Summary of Public Involvement



NEWBERG RIVERFRONT MASTER PLAN

SEPTEMBER 2019

Newberg's riverfront will be a lively, lush, and economically thriving destination that is frequented by Newberg residents and visitors alike. As a local and regional destination, it will provide spaces for large events, as well as opportunities for families and individuals to gather, recreate, and relax. Safe and direct connections for walkers, bikers, and drivers will draw people to the riverfront from downtown and other areas of the city. A mix of residences, public spaces, services, commerce, and industrial uses will tie together through great design, creating a unique, mixed use setting on the Willamette River.

ACKNOWLEDGMENTS

The City of Newberg appreciates the guidance and efforts of our Advisory Committee members, as well as the City staff, stakeholders, interest groups, civic leaders, and community members who contributed their time, energy, and ideas to this planning effort.

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This project is partially funded by a grant from the Transportation and Growth Management (“TGM”) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America’s Surface Transportation Act (FAST-Act), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Appendices

Appendix A: TM1 - Vision and Goals

Appendix B: TM2 - Existing and Planned Conditions

Appendix C: TM3 - Land Use Alternatives

Appendix D: TM4 - Infrastructure Needs

Appendix E: TM5 - Incremental Implementation Strategy

Appendix F: TM6 - Comprehensive Plan Amendments

Appendix G: TM7 - Zoning Map and Development Code Amendments

Appendix H: TM8 - Transportation Planning Rule (TPR) Assessment

Appendix I: Market Analysis

Appendix J: Summary of Public Engagement

- Summary of Public Event 1
- Summary of Online Open House 1
- Summary of Public Event 2
- Summary of Online Open House 2
- TAC Meeting Summaries and CAC Meeting Minutes
- Public Comment Log
- Summary of ODOT Rail Meeting
- Oregon Marine Board Comments

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EXECUTIVE SUMMARY

INTRODUCTION

Newberg's Riverfront lies at the intersection of the City's past and its future. This plan updates the 2002 Newberg Riverfront Master Plan, providing renewed guidance for private development and public investment in order to establish a desired mix of residential and employment uses; protect open space areas and other unique features of the Riverfront; take advantage of its location along the Willamette River; and plan for a multi-modal transportation network to provide internal access and connections to the rest of the City of Newberg.

The **Riverfront Area** currently hosts a vibrant and robust combination of many of the City's amenities, including parks, open spaces, trails, and several other community assets. Moreover, the area's unique geography—situated along the Willamette River and close proximity to residential areas and downtown—helps lend itself to being a central pillar to the City's identity. Given the amount of redevelopment opportunities and vacant land on the Riverfront, the opportunity to strengthen one of Newberg's cherished areas is ripe.

The **Physical Constraints** are numerous natural and manmade features that limit development and connectivity to other areas, including the Newberg-Dundee Bypass, and ODOT right-of-way, two large parks, and closed landfill and industrial site, which may be available for certain uses in the future.

The Newberg Riverfront Master Plan **Market Analysis** assessed conditions for residential, commercial, office, and industrial development, as well as public recreational facilities at the Riverfront. The Analysis found that almost half of all projected employment growth is expected to be in the industries of Educational and Health Services, Professional and Business Services, and Manufacturing. Additionally, single family and multifamily housing have represented a majority (roughly 85%) of all development in the area in recent years. The Analysis also noted the unlikelihood of hotel development in the foreseeable future due to current site conditions, however that will likely change as the area transitions to a more commercial/retail-oriented district with various tourism-related attractions. Such prospects are strengthened when considering the access to natural and cultural amenities in the area’s immediate vicinity, such as the Willamette River and world-class wine country.

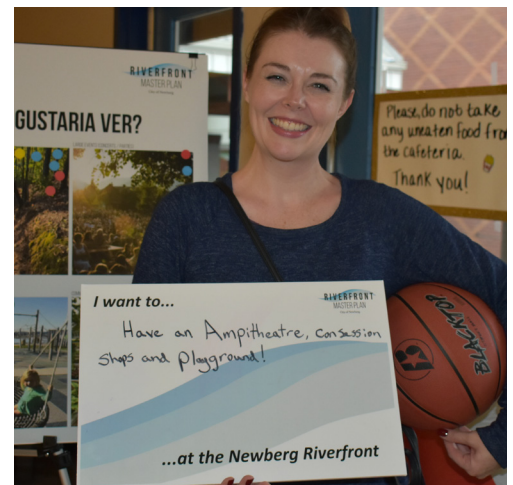
The Newberg Riverfront Master Plan plays a **regulatory role** by laying out the long-term vision for the Riverfront Area. It will be used as a guiding document for the City to plan for future growth and development in the Riverfront. It will instigate site-specific development standards, Comprehensive Plan amendments, and zoning changes to be consistent with the vision and goals set forth in this plan.

VISION AND GOALS

The Newberg Riverfront Vision Statement and Goals provide a verbal snapshot of the Riverfront Area at build-out. The following vision statements and goals were developed based on community feedback from a series of public open houses, meetings, and workshops:

We envision:

- Regional trail connections both up- and down-river that take advantage of Newberg’s natural geography and scenic views
- Preserved natural areas around stream corridors that protect and enhance watershed health
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river’s location in the city
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities



- Space for large group activities, such as concerts, cultural gatherings, or sporting events
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces
- A mix of open and covered spaces that provide opportunities for year-round activities
- A well-known destination that draws people from throughout the City and the region to Newberg’s riverfront

The Newberg Riverfront Master Plan **planning process** began in early spring 2018 and concluded in summer 2019. The planning process has been shaped and guided by the community through in-person and online input, and it included an extensive public involvement component. The outreach process built on the City’s existing network of community groups, including youth groups and schools, senior centers, Rotary Club, Hispanic/Latino community groups, and local advocacy groups. The overall process was guided by two advisory committees: the Technical Advisory Committee (TAC); and the Citizens Advisory Committee (CAC). The Planning Commission and City Council were also involved at key points throughout the planning process. This vision was ultimately cultivated by community members, with guidance from advisory committees and the project team. Newberg residents shared their aspirations for a socially, environmentally, and economically thriving area with a diversity of uses and users, river access and scenery, and an extensive network of trails connecting the riverfront with regional attractions.

This plan utilized a strategy of **alternatives development**, which tested various concepts for land uses in the area. Some key issues raised through this process include:

- The possibility of locating new housing east of S River Street
- Types of uses that might be suitable for redeveloped portions of the Riverfront Industrial Site
- The importance of city-wide efforts to mitigate the effects of gentrification on lower-income neighborhoods
- The mix and balance of commercial, industrial, and other uses appropriate for the Riverfront Area

Through this process three “development programs” were created to examine the opportunities of the Riverfront Area. These programs helped describe the character portions of the Riverfront Area and led to the development of more detailed land use and transportation alternatives.



THE RIVERFRONT MASTER PLAN - PREFERRED ALTERNATIVE

The **Foundational Elements** of the chosen alternative are summarized as follows:

- Connections to the river
- Gateways
- Streetscape Improvements
- S River Street
- Mixed-Use Nodes

New **Local and Regional Trails** that connect to the existing trail network were the most desired feature of the Riverfront Master Plan mentioned during the City’s public outreach process. A network of trails are therefore proposed throughout the Riverfront Area. Trails and connections through the area include:

- Extension of the existing Bypass Trail between S River Street to S College Street
- Existing and new trails in Ewing Young Park, and connections between the park and other parts of the Riverfront Area
- Local and regional trail connections within and to Rogers Landing and other locations along the Willamette River
- Connections east of NE Wynooski
- Trails along Chehalem Creek
- A prominent pedestrian esplanade at the top of the bluff west of S River Street, and potentially connecting further east along the southern edge of the Riverfront Industrial Site
- Multi-use path along Rogers Landing Road

“**Water Trails,**” are marked routes on navigable waterways for recreational use. Floating trips along the Willamette River are a popular activity, and the Riverfront Area holds significant promise for supporting access and opportunities to support this unique recreational pastime.

Street and Streetscape Improvement areas include S River Street and S College Street, which represent key connections from the Riverfront Area to the rest of the City while also offering safe and convenient access for a variety of transportation modes. Streetscape design details will need further study before adoption into the Newberg Transportation System Plan (TSP).

Newberg’s **signature parks** have the potential to work together to create a “green” seamless connection between downtown and the open space and waterfront attractions this Plan provides. These signature parks include the following:

- Rogers Landing Park
- Underpass Park
- Ewing Young Park
- Scott Leavitt Park
- Amphitheater Area

IMPLEMENTATION

The Newberg Riverfront Master Plan is intended to be a guiding document, providing direction for actions related to the future projects and partnerships to carry out a clear vision, guiding principles, and concept plans. The Plan also proposes amendments to the City’s Comprehensive Plan and Development Code to advance the vision and goals outlined herein. The Riverfront Master Plan is ultimately a community partnership and a long-term plan for the revitalization and growth of the area for decades to come, consistent with the community’s vision for the future of the area.

The **Riverfront Master Plan Incremental Implementation Strategy** focuses on the targeted pursuit projects, partnerships, and concept plans. The Plan will be implemented in steps, with the immediate initiation of some actions, and gradual/delayed objectives to unfold in the following years. This approach allows the City to regularly evaluate implementation of the Riverfront Master Plan and make amendments as opportunity or changing circumstances necessitate.

The Plan must be accompanied by an implementation program—a strategy indicating the appropriate tools, actions, and timelines for carrying out the Plan. The Implementation Action Plan to carry out the Riverfront Master Plan focuses on the following:

- Changes to the City’s Comprehensive Plan, development code, and implementing ordinances
- Future infrastructure improvements
- Development and community projects important for creating a climate of investment within the area
- Actions to be taken and partnerships to be formed
- Sources of funding for improvements within the area
- Time frame for initiating key actions and projects.

Implementation strategies are broken down into three broad categories:

1. Regulatory Actions
2. Funding and Organizational Strategies or Actions
3. Infrastructure Investments

Regulatory actions are an essential first step toward realizing the vision of the Riverfront Master Plan. Regulatory actions to be undertaken include the following:

- Amend the Comprehensive Plan to Reflect the Intent of the Riverfront Master Plan
- Amend the Comprehensive Plan Map, Zoning Map, and Development Code to Reflect the Intent of the Riverfront Master Plan
 - Riverfront Commercial
 - Mixed Employment
 - Community Facilities
 - Residential (R-2 & R-3)
- Implementation and regulation of the Riverfront Subdistrict Overlay design and development standards

Funding and Organizational actions allow the project’s vision to come to life. These actions provide the funding mechanisms and organizational structure for carrying out the other projects and actions in the Plan. These actions include:

- Conduct an Urban Renewal Feasibility Study and Plan that includes the Riverfront
- Consider Appointing a Riverfront Implementation Working Group or Committee
- Explore Partnering with Baker Rock Property Owners
- Maintain a mutually beneficial relationship with the Riverfront Industrial Site
- Evaluate and Consider Implementing other Funding and Tools

Successful implementation of **infrastructure improvements, projects, and actions** is pivotal to achieving the desired outcomes that the Riverfront Master Plan envisions. The implementation of these projects first requires identifying the actions and preliminary subtasks that need to be taken, as well as the timeframe within which they should be initiated (and by whom).

Identifying and planning for some **“quick wins”** (highly-visible, high-impact activities and projects) will help maintain continuous support for the Newberg Riverfront Master Plan. The **Underpass Park** and some of the improvements at **Rogers Landing Park** are two quick wins identified for the Newberg Riverfront.

Transportation projects include new multi-modal facilities, streetscape improvements, new roads and extensions to existing roads, and a trolley connecting to Downtown Newberg.

- Esplanade and Overlooks
- Streetscape Improvements
- Update the Transportation System Plan (TSP) to reflect needed changes

Parks, trails, and open space are an integral component to the Riverfront Master Plan, as these projects are key for attracting visitors and residents, thereby cultivating a strong sense of place. The Plan focuses on further developing the following aspects of the area:

- Gateways

- Trails
- Rogers Landing Improvements
- Improve the Waterline Bridge over the Willamette River

Existing utilities within the project area include **wastewater, stormwater, potable water, and private utilities** (electricity, natural gas, and telecommunications). Much of the Riverfront Area is relatively underdeveloped, so existing utilities are limited in extent and size. The following improvements within the Plan area include the following:

- Extend a Water Distribution Main West from the Transmission Main
- Extend a Water Main from S College Street
- Improve the Water Distribution Network North of the Bypass
- Improve the Wastewater System
- Improve the Stormwater System
- Study the Potential Repurposing of the Existing Riverfront Industrial Site Lagoons as a Regional Stormwater Facility

CONCLUSION

The Riverfront Master Plan and the Incremental Implementation Strategy represent a draft framework and guide for the revitalization of the Newberg Riverfront area into a thriving, mixed-use neighborhood that is close-in and complementary to Downtown Newberg. As this Plan expresses the community's vision and a manifestation of their desired outcomes for this area, the Plan must be a dynamic and responsive policy framework and action plan—one that changes as needed to keep pace with changing community values and external factors, and as opportunities arise. The Newberg Riverfront Master Plan is intended to evolve accordingly, serving as the framework for further refinement according to changing circumstances and the wishes of the community.



Newberg's Riverfront lies at the intersection of the City's past—with a long history of trade and waterfront industry—and its future. This plan updates the 2002 Newberg Riverfront Master Plan, providing fresh guidance for private development and public investment in order to establish a desired mix of residential and employment uses; protect open space areas and other unique features of the Riverfront; take advantage of its location along the Willamette River; and plan for a multi-modal transportation network to provide internal access and connections to the rest of the City of Newberg.

THE RIVERFRONT AREA

Nestled along the Willamette River in the Chehalem Valley, Newberg already boasts a diverse mix of parks and open spaces, trails, local and national retailers, restaurants, educational institutions, community services, industrial and office uses, and homes. It is near the Portland metropolitan area to the northwest, natural and agricultural lands to the south, and is centrally located in the Willamette Valley wine country. The Riverfront Area runs along a unique bend in the Willamette River, with spectacular views of French Prairie south of the Willamette River.

Newberg's Riverfront Area is generally defined as the land within the City's Urban Growth Boundary (UGB) between E Ninth Street and the Willamette River. It is a short walk from the neighborhoods to the north and only three-quarters of a mile from the City's downtown. The area contains a mix of single-family households, attached housing, and multifamily housing; vacant or partially vacant properties; industrial and commercial uses; and parks and natural areas. The Riverfront is anchored by Roger's Landing Park, which is one of Oregon's premier boating facilities on the Willamette River. The recently-constructed Phase 1 of the Newberg-Dundee Bypass runs east-west through the Riverfront Area. It is elevated on fill through much of the study area, with portions on structures that allow for travel and low-impact uses beneath.

The Newberg Riverfront Area presents several unique opportunities that will

Looking Back



The City's first Riverfront Master Plan, which was adopted in 2002, was developed in response to community desires to consider a new future for the area. It was intended to set the stage for the development of a vibrant new neighborhood and to re-establish the connection between the river and the greater Newberg community. Prior to the 2002 planning effort Newberg's riverfront had been used primarily for industrial purposes, like many other "working waterfronts" throughout Oregon.

Looking Forward



This plan is an update of the City's 2002 Riverfront Master Plan and builds upon that effort. In 2002, the Riverfront Area was facing an uncertain future due to the possibility of a bypass connecting OR 219 to OR 99W through the area. Phase 1 of the Newberg-Dundee Bypass has since been constructed, bisecting the Riverfront Area, with an additional phase of expansion expected in the future.

Similarly, the planning process for the updated plan has faced uncertainty regarding the ownership and use of the Riverfront Industrial Site* (a former paper mill). At the beginning of the process, the site's owners were actively pursuing the sale of the property to various potential buyers. In early 2019 WestRock stated its intent to re-open the plant as an active manufacturing use at an undetermined point in the future. However, later in

the year WestRock again announced plans to sell the property, stating in an August 5, 2019 press release** that they are “encouraged by the interest in the property and believe there is a great opportunity for a buyer to completely redevelop the property in line with the city’s proposed Riverfront Master Plan and for the long-term benefit of local residents.”

Because the Riverfront Industrial Site occupies such a large portion of Newberg’s riverfront, this plan must be flexible in order to address the wishes of the site’s current and potential future owners, while achieving community outcomes. Specifics about the implementation of the plan with respect to the Riverfront Industrial Site and other properties are provided in the Implementation chapter.

**As used in this plan, the "Riverfront Industrial Site" is the property east of S River Street, west of Wynooski Street, and south of the Newberg-Dundee Bypass.*

*** <https://www.westrock.com/en/news/company-news/westrock-announces-plans-to-sell-newberg-property>*

impact its future development, including large-lot vacant land, the former paper mill site, a railroad spur serving the mill site, access to the Willamette River, and a key regional park.

Physical Constraints

The Riverfront Area is roughly 460 acres in total, but it contains numerous natural and manmade features that limit development and connectivity to other areas. These unbuildable areas are shown in Figure 2. Steep slopes, stream corridors, and floodplains associated with the Willamette River, Chehalem Creek, and Hess Creek surround the area. Phase 1 of the Newberg-Dundee Bypass bisects the area, and ODOT has acquired right-of-way for a future expansion of the roadway that would double its width. There are also two large parks in the area (Ewing Young Park and Roger’s Landing). A closed Yamhill County landfill and the Riverfront Industrial Site represent large areas that may be available for certain uses in the future.



FIGURE 1. RIVERFRONT AREA

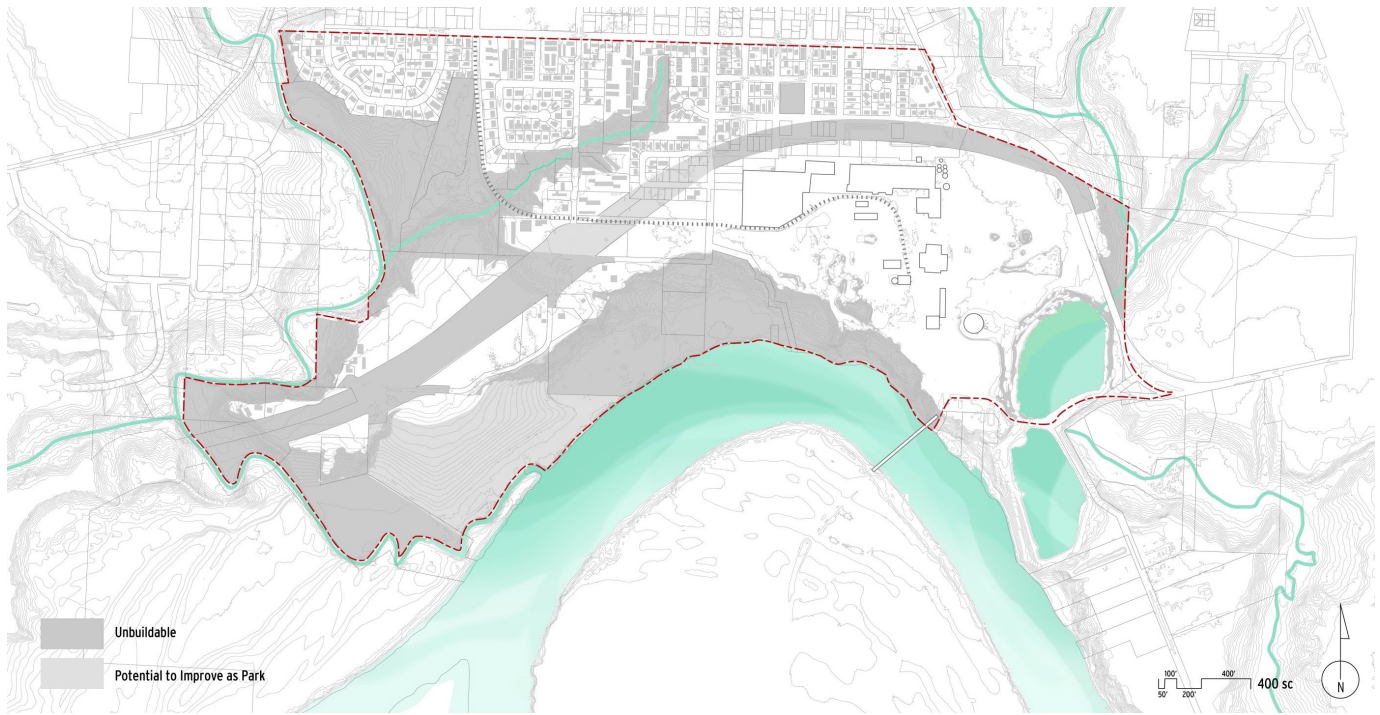


FIGURE 2. DIAGRAM OF UNBUILDABLE LAND IN THE RIVERFRONT AREA (INCLUDES STEEP SLOPES, FLOODPLAIN, BYPASS, EXISTING PARKS)

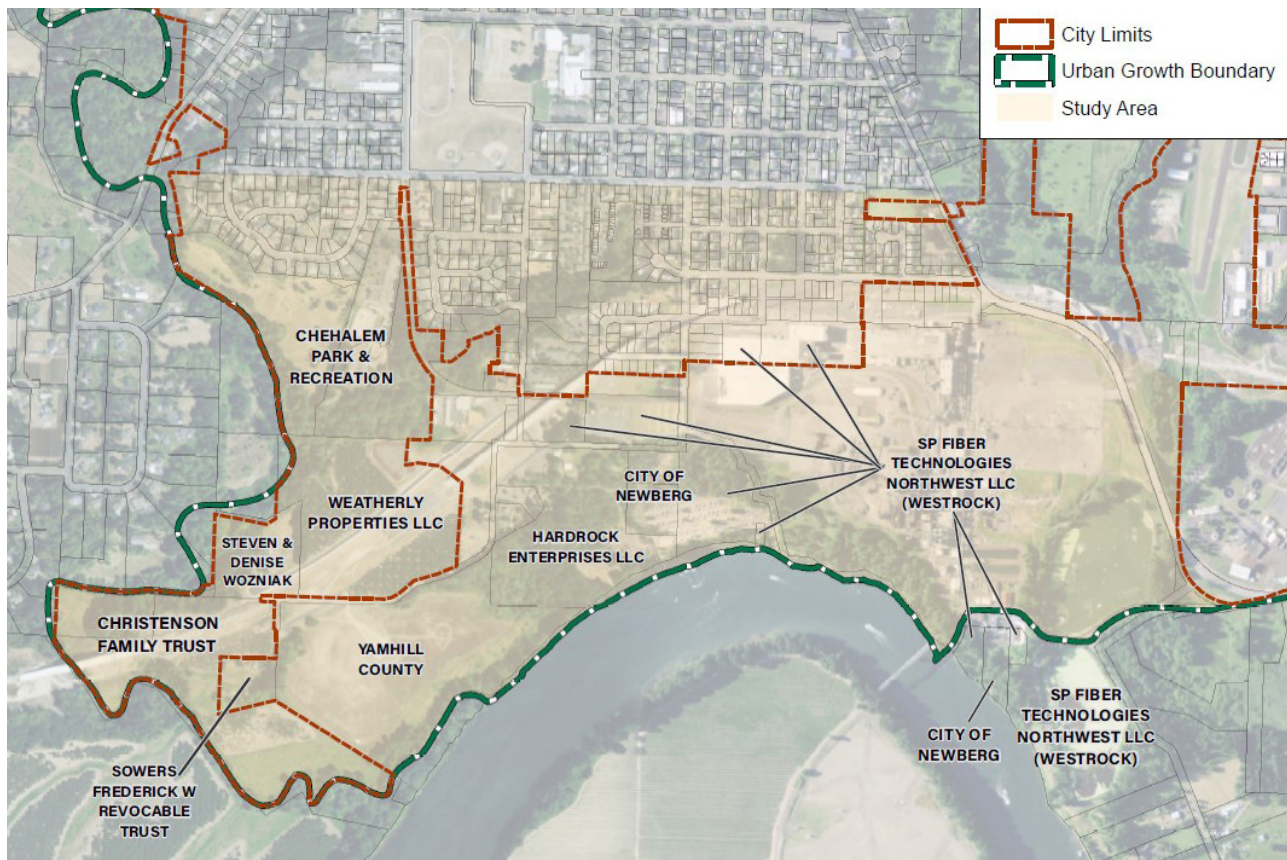


FIGURE 3. PROPERTY OWNERS IN THE RIVERFRONT AREA



FIGURE 4. NEWBERG RIVERFRONT REGIONAL CONTEXT

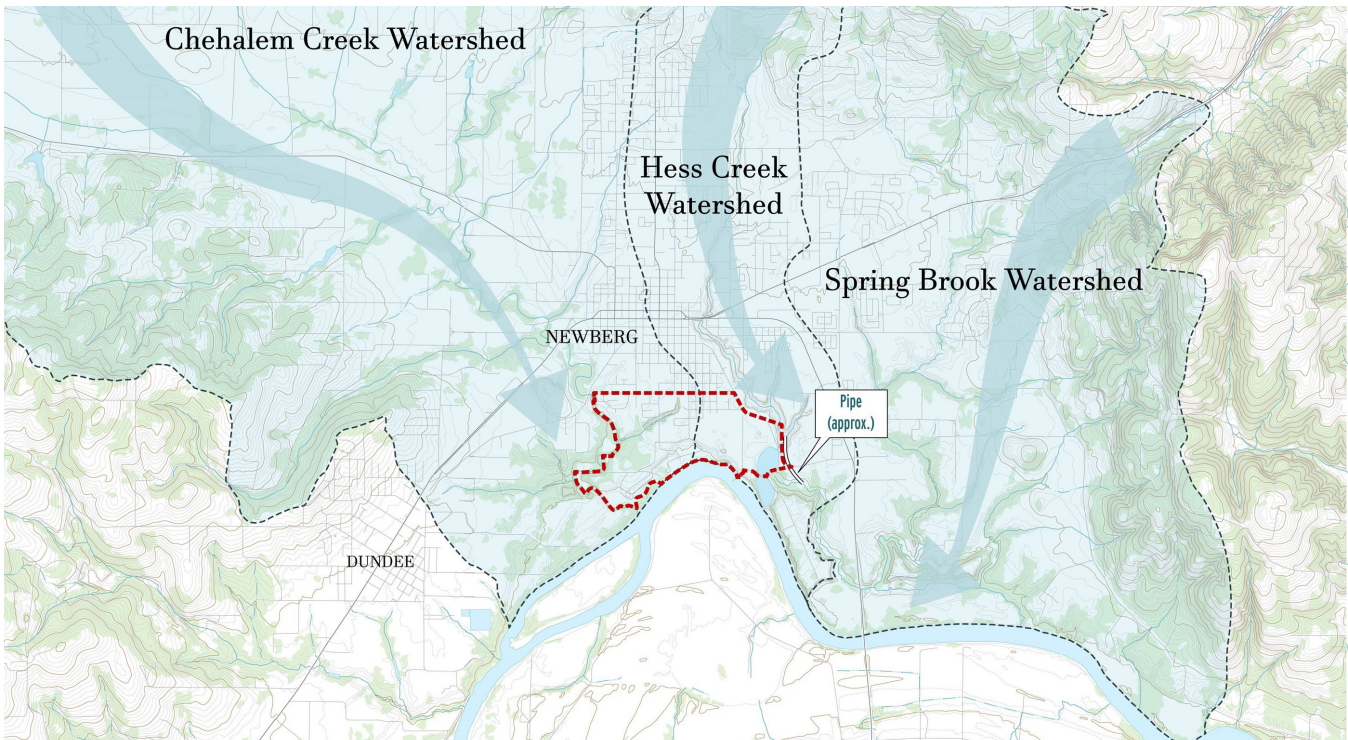


FIGURE 5. RIVERFRONT AREA HYDROLOGY

Market Analysis Summary

The Newberg Riverfront Master Plan Market Analysis assessed conditions for residential, commercial, office, and industrial development, as well as public recreational facilities at the Riverfront. Market area for this analysis is approximately defined as a five-mile radius around the study area—roughly a 15-minute drive time from the Riverfront Area. Newberg’s market area represents the area from which the most demand for residential, commercial, and industrial growth will originate, and where most of the competitive development is located. Residents and businesses located in this area are the most likely groups to support retail on site, lease office space, and live in the study area.



Major takeaways of the market analysis are summarized below.

- Population Growth.** The Population Research Center at Portland State University (PSU) produces annual Population Estimates for Oregon and its counties and cities and has projected Newberg’s population growth by the year 2040 to outpace population growth in Yamhill County as a whole.
- Employment Growth.** Almost half of all projected employment growth is expected to be in the industries of Educational and Health Services, Professional and Business Services, and Manufacturing. The fastest-growing industry is Professional and Business Services. Aside from manufacturing, these industries tend to drive the most demand for new office construction.
- Housing Construction.** Since 2009, single family and multifamily housing have comprised the vast majority of all development in the market area. Single family development has comprised 59% of all building area, and multifamily has comprised 26% of all building area, for a total of 85% in both housing categories. This is due to relatively rapid population growth and ongoing housing scarcity in Yamhill County and the Portland metropolitan region. Feasible building forms within the Riverfront Area are likely to include detached single-family homes, townhouses, and garden apartments, generally ranging from at 6 to 30 units per acre. “Urban garden apartments” (three to four stories, with tuck-under parking) require higher rents than are currently being achieved in Newberg but could be feasible in the medium- to long-term.

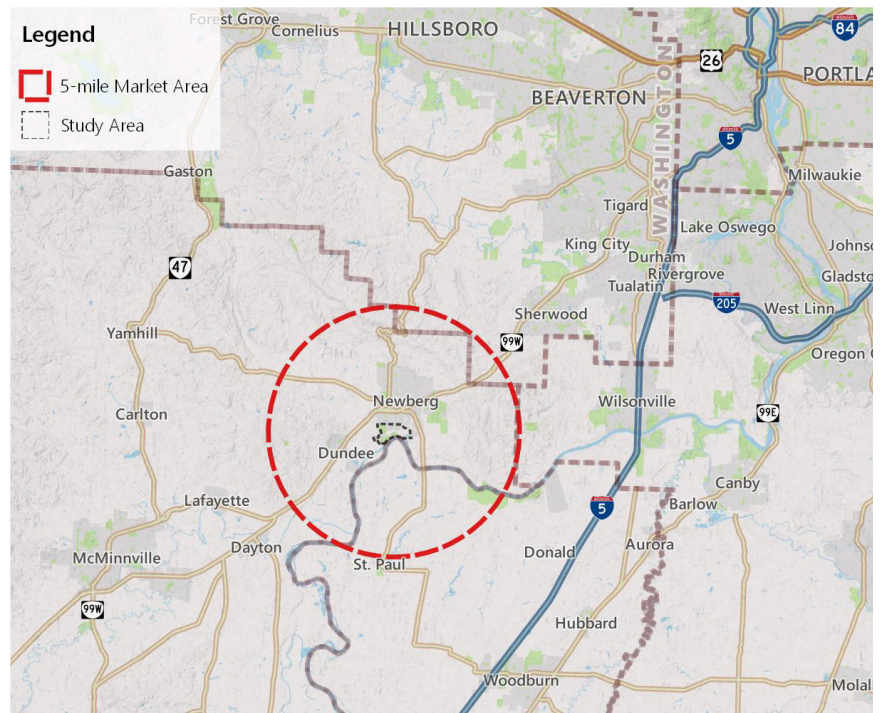


FIGURE 6. REGIONAL OVERVIEW AND MARKET AREA

- Lodging Development.** Due to the area’s current industrial character, lack of commercial amenities on-site today, lack of major nearby employment clusters, and lack of visibility from major roadways, a hotel is not likely to be feasible in the near term. In the longer term, numerous amenities would improve prospects for hotel development, including: pedestrian and bicycle trails; additional parks, open spaces, and festival venues; restaurants and retail; wine tasting and wine-related uses; and other residential and commercial development. The Riverfront will likely require a “destination hotel,” that is special and differentiated from the Hwy 99W hotels now in Newberg, and also has a higher price point in order to justify the higher level of amenities. Numerous cities have transitioned their waterfronts from industrial to mixed-use. The Hood River and Independence waterfronts are two local examples, and both include hotels. Hood River “set the stage” with restaurants, retail, office space, and an exceptional series of parks and open spaces. Therefore, if place making amenities are built, and commercial amenities added, a hotel could be feasible in the medium or long-term. The more that a hotel developer needs to create these amenities “from scratch,” the more difficult the economics will be.



Eugene



Bend



Hood River



Corvallis



Salem



Milwaukie

FIGURE 7. EXAMPLES OF RIVERFRONTS IN OTHER COMMUNITIES

- Special Amenities in the Riverfront Area.** Real estate developers and commercial tenants place a high value on quality of place and special amenities such as views, open space, and riverfronts (although these amenities can also limit visibility and access to larger market areas). In particular, restaurants, destination retail, housing, and lodging tend to pay a particular premium for these amenities, as seen in waterfronts around the Pacific Northwest such as RiverPlace in Portland, the Mill District in Bend, and First Street in Corvallis.

REGULATORY ROLE OF THE PLAN

The Newberg Riverfront Master Plan lays out the long-term vision for the Riverfront Area. It will be used as a guiding document for the City to plan for future growth and development in the Riverfront. Implementation measures will be completed over time and as opportunities arise. Amendments to development standards, Comprehensive Plan policies, and some zoning and plan designation changes are proposed for early implementation to begin setting the stage for redevelopment. It should be noted that much of the Riverfront south of the Newberg-Dundee Bypass, including the Riverfront Industrial Site, lies outside the Newberg city limits. Newberg regulations and zoning would only apply if the properties were annexed into the City.

An aerial photograph of a suspension bridge crossing a river. A large, multi-colored hot air balloon (blue, orange, and white) is positioned in the center of the bridge's span. The bridge's steel truss structure is clearly visible, and the surrounding landscape includes green trees and a clear sky. The text "VISION AND GOALS" is overlaid in large, white, bold letters across the middle of the image.

VISION AND GOALS

Early in the process, the Newberg Riverfront Master Plan Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) met to envision the potential future for the Riverfront Area. They brainstormed answers to this question: “Imagine you must leave Newberg to live on a beautiful South Sea island. You return in 20 years and the Riverfront Master Plan has been successfully implemented. You like what you see. What do you see?” Their ideas formed the basis for the Newberg Riverfront Vision Statement and Goals, which provides a verbal snapshot of the Riverfront Area at build-out. This vision statement and its goals were then brought to the public in an in-person and on-line open house, creating the foundation for the rest of this planning effort.

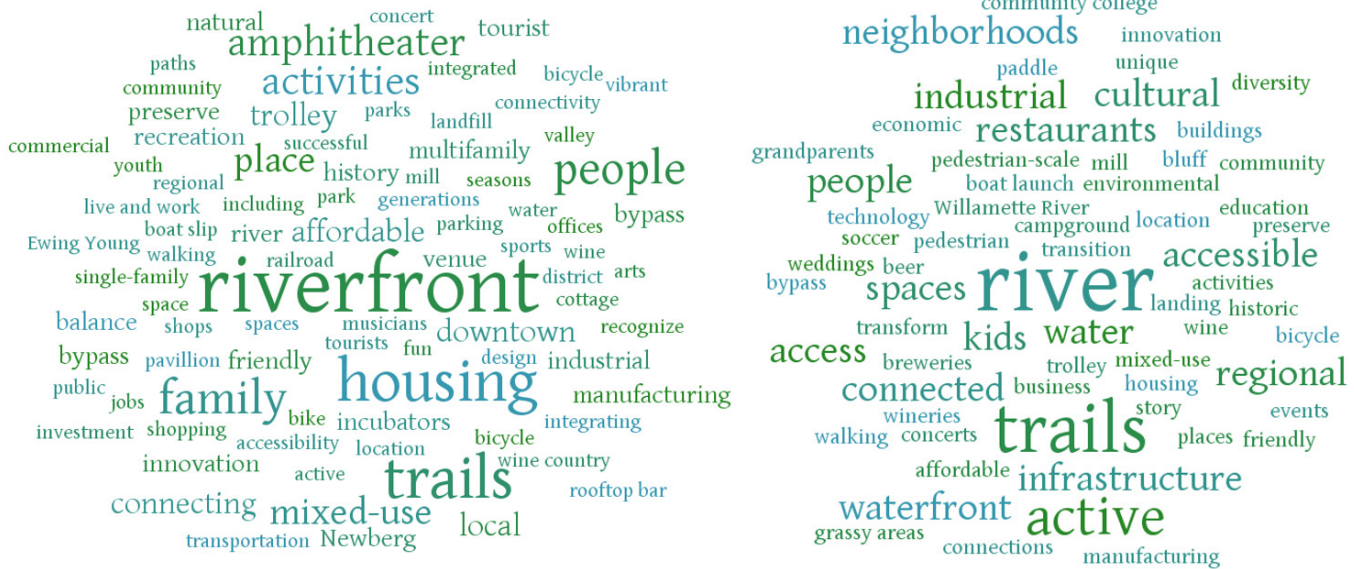


FIGURE 8. WORD CLOUD DIAGRAMS OF VISIONING EXERCISE FROM THE CAC (LEFT) AND TAC (RIGHT)

Newberg’s riverfront will be a lively, lush, and economically thriving destination that is frequented by Newberg residents and visitors alike. As a local and regional destination, it will provide spaces for large events, as well as opportunities for families and individuals to gather, recreate, and relax. Safe and direct connections for walkers, bikers, and drivers will draw people to the riverfront from downtown and other areas of the city.

A mix of residences, public spaces, services, commerce, and industrial uses will tie together through great design, creating a unique, mixed use setting on the Willamette River.

FIGURE 9. VISION STATEMENT

We envision:

- Regional trail connections both up- and down-river that take advantage of Newberg’s natural geography and scenic views
- Preserved natural areas around stream corridors that protect and enhance watershed health
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river’s location in the city
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities
- Space for large group activities, such as concerts, cultural gatherings, or sporting events
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces
- A mix of open and covered spaces that provide opportunities for year-round activities
- A well-known destination that draws people from throughout the City and the region to Newberg’s riverfront

Goals: The Newberg Riverfront Master Plan

- A. Provide a mix of land uses: public, residential, commercial/mixed use, and industrial.
- B. Plan for a multi-modal transportation network to provide access and connections to the rest of the city, especially Downtown Newberg.
- C. Preserve open space and incorporate natural features as part of the riverfront’s strong sense of place.
- D. Honor the long history of waterfront industry at this location.
- E. Provide an open and transparent planning process.
- F. Engage a diverse group of stakeholders throughout the planning process.
- G. Create a plan that works for community members of all ages, abilities, and cultural backgrounds.



PLANNING PROCESS

The Newberg Riverfront Master Plan process began in early spring 2018 and concluded in summer 2019. The process included active involvement from two advisory committees; Riverfront Area property owners and residents; as well as seniors, youth, service providers, regional and state agency partners, City and County officials, and staff. The planning process has been shaped and guided by the community through in-person and online input, including public workshops, advisory committee meetings, online surveys, and outreach through social media and at local community groups or public events.



The Riverfront Master Plan included an extensive public involvement component that was designed to provide early and ongoing opportunities for stakeholders to raise questions or concerns; to facilitate equitable and constructive communication between the public and the project team; and to empower community members to engage with the project. The process sought to provide the public with balanced and objective information to help them understand the issues, alternatives, opportunities, and solutions presented by the planning process. The outreach process built on the City’s existing network of community groups, including youth groups and schools, senior centers, Rotary Club, Hispanic/Latino community groups, and local advocacy groups.

The Riverfront Master Plan process was guided by two advisory committees. The Technical Advisory Committee (TAC) included City staff, the Oregon Department of Transportation (ODOT) Transportation and Growth Management Program (TGM) grant manager, and representatives from key partner agencies including the Chehalem Park and Recreation District, Department of Land Conservation and Development (DLCD), Business Oregon, and Yamhill County. The Citizens Advisory Committee (CAC) included representation from area residents, property owners, community advocates, local businesses, service providers and agencies, and neighborhood groups. The Planning Commission and City Council were also involved at key points throughout the planning process.

| Community Engagement by the Numbers | |
|-------------------------------------|---------------------------------|
| 5 | TAC/CAC meetings |
| 2 | open houses |
| 2 | online surveys |
| 6 | email campaigns |
| 502 | email deliveries |
| 22 | social media posts |
| 29,542 | post views |
| 3057 | clicks, likes, shares, comments |

Throughout the process the project team conducted a variety of outreach activities. Community members were informed about upcoming opportunities to participate in the planning process through postcards, posters, local newspaper ads, social media outreach, the project website, and an interested parties email list. All community event promotions and project materials were translated into Spanish to better reach Newberg’s Latino community. Opportunities to participate included advisory committee meetings, in-person and online open houses, online surveys, tabling at citywide events, and targeted outreach to specific community groups. Through these various outreach opportunities,

the plan was shaped by a diverse group of community members to form a vision and plan that truly reflects the community’s shared hopes and desires for the future of the Newberg Riverfront.

In summary, the Newberg Riverfront Master Plan process developed a strong vision for the future of the Newberg Riverfront Area. This vision was crafted by community members, with guidance from advisory committees and the project team. Newberg residents expressed their desire for a lively, lush, and economically thriving area with a mix of uses, access to and views of the river, and a robust network of trails connecting the riverfront with destinations in other parts of the city and the region.

ALTERNATIVES DEVELOPMENT



FIGURE 10. DIAGRAM OF ALTERNATIVES DEVELOPMENT PROCESS

This plan was developed through an analysis of several alternatives which tested various concepts for land uses in the area. Through this alternatives process, several key issues were discussed with the project committees and other stakeholders:

- The possibility of locating new housing east of S River Street
- Types of uses that might be suitable for redeveloped portions of the Riverfront Industrial Site
- The importance of city-wide efforts to mitigate the effects of gentrification on lower-income neighborhoods
- The mix and balance of commercial, industrial, and other uses appropriate for the Riverfront Area

Additional information about the alternatives analysis can be found in Appendix C (TM3 - Land Use Alternatives) and Appendix J (Summary of Public Engagement).

Early in the planning process, three “development programs” were created to examine the opportunities of the Riverfront Area (see Figure 11). These programs helped describe the character portions of the Riverfront Area (some fully developed, some slated for development, and others with a less certain future) and led to the development of more detailed land use and transportation alternatives. These more detailed alternatives are shown in Figure 12, Figure 13, and Figure 14 and were the subject of significant discussion with the advisory committees and broader public.

In early 2019, the City of Newberg hosted representatives of WestRock (the owner of the Riverfront Industrial Site) to discuss their plans for the property. At this meeting, WestRock representatives expressed their desires for the industrial designation on the site to remain unchanged, no new streets to be developed through the industrial site, and to only allow public trail access below the bluff.

Because of the timing of this input and the importance of WestRock as a property owner and potential future employment in the area, the project team prepared and presented two updated alternatives to the TAC and CAC for further discussion. These alternatives are shown in Figure 15 and Figure 16. After additional TAC and CAC discussion, Alternative E (Figure 17) emerged as the preferred alternative for the Riverfront Master Plan.¹

¹ Alternative E shows residential land south of the Newberg-Dundee Bypass in the western part of the study area as medium-density residential. This is a change from the plan presented to the advisory committees, public, and at a joint Planning Commission/ City Council workshop, which showed a parcel south of the Bypass as high-density residential. This change was made in August 2019 based on a request from the property owner.

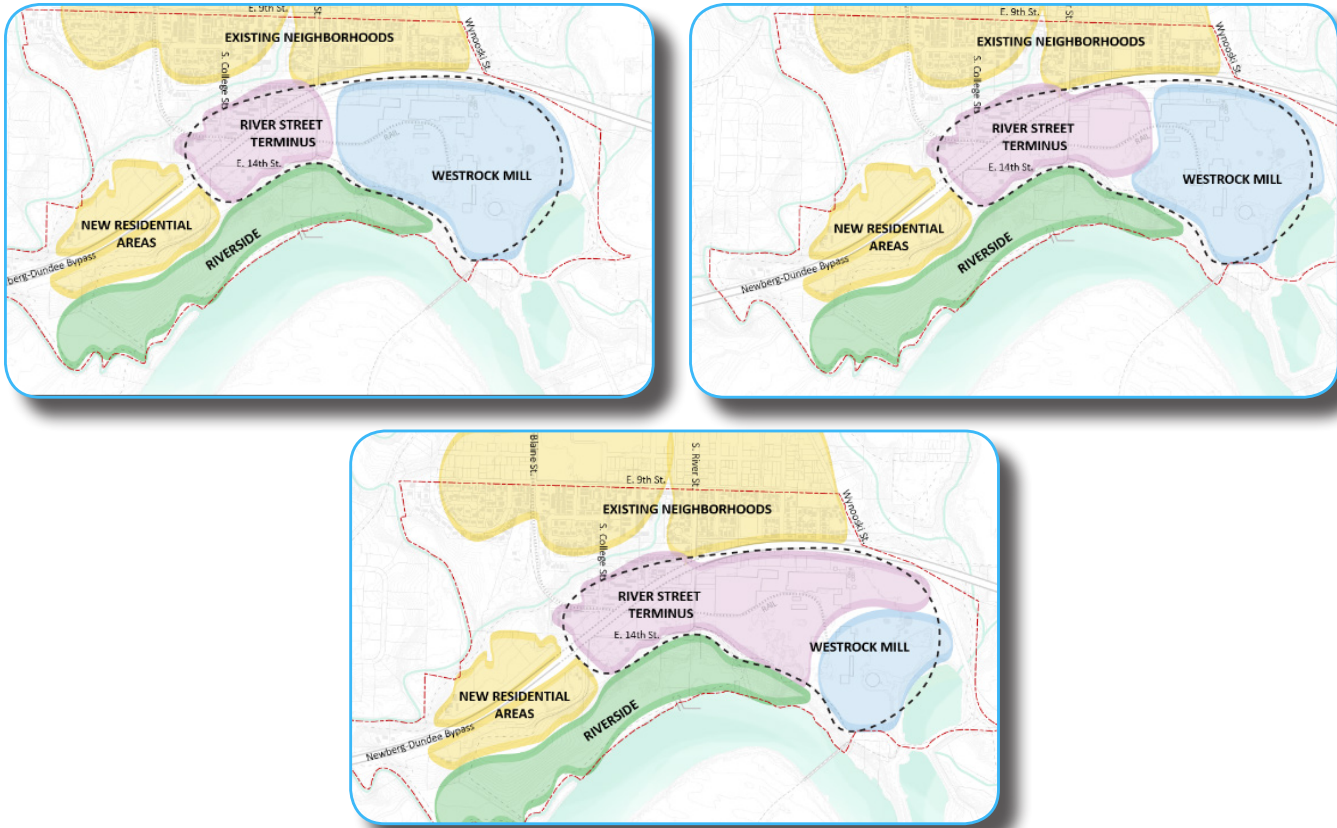


FIGURE 11. PRELIMINARY DEVELOPMENT ALTERNATIVES OF THE RIVERFRONT MASTER PLAN

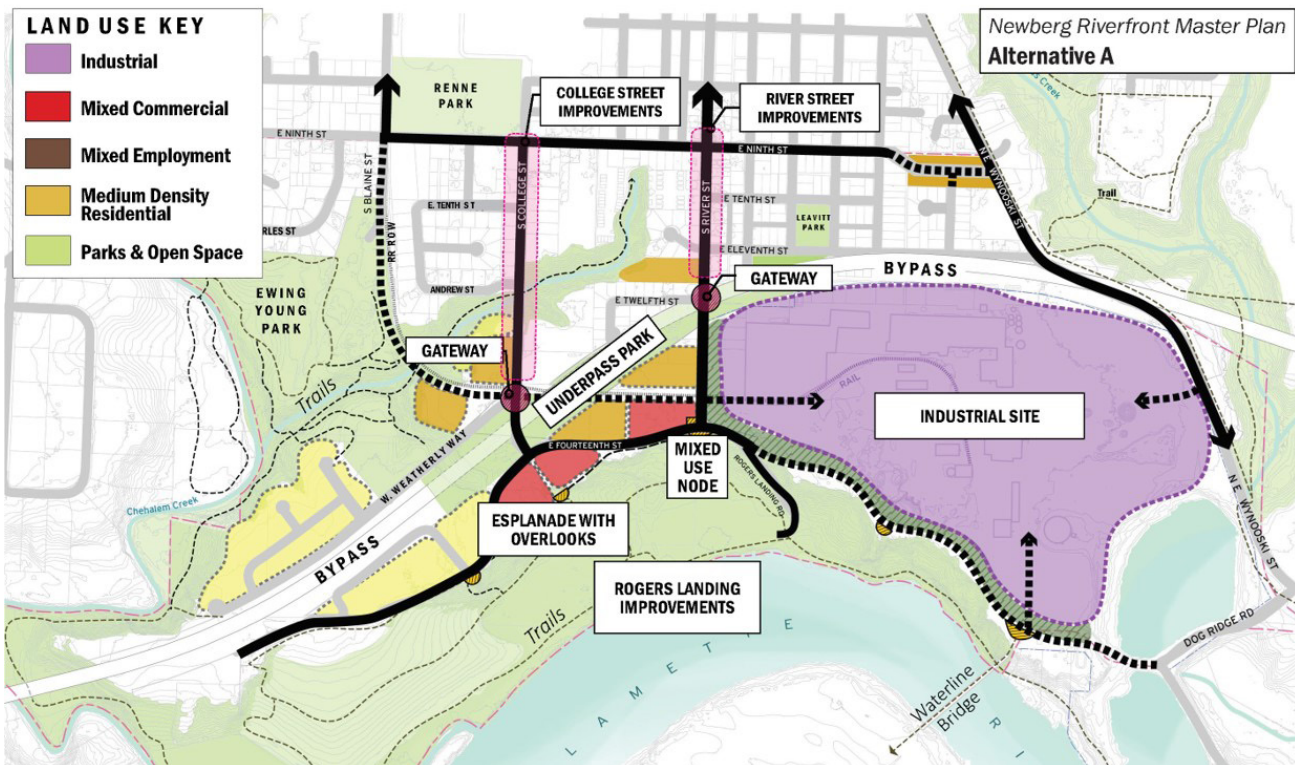


FIGURE 12. LAND USE AND TRANSPORTATION ALTERNATIVE A

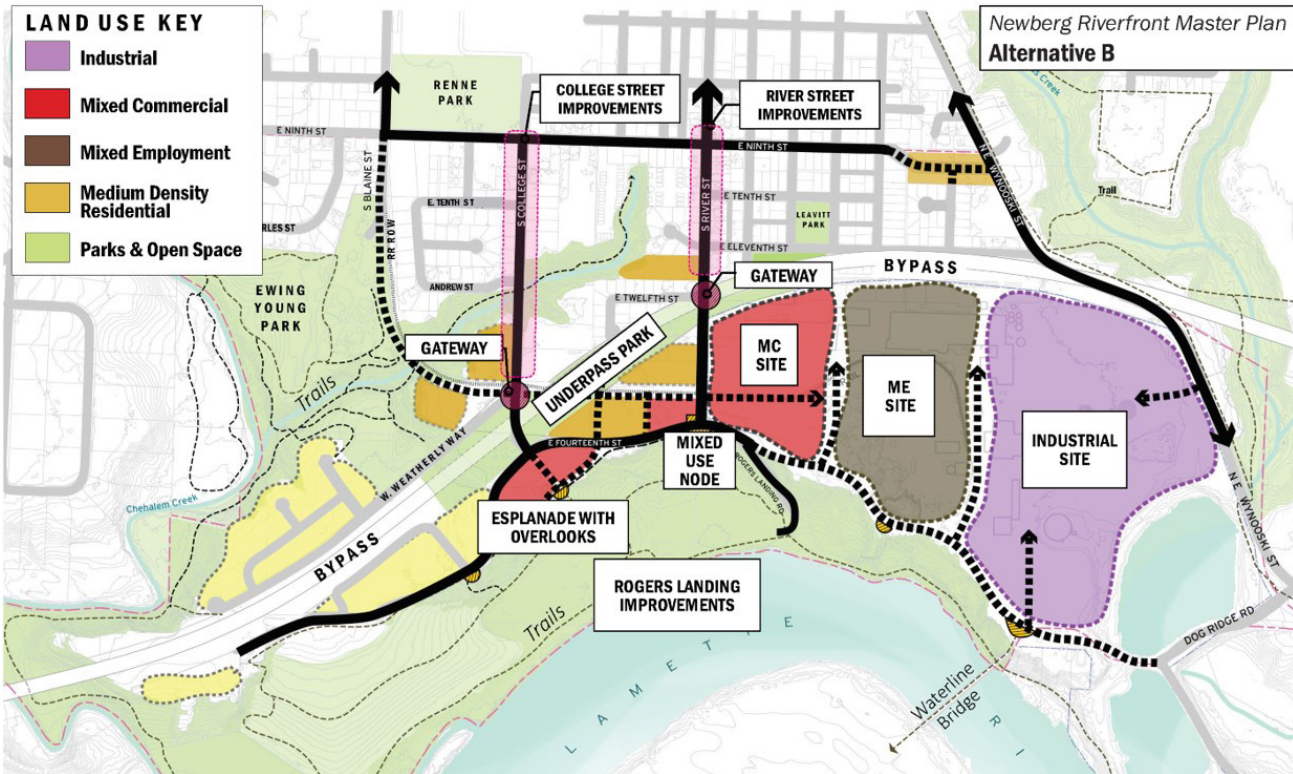


FIGURE 13. LAND USE AND TRANSPORTATION ALTERNATIVE B

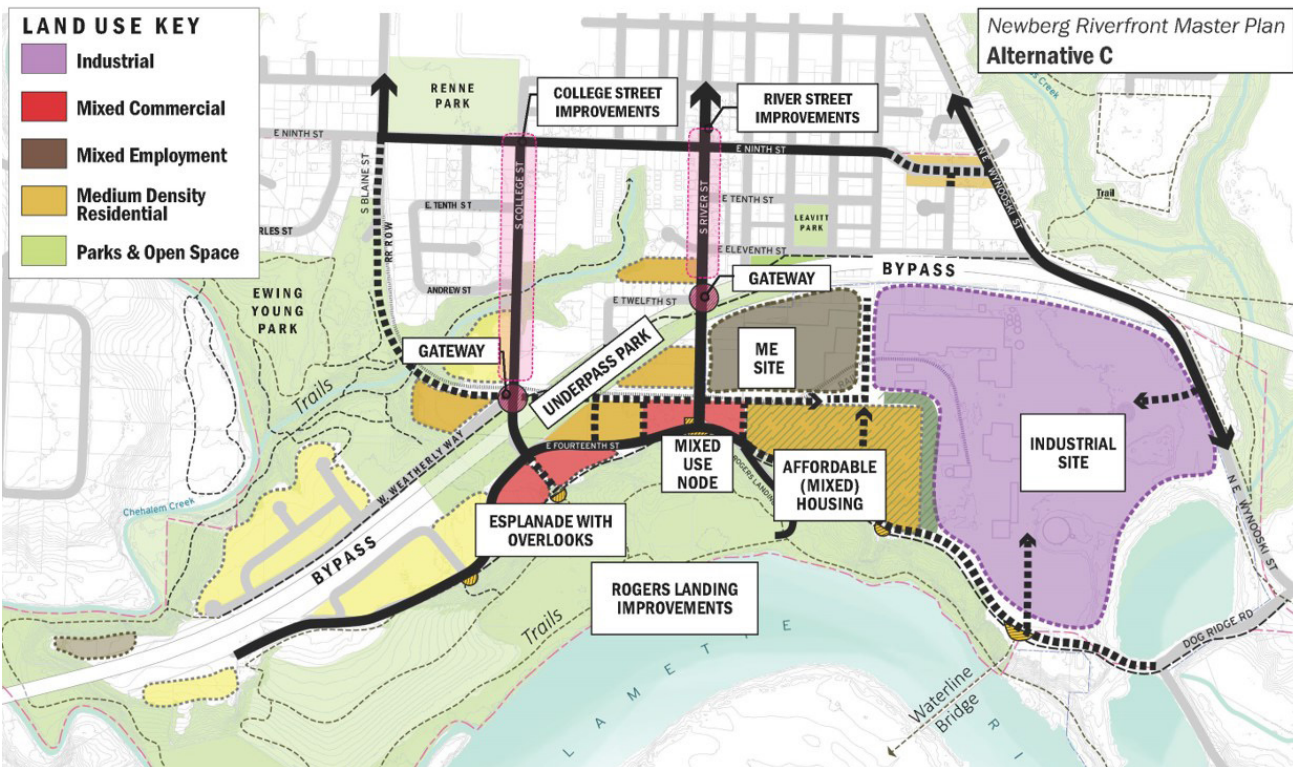


FIGURE 14. LAND USE AND TRANSPORTATION ALTERNATIVE C

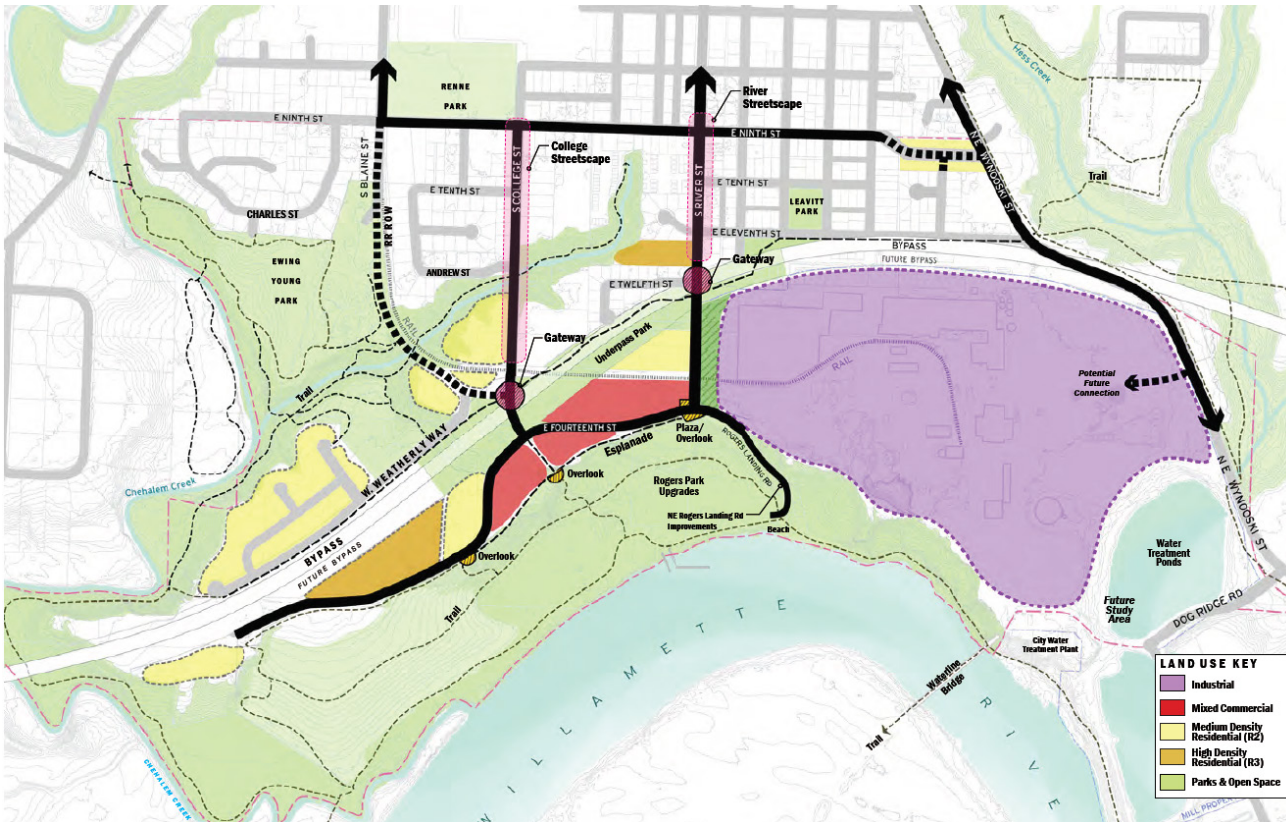


FIGURE 15. LAND USE AND TRANSPORTATION ALTERNATIVE D

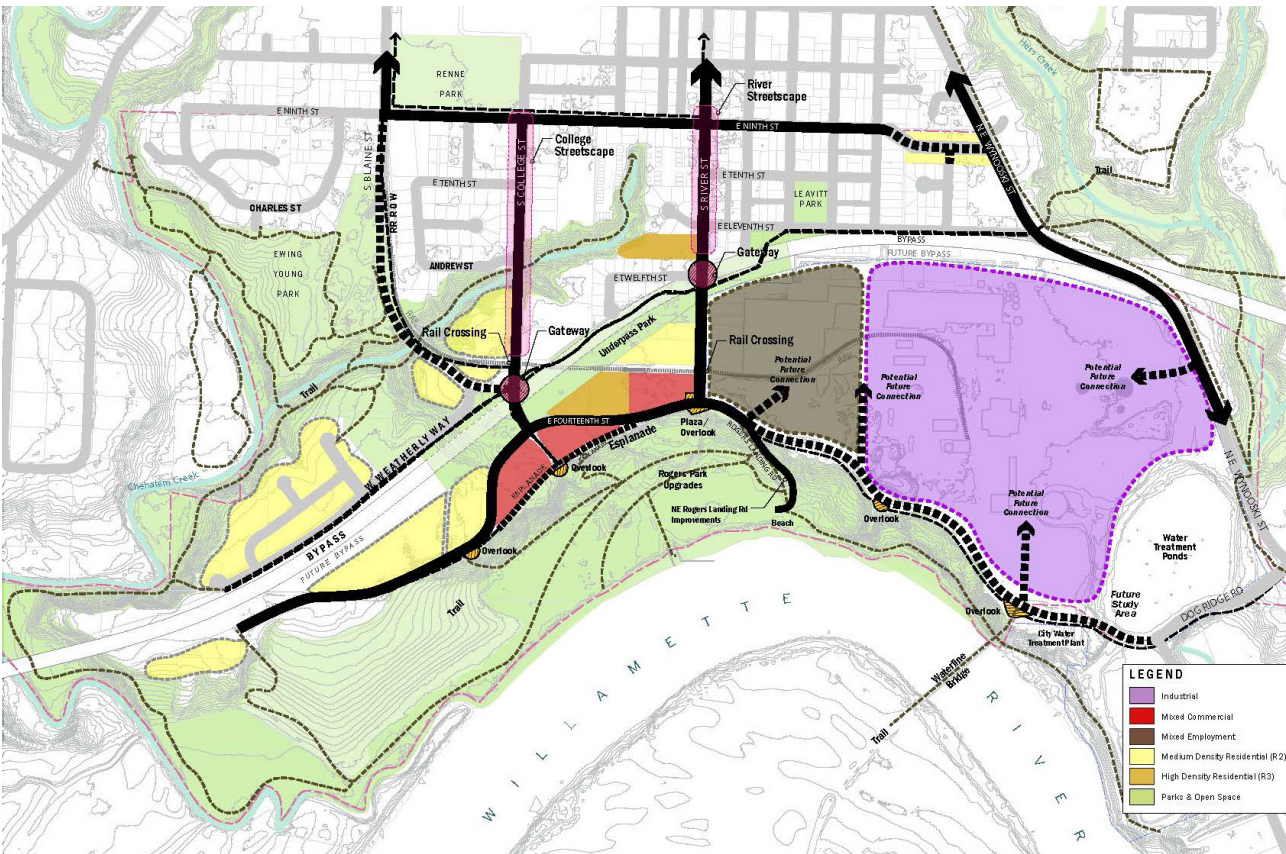


FIGURE 16. LAND USE AND TRANSPORTATION ALTERNATIVE E



RIVERFRONT MASTER PLAN PREFERRED ALTERNATIVE

FOUNDATIONAL ELEMENTS

The following items make up the foundational, directive components of all plan alternatives. Figure 21 shows the essence of these elements in what is sometimes called a “noble” or “parti” diagram.

Connections to the river. The basis for the Riverfront Master Plan is a strengthened connection between the City of Newberg and the Willamette River. This is accomplished both by providing greater access for Newberg residents to the river, as well as bringing water-related activity and users into the City itself.

Gateways. S College Street and S River Street are important connections between the City of Newberg and the Riverfront Area. Prominent gateway features are proposed where these streets cross under the Newberg—Dundee Bypass, to signal a transition and to welcome visitors and residents to the area. Entryways into the Riverfront Area at E Ninth Street, S River Street, and S College Street can be marked through a variety of possible methods. A simple street sign cap is a common way of marking a district entry, as is a traditional monument sign. Other options include a significant sculpture or art piece, street light vertical banners, archways over the road and enhanced landscape or special trees with distinct color or scale. The intersection could also be marked with special paint to highlight it’s role as an entryway.

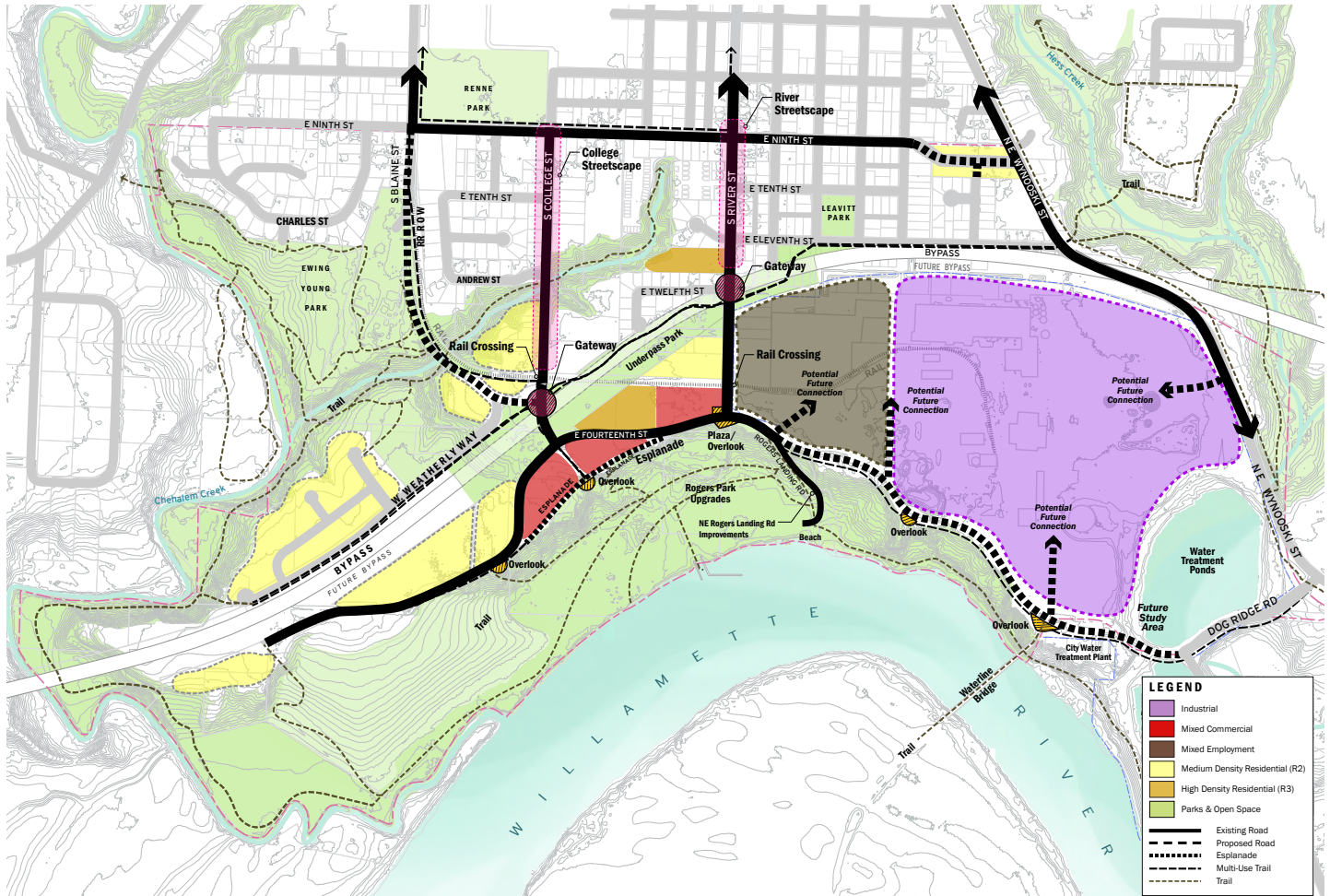


FIGURE 17. RIVERFRONT MASTER PLAN DIAGRAM – PREFERRED ALTERNATIVE (“ALTERNATIVE E”)



FIGURE 18. S RIVER STREET GATEWAY TO AN ACTIVE RIVERFRONT DISTRICT

Streetscape Improvements.

As documented in Appendix B (TM2 - Existing and Planned Conditions), many areas of the Riverfront have sub-standard roadways, a lack of ADA curb ramps, and poor bicycle infrastructure. Though the specifics have yet to be determined, it is the intent of this Riverfront Master Plan that new development help improve infrastructure of existing, developed neighborhoods in the Riverfront.

S River Street. As a primary connection between the Riverfront Area and Downtown Newberg, S River Street plays an important role in the Riverfront Master Plan.

Mixed-Use Node. A new mixed-use node is envisioned at the northwestern corner of S River Street and E Fourteenth Street, with scenic views and greatly improved access to the Riverfront Area itself. This key development will serve as a gathering space for the community and a center of activity in the Riverfront Area, with multi-modal connections providing safe, comfortable, and convenient travel throughout the area and into Downtown Newberg.

This mixed-use area will serve as a hub of activity and a gathering space—something different for the Riverfront Area and an attractive destination for Newberg residents and visitors alike. With easy connections to the Riverfront Esplanade, Downtown Newberg, and water activities, this is the ideal location for an ice cream social, date night, lunch break for nearby employees, or a host of other activities.

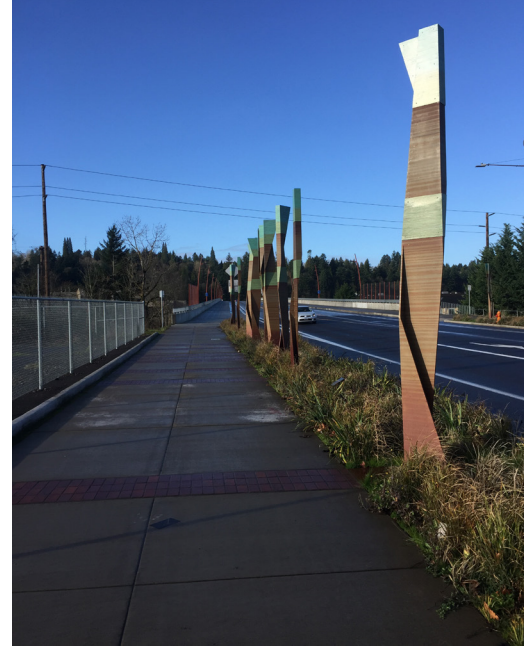


FIGURE 19. GATEWAY FEATURE EXAMPLES



FIGURE 20. MIXED USE NODE EXAMPLES

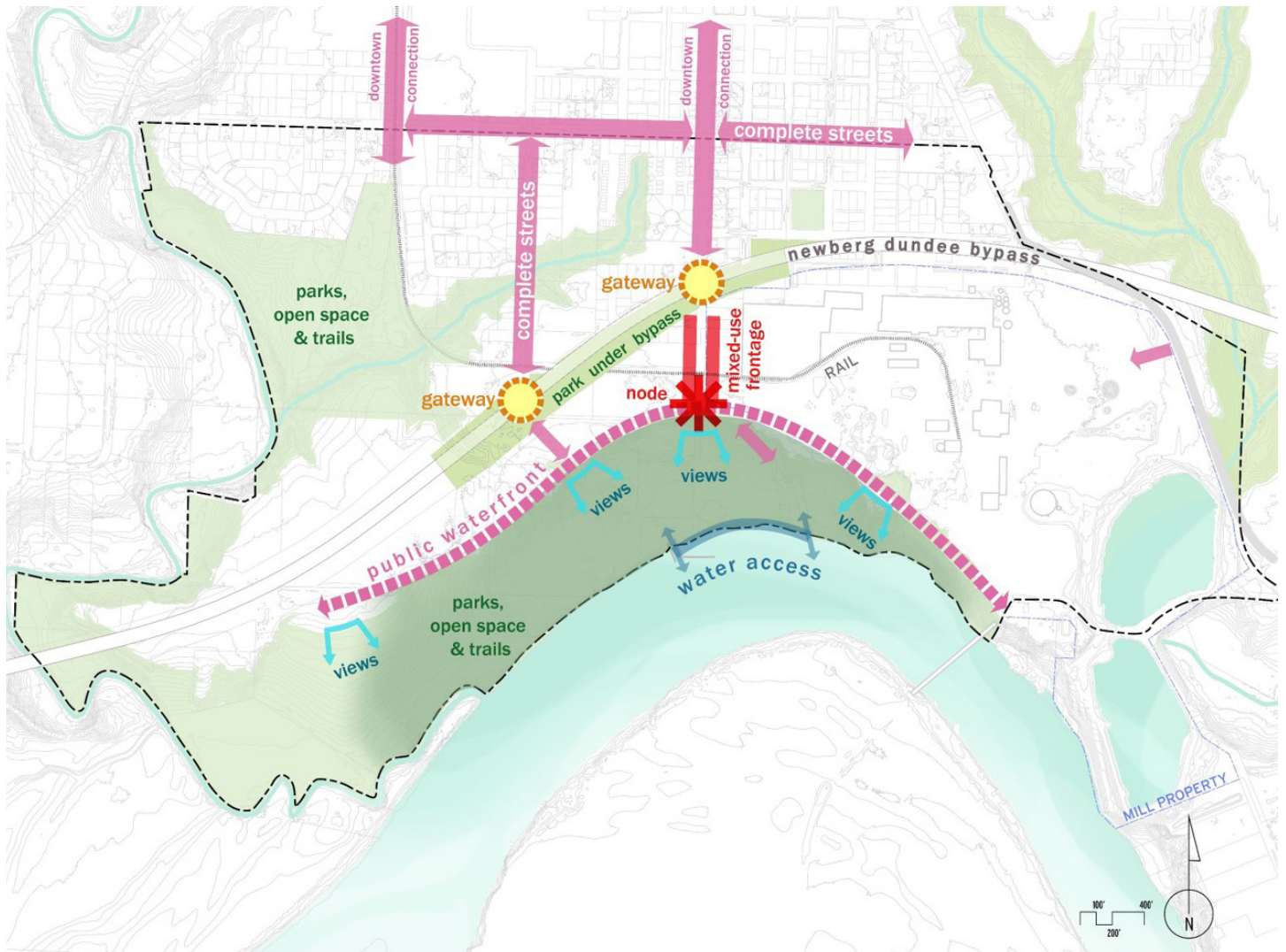


FIGURE 21. FOUNDATIONAL ELEMENTS OF THE RIVERFRONT MASTER PLAN



FIGURE 22. EXISTING S RIVER STREET

PROPOSED S RIVER STREET - 60' ROW

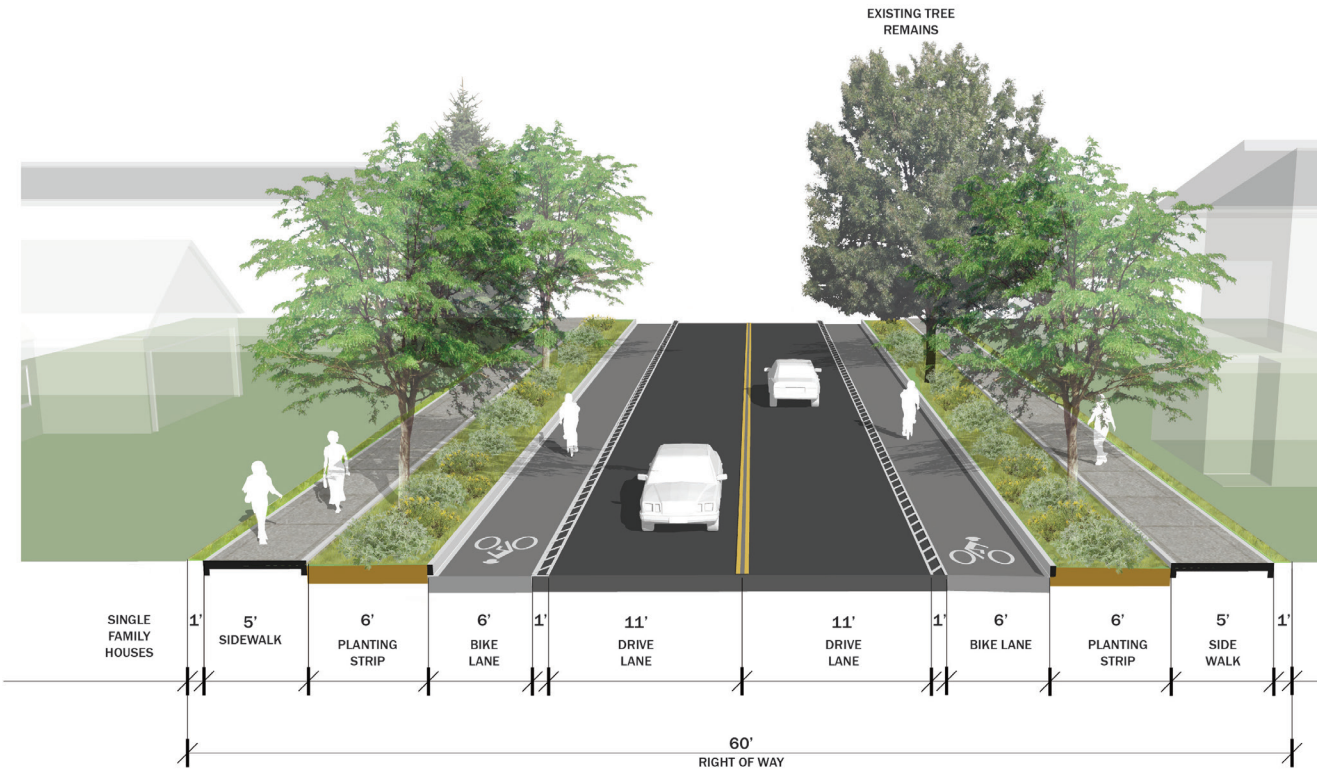


FIGURE 23. CONCEPT FOR S RIVER STREET, NORTH OF NEWBERG-DUNDEE BYPASS



FIGURE 24. VIEW OF WATERLINE BRIDGE, A POTENTIAL LOCATION FOR A BICYCLE/PEDESTRIAN CROSSING OF THE WILLAMETTE

LOCAL AND REGIONAL TRAILS

New trails that connect to the existing trail network were the most desired feature of the Riverfront Master Plan mentioned during the City’s public outreach process. A network of trails are proposed throughout the Riverfront Area, connecting to parks in Newberg and to other destinations in the City and broader region. These trails are a combination of those adopted in the Chehalem Park & Recreation District’s long-range plans and new ideas that have been identified through the planning process. In the longer term, connections from Rogers Landing south across the Waterline Bridge to French Prairie (Marion County), and west to Dundee may be possible, in collaboration with the Chehalem Parks & Recreation District (CPRD) and other partners. These trails and connections are shown on Figure 25 and Figure 26. General cross sections of the different types of trails are shown in Figure 27 and Figure 28. Trails and connections through the area include:

- Extension of the existing Bypass Trail between S River Street to S College Street
- Existing and new trails in Ewing Young Park, and connections between the park and other parts of the Riverfront Area
- Local and regional trail connections within and to Rogers Landing and other locations along the Willamette River
- Connections east of NE Wyooski Street
- Trails along Chehalem Creek
- A prominent pedestrian esplanade at the top of the bluff west of S River Street, and potentially connecting further east along the southern edge of the Riverfront Industrial Site
- Multi-use path along Rogers Landing Road (Figure 29)

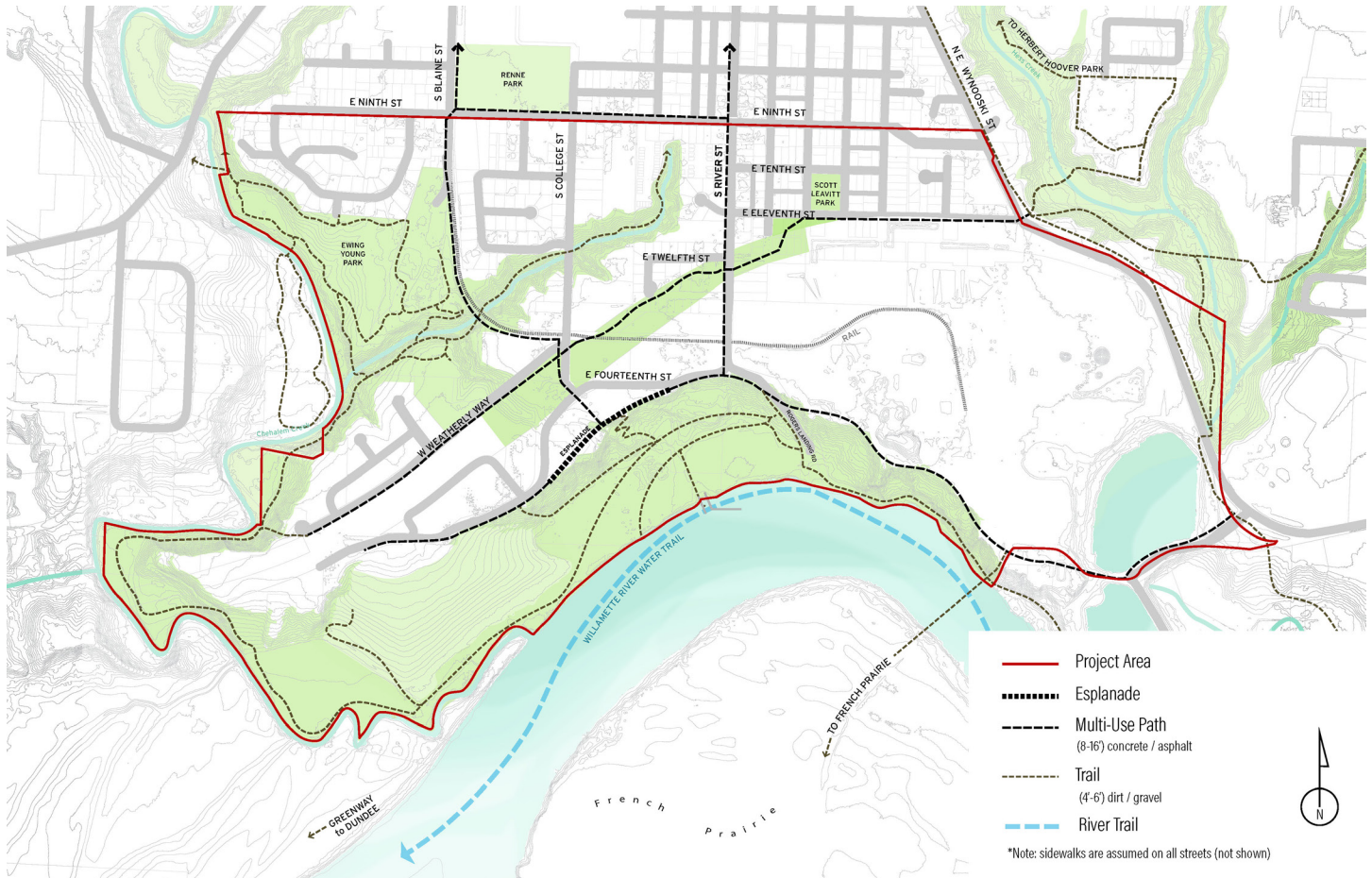


FIGURE 25. TRAILS, PATHS, AND RIVER TRAIL

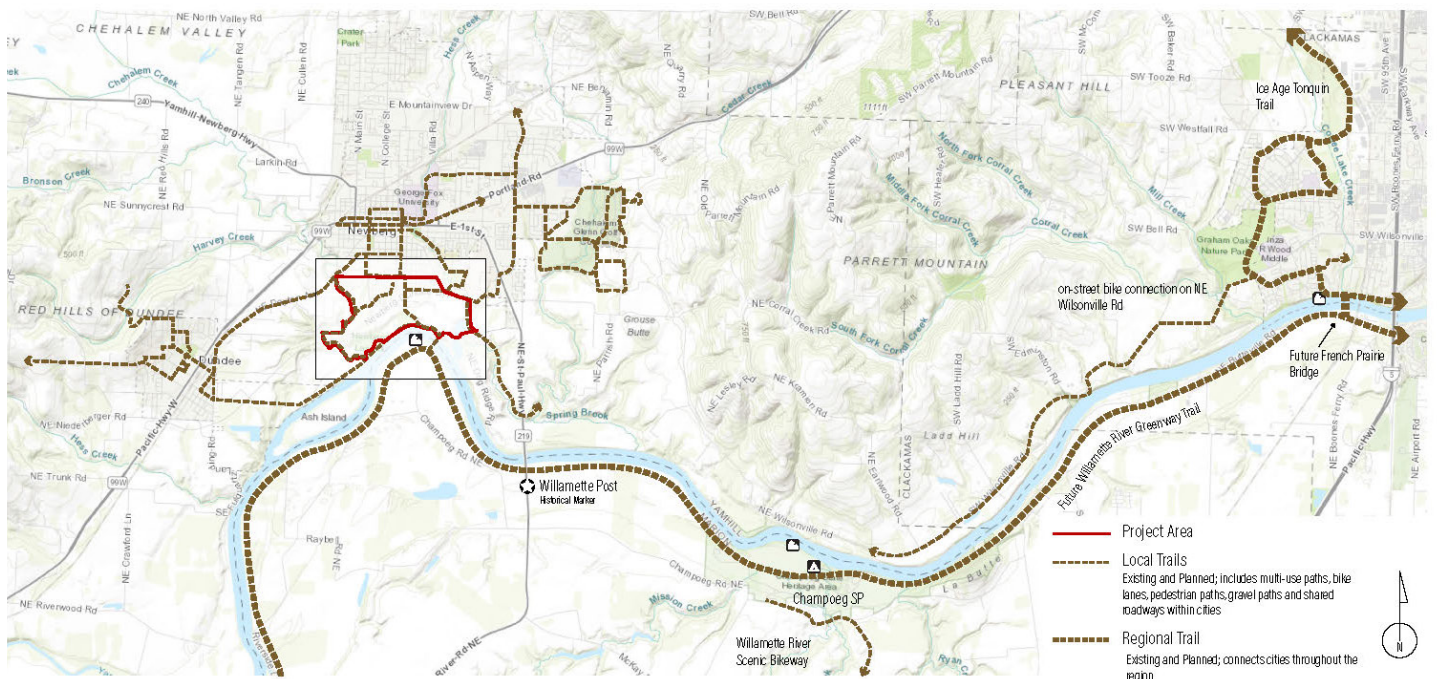


FIGURE 26. LOCAL AND REGIONAL TRAIL SYSTEM

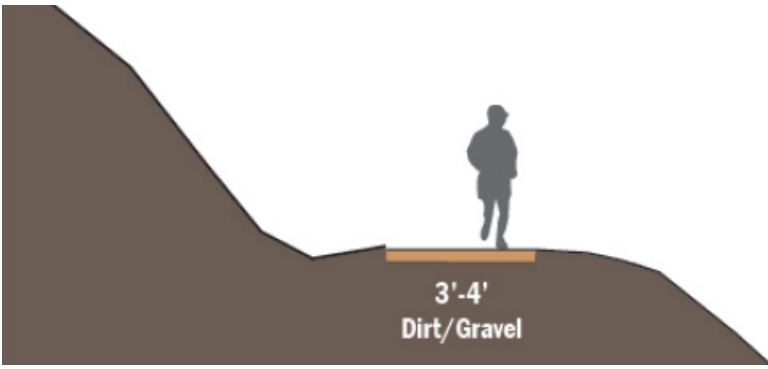


FIGURE 27. NATURE TRAIL CROSS SECTION



FIGURE 28. URBAN MULTI-USE TRAIL CROSS SECTION



FIGURE 29. CROSS-SECTION FOR ROGER'S LANDING ROAD MULTI-USE PATH

Water Trails

“Water Trails,” or marked routes on navigable waterways for recreational use, are also a great opportunity for the Newberg Riverfront. Single- or multi-day trips along the Willamette River are a popular activity and may become more popular if the locks at Willamette Falls re-open. Figure 30 shows the distance from the Riverfront to other sites and amenities along the Willamette River.

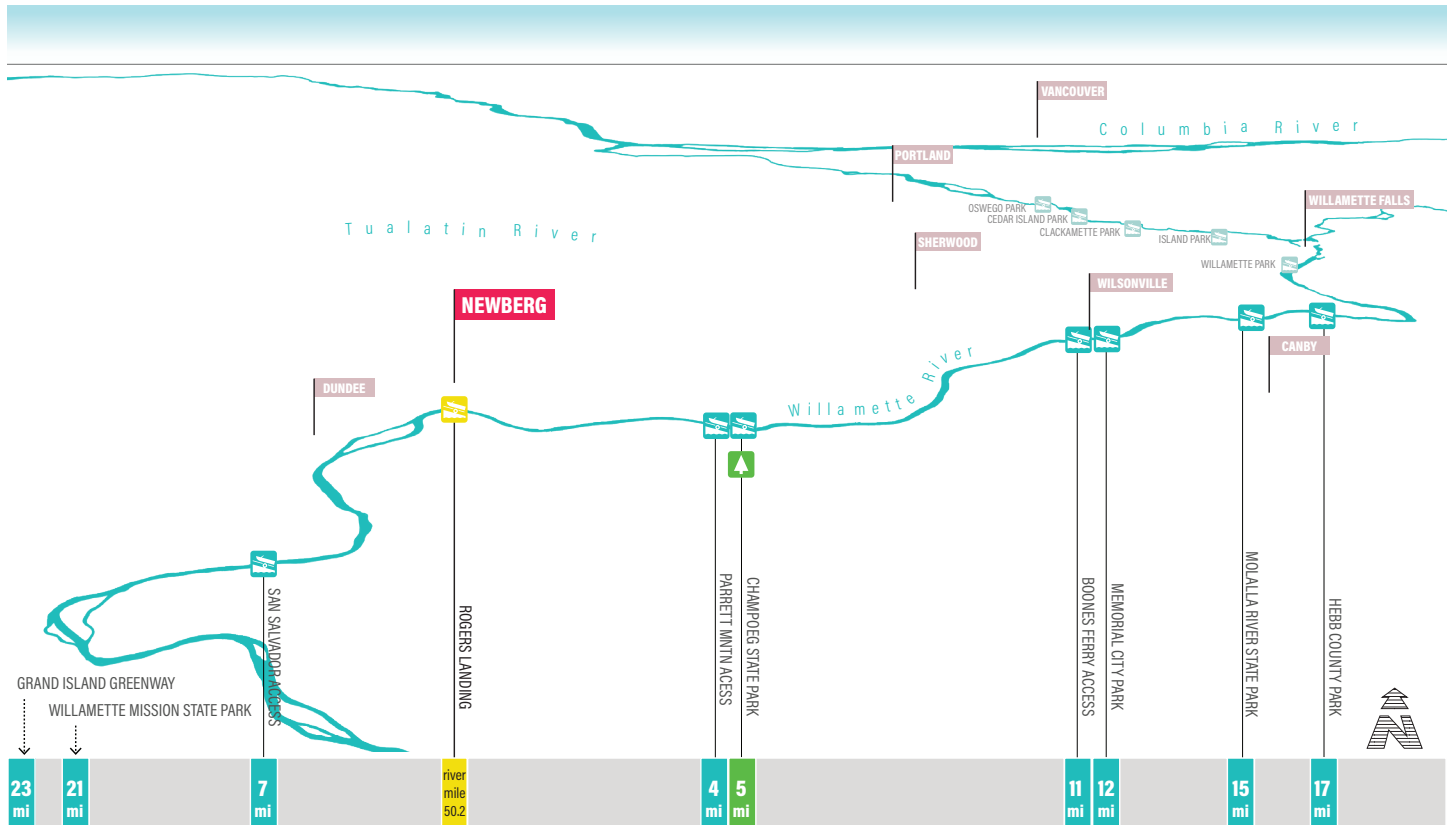


FIGURE 30. DISTANCE TO OTHER RIVER RECREATION AMENITIES

Examples of Riverfront Trails in Other Communities



STREETS AND STREETScape IMPROVEMENTS

S River Street and S College Street are key connections from the Riverfront Area to the rest of the City of Newberg. These streets will provide safe and convenient access for people on foot, on bicycles, and in automobiles. The following figures show existing and proposed right-of-way cross sections for S River Street. Conditions of S River Street transition to a more urban and active streetscape south of the Bypass, and three options for the location of on-street bicycle facilities are shown. Streetscape design details will need further study before adoption into the Newberg Transportation System Plan.



FIGURE 31. MULTI-MODAL ESPLANADE WITH PEDESTRIAN-ORIENTED DEVELOPMENT IN VANCOUVER, WA



S RIVER STREET NORTH OF E NINTH STREET (LOOKING NORTH) - 60' ROW



S RIVER STREET BETWEEN BYPASS AND E NINTH STREET (LOOKING NORTH) - 60' ROW

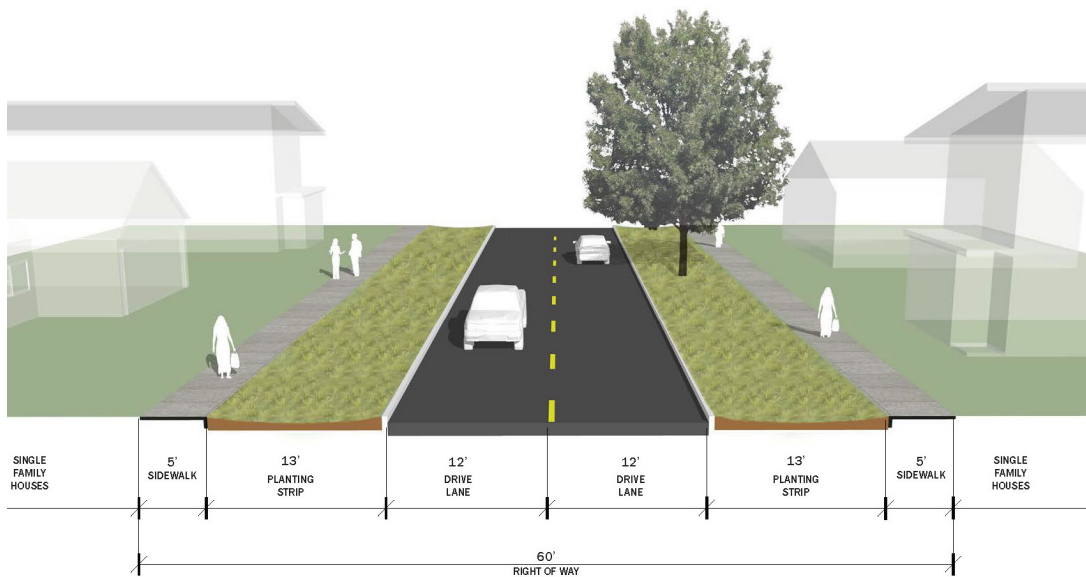


FIGURE 32. EXISTING CROSS-SECTION AND STREET VIEWS FOR S RIVER STREET



FIGURE 33. TYPICAL MAJOR COLLECTOR CROSS SECTION FROM NEWBERG TRANSPORTATION SYSTEM PLAN

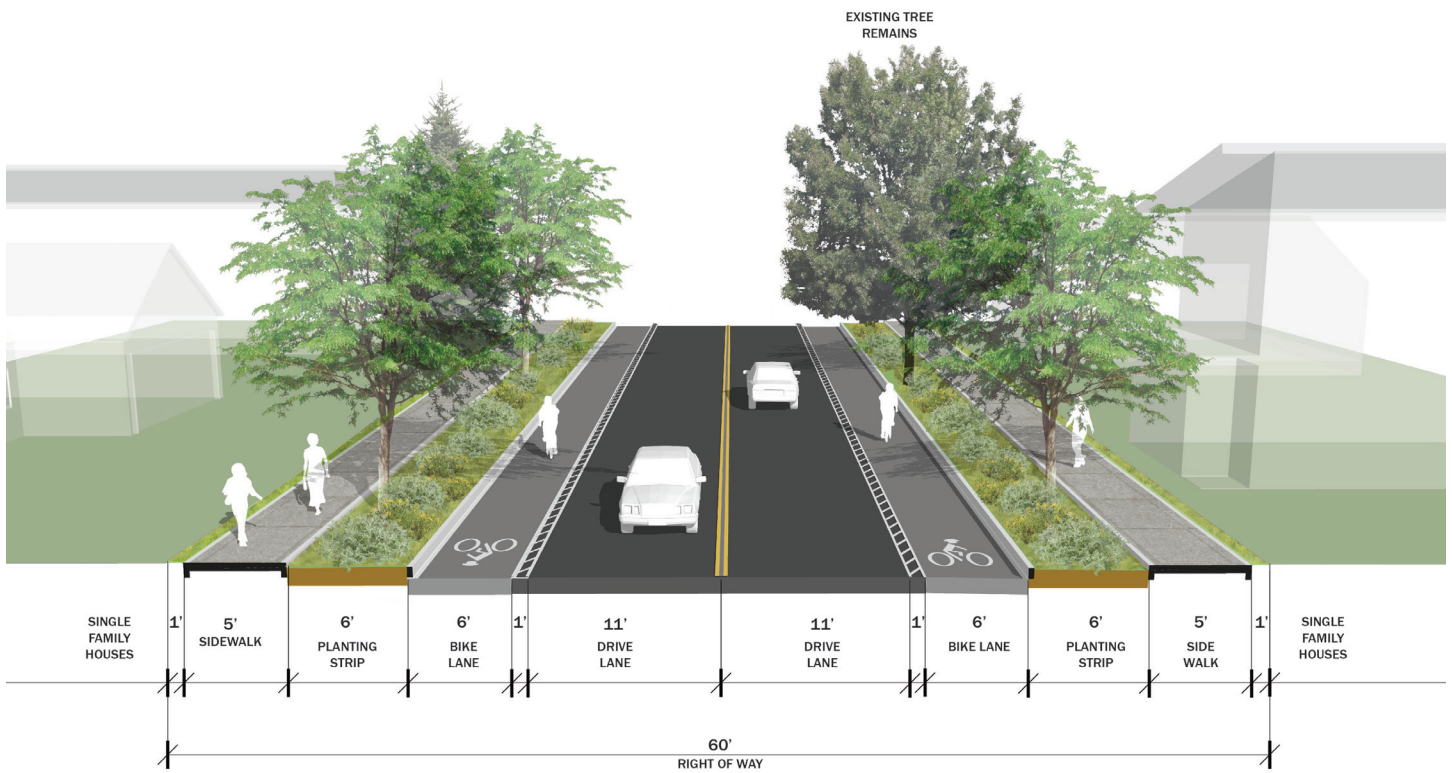
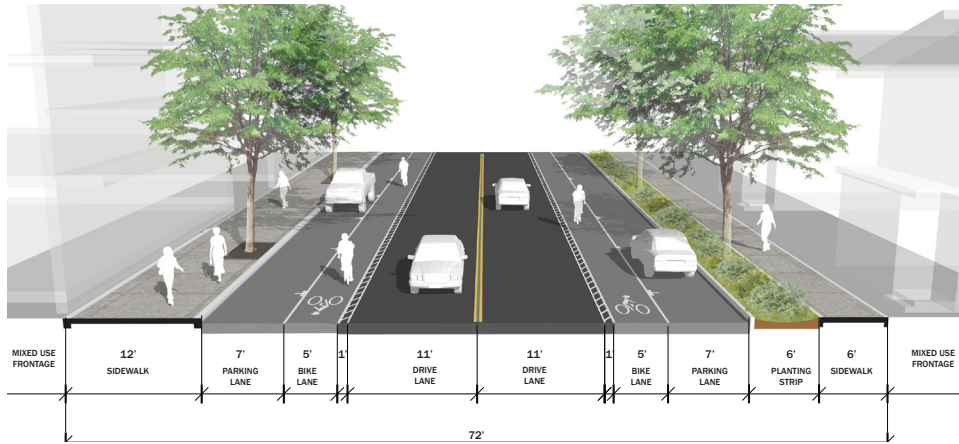


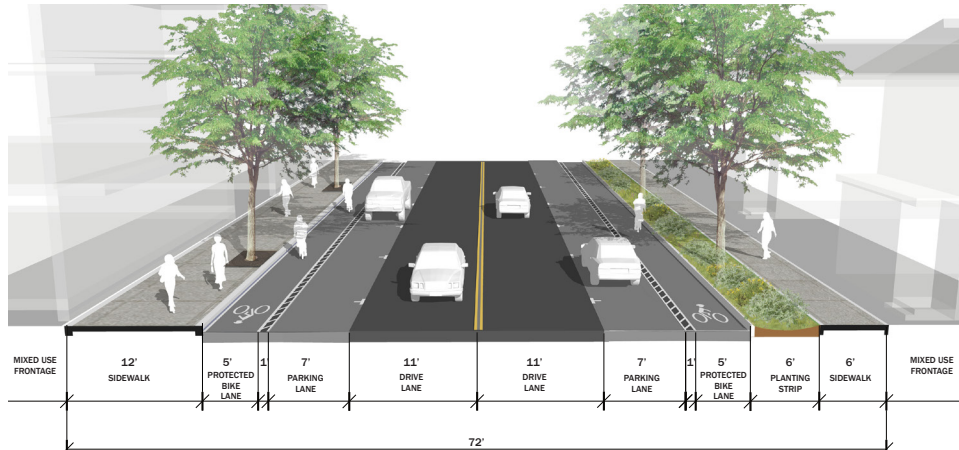
FIGURE 34. PROPOSED CROSS-SECTION FOR S RIVER STREET (NORTH OF BYPASS)

S RIVER STREET SOUTH OF BYPASS (LOOKING NORTH) - 72' ROW, STANDARD BIKE LANE



Existing S River Street South of Bypass

S RIVER STREET SOUTH OF BYPASS (LOOKING NORTH) - 72' ROW, CYCLE TRACK



S RIVER STREET SOUTH OF BYPASS (LOOKING NORTH) - 60' - 66' ROW

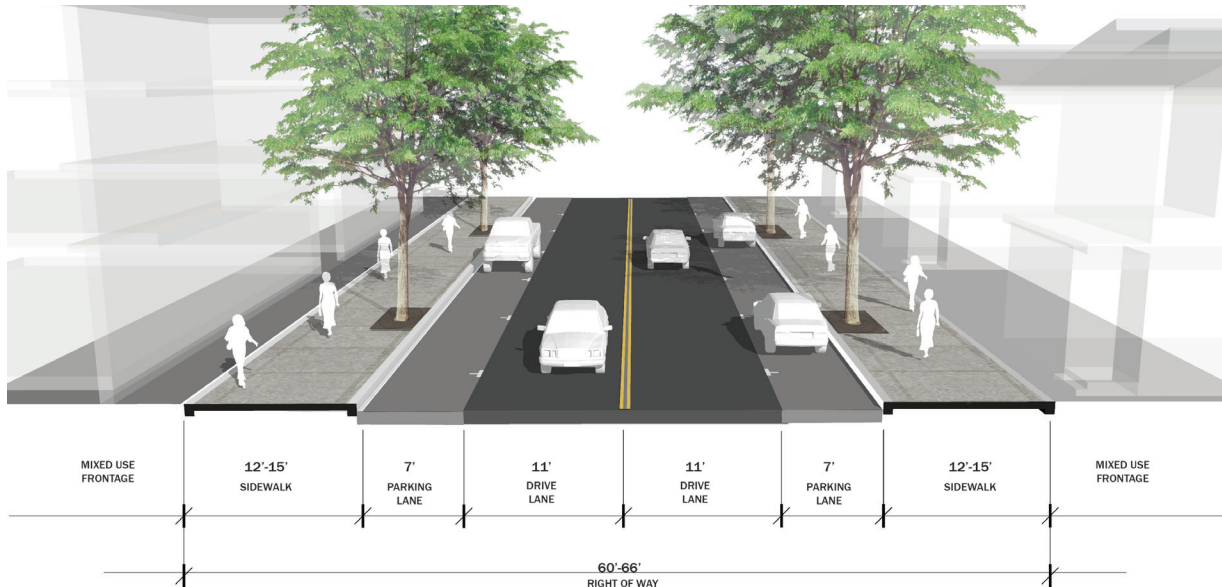


FIGURE 35. PROPOSED CROSS SECTION OPTIONS FOR S RIVER STREET (SOUTH OF BYPASS)

SIGNATURE PARKS



- **Riverfront Park.** Roger’s Landing, and the open spaces adjacent to it, have the potential to be a signature greenspace along the Willamette River and an asset to adjacent development. All alternatives show improvements to the Riverfront in the vicinity of Roger’s Landing. The specific design of the park will be a joint effort between the City, property owners at the riverfront, the Chehalem Park & Recreation District, Yamhill County Parks, Oregon State Marine Board, and the broader community—guided by the Riverfront Master Plan. Specific park improvements associated with each alternative are described in later sections.
- **Underpass Park.** The area generally between S River Street and S College Street beneath the Newberg-Dundee Bypass is an opportunity for a vibrant, active attraction that provides a transition between existing neighborhoods and the proposed new development south of the Bypass. The Underpass Park is a key feature of this plan and has received significant community interest. Figure 36 depicts concepts for this park, but a specific design will involve the City,

Chehalem Park & Recreation District (CPRD), and Oregon Department of Transportation (ODOT). Any improvements must be designed with consideration for the future expansion of the Newberg-Dundee Bypass.

- **Ewing Young Park.** Newberg’s Ewing Young Park includes a dog park, skate park, BMX track, a disc golf course and trails winding throughout. New trail connections to the park along the S Blaine Street Extension and Chehalem Creek tributary are shown on Figure 25.
- **Scott Leavitt Park.** Scott Leavitt Park lies just north of the Newberg-Dundee Bypass at S Columbia between E Tenth and E Eleventh. It includes grassy fields, a basketball court, and playground facilities. The park is tied into the Riverfront Area’s trail system via the Bypass Trail, as shown on Figure 25.
- **Amphitheater Area.** An outdoor amphitheater for hosting concerts, theater events, and other community events could be a good fit for park areas near Rogers Landing. Images of similar features in other communities are provided on the following pages.

The conceptual park plan for the Riverfront Area taken as a whole is shown in Figure 36. This figure depicts how Newberg’s existing parks and trails, the Riverfront Area’s proposed new parks and trails, and multi-modal improvements on S College Street and S River Street work together to create a “green” network that draws people from Downtown Newberg into the open space and waterfront amenities this plan provides, and vice versa.

Open sandy beach can accomodate several light watercraft and pairs well with swimming activities.



Examples of ampitheataters built into hilly green areas.

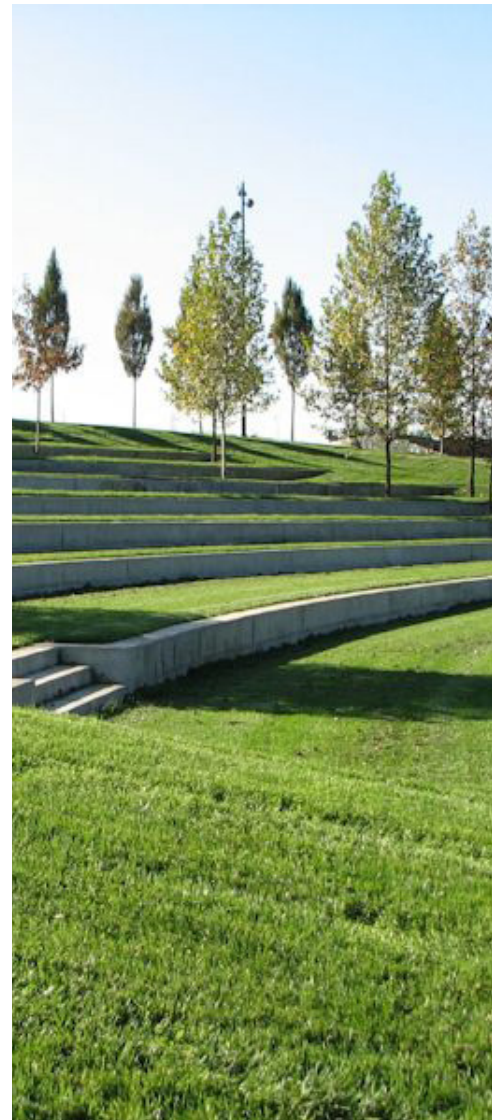




FIGURE 36. CONCEPTUAL PARK PLAN



FIGURE 37. POSSIBLE USES AND DESIGN OF AN UNDERPASS PARK



IMPLEMENTATION

How Will the Plan be Carried Out?

The Newberg Riverfront Master Plan is intended as a guiding document to carry out a clearly defined vision and conceptual plan for urban form, land use, and transportation in the Riverfront Area. It provides direction for future actions related to projects to be undertaken and partnerships to be formed. Potential community partners include, but are not limited to, Chehalis Park and Recreation District (CPRD), Yamhill County, Oregon Department of Transportation, and property owners. The Plan will be implemented in steps. Some actions will be initiated immediately; others will be initiated in the years to follow.

There are projects, actions, and partnerships that are expected to serve as catalysts for investment, development and redevelopment. In some cases, these catalyst activities require a refinement study to pin down a concept, a location, a footprint, or criteria for subsequent development proposals. Accordingly, the strategy identifies preliminary “setup” tasks or staffing resources/actions needed to enable projects to move forward (e.g., land assembly, property owner coordination, etc.). The Plan also proposes amendments to the City’s Comprehensive Plan and Development Code to carry out Plan intent and to achieve the uses, character, and densities envisioned.

Over time, certain major improvements will be made through a variety of funding sources, potentially including urban renewal. Other improvements will be the responsibility of proposers of specific development activities. One or more of the catalyst projects may come about as a result of a “public-private partnership”, a contractual arrangement tailor-made for each situation by which the public sector authority assigns certain functions or responsibilities to a private developer.

The important point is that the Riverfront Master Plan is both a community partnership and a long-term plan for the revitalization and growth of the area for decades to come, in alignment with a vision for the future of the area established by the community.

INCREMENTAL IMPLEMENTATION STRATEGY

The Riverfront Master Plan Incremental Implementation Strategy is described in greater detail in Appendix E (TM5 - Incremental Implementation Strategy). It focuses on the projects to be undertaken and the partnerships to be formed to carry out a clearly defined vision, a set of guiding principles, and the conceptual plan for urban form, land use and transportation. Community partners include but are not limited to Chehalem Park and Recreation District, Yamhill County, Oregon Department of Transportation, and property owners. The Plan will be implemented in steps. Some actions will be initiated immediately; others will be initiated in the years to follow.

This strategy allows the City of Newberg to review the Riverfront Master Plan implementation on a regularly scheduled basis and make amendments as opportunity or changing community and economic circumstances necessitate. Should there be a desire to change implementation priorities or shift the emphasis of a particular project, this action plan and update process provides the mechanism for doing so within the context of reviewing the plan as a whole.

In addition, the strategy identifies those short-term actions needing to occur in each of the next three years to set the stage for the activities to be programmed for the next year. The Implementation Strategy calls for the City to develop and maintain a short-term strategic action plan for phasing and carrying out the Plan’s improvements and actions.

Action Plan Concept

For a plan to be the “chart for change” it is intended to be, it must be accompanied by an implementation program—a strategy indicating the appropriate tools, actions and timelines for carrying out the plan. The Implementation Action Plan to carry out the Newberg Riverfront Master Plan focuses on the following:

- Changes to the City’s Comprehensive Plan, development code, and implementing ordinances
- Future infrastructure improvements
- Development and community projects important for creating a climate of investment within the area
- Actions to be taken and partnerships to be formed
- Sources of funding for improvements within the area
- Time frame for initiating key actions and projects

How the Strategy Works

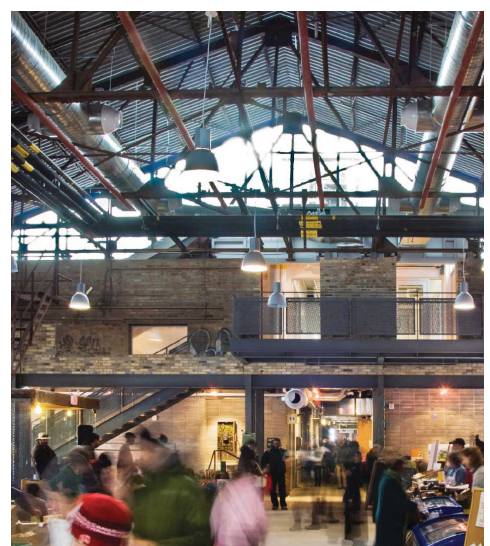
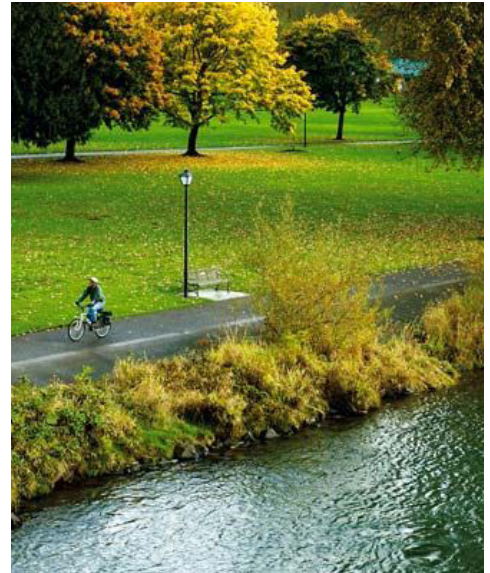
The Plan’s vision and desired outcomes should be examined on a regularly scheduled basis to ascertain the current status of progress in achieving them and actions for moving ahead in each of the next three years. The activities for Year 1 should be tied to the City’s annual operating budget. The activities identified for Year 2 and Year 3 would serve as a placeholder or indication of anticipated action-related resource needs for the coming two years. While the status of these activities should be reviewed and subsequent activities adjusted as necessary on a regular basis, the strategy should retain the flexibility to accommodate other high-priority projects, projects that require immediate funding, or projects that can be opportunistic as partnerships arise with other agencies.

The City should identify the coordinating body responsible for the monitoring, development, and update of the Incremental Implementation Strategy, and for the coordination of the various City departmental activities to fund and/or carry out the strategy. City staff or the identified coordinating body would provide the City Council with a regularly scheduled status report on implementation activities. This regular monitoring, reporting, and updating help to keep the Riverfront Master Plan flexible and current, keeps all City departments and project partners focused on carrying out this important public policy objective, and keeps the implementation of the Riverfront Master Plan on the “front burner.”

Types of Strategies

Implementation strategies are broken down into three broad categories:

1. **Regulatory Actions.** These include changes to the existing development code and supporting documents. Regulatory actions also include new programs or regulations necessary to implement the Riverfront Master Plan. Regulatory actions are covered briefly here and will be covered in separate memos that focus on regulatory changes.
2. **Funding and Organizational Strategies.** These include projects to support existing businesses and bolster economic activity within the Riverfront.
3. **Infrastructure Investments.** These include streetscape and other multimodal improvements (bicycle, pedestrian, and transit), as well as stormwater, wastewater, and other infrastructure projects. Several of these projects are interconnected and, where appropriate, identified in the same time frame for completion. Where feasible, **Quick Win** projects are identified where improvements can be completed with relatively little cost and build momentum for the Riverfront Area.



SUMMARY MATRIX OF IMPROVEMENTS AND ACTIONS

Key

| | |
|---|----------------------------------------|
| ✓ | Study; Design and Engineering |
| ✓ | Implement Program or Build Improvement |
| | Continue; ongoing action |

| Improvements and Actions | Near Term | | | | Mid-Term | Long Term | |
|-----------------------------------------------------------|--------------|-----|-----|-----|----------|-----------|-------------|
| | Target Year: | 1 | 2 | 3 | 4 | 5 - 10 | 10+ |
| | | '20 | '21 | '22 | '23 | '24 - '29 | '30 onwards |
| 1. Regulatory and Administrative Actions | | | | | | | |
| a Comp. Plan Amendments | ✓ | | | | | | |
| b Zoning Code Changes | ✓ | | | | | | |
| 2. Funding, Studies and Organizational Actions | | | | | | | |
| A. Organizational | | | | | | | |
| a Conduct an Urban Renewal Feasibility Study | ✓ | | | | | | |
| b Urban Renewal District and Board Creation | | ✓ | | | | | |
| c Urban Renewal Plan and Report | | ✓ | | | | | |
| d Urban Renewal District Formation | | ✓ | | | | | |
| e Riverfront Implementation Working Group | | ✓ | ✓ | | | | |
| f Baker Rock Partnership | | ✓ | | | | | |
| B. WestRock Site | | | | | | | |
| a Maintain relationship with the industrial site's owners | | | | | | | |
| b Pursue (EPA) Brownfields Grants | | | | | ✓ | ✓ | |
| c Identify options for the industrial site's ponds | | | | | ✓ | ✓ | |
| d Pursue development of property west of S River St | | | | | ✓ | ✓ | |
| C. Evaluate and Consider Implementing Other Tools | | | | | | | |
| h Evaluate Anti-displacement Measures | | | ✓ | ✓ | | | |
| i Multifamily Housing Tax Incentive Program | ✓ | ✓ | | | | | |
| j Opportunity Zone/Fund | ✓ | ✓ | | | | | |
| k Construction Excise Tax Study | ✓ | ✓ | | | | | |
| l New Market Tax Credits | | | | ✓ | ✓ | | |
| m EB-5 Program | | | | ✓ | ✓ | | |
| l Other District Infrastructure Funding Tools | | | | ✓ | ✓ | | |

| | Target Year: | | | | | | |
|--------------------------------------------------------------------|--------------|-----|-----|-----|-----------|-------------|--|
| | 1 | 2 | 3 | 4 | 5 - 10 | 10+ | |
| | '20 | '21 | '22 | '23 | '24 - '29 | '30 onwards | |
| 3. Infrastructure Improvements, Projects, and Actions | | | | | | | |
| A. Quick Wins | | | | | | | |
| a Selected Rogers Landing Improvements | ✓ | ✓ | ✓ | ✓ | | | |
| b Underpass Park | ✓ | ✓ | ✓ | ✓ | | | |
| B. Transportation | | | | | | | |
| a Esplanade and Overlooks | | | | | ✓ | | |
| b S Blaine Street Extension | | | | | ✓ | ✓ | |
| c Rogers Landing Extention | | | | | ✓ | ✓ | |
| d S College Street Improvements | | | | | ✓ | ✓ | |
| e S River Street Improvements | | | | | ✓ | | |
| f E Ninth Street Improvements | | | | | ✓ | | |
| g Wynooski Street Improvements | | | | | ✓ | ✓ | |
| h E Fourteenth Street Sidewalks | | | | | ✓ | | |
| i E Eleventh Street Sidewalks | | | | | ✓ | | |
| j E Ninth Street Bike Boulevard | | | | | ✓ | | |
| k E Eleventh Street Bike Boulevard | | | | | ✓ | | |
| l N Blaine/E Hancock Signal | | | | | ✓ | | |
| m S Blaine St/E First Signal | | | | | ✓ | | |
| n Trolley | | | | | ✓ | | |
| o Rail Crossings at S College Street & S River Street | | | | | ✓ | | |
| p E Ninth Street Extension to Wynooski Street | | | | | ✓ | | |
| q E Fourteenth Street - S College St to S River St | | | | | | ✓ | |
| r Waterfront Street - S College St to UGB | | | | | | ✓ | |
| s E Fourteenth Street Extension - S River St to NE Dog Ridge Rd | | | | | | ✓ | |
| t E Industrial St (1) - E Fourtenth St Ext to Wynooski St | | | | | | ✓ | |
| u S Industrial St (2) - Bypass to E Fourteenth St Ext | | | | | | ✓ | |
| v S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext | | | | | | ✓ | |
| C. Parks and Open Space | | | | | | | |
| a Esplanade and Overlooks | | | ✓ | ✓ | ✓ | | |
| b Gateways | ✓ | ✓ | | ✓ | | | |
| c Rogers Landing Improvements | | | ✓ | ✓ | ✓ | | |
| d Waterline Bridge Improvements | | | | | ✓ | ✓ | |
| D. Stormwater, Wastewater, and Other | | | | | | | |
| a Water Distribution System Improvements | | | | ✓ | ✓ | ✓ | |
| b Wastewater System Improvements | | | | ✓ | ✓ | ✓ | |
| c Stormwater System Improvements | | | | ✓ | ✓ | ✓ | |
| d Regional Stormwater Faciltiy Study | | | | | ✓ | ✓ | |

REGULATORY ACTIONS

Regulatory actions are an essential first step toward realizing the vision of the Riverfront Master Plan. Changing City regulations is also squarely within the City’s authority, whereas other actions described later require the City to work with other public agencies or private entities to effect change.

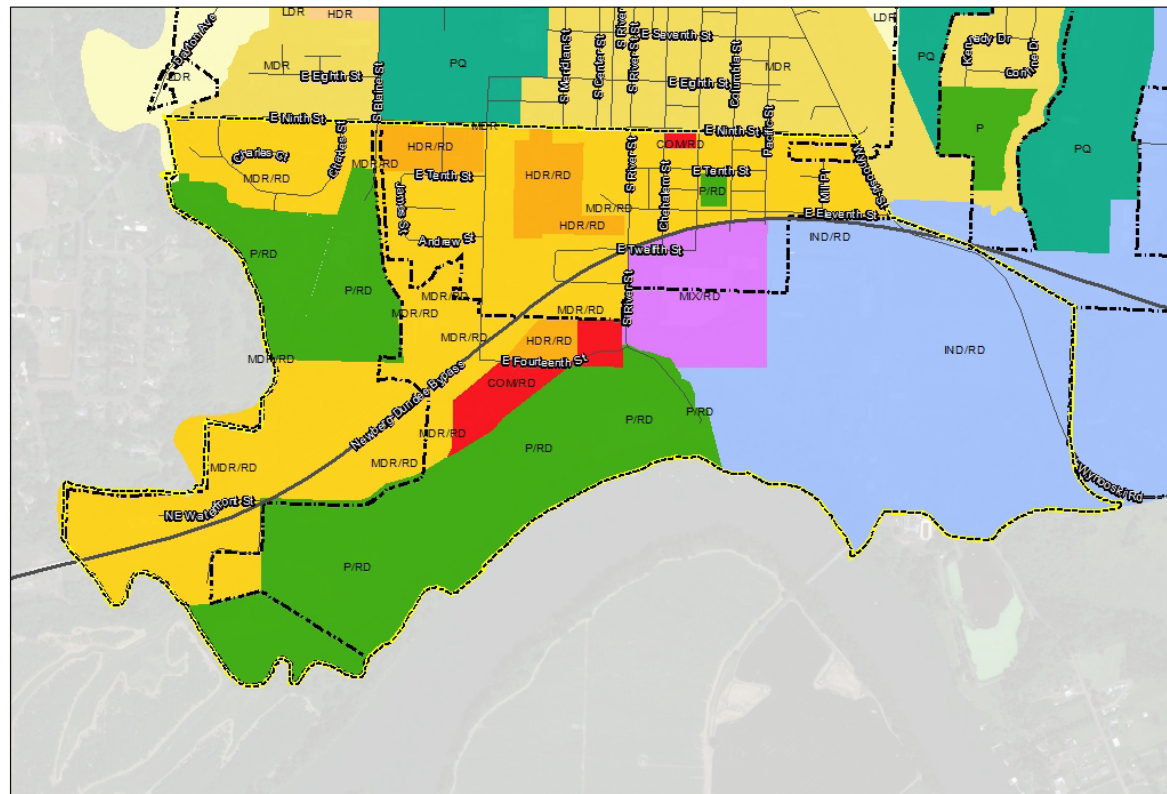
Amend the Comprehensive Plan to Reflect the Intent of the Riverfront Master Plan

The City of Newberg’s Comprehensive Plan is a set of policies and map of land use designations that guide growth and development within the Newberg Urban Growth Boundary (UGB). It includes several existing policies related to the Riverfront District, put into place by the 2002 Riverfront Master Plan, many of which need to be revised because they are out of date or inconsistent with the current vision for the area.

Updates include:

- Removing references to the “Smurfit Newsprint Processing Plant”
- Revising policies to more closely match the vision and goals of this plan
- Updating references to the Newberg-Dundee Bypass
- Amending the boundary of the Riverfront District classification to include the Riverfront Industrial Site and lands north of the Bypass.

Detailed changes to the Comprehensive Plan are provided in the Appendix F (TM6 - Comprehensive Plan Amendments).



Legend

- Riverfront Overlay Zone Boundary
- City Limits



FIGURE 38. PROPOSED COMPREHENSIVE PLAN DESIGNATIONS

Amend the Zoning Map and Development Code to Reflect the Intent of the Riverfront Master Plan

This Riverfront Master Plan will be implemented by a combination of the Riverfront Subdistrict and the base zoning of individual parcels in the area as described in this section.

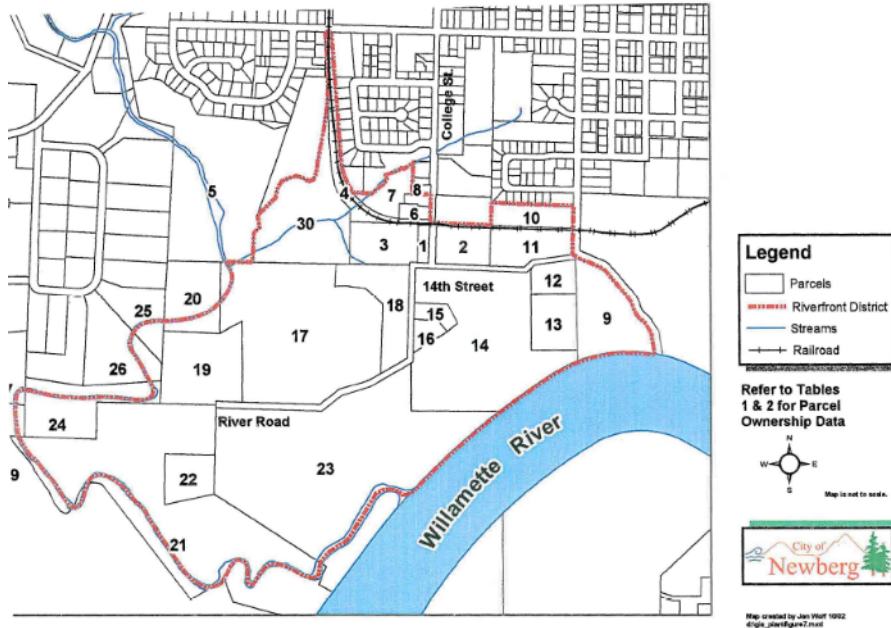


FIGURE 39. MAP SHOWING RIVERFRONT DISTRICT ESTABLISHED IN THE 2002 RIVERFRONT MASTER PLAN

The Riverfront Subdistrict

As part of the City of Newberg’s 2002 Riverfront Master Plan, the City created the Riverfront Subdistrict (15.352) to encourage access to the Willamette River and allow for specific design standards for development in the area. For this Riverfront Master Plan Update, we recommend amending this overlay as the primary zoning vehicle to implement the plan for the following reasons:

- Updating the existing zoning regime, rather than relying on entirely new code language, will reduce the amount of new and unfamiliar material for the City to administer.
- The Riverfront Subdistrict applies to several properties today – removing this sub-district would change the zoning designation on these properties whereas amendments to the text may be seen as less of a change.
- One of the key components of the Riverfront Master Plan is a cohesive district-focused set of design and connectivity requirements. This can be more easily accomplished with one unifying set of standards within a subdistrict than across several base zones.

Today, the Riverfront District lies mostly outside of the Newberg City Limits (but within the Urban Growth Boundary). It should be noted that the Newberg Development Code currently identifies the Riverfront Subdistrict overlay with a RF designation, but the Comprehensive Plan and Zoning Maps were adopted with an RD overlay designation. To address this inconsistency, the amendments include changing all RF code references to RD. All new code language will use the RD overlay designation.

The key features of the overlay zone include:

- Zoning designations that allow for a mix of uses in the riverfront area, including employment, housing, commercial, active and passive open space, and water uses
- Requirements for pedestrian-oriented development
- Buffers and/or transitions between industrial uses and other uses
- Multi-modal connections within the study area and to other destinations
- Commercial uses related to Rogers Landing (boat rentals, concessions)
- Visual and physical access to the river

Base Zones

In addition to the Riverfront Overlay, there are two additional zoning designations intended to implement the Riverfront Master Plan.

Riverfront Commercial (C-4) Zone

The City of Newberg currently has a C-4 Riverfront Commercial District, which was created by the 2002 Riverfront Master Plan, intended to be consistent with the COM/RD designation of the comprehensive plan. This zoning designation is not applied to any parcels in Newberg, as the commercially-designated area of the Riverfront District lies outside the current City Limits.

The purpose of the C-4 zone is to allow a mix of uses that:

- Provides a variety of retail and commercial service type uses that benefit from proximity to the river
- Encourages physical and visual access to the Willamette River through pedestrian connections to the Riverfront Area’s trail network and river viewpoints
- Ensures compatibility of development with the surrounding area and minimizes impacts on the environment

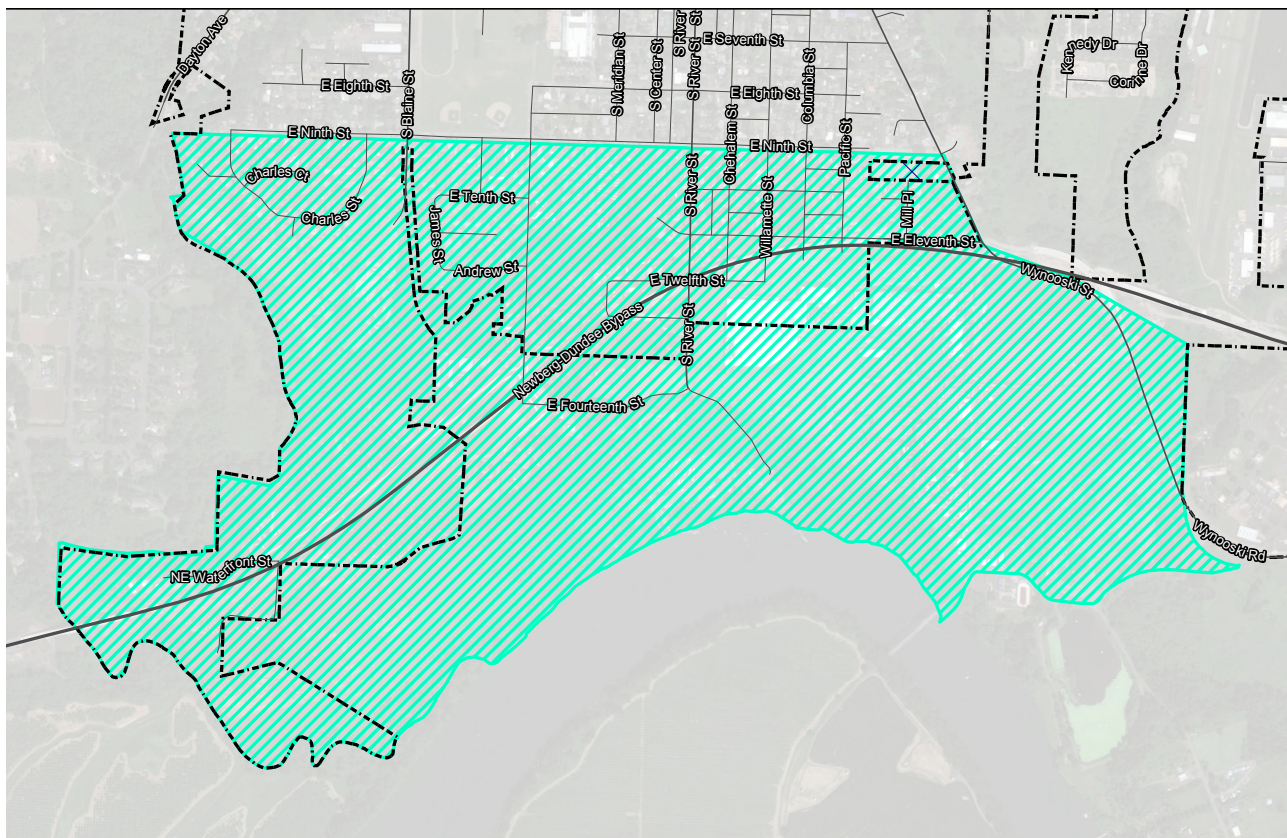


FIGURE 40. RIVERFRONT DISTRICT OVERLAY MAP

Mixed Employment Zone

The new Mixed Employment (M-E) Zone allows for a mix of light industrial and limited commercial uses intended to create a buffer between heavy industrial uses and pedestrian-friendly, mixed-use development within the core of the Riverfront District. With the establishment of a new zone that implements the Industrial and Mixed-Use Comprehensive Plan designations, the City or individual property owners may consider applying the M-E zone elsewhere in Newberg. Amendments to the Newberg Development Code that implement the new M-E zone are included in Appendix G (TM7 - Zoning Map and Development Code Amendments).

Industrial Zoning

No changes to the comprehensive plan designation of the eastern portion of the Riverfront Industrial Site are proposed. If the property were to annex to

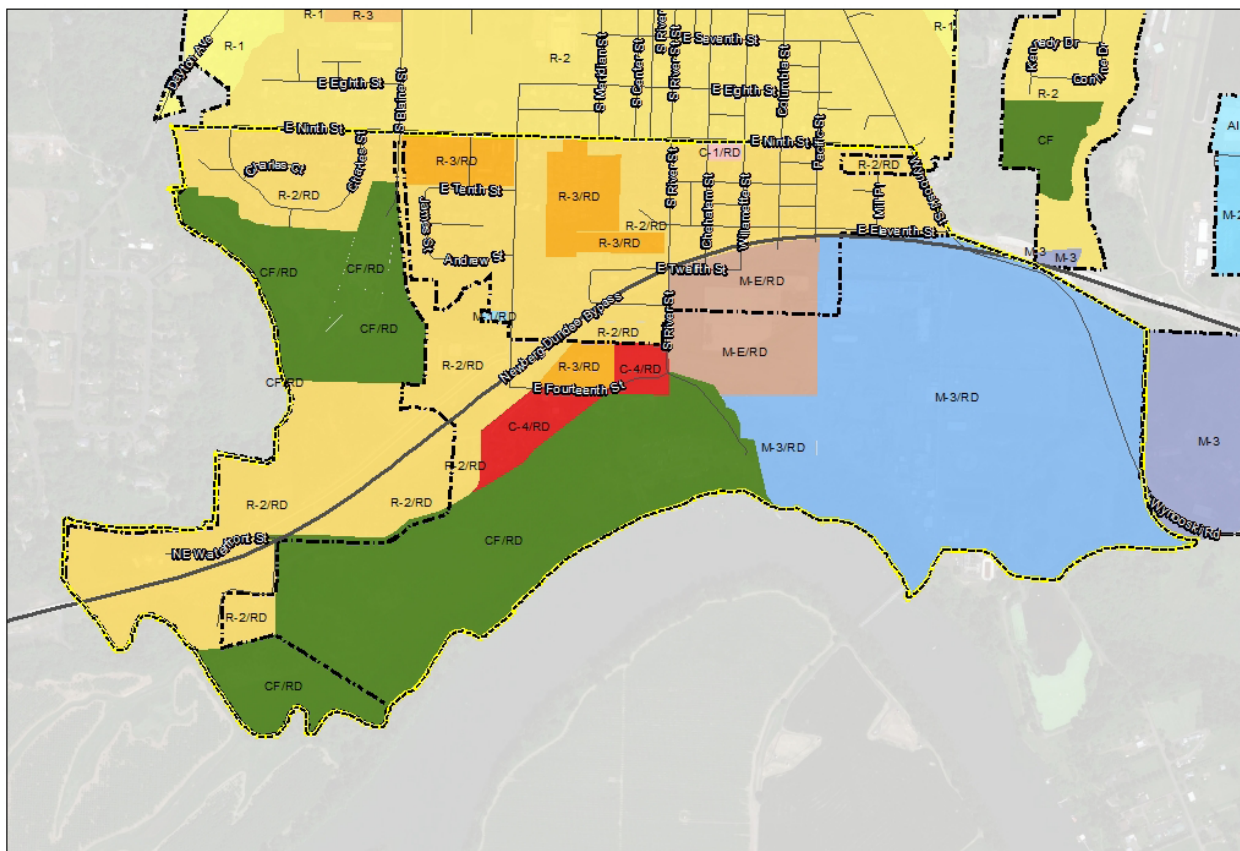
the City of Newberg, it would be given one or more industrial zoning designations. The most appropriate designation(s) will depend upon the specific uses and circumstances of the annexation.

Community Facilities Zone

The Community Facilities (CF) zone will allow for the continuation and improvement of park and recreation uses throughout the Willamette Riverfront. Ewing Young Park is also zoned CF.

Residential Zones

Residential land is zoned either R-2 Medium Density Residential or R-3 High Density Residential. Within the Riverfront Overlay District, specific design requirements apply, including orientation toward the esplanade and providing a pleasant pedestrian environment.



Legend

- Riverfront Overlay Zone Boundary
- City Limits

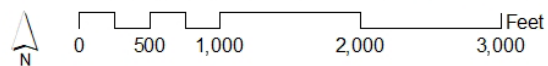


FIGURE 41. PROPOSED ZONING DESIGNATIONS

FUNDING, STUDIES, AND ORGANIZATIONAL ACTIONS

The actions below enable all of the big ideas to be realized, transcending any one individual concept. These actions provide the funding mechanisms and organizational structure for carrying out the other projects and actions in the Plan. These actions include:

Conduct an Urban Renewal Feasibility Study and Plan that includes the Riverfront

Urban Renewal is typically the most powerful tool available for Cities seeking to renew or redevelop a specific area or district. Urban Renewal enables Cities and other government agencies to plan, fund, and implement significant public infrastructure improvements, and thereby catalyze private development.

Consider Appointing a Riverfront Implementation Working Group or Committee

Plans that enjoy the support of a dedicated group or committee are more likely to be implemented over time. Following the completion of downtown plans, merchants' associations or Business Improvement District (BID) boards are often an important constituent group that works to see that the recommendations in a plan are implemented.

Explore Partnering with Baker Rock Property Owners

A public-private partnership with Baker Rock may help realize the City's vision for developing property at the terminus of S College Street and the envisioned pedestrian esplanade. There may be opportunities for the transfer of property adjacent to the Willamette River to the park district for parks, trails, and open space uses.

Riverfront Industrial Site

The Riverfront Industrial Site remains an important part of the Riverfront Area given its size and impact on access to the area, regardless of whether it remains an industrial operation or transitions to an alternative use in the future. In the coming years, we anticipate several associated projects and studies to take place in partnership with the site's owners. If or when the time comes that the owners of the Riverfront Industrial Site decide to transition the site to an alternative use, these studies will lay the foundation to transition some of the land to employment, lodging, commercial, and/or public open space uses. Some of the strategies for supporting the Riverfront Industrial Site include:

- Pursue Brownfields Grants from the EPA and/or other agencies.
- Maintain a strong working relationship with the Riverfront Industrial Site owners and pursue partnership opportunities.
- Identify alternative options for the industrial site's ponds. If industrial uses shrink in the future, the need for the wastewater treatment ponds may be reduced. Transitioning these ponds to tax-generating uses, stormwater facilities, and/or open space should be a long-term goal.
- Pursue development of property west of S River Street. The property at the terminus of S River Street is a key node for the Riverfront Master Plan. Its development as a mixed use node has many community benefits and should be pursued by the City in partnership with property owners.

Evaluate and Consider Implementing other Funding and Tools

The State of Oregon enables the use of a variety of tools to help facilitate development as envisioned within this Plan and they should be considered for application within the Newberg Riverfront. These tools include:

- Evaluate anti-displacement Measures for the Riverfront Area and nearby neighborhoods
- Multifamily Housing Tax Incentive Program (MHTIP)
- Opportunity Zones and Opportunity Funds
- Construction Excise Tax for Affordable Housing
- New Market Tax Credits
- EB-5 Program
- Other District-Infrastructure Funding Tools

INFRASTRUCTURE IMPROVEMENTS, PROJECTS, AND ACTIONS

The following sections provide additional detail about the specific infrastructure projects. The implementation of these projects first requires identifying the actions and preliminary subtasks that need to be taken, as well as the timeframe within which they should be initiated (and by whom).

Quick Wins

Identifying and planning for some highly-visible, high-impact activities and projects will help to promote and generate ongoing support for the Newberg Riverfront Master Plan. These “quick wins” help to keep the team and community engaged and energized, particularly through less visible activities like data collection and analysis. The Underpass Park and some of the improvements at Rogers Landing Park are two quick wins identified for the Newberg Riverfront. Improvements to Rogers Landing Park and development of the Underpass Park will likely have initial phases that are “quick wins”, followed by other phased improvements. Additional quick wins should be identified as the implementation strategy shifts to accommodate priorities and budgets.

- **Rogers Landing.** Within Rogers Landing, quick wins may include the following:
 - Construction of pedestrian accessways
 - Construction of trails through the Baker Rock property and onto the area currently occupied by the landfill
 - A park planning process in collaboration with the Chehalem Park and Recreation District and Yamhill County Parks to engage the community in park design
 - Modest investment in park facilities, such as playgrounds, picnic areas, and a small amphitheater
- **Underpass Park.** The Underpass Park will provide active recreational space beneath the Newberg-Dundee Bypass. Coordination with ODOT—who will need to approve the project—and CPRD are critical first steps to creating this community facility. Subsequent steps include community engagement, design and cost estimates, and construction. Temporary or short-term uses, such as farm stands, lawn games, and other active uses under the Bypass could drive attention to the area prior to the implementation of park infrastructure, either as part of a broader park planning process or simply to demonstrate public interest.

Transportation

Transportation projects include new multi-modal facilities, streetscape improvements, new roads and extensions to existing roads, and a trolley connecting to Downtown Newberg.

- **Esplanade and Overlooks.** The esplanade (walkways) and overlooks are likely to be a joint responsibility of Chehalem Park & Recreation District, the City of Newberg, and property owners. While the project should be seamless and continuous, there will likely be different implementing agencies (and different funding sources) for various segments.
- **Streetscape Improvements.** A significant goal of the project is increased connectivity throughout the Riverfront area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City's Capital Improvement Plan (CIP) and/or other funding plan, and construction are the three main actions needed for streetscape improvements. Specific projects include:
 - S Blaine Street Extension – E Ninth Street to S College Street
 - Rodgers Landing Road Extension (Willamette River to UGB)
 - S College Street Improvements – E Ninth Street to E Fourteenth Street
 - S River Street Improvements – E First Street to Bypass
 - S River Street Improvements – Bypass to Rogers Landing Road
 - Wynooski Street Improvements – S River Street to Bypass
 - E Fourteenth Street Sidewalks – S College Street to S River Street
 - E Eleventh Street Sidewalks – S River Street to Wynooski Street
 - E Ninth Street Bike Boulevard – S Blaine Street to S River Street
 - E Eleventh Street Bike Boulevard – East of S River Street
 - E Ninth Street Extension – S Pacific Street to Wynooski Street
 - Rail Crossings – S College Street and S River Street
 - Trolley (linked to Downtown Plan and Tourism Strategy)

Over the long-term, local roads in the Riverfront area will also need to be brought up to current City standards, which may include sidewalks and ADA ramps, among other components.

- **Update the Transportation System Plan (TSP) to reflect needed changes.** Table 1 shows transportation improvements related to the Riverfront. The TSP must be amended to include those not currently assigned a project number. Some projects were identified in the Transportation Planning Rule (TPR) analysis. These include: Adopt alternate mobility targets in Newberg – the intersection of S River Street and OR 99W is expected to meet the new mobility targets.
 - Incorporate intersection control upgrade (traffic signal) at the intersection of S Blaine Street / OR 99W (E First Street) to support mobility need to/from the Riverfront Area into corridor improvements related to the Downtown Improvement Plan. Pending review by the state traffic engineer, this improvement would be identified in the TSP.
 - Incorporate intersection control upgrade (traffic signal) at the intersection of N Blaine Street / OR 99W (E Hancock Street) to support mobility need to/from the Riverfront Area into corridor improvements related to the Downtown Improvement Plan. Pending review by the state traffic engineer, this improvement would be identified in the TSP.

TABLE 1. TRANSPORTATION IMPROVEMENTS AND COST ESTIMATES

| Description | TSP Project # | Functional Classification | Curb to Curb Width (Minimum) | Estimated Length (LF) | Estimated Cost per Linear Foot (\$/LF) | Estimated Project Cost |
|---------------------------------------------------------------------------------------|---------------|--------------------------------------------------|------------------------------|-----------------------|----------------------------------------|------------------------|
| S Blaine St Extension - E Ninth St to S College St | E04 | Major Collector | 36 | - | - | \$1,800,000 |
| Rogers Landing Rd Extension - Willamette River to UGB | E06 | Major Collector | 36 | - | - | \$1,400,000 |
| S College St Improvements - E Ninth St to E Fourteenth St | - | Minor Collector (includes parking both sides) | 40 | 2,000 | \$1,463 | \$2,925,000 |
| S River St Improvements - E First St to Bypass | S22 | Major Collector | 36 | - | - | \$3,200,000 |
| S River St Improvements - Bypass to Rogers Landing Rd | - | Major Collector w/Parking on Both Sides | 48 | 900 | \$1,350 | \$1,215,000 |
| Wynooski St Improvements - S River St to Bypass | S37 | Major Collector | 36 | - | - | \$4,400,000 |
| E Ninth St Sidewalks - S Blaine St to S River St | P08 | - | - | - | - | \$86,000 |
| E Fourteenth St Sidewalks - S College St to S River St | P09 | - | - | - | - | \$83,000 |
| E Eleventh St Sidewalks - S River St to Wynooski | P12 | - | - | - | - | \$78,000 |
| E Ninth St Bike Boulevard - S Blaine St to S River Street | B05 | - | - | - | - | \$118,000 |
| E Eleventh St Bike Boulevard - E of S River Street | B05 | - | - | - | - | \$120,000 |
| N Blaine/E Hancock Signal* | - | Major Collector | 36 | - | - | \$900,000 |
| N Blaine/E First Signal* | - | Major Collector | 36 | - | - | \$900,000 |
| E Ninth St Connection - S Pacific St to Wynooski St | - | Local Residential Street | 32 | 625 | \$900 | \$562,500 |
| Mill Place Extension - E Ninth St (Connection) to S Terminus | - | Local Residential Street | 32 | 200 | \$900 | \$180,000 |
| Rail Crossing Improvements Crossing No. 40A-000.60 (S College St) | - | Minor Collector | 40 | - | - | \$450,000 |
| Rail Crossing Improvements Crossing No. 40A-000.40 (S River St) | - | Major Collector | 36 | - | - | \$415,000 |
| E Fourteenth Street - S College St to S River St (Sidewalks in TSP Project P09) | - | Local Residential Street | 32 | 800 | \$800 | \$640,000 |
| Waterfront Street - S College St to UGB | - | Local Residential Street | 32 | 2,400 | \$900 | \$2,160,000 |
| E Fourteenth Street Extension - S River St to NE Dog Ridge Rd | - | Local Commercial/ Industrial Street | 34 | 3,200 | \$956 | \$3,060,000 |

| Description | TSP Project # | Functional Classification | Curb to Curb Width (Minimum) | Estimated Length (LF) | Estimated Cost per Linear Foot (\$/LF) | Estimated Project Cost |
|-----------------------------------------------------------------------------------------------|---------------|------------------------------------|------------------------------|-----------------------|----------------------------------------|------------------------|
| E Industrial St (1) - E Fourteenth St Ext to Wyooski St | - | Local Commercial/Industrial Street | 34 | 3,000 | \$956 | \$2,868,750 |
| S Industrial St (2) - Bypass to E Fourteenth St Ext | - | Local Commercial/Industrial Street | 34 | 1,400 | \$956 | \$1,338,750 |
| S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext | - | Local Commercial/Industrial Street | 34 | 1,500 | \$956 | \$1,434,375 |
| | | | | | | \$30,334,375 |
| Projects in the City's 2016 Transportation System Plan | | | | | | |
| Projects in the City's 2016 Transportation System Plan that are not in the RFMP Update | | | | | | |

Cost per linear foot assumptions: Includes approximately 45% allowance for administrative, engineering, and other project-related costs; no rock excavation; no dewatering; no property or easement acquisitions; no specialty construction included.

**This estimate does not include any mitigation to offset the reduced capacity of E First Street and E Hancock Street resulting from addition of the traffic signals*

While not required to address TPR, the following finding should be considered in future planning efforts related to the Riverfront Area.

- While the intersection of OR 219/NE Wyooski Road would meet mobility targets, it is a key gateway that provides access to the Riverfront Area. The traffic analysis indicates that the intersection would have high delay from the Wyooski Road approach. While the traffic forecasts do not meet the minimum minor street approach thresholds for traffic signal warrants, this location should continue to be monitored for future signalization or traffic control needs.

Parks, Trails, & Open Space

- **Gateways.** Gateways inform visitors of their arrival to the Riverfront and in conjunction with a clear system of directional wayfinding signage can make the Riverfront a more legible, identifiable, and easily accessible destination. Both the S River Street Gateway and the S College Street Gateway should be specifically identified in a Streetscape, Wayfinding, and Gateway Plan, which will identify the types and locations for streetscape features, wayfinding markers, gateways, and other components of the pedestrian realm. The plan will inform, guide, and be coordinated with other big ideas.
- **Trails.** The Plan proposes several new or improved trails throughout the Riverfront, including those in Ewing Young Park, along Chehalem Creek, and along the riverfront. Establishing trails will require coordination with the Chehalem Park & Recreation District and Yamhill County, discussions with property owners, utilities, and other stakeholders. If successful, these discussions would be followed by the preparation of a trail plan and design, and subsequent acquisition of easements, real property, or use agreements to enable improvement, operation, and maintenance of the trail. Construction would follow as funding and approvals permit. Efforts should also be made to coordinate with the Chehalem Park & Recreation District and the County on a regional trail network that provides additional connections to surrounding amenities.

TABLE 2. TRAIL COST ESTIMATES

| Segment | Type | Length/ Width | \$/SF | Est. Cost |
|-------------------------------|-----------------|------------------|---------|-----------|
| Ewing Young Park | Nature Trail | 11,125, 6 ft | \$4.00 | \$339,000 |
| Hess Creek* | Nature Trail | 9,425, 6 ft | \$4.00 | \$226,200 |
| Chehalem Creek | Nature Trail | 14,570, 6 ft | \$5.50 | \$480,810 |
| River St to College St | Urban multi-use | 1,350, 12 ft | \$6.00 | \$97,200 |
| Esplanade, west of S River St | Urban multi-use | 1,520, 10 ft | \$10.00 | \$152,000 |
| Esplanade, south of mill | Urban multi-use | 3,940, 10 ft | \$10.00 | \$394,000 |
| Rogers Landing Road | Urban multi-use | 780, 12 ft | \$12.50 | \$117,000 |

*Area located east of Wyooski Street. Trails proposed throughout the riparian area surrounding Hess Creek

Table 2 provides specific details relating to trail construction costs. Nature trails are generally bark chip, gravel, or earth surface, and urban multi-use trails are typically concrete or asphalt. An additional 25 percent is expected for right-of-way acquisition, engineering, permitting, and other costs, as well as a 30 percent contingency.

- **Rogers Landing Improvements.** While there are a few low-cost improvements that may be considered “quick wins,” most of the project components associated with Roger’s Landing will be longer-term improvements. These will likely include the study, design and engineering, and construction of the following:
 - Pedestrian access to Rogers Landing
 - Amphitheater
 - Landfill park area (Study landfill and determine if it can be used as a park)
 - Dog Park
 - Beach/swimming access
 - Waterfront improvements including potential boat rentals and overnight barge moorage.
- **Improve the Waterline Bridge.** The Waterline Bridge provides a regionally significant opportunity to connect the Riverfront Area to Champoeg State Park. Options to add pedestrian and bicycle access to the bridge and subsequently across the river would considerably improve the regional network. Improvements would need to be preceded by an engineering study to assess the

structural integrity of the bridge. The City should also continue to coordinate with Chehalem Park & Recreation District (CPRD) and Yamhill County in order to leverage other efforts and funding sources if and when the opportunity arises.

Water, Sewer, & Stormwater

Existing utilities within the project area include wastewater, stormwater, potable water, and private utilities (electricity, natural gas, and telecommunications). Much of the Riverfront Area is relatively underdeveloped, so existing utilities are limited in extent and size. Improvements to the water, sewer, and stormwater infrastructure will be necessary in order to support the plan, as described below.

Water System - Existing

The existing water system is owned and operated by the City of Newberg. The study area is served by three reservoirs: the North Valley Reservoir Nos. 1 and 2 located on the north side of the City, and the Corral Creek Reservoir, located east of the City. These reservoirs are fed by transmission mains from the water treatment plant, which is located on the southeast corner of the study area. A well field south of the study area supplies the City’s water, which is conveyed to their water treatment plant. A water transmission main conveys treated drinking water from the treatment plant north through the Riverfront Industrial Site to the rest of the City.

The area north of the Bypass is served by an existing

water distribution network, with distribution mains 2 to 8 inches in diameter. Several properties just south of the Bypass, including the Riverfront Industrial Site, are also served by water main extensions from the distribution system north of the Bypass.

The City of Newberg has a re-use water system, which is currently confined to the City’s Wastewater Treatment Plant and nearby golf course for part of the year. The Riverfront Industrial Site property has water rights to water from the Willamette River, and this privately-owned non-potable water was used in the past for mill operations.

TABLE 3. WATER IMPROVEMENTS AND COST ESTIMATES

| Description | Size/Length | \$/LF | Est. Cost |
|-------------|------------------|-------|-------------|
| Water Main | 8-inch, 8,200 ft | \$290 | \$2,372,490 |

Water System - Recommended Improvements

Recommended improvements to the existing potable water system are illustrated in Figure 42 and summarized below. It should be noted that the developer of the Riverfront Industrial Site has the capability of using the existing non-potable water system infrastructure, and water rights.

- **Extend a Water Distribution Main West from the Transmission Main.** To serve new development south of the Bypass, a water distribution main can be extended west from the transmission main near the water treatment plant. This new water distribution main should extend to the western portion of the study area and should connect to the existing water system to the north where possible to provide a fully looped system.
- **Extend a Water Main from S College Street.** To serve the north side of the Bypass, a water main could be extended from S College Street southwest along S Weatherly Way. This water main should also be connected to the water main serving the area south of the Bypass to provide a fully looped system
- **Improve the Water Distribution Network North of the Bypass.** The existing mains are relatively small and will likely not provide sufficient fire flow for future connections as the area south of the Bypass develops. The minimum size of water distribution mains will be 8-inches, per City standards. Final sizing will require a more in-depth analysis to ensure that minimum fire flow is maintained throughout the water system in accordance with City standards.

Wastewater System - Existing

Existing wastewater infrastructure within the Riverfront Area is mostly limited to the area north of the Bypass. The City of Newberg’s wastewater treatment plant is located just east of the project study area.

The portion of the study area north of the Bypass is currently served by two lift stations (the Charles Lift Station and the Andrew Lift Station) and a network of gravity sewer mains and trunk lines, which ultimately convey wastewater to the City’s wastewater treatment plant. A small lift station also serves Rogers Landing, conveying wastewater to the gravity sewer system to the north. The Riverfront Industrial Site is served by a single gravity sewer connection at the northwest corner of the site.

A map of the existing wastewater system within the project limits is shown in Figure 43. The City’s 2018 Wastewater Master Plan recommends improvements to the existing wastewater system within the planning area. The Wastewater Master Plan proposed abandoning the Charles Lift Station and Andrew Lift Station

in the northeast portion of the study area, and replacing them with a single lift station (the Riverfront Lift Station) and a series of gravity mains (projects C4.b and C3.b in the Wastewater Master Plan). The Riverfront Lift Station would also serve a portion of the southeast portion of the study area with several gravity sewer extensions to the south and the east. The Wastewater Master Plan also recommended upsizing several gravity mains within the study area to convey future flows. No wastewater improvements are described for the eastern portion of the study area.

Wastewater System - Recommended Improvements

- **Improve the Wastewater System.** The planning area currently lacks a complete wastewater system and will require extensive sewer infrastructure improvements to serve new development. Approximately six gravity mains, one force main, and a Riverfront Lift Station are recommended.

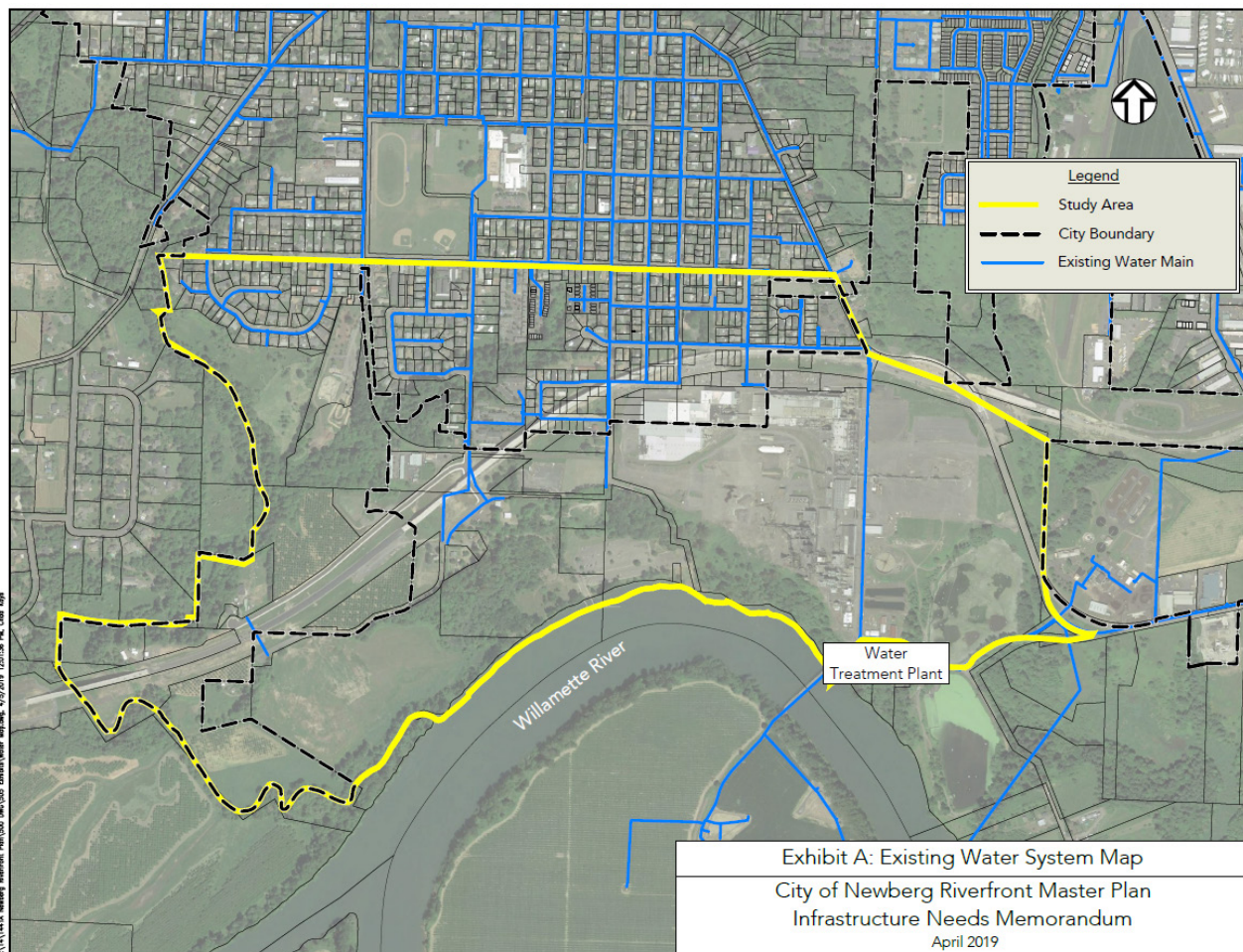
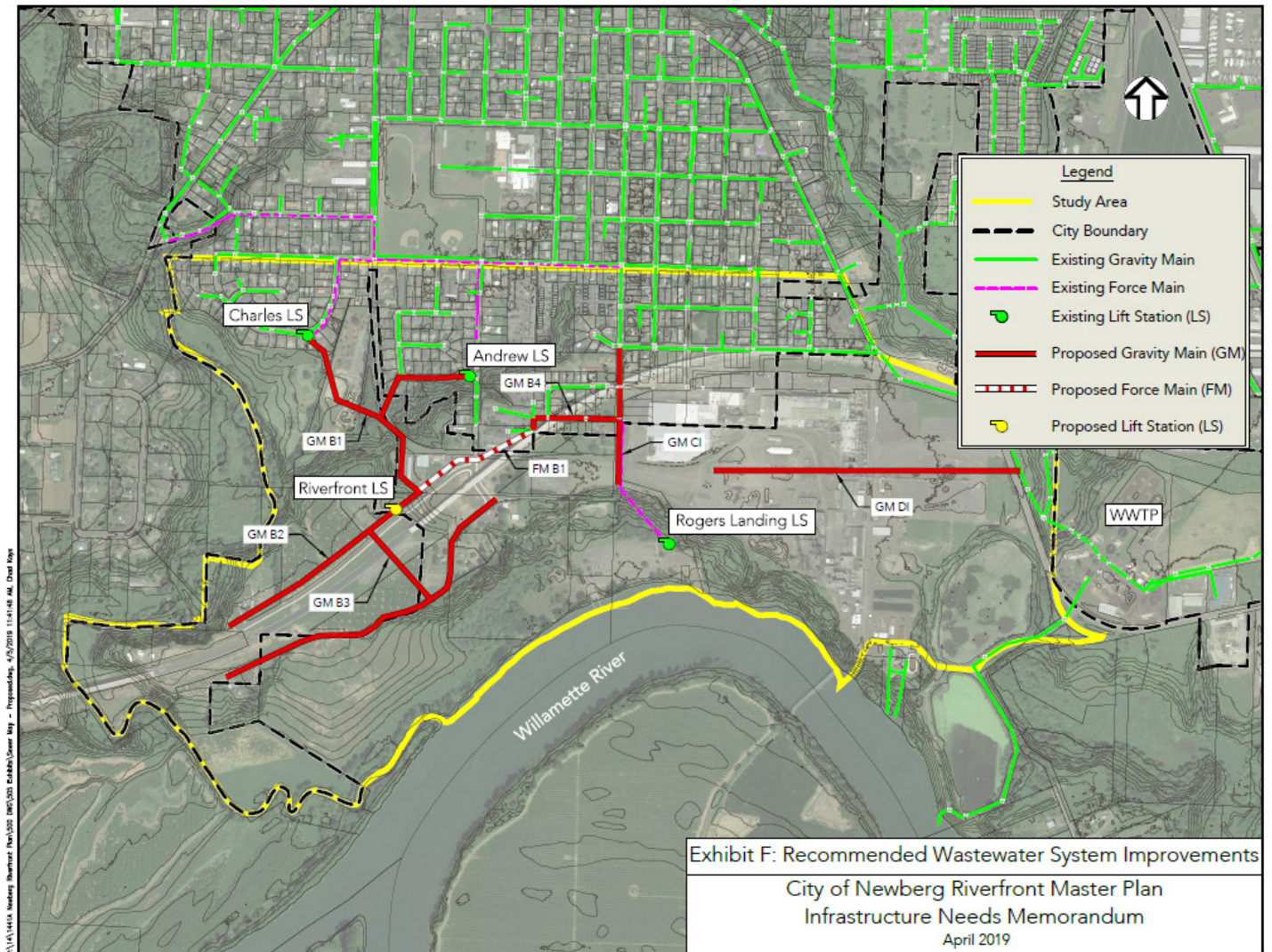


FIGURE 42. RECOMMENDED WATER SYSTEM IMPROVEMENTS



P:\1\1414 Newberg Riverfront Master Plan\GIS\Map - Proposed\4/19/2019 11:41:48 AM Draft Map

FIGURE 43. RECOMMENDED WASTEWATER SYSTEM IMPROVEMENTS

TABLE 4. WASTEWATER IMPROVEMENTS AND COST ESTIMATES

| Description | Sub-basin Served | Size/Length | (\$/LF) | Est. Cost |
|-------------------------|------------------|----------------|---------|-------------|
| Riverfront Lift Station | B | 950 gpm | - | \$770,000 |
| Force Main B1 | B | 8-in, 1000 ft | - | \$119,000 |
| Gravity Main B1 | B | 8-in, 2600 ft | \$320 | \$832,000 |
| Gravity Main B2 | B | 8-in, 1600 ft | \$320 | \$512,000 |
| Gravity Main B3 | B | 8-in, 3400 ft | \$320 | \$1,088,000 |
| Gravity Main B4 | A, B, C, D | 18-in, 1300 ft | - | \$505,000 |
| Gravity Main C1 | C | 8-in, 500 ft | \$320 | \$160,000 |
| Gravity Main D1 | D | 10-in, 2400 ft | \$350 | \$840,000 |

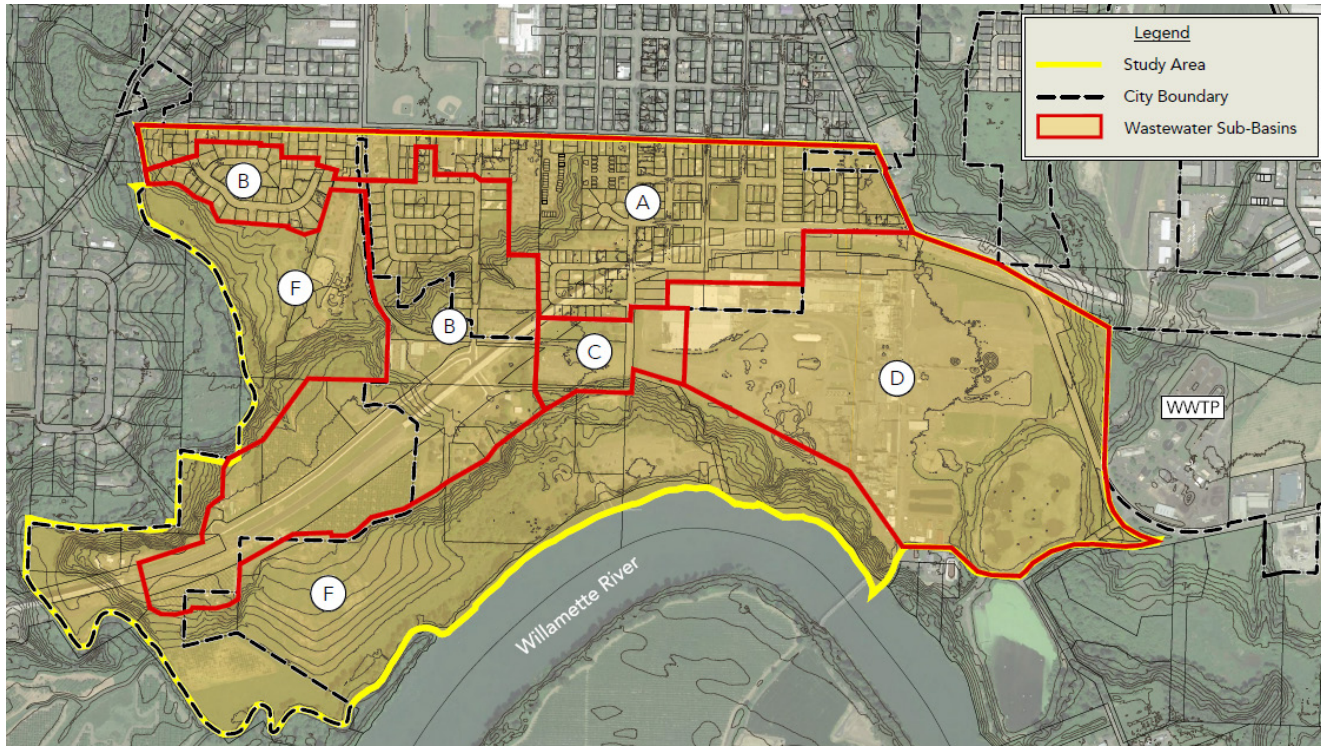


FIGURE 44. WASTEWATER SUB-BASINS

Stormwater System - Existing

The study area is drained by a system of natural drainages, open channels, and storm drain lines. Currently, the study area drains in three directions: west to Chehalem Creek, south to the Willamette River, and east to Hess Creek.

The southern portion of the site lies within the 100-year flood plain of the Willamette River and Chehalem Creek. Underground stormwater lines are few in number, and largely confined to the northern portion of the study area. A stormwater main bisects the study area, conveying stormwater from the drainage lines in the northern portion of the study area south to outfall at the Willamette River. This line was previously the wastewater outfall from the former wastewater treatment plant.

Stormwater System - Recommended Improvements

- **Improve the Stormwater System.** Collection and conveyance of stormwater runoff will likely consist of a combination of underground structure and pipes, and low-impact development conveyance improvements, such as swales and flow-through planters. Treatment of stormwater runoff will likely consist of either mechanical or low-impact development treatment facilities. Significant stormwater mitigation measures can often deter prospective developers from the area if they are prohibitively expensive, particularly for small- to medium-sized development projects. Therefore, larger stormwater infrastructure projects, such as regional stormwater solutions, should be a city-led initiative. Ultimately, however, solutions should largely be opportunistic with development and phased in a way that supports continued, incremental growth in the area. Cost estimates for stormwater mains are provided below (Table 5).
- **Study the Potential Repurposing of the Existing Riverfront Industrial Site Lagoons as a Regional Stormwater Facility.** The construction of a regional stormwater facility for treatment, detention, and/or disposal may address many of the difficulties individual developers face with stormwater management.

There are, however, very limited options for locating such a facility. The existing lagoons provide an opportunity for stormwater management. However, any use of these ponds will likely necessitate investigation of the condition of the lagoon basin floor for contaminants which might adversely affect the Willamette River. Depending on the degree of contamination and the requirements of regulatory authorities, cleanup might also be required. In addition, some agreement would need to be made for stormwater conveyance to the pond, pond use, access, and maintenance between the property owner, the City, and properties contributing stormwater.

TABLE 5. STORMWATER IMPROVEMENTS AND COST ESTIMATES

| Description | Sub-basin | Size/Length | \$/LF | Est. Cost |
|------------------|------------|---------------------|-------|-------------|
| Stormwater Mains | A, B, C, D | 12-18-in, 12,000 ft | \$420 | \$5,040,000 |



CONCLUSION

In conclusion, the Riverfront Master Plan, and the Incremental Implementation Strategy, represent a draft framework and guide for the revitalization of the Newberg Riverfront area into a thriving, mixed-use neighborhood that is close-in and complementary to Downtown Newberg. As this Plan expresses the community’s vision and a manifestation of their desired outcomes for this area, the Plan must be a dynamic and responsive policy framework and action plan—one that changes as needed to keep pace with changing community values and external factors, and as opportunities arise. The Newberg Riverfront Master Plan is intended to evolve accordingly, serving as the framework for further refinement according to changing circumstances and the wishes of the community.



APPENDIX A

Technical Memorandum 1:
Vision and Goals

DRAFT Vision and Goals

7/9/2018

To: Newberg Riverfront Master Plan Project Management Team
From: Andrew Parish and Kyra Haggart, APG
Re: TM1 – Vision and Goals

INTRODUCTION

The following vision statement and goals were derived from the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) discussions held on May 23, 2018 in Newberg. Themes from early project work and other local planning efforts have also been included.

The vision statement will serve as the overarching and long-range intent for the Riverfront Master Plan project, and the goals will serve as guidance to achieve this vision. Together they will be used as criteria to evaluate alternatives developed during the planning process.

VISION

Newberg's riverfront will be a lively, lush, and economically thriving destination that is frequented by Newberg residents and visitors alike. As a local and regional destination, it will provide spaces for large events, as well as opportunities for families and individuals to gather, recreate, and relax. Safe and direct connections for walkers, bikers, and drivers will draw people to the riverfront from downtown and other areas of the city. A mix of residences, public spaces, services, commerce, and industrial uses will tie together through great design, creating a unique, mixed use setting on the Willamette River.

We envision:

- Regional trail connections both up- and down-river that take advantage of Newberg's natural geography and scenic views
- Preserved natural areas around stream corridors that protect and enhance watershed health
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river's location in the city
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities
- Space for large group activities, such as concerts, cultural gatherings, or sporting events
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces
- A mix of open and covered spaces that provide opportunities for year-round activities
- A well-known destination that draws people from throughout the City and the region to Newberg's riverfront

GOALS

The Newberg Riverfront Master Plan will:

- A. Provide a mix of land uses: public, residential, commercial/mixed use, and industrial.
- B. Plan for a multi-modal transportation network to provide access and connections to the rest of the city, especially Downtown Newberg.
- C. Preserve open space and incorporate natural features as part of the riverfront's strong sense of place.
- D. Honor the long history of waterfront industry at this location.
- E. Provide an open and transparent planning process.
- F. Engage a diverse group of stakeholders throughout the planning process.
- G. Create a plan that works for community members of all ages, abilities, and cultural backgrounds.

Technical Memorandum 2:

Existing and Planned Conditions



RIVERFRONT

MASTER PLAN

City of Newberg

Advisory Committee Meeting #2

July 23, 2018

Agenda

- Project Vision and Goals
- Existing and Planned Conditions
 - Land Use
 - Transportation
 - Infrastructure
- Neighborhood Design
- Market Analysis
- Next Steps

Vision Statement



Newberg's riverfront will be a lively, lush, and economically thriving destination that is frequented by Newberg residents and visitors alike.

As a local and regional destination, it will provide spaces for large events, as well as opportunities for families and individuals to gather, recreate, and relax. Safe and direct connections for walkers, bikers, and drivers will draw people to the riverfront from downtown and other areas of the city.

A mix of residences, public spaces, services, commerce, and industrial uses will tie together through great design, creating a unique, mixed use setting on the Willamette River.

Goals

- Provide a mix of land uses: public, residential, commercial/mixed use, and industrial.
- Plan for a multi-modal transportation network to provide access and connections to the rest of the city, especially Downtown Newberg.
- Preserve open space and incorporate natural features as part of the riverfront's strong sense of place.
- Honor the long history of waterfront industry at this location.
- Provide an open and transparent planning process.
- Engage a diverse group of stakeholders throughout the planning process.
- Create a plan that works for community members of all ages, abilities, and cultural backgrounds.





RIVERFRONT

MASTER PLAN

City of Newberg

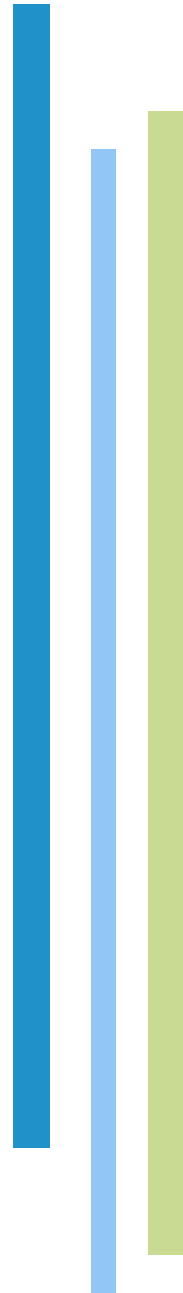
EXISTING AND PLANNED CONDITIONS

Land Uses / Regulations

Transportation

Infrastructure


Land Use and Regulatory Context





RIVERFRONT MASTER PLAN

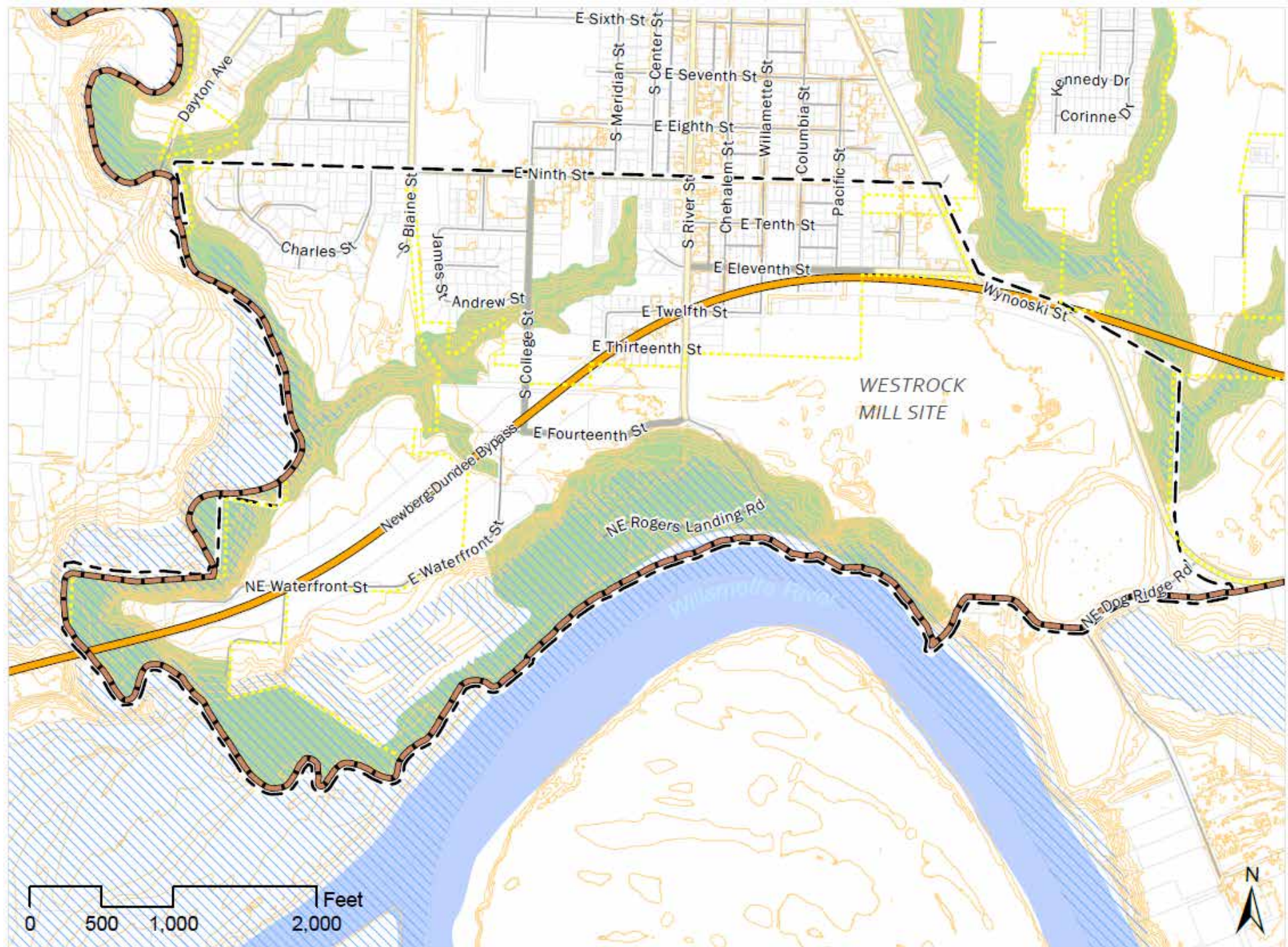
City of Newberg

Physical Constraints

 Flood Hazard Overlay

 Stream Corridor

 10' Contours



RIVERFRONT MASTER PLAN

City of Newberg

Existing Comprehensive Plan

Comprehensive Plan

Designation

- COM
- COM/RD
- COM/SP
- HDR
- HDR/SP
- IND
- IND/RD
- IND/SP
- LDR
- LDR-6.6
- LDR/1A
- LDR/SP
- MDR
- MDR/RD
- MDR/SP
- MIX
- MIX/SP
- P
- P/RD
- PQ
- SD/E
- SD/H
- SD/LDR
- SD/MRR
- SD/NC
- SD/V



RIVERFRONT MASTER PLAN

City of Newberg

Existing Newberg Zoning

Zoning Designations

- AI
- C-1
- CF
- CF/RD
- M-1
- M-2
- M-3
- R-1
- R-2
- R-2/RD
- R-3



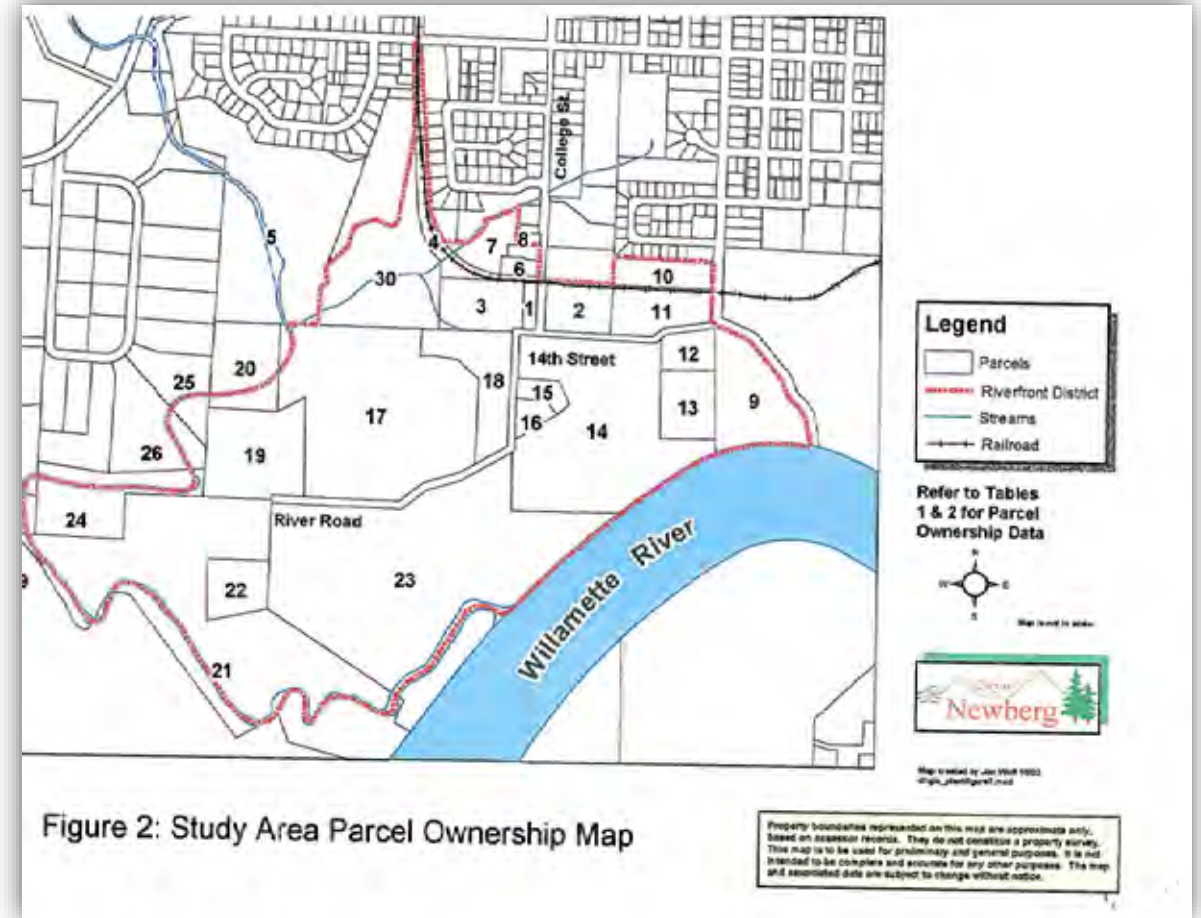
Willamette River Greenway (Goal 15)



- Newberg Comprehensive Plan policies in G-5
 - Protection, conservation, enhancement, and maintenance of greenway
 - Some follow from State law, others from the 2001 riverfront plan
 - Encouragement of:
 - Recreational Activities
 - Open Space Preservation
 - Pedestrian and Water Access
 - Flood Hazard and Stream Corridor Protection
 - Commercial/Economic Uses
 - Screening of Extractive Processes & Reuse of Extraction sites
-

Riverfront (RF) Subdistrict

- References the 2001 Riverfront Master Plan
- Protects view corridors and tree groves
- Provides buffers between industrial and other uses.
- Standards for commercial and residential design to support walkability
- Will be evaluated in the implementation phase of this process to see what are appropriate, given the new Master Plan concepts












RIVERFRONT MASTER PLAN







City of Newberg


Land Uses

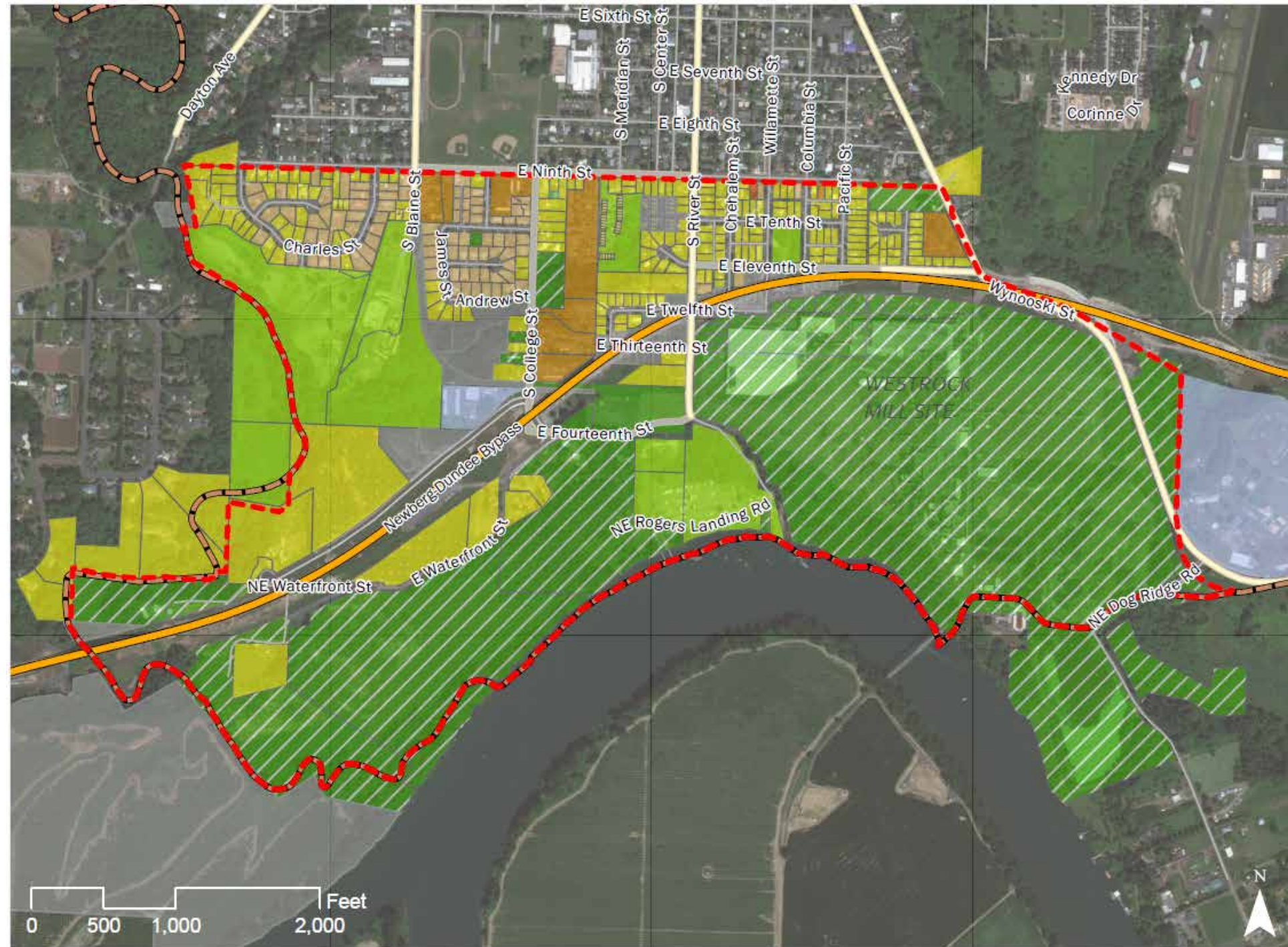
Taxlots

-  Commercial
-  Park / Open Space
-  Industrial
-  Residential 2/3/4plex
-  Residential MultiFamily
-  Partially Vacant
-  Residential SFD and SFA
-  Vacant
-  Undevelopable

Transportation

-  Major Arterial
-  Major Collector
-  Minor Arterial
-  Minor Collector
-  Local Street
-  Urban Growth Boundary (UGB)

 Study Area



Existing Land Uses (Parcels)

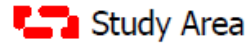
- Commercial: 1
 - Park / Open Space: 10
 - Industrial: 1 (plus mill site)
 - Residential Single Family: 258
 - Residential 2/3/4 plex: 86
 - Residential Multifamily: 9
 - Vacant Parcels: 5
 - Partially Vacant Parcels: 25
-



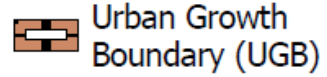
RIVERFRONT MASTER PLAN

City of Newberg

Proposed Development

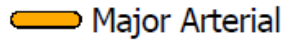


Study Area

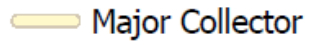


Urban Growth Boundary (UGB)

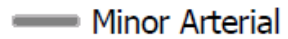
Transportation Functional Class



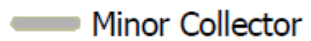
Major Arterial



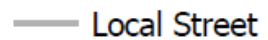
Major Collector



Minor Arterial

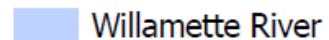


Minor Collector



Local Street

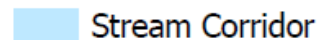
Natural Resources



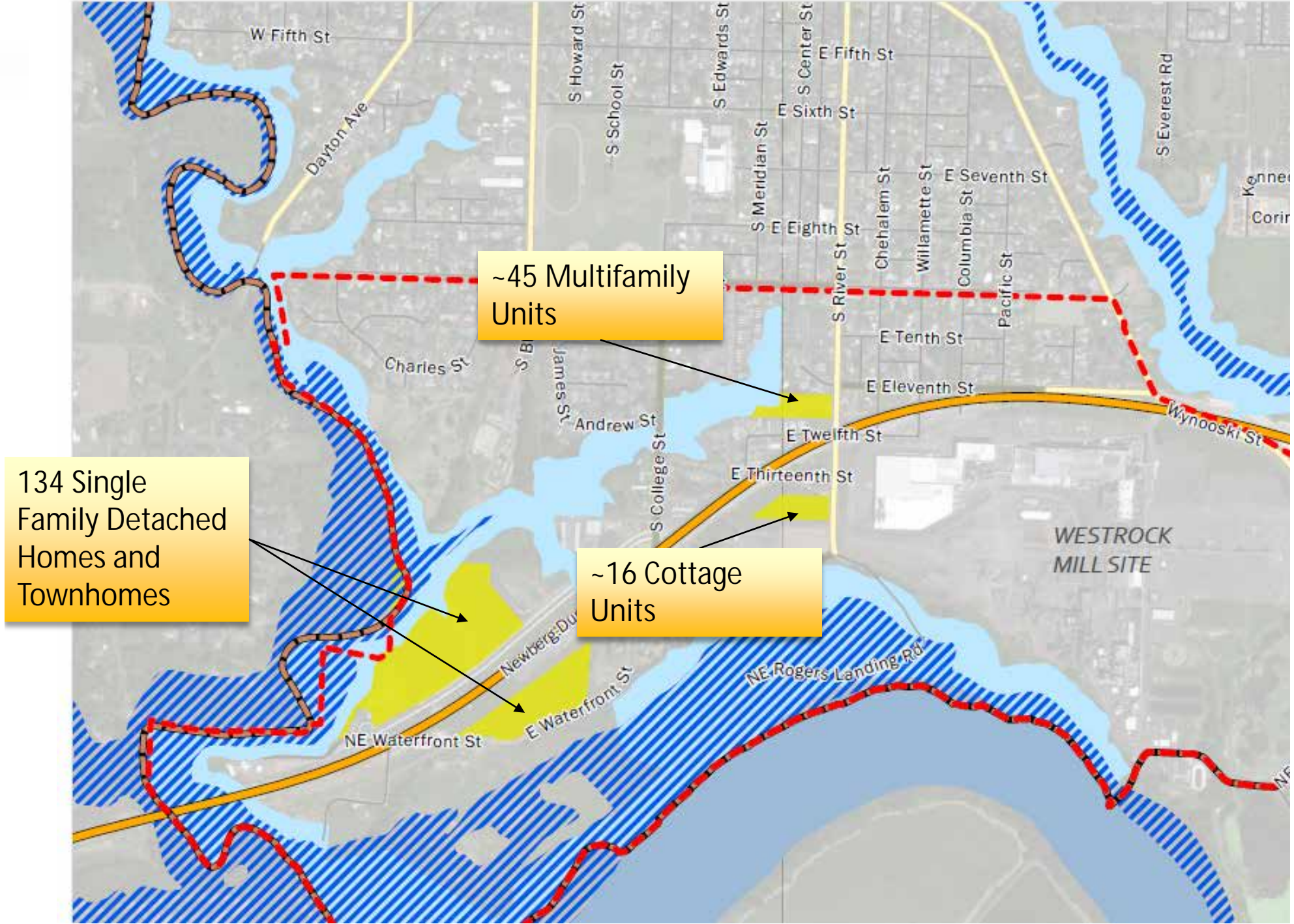
Willamette River



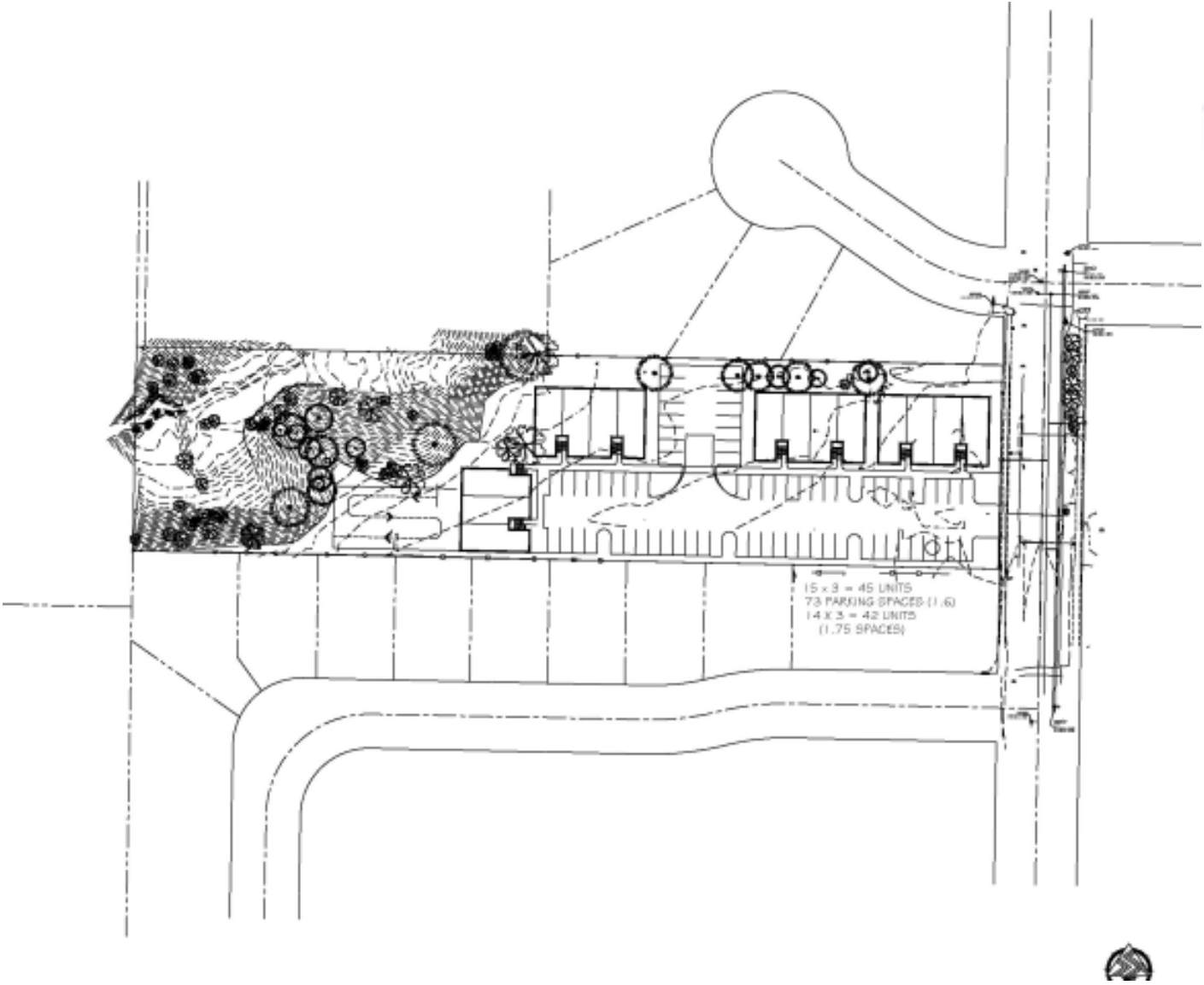
Floodplain



Stream Corridor



Proposed S. River St. Development







RIVERFRONT MASTER PLAN






City of Newberg


Vacant Area


Taxlots

-  Vacant
-  Partially Vacant
-  Proposed Residential
-  Developed or Undevelopable

Transportation

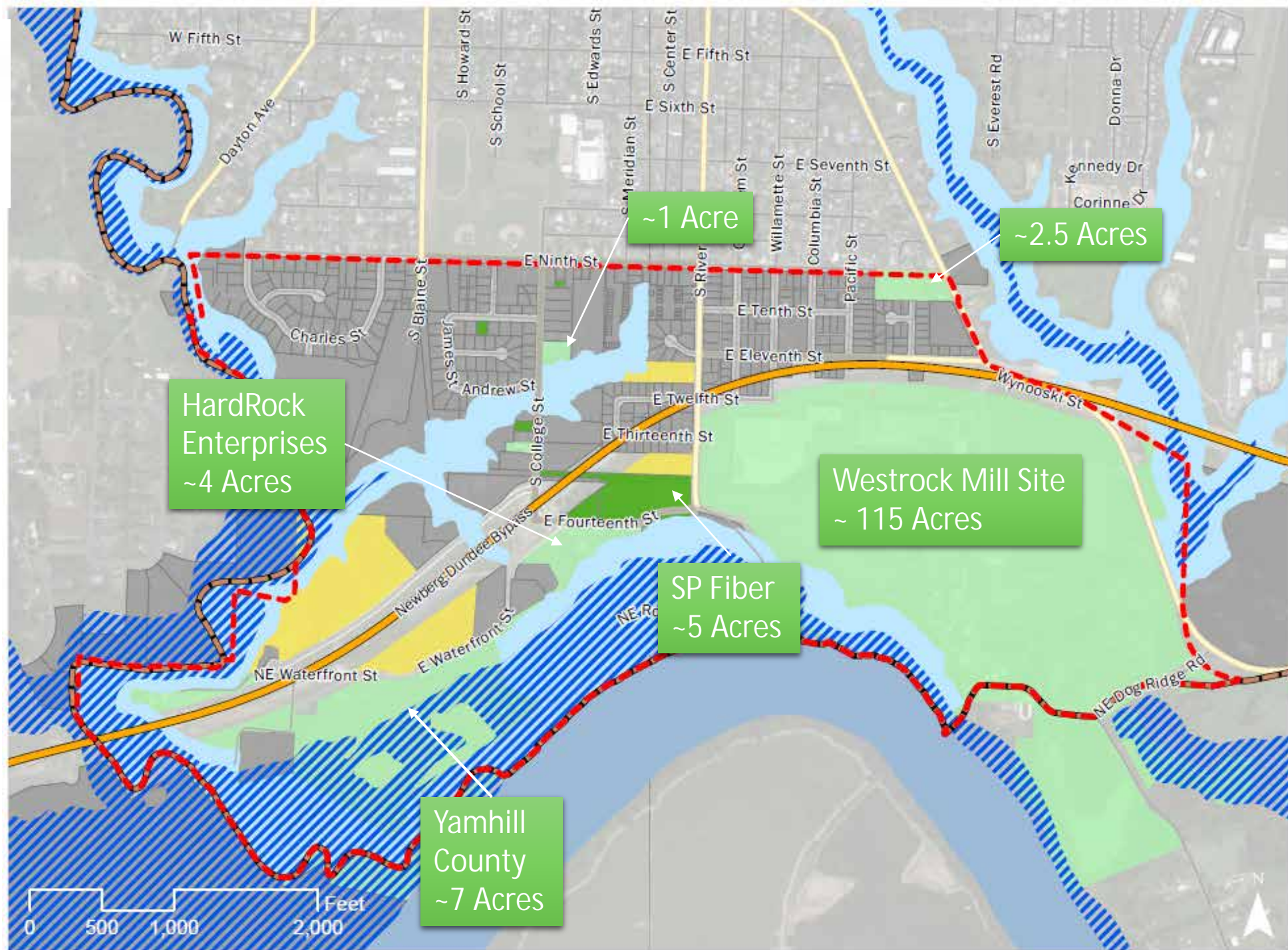
-  Major Arterial
-  Major Collector
-  Minor Arterial
-  Minor Collector
-  Local Street

 Urban Growth Boundary (UGB)

 Study Area

Natural Resources

-  Willamette River
-  Stream Corridor
-  Floodplain



Residential Zones in the Study Area



| Zone | Uses Permitted Outright | Uses Permitted Conditionally | Uses Not Permitted / Prohibited |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All Residential Zones | <ul style="list-style-type: none"> • Single-family detached dwelling • Two-family (duplex) dwelling • Horticulture and home gardening • Family child care home, day care, or small residential care home • Religious institution or place of worship • Schools and colleges • Parks and open spaces (including golf courses) | <ul style="list-style-type: none"> • Single-family attached dwelling • Manufactured home on an individual lot • Accessory dwelling • Home Occupation • Community services (i.e. nonprofit, community center) • Vacation rental home or bed and breakfast | <ul style="list-style-type: none"> • Mixed-use dwelling • Caretaker dwelling • Transit center • Commercial offices, sales, services, or recreation • Eating and drinking establishments • Personal or commercial services • Hotel, motel, or recreational vehicle park • Industrial uses |
| R-1 | | <ul style="list-style-type: none"> • Multifamily dwelling | <ul style="list-style-type: none"> • Manufactured dwelling or mobile home park • Manufactured home subdivision • Dormitory • Private club, lodge, or meeting hall |
| R-2 | <ul style="list-style-type: none"> • Multifamily dwelling | <ul style="list-style-type: none"> • Manufactured dwelling or mobile home park • Manufactured home subdivision • Dormitory | <ul style="list-style-type: none"> • Private club, lodge, or meeting hall |
| R-3 | <ul style="list-style-type: none"> • Multifamily dwelling • Dormitory | <ul style="list-style-type: none"> • Manufactured dwelling or mobile home park • Private club, lodge, or meeting hall | <ul style="list-style-type: none"> • Manufactured home subdivision |

Industrial Zones in the Study Area



| Zone | Uses Permitted Outright | Uses Permitted Conditionally | Uses Not Permitted / Prohibited |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All Industrial Zones | <ul style="list-style-type: none"> • Caretaker dwelling • Open spaces • Transit centers or parking facilities • Industrial uses, except waste-related | <ul style="list-style-type: none"> • Home occupation • Day care • Prison | <ul style="list-style-type: none"> • Most residential dwellings • Most institutional and home care uses • Schools or colleges • Parks or golf courses • Commercial offices • Temporary merchants • Retail food and beverage production • Alcohol-related eating and drinking establishments • Commercial lodging (except recreational vehicle park) |
| M-1 | <ul style="list-style-type: none"> • Non-alcohol-related eating and drinking establishments • Commercial vehicle service | <ul style="list-style-type: none"> • Mixed-use dwelling | <ul style="list-style-type: none"> • Retail sales • Heavy manufacturing |
| M-2 | <ul style="list-style-type: none"> • Religious institution or place of worship • Commercial vehicle service | <ul style="list-style-type: none"> • Mixed-use dwelling • Retail sales | <ul style="list-style-type: none"> • Religious institution or place of worship • All eating and drinking establishments |
| M-3 | | <ul style="list-style-type: none"> • Waste-related industrial uses | <ul style="list-style-type: none"> • Mixed-use dwelling • Religious institution or place of worship • Retail sales • All eating and drinking establishments |

Other Zones in the Study Area



| Zone | Uses Permitted Outright | Uses Permitted Conditionally | Uses Not Permitted / Prohibited |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CF (Community Facilities) | <ul style="list-style-type: none"> • Parks and open spaces (including golf courses) • Parking facility | <ul style="list-style-type: none"> • Religious institution or place of worship • Schools or colleges | <ul style="list-style-type: none"> • Residential uses, except home occupation • Institutional care or housing • Commercial uses • Eating and drinking establishments • Industrial uses |
| C-1 (Commercial) | <ul style="list-style-type: none"> • Mixed-use dwelling • College or commercial educational services • Parks and open spaces • Transit center or parking facility • Commercial offices • General or convenience retail • Non-alcohol related eating and drinking establishments | <ul style="list-style-type: none"> • Home occupation • Vacation rental home or bed and breakfast | <ul style="list-style-type: none"> • Residential uses, except mixed-use dwelling or home occupation • Hospital • Private club, lodge, or meeting hall • Schools • Golf course • Bulk outdoor retail • Alcohol-related eating and drinking establishments • Commercial recreation • Industrial uses |

Transportation



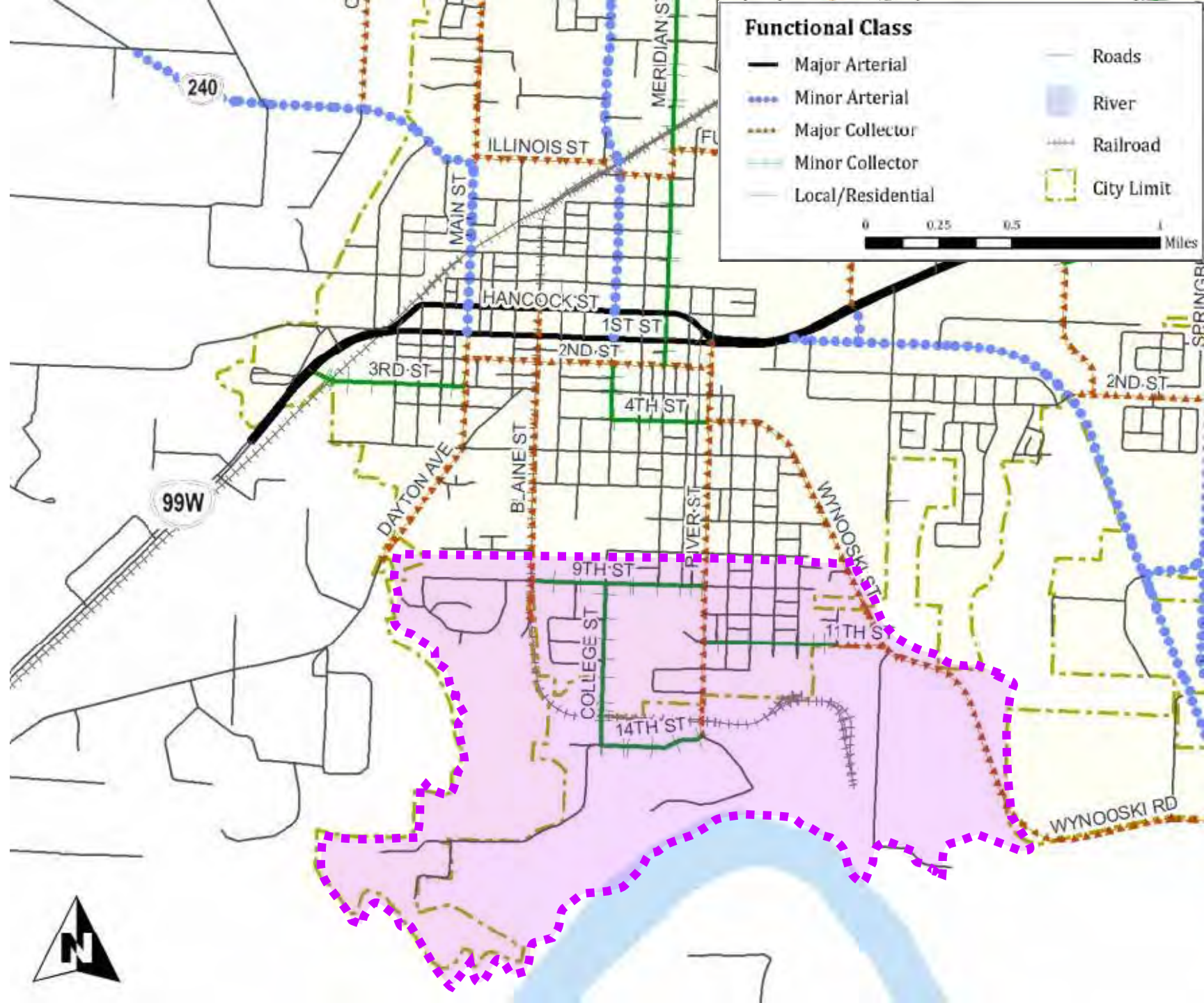
Existing Transportation Network

North-South Connectivity

- Downtown Connections (S. Blaine St and S. River St)
- S. Blaine St, S. River St, S. Wynooski St cross Bypass

East-West Connectivity

- E. 9th St traverses entire study area
- E. 11th St and E. 14th St are partial connections
- NE Wynooski Rd provides connection to east



Planned Transportation Improvements

Roadway Expansion Projects

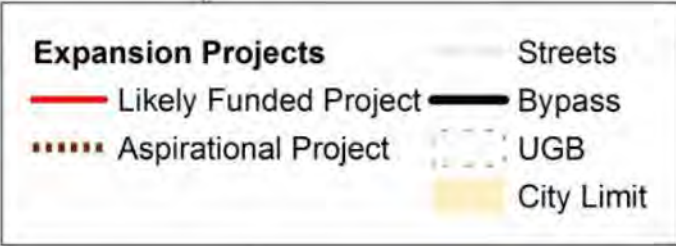
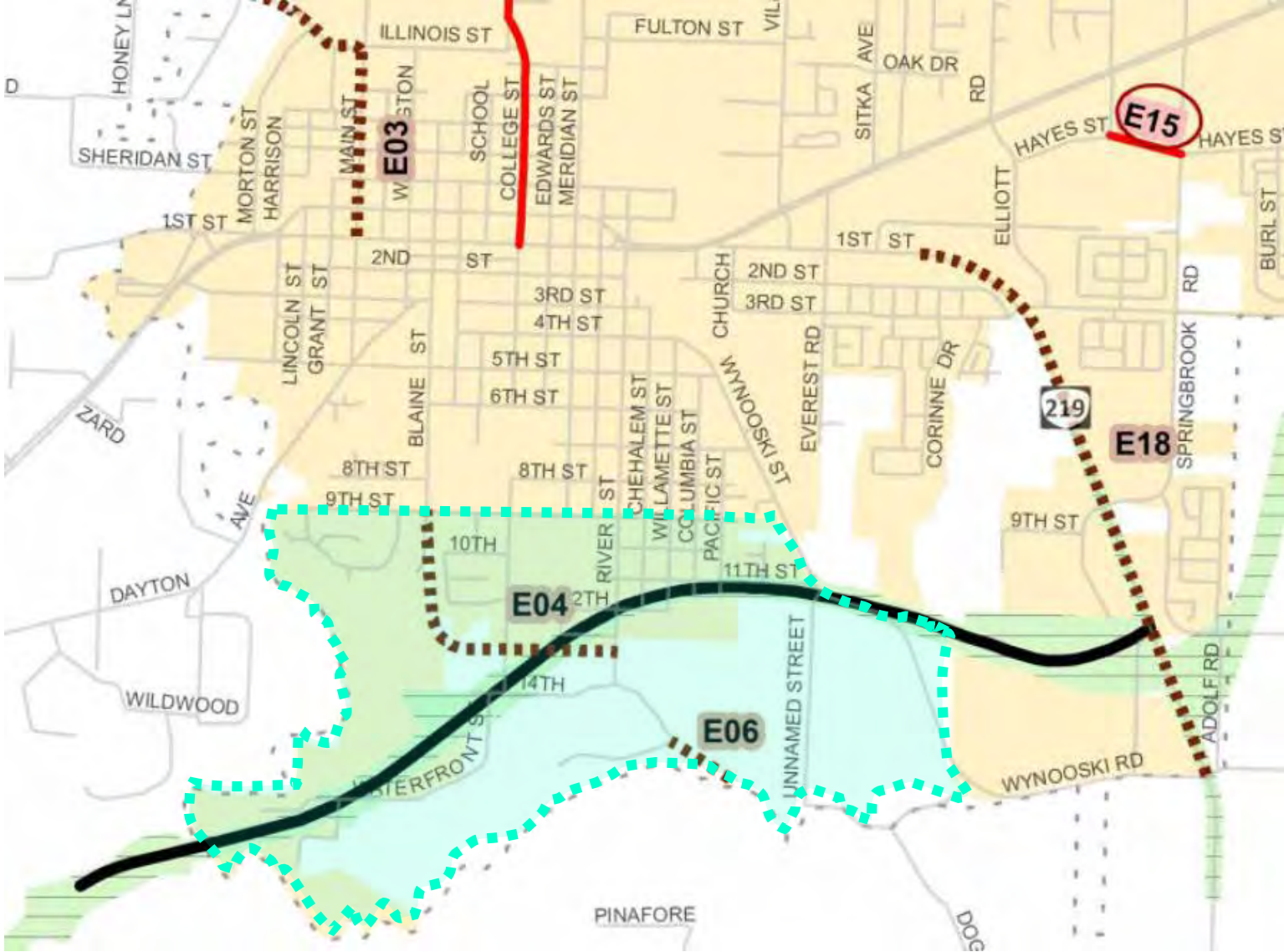
Aspirational

E04: S. Blaine St. Extension

Construct new street between 9th St and River St to major collector standards.

E06: Rogers Landing Rd Extension

Construct Rogers Landing Rd from Willamette River to UGB to major collector standards.



Planned Transportation Improvements

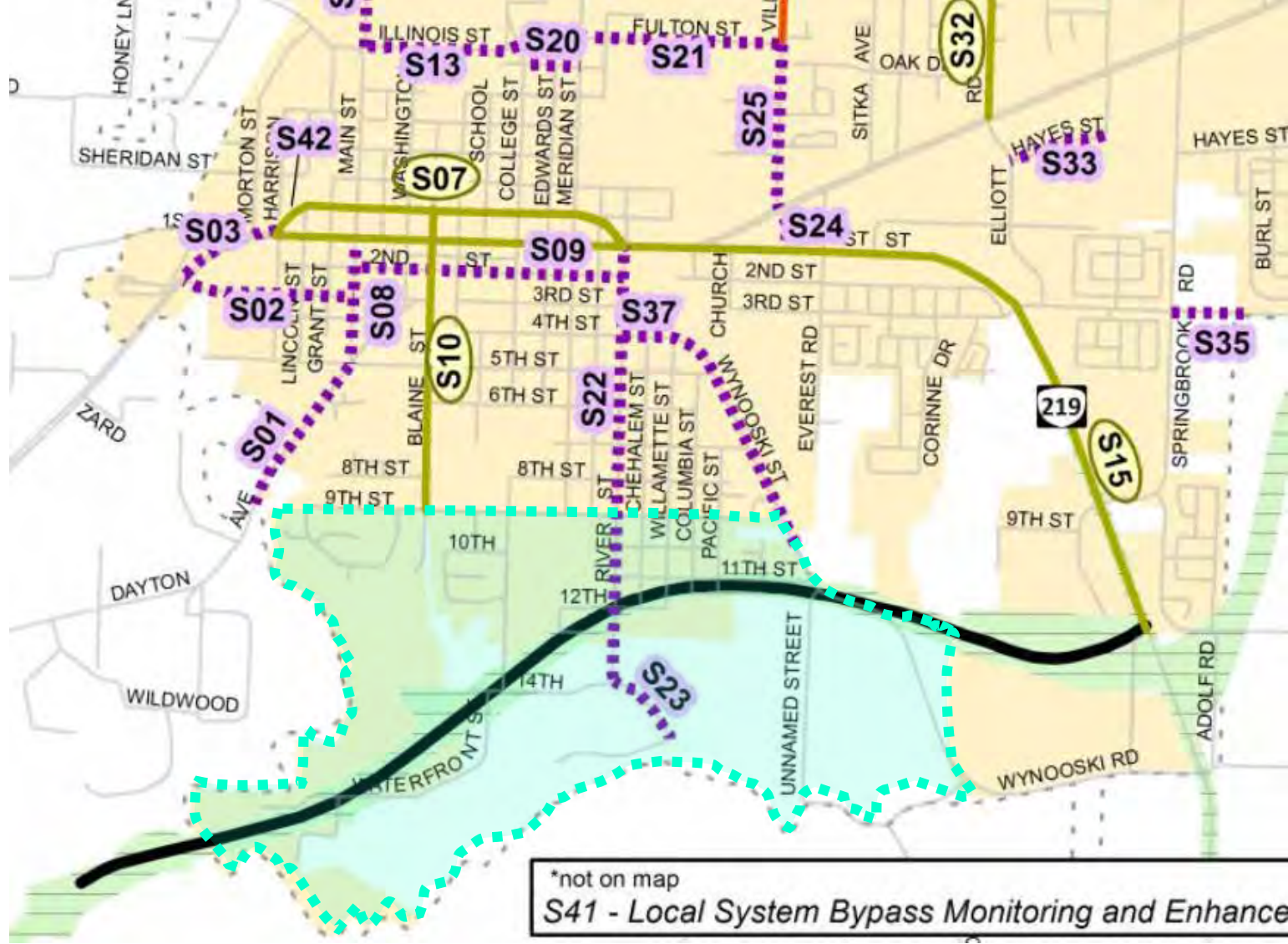
Roadway Standards Projects

Aspirational

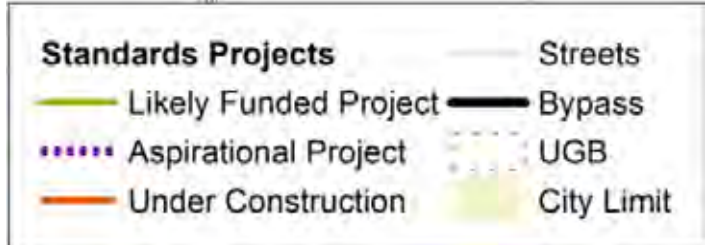
S22: River St Collector Improvement
Reconstruct to major collector street standards between 1st St and Rogers Landing Rd to include sidewalks and bicycle lanes on each side of River St.

S23: Rogers Landing Rd Collector Improvement
Reconstruct Rogers Landing Rd to major collector street standards between River St and the Willamette River to include sidewalks and bicycle lanes on each side of the street

S37: Wynooski Str Collector Improvement
Reconstruct Wynooski Street to Major collector street standards between River Street and Bypass to include sidewalks and bicycle lanes on each side of Wynooski Street.



*not on map
S41 - Local System Bypass Monitoring and Enhance



Planned Transportation Improvements

Walking Projects

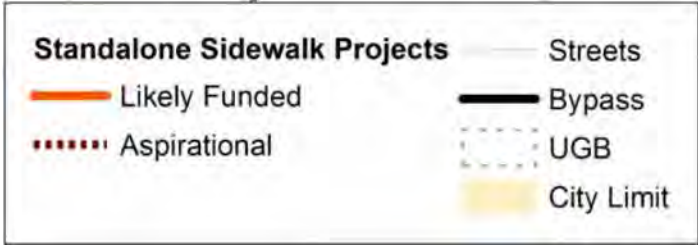
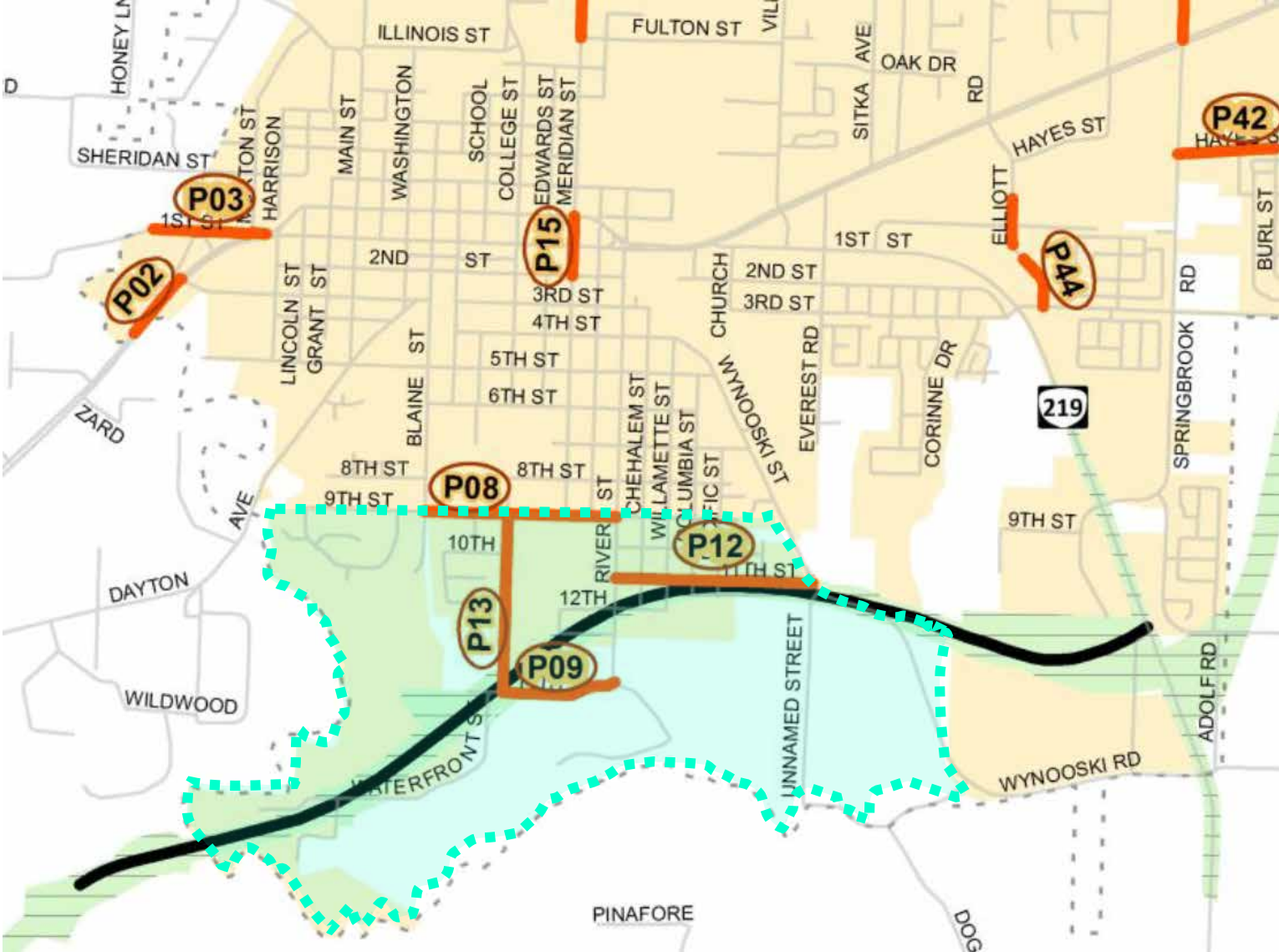
Likely Funded

P08: 9th St Sidewalks
From Blaine St to River St

P09: 14th St Sidewalks
From College St to River St

P12: 11th St Sidewalks
From River St to Wynooski St

P13: College St Sidewalks
From 9th St to 14th St



Planned Transportation Improvements

Biking Projects

Aspirational

B20: Hess Creek Path
New pedestrian/Bicycle pathway along Hess Creek can serve recreational and school bicyclist and pedestrians

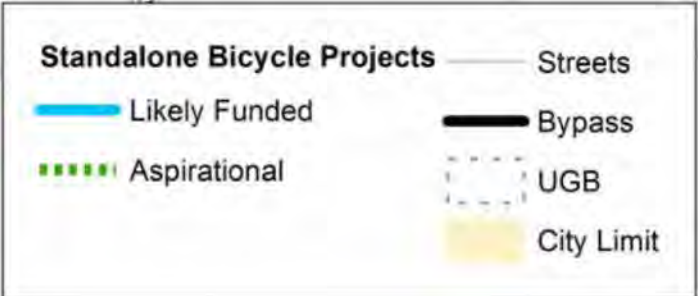
B101: Trail
Add connection from Ewing Young Park to 14th St

Likely Funded

B05: 9th St Bike Boulevard
From Blaine St to River St

B19: 11th St Bike Boulevard
East of River St

B22: New Willamette River Pedestrian-Bicycle Bridge
Extend from Rogers Landing Drive across to Champoeg Park. This new connection would link the Newberg bicycle-pedestrian system with that of Champoeg Park and Marion County



Planned Transportation Improvements

Bypass Projects

Funded Segment Project

BY6: Phase 1 Bypass Crossing

BY8: Newberg-Dundee Bypass Bike Path

BY14: 14th St Realignment

BY18: College St Realignment

BY19: Frontage Road

BY20: Waterfront Rd Extension



Walking and Biking Opportunities



Roger's Landing County Park



Leavitt Park



Ewing Young Park

Several locations in/near the study area provide opportunities to attract multimodal activity. In addition to the three parks shown, Edwards Elementary School (located just north of study area), Downtown Newberg (north of study area), and Renne Park (at Edwards Elementary) have the opportunity to attract multimodal activity.

Observed Walking/Biking Activity



*Few recreational users/walkers without dogs
(9th and Blaine)*

Some Cyclists (9th Street Bikeway)



Minimal Joggers (14th Street)



Several people observed walking Dogs (9th Street)

Motor Vehicle Conditions and Needs



Poor roadway conditions along majority of routes: Cracks + Potholes (above)

Primary vehicle routes: E 9th Street, S River Street, S Wynooski Street.

Parking allowed on most streets except for portions of S Wynooski St. Many vehicles parked on E 9th Street as pictured (right)



Intersections primarily two-way stop control with exception of uncontrolled intersection at E 9th and S Columbia (left)

Pedestrian Conditions and Needs



Commonly observed narrow and often disjointed sidewalks with general landscape strip. Photo above shows connection between new and old sidewalk and width difference.

In general, streets have incomplete and scattered sidewalk system. Pedestrians must cross street to continue on sidewalk from east side to west side of S College Street (right).

No continuous pedestrian connection from downtown to the steep stairs that provide river access.



Ramp existence and design varies. In some cases, sidewalks with elevation difference had no existing ramps (right).



Bicycle Conditions and Needs



No striped bicycle lanes exist in the study area. However, streets are observed to have generally low traffic volume and speed. Sharrows (upper left) and wayfinding signs (left) are located on some facilities.

No sidewalks or bicycle facility on E 14th Street (right) which is the only connection between S River Street and E College Street, to Roger's Landing County Park Riverfront



Bypass Conditions and Needs



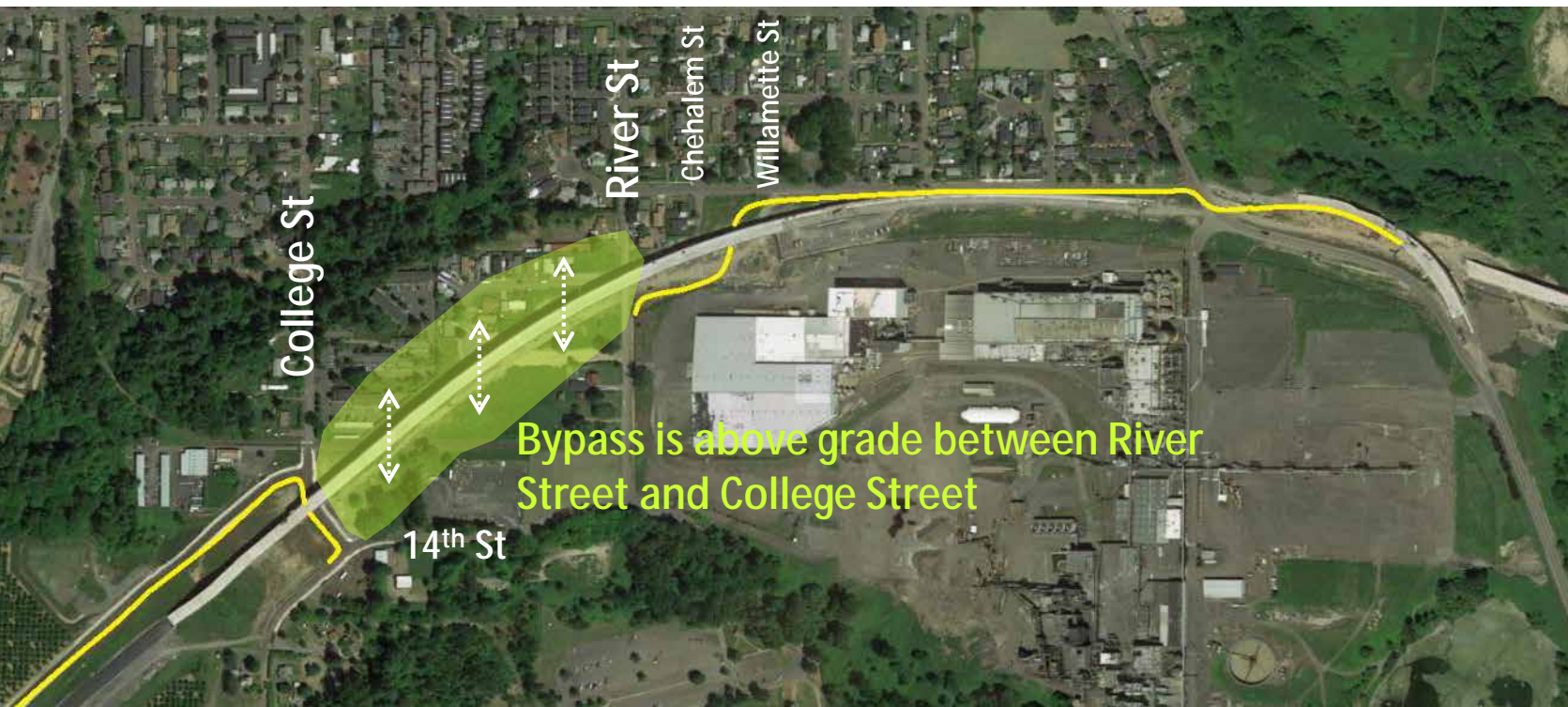
Cyclist on trail north of Bypass



Mixed-use trail passing under Bypass



College Street passing under Bypass



Three crossing points exist along the bypass: S College Street, S River Street, and the S Wynooski overcrossing.

Yellow path (left) marks the mixed-use trail built with the construction of the Bypass. A gap exists along E 14th Street.

Shaded green area (left) shows area where Bypass is above grade and where future connections could be feasible.

Summary of Transportation Conditions and Needs



- Roads are not modernized and have cracking and potholes. This condition impacts both motor vehicles and other users (bicycles and other wheeled devices) that do not have separate facilities.
 - Sidewalk system is disjointed (gaps, width, condition) and limits pedestrian use within study area
 - Trail gap on E 14th Street between existing segments of bypass trail
 - No continuous pedestrian connection from downtown to the river.
 - Steep stairs that provide river access limit accessibility.
 - Bike access to Rogers Landing is limited to shared use of the travel lane with motor vehicles down the steep, windy slope with limited shoulders.
 - General visual observations appear to indicate that ADA accessibility in the project area is poor due to lack of lack of sidewalks, narrow sidewalks, lack of ramps, incomplete ramps, or ramps built prior to existing standards. However, no specific measurements were conducted to assess ADA compliance.
-

Infrastructure



Existing and Planned Public Utility Infrastructure



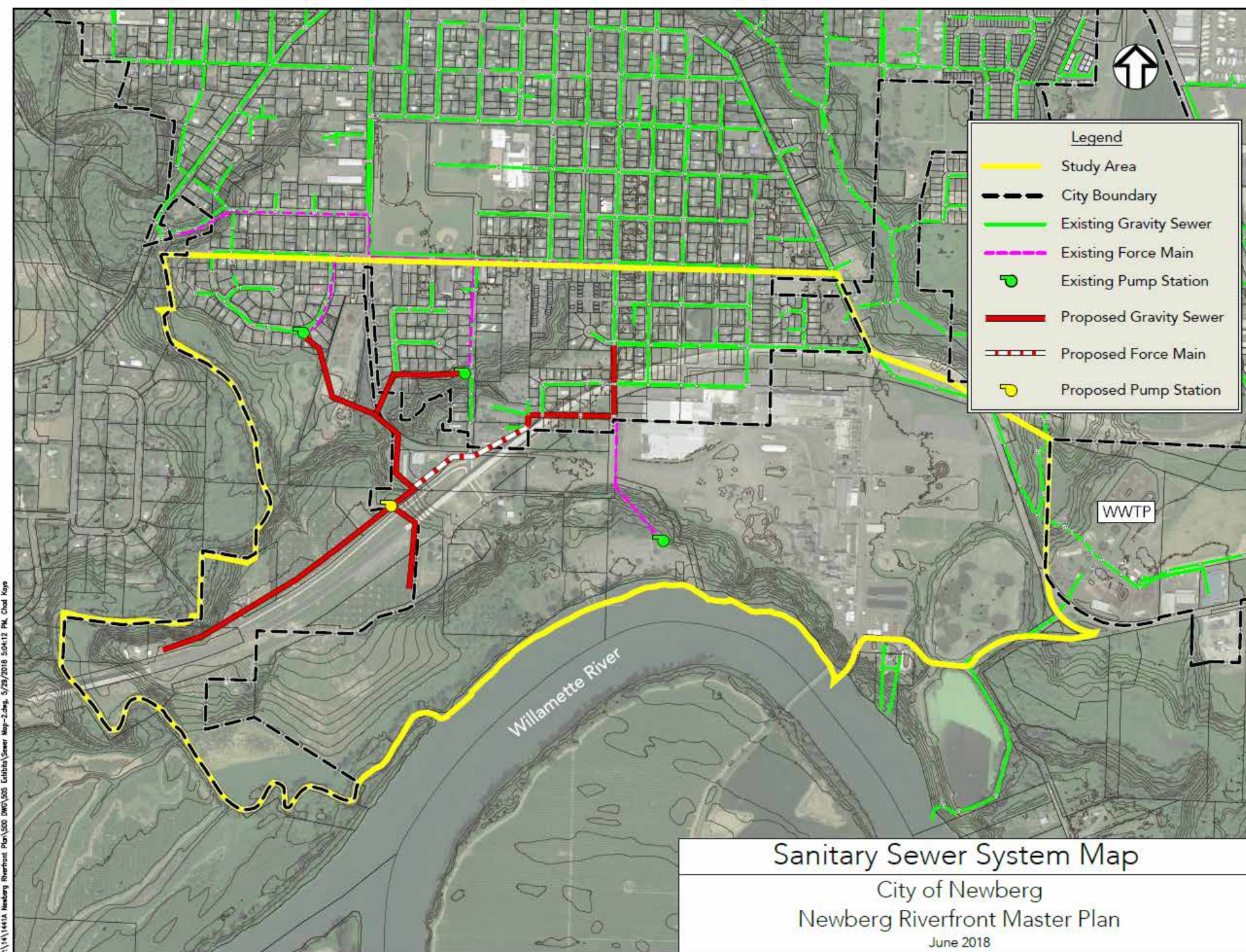
- Existing utilities within the planning area include:
 - Sanitary sewer
 - Storm sewer
 - Potable water
 - Private utilities: electricity, natural gas, and telecommunications
 - Planned improvements to utility infrastructure within current planning documents are limited
-

Existing Sanitary Sewer Infrastructure

- The Newberg wastewater treatment plant is located just east of the study area
- The northern portion of the study area is served by an existing system of gravity sewers
- Rogers Landing is served by a pump station which discharges into the gravity sewer system to the north
- The former WestRock mill site is served by a gravity sewer connection at the northwest corner of the site

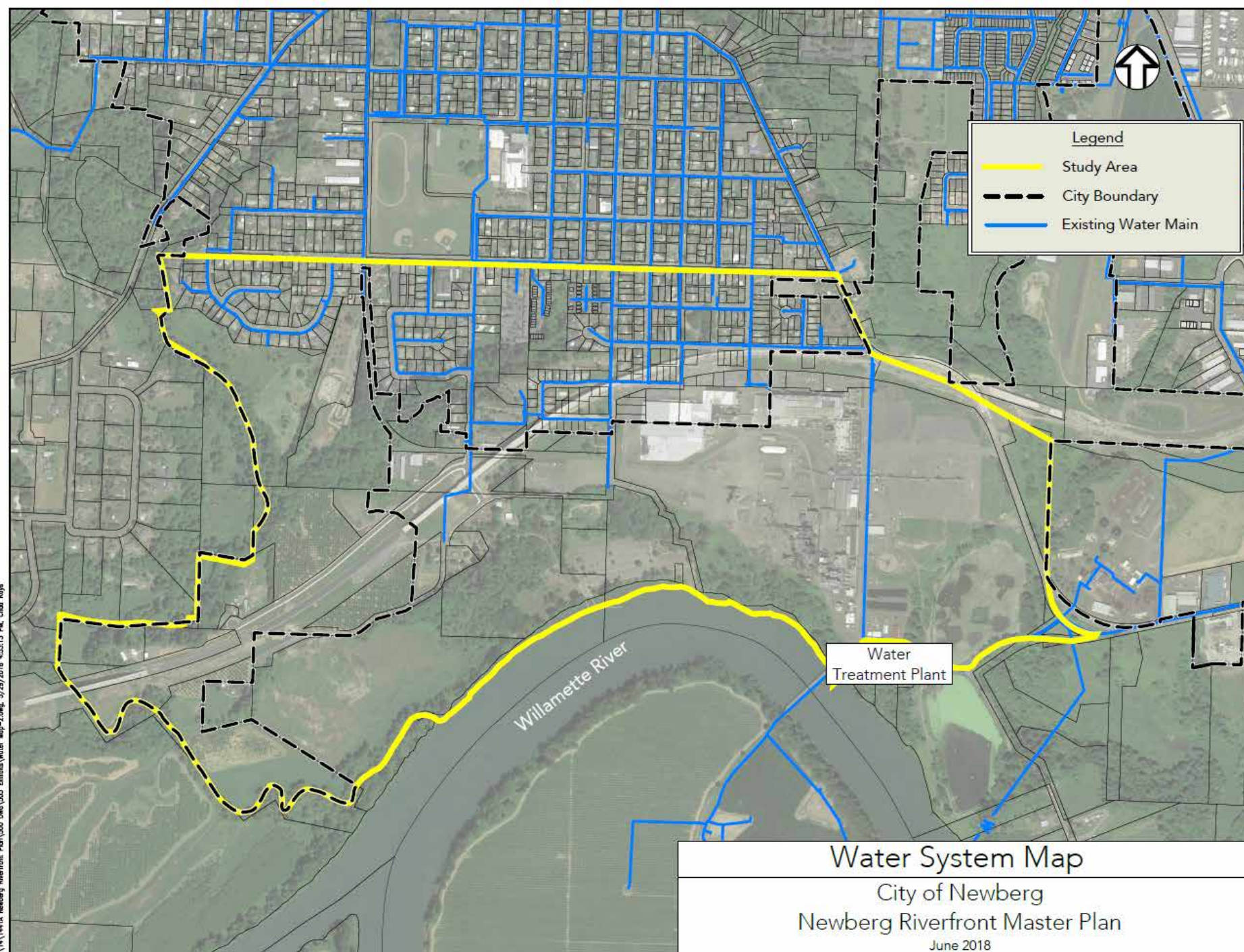
Planned Sanitary Sewer Infrastructure

- New gravity sewers and pump station are proposed in the 2018 Sanitary Sewer Master Plan to serve the western portion of the study area



Sanitary Sewer System Map

City of Newberg
 Newberg Riverfront Master Plan
 June 2018



Existing Water Infrastructure

- The Newberg water treatment plant is located on the southeast corner of the study area
- The northern portion of the study area is served by an existing water main network

Planned Water Infrastructure

- No water main extensions proposed for study area in 2017 Water Master Plan

Water System Map
 City of Newberg
 Newberg Riverfront Master Plan
 June 2018



Existing Drainage System and Stormwater Infrastructure

- Study area is drained by a system of natural drainages, open channels, and storm drain lines
- Study area drains in three directions: west to Chehalem Creek, south to the Willamette River, and east to Hess Creek
- Southern portion of site lies within the 100-year flood plain of the Willamette River and Chehalem Creek.

Planned Stormwater Infrastructure

- No stormwater improvements proposed for study area in 2014 Stormwater Master Plan

Storm Drainage Map
City of Newberg
Newberg Riverfront Master Plan
July 2018

Private Utility Infrastructure

- Private utilities available within the City of Newberg (extent within project area relatively unknown)
 - Electricity – Portland General Electric
 - Natural Gas – Northwest Natural
 - Telecommunications – Comcast and Frontier

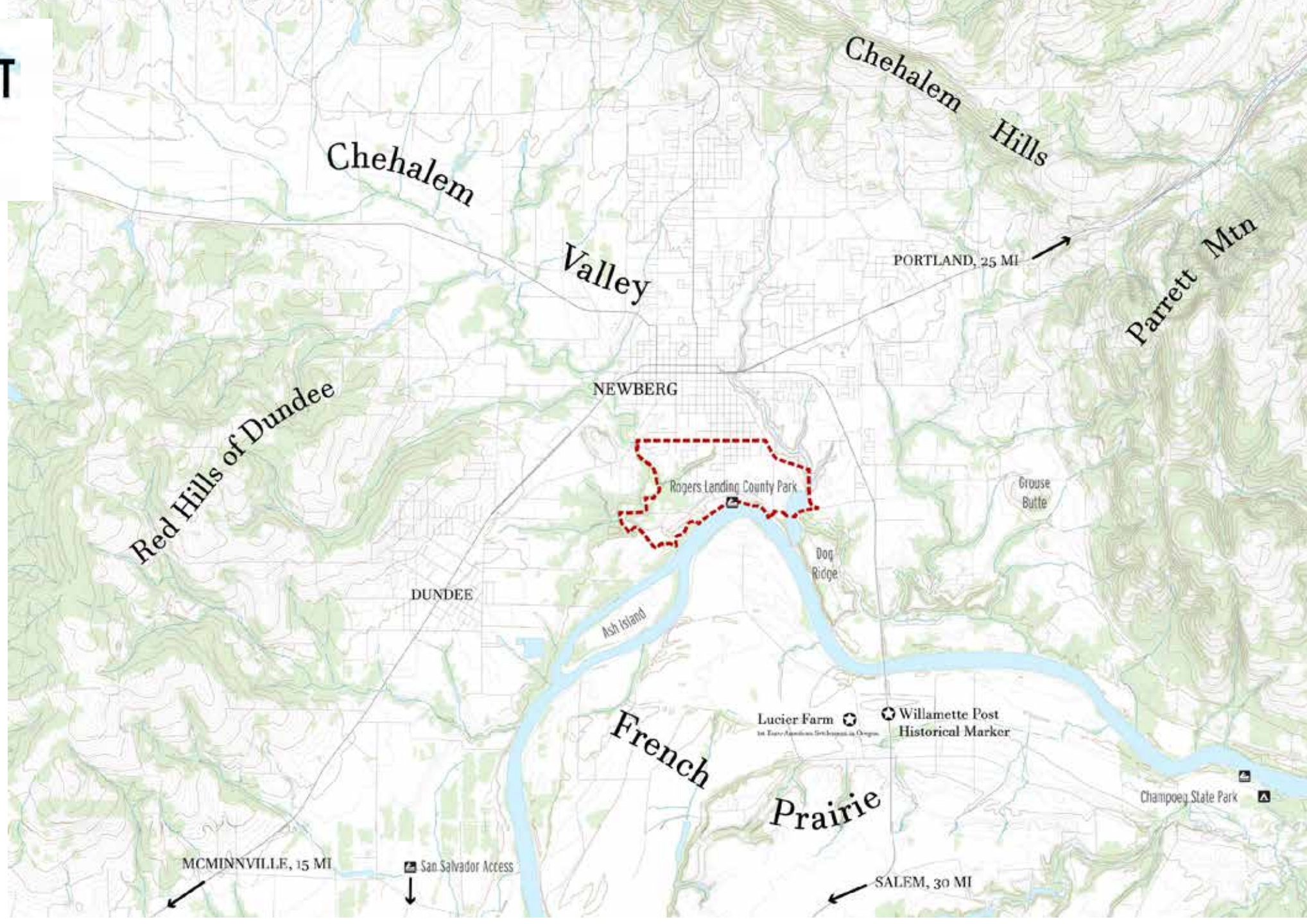
Walkable Neighborhoods and Districts



RIVERFRONT

MASTER PLAN

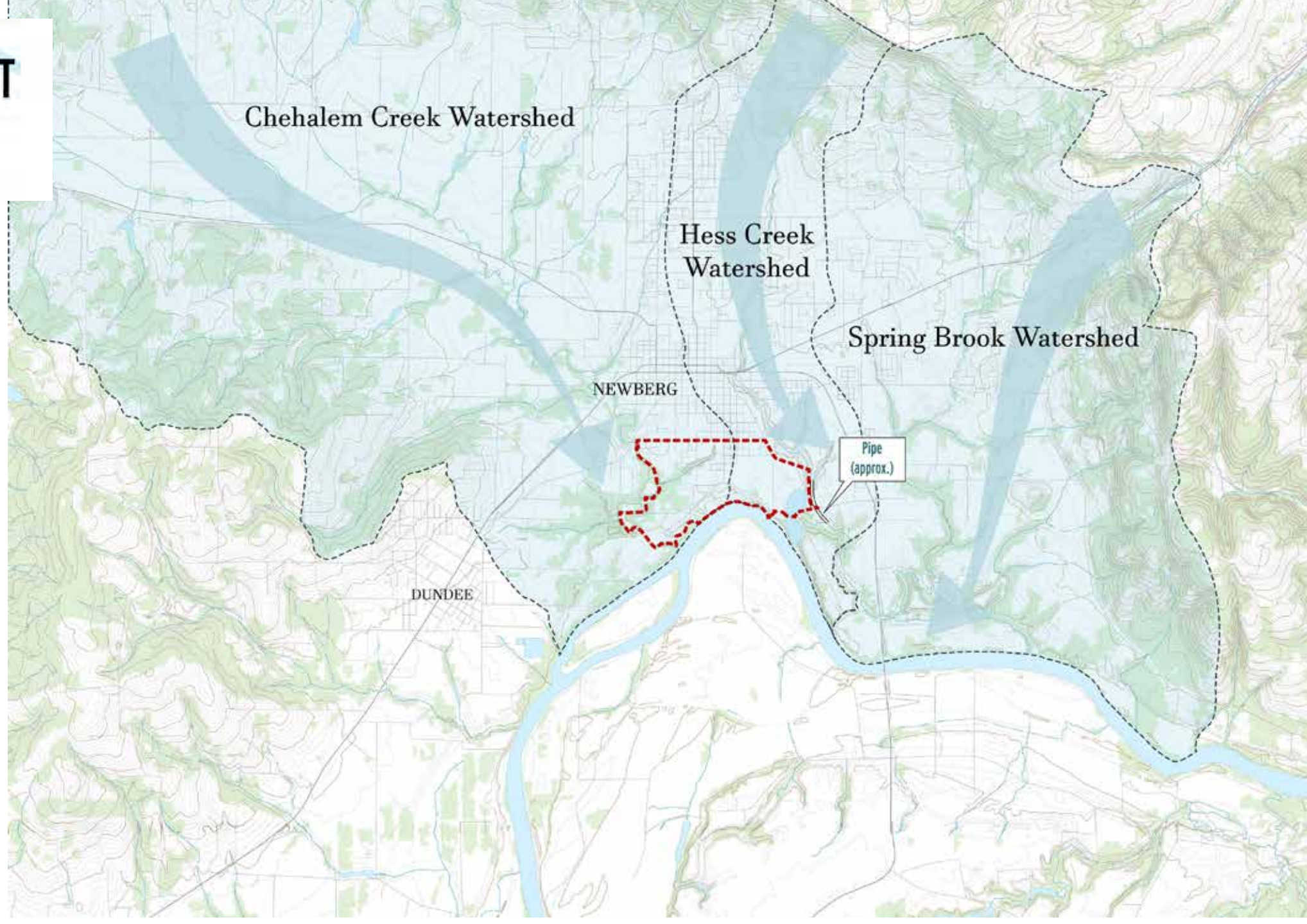
City of Newberg



RIVERFRONT

MASTER PLAN

City of Newberg



Chehalem Creek Watershed

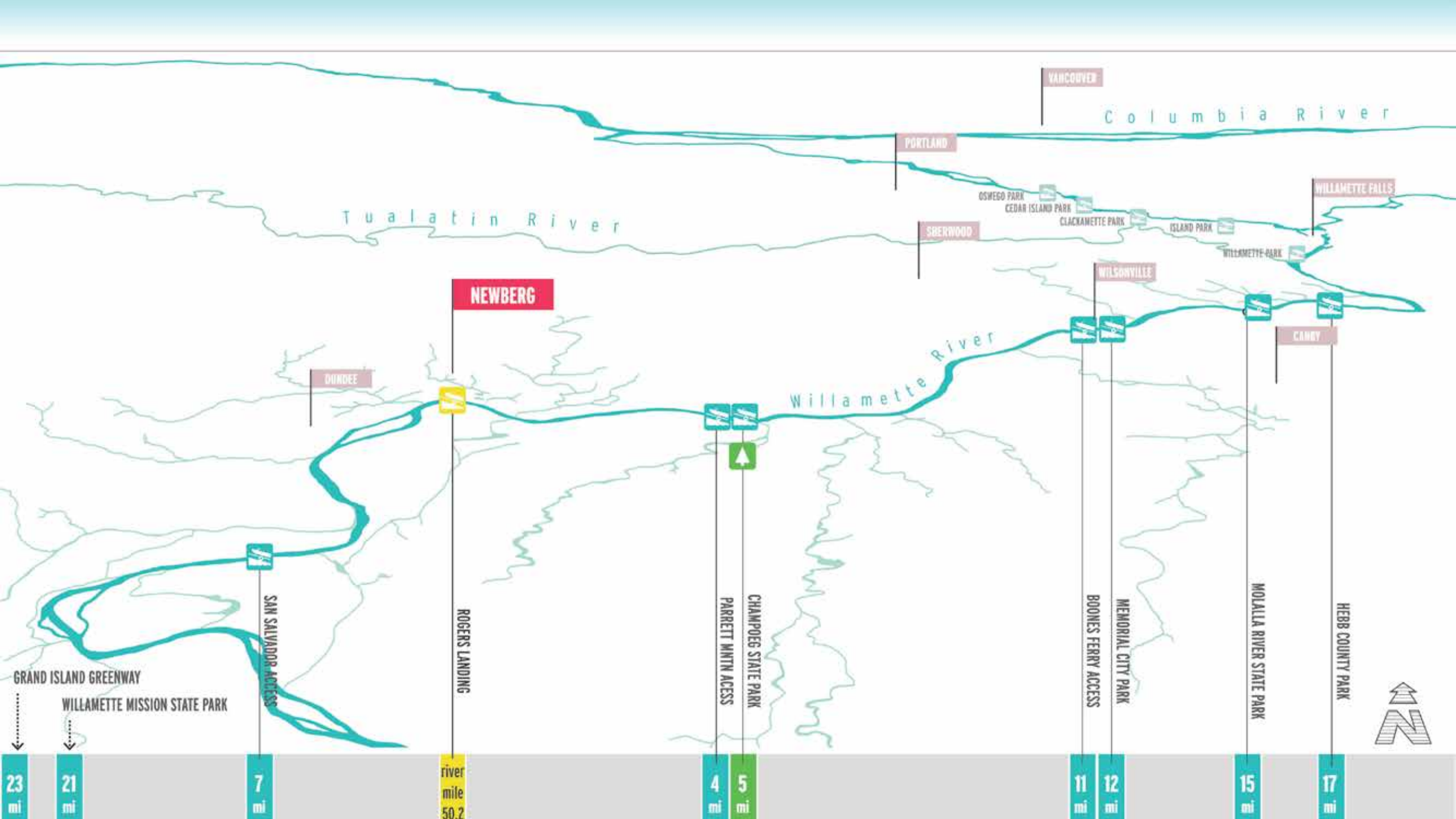
Hess Creek Watershed

Spring Brook Watershed

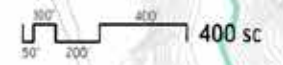
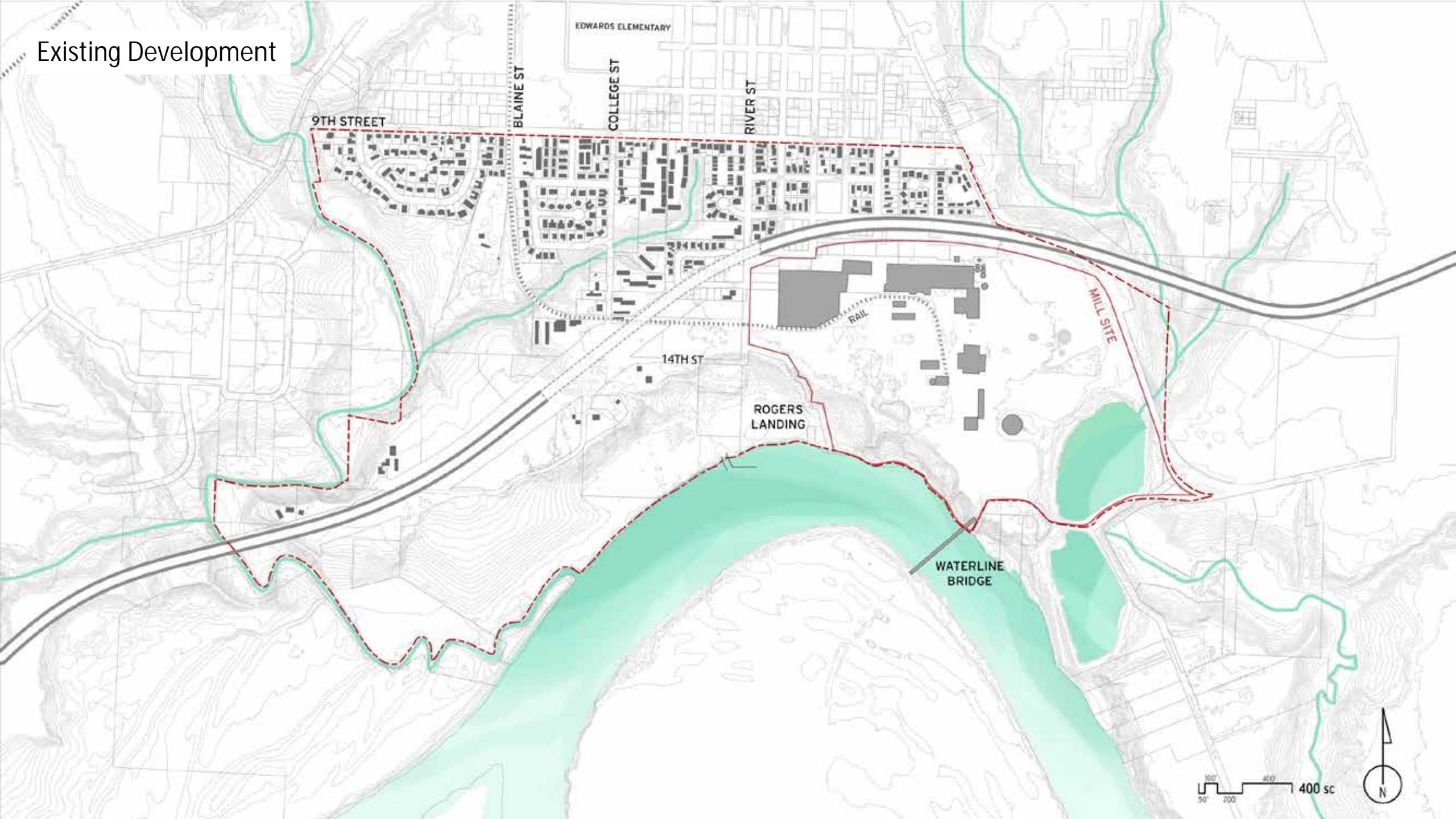
NEWBERG

DUNDEE

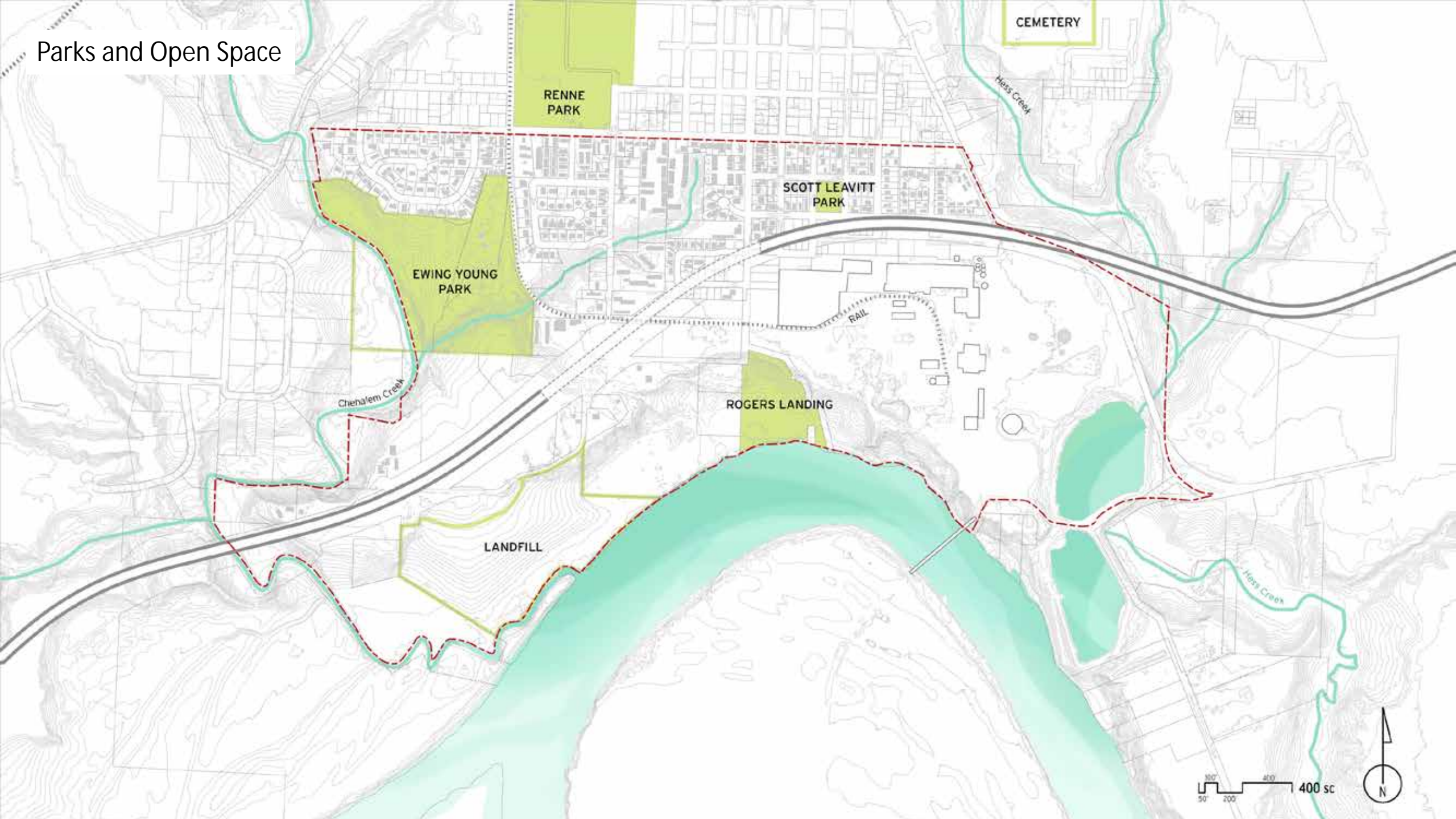
Pipe
(approx.)



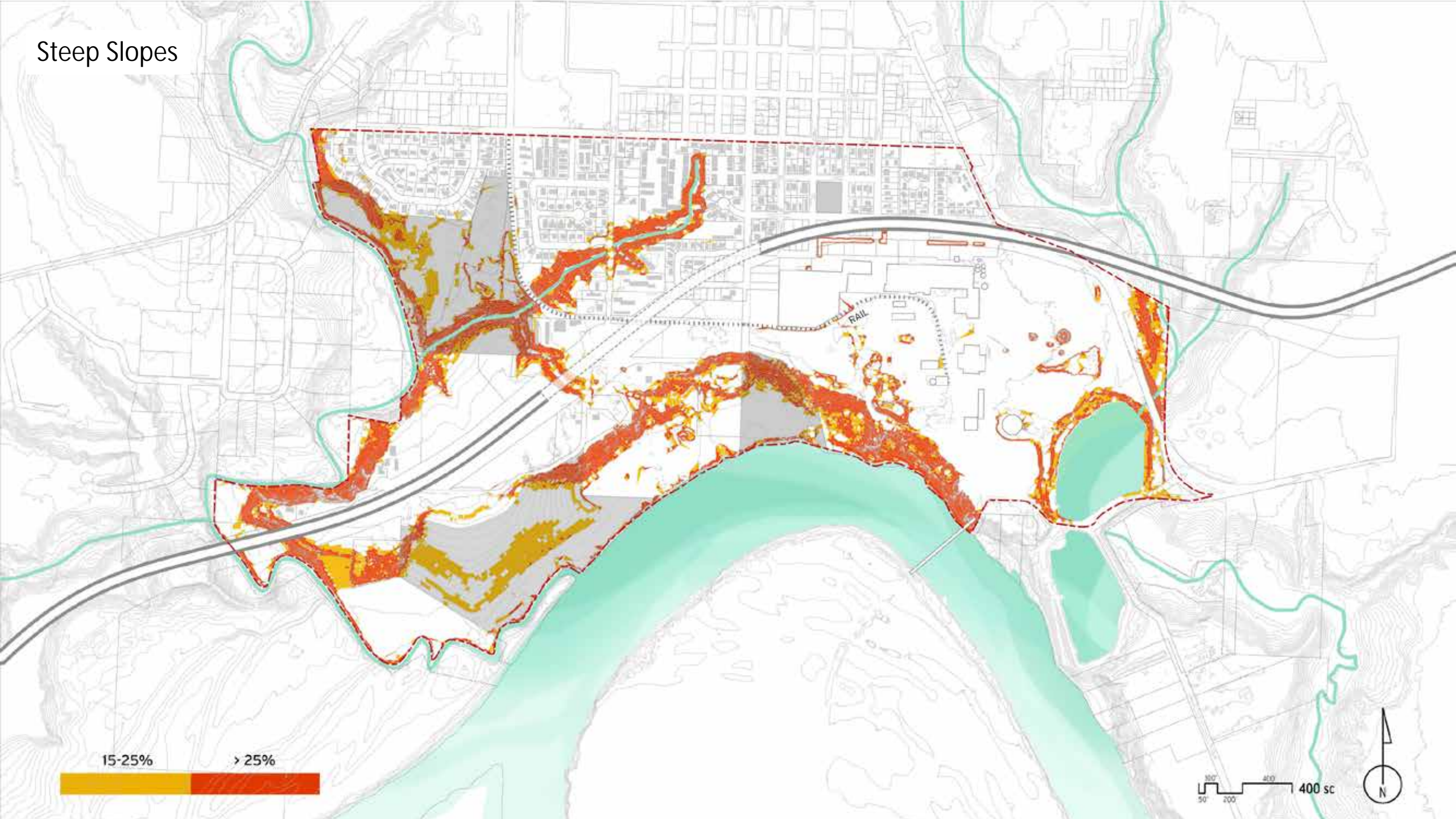
Existing Development



Parks and Open Space



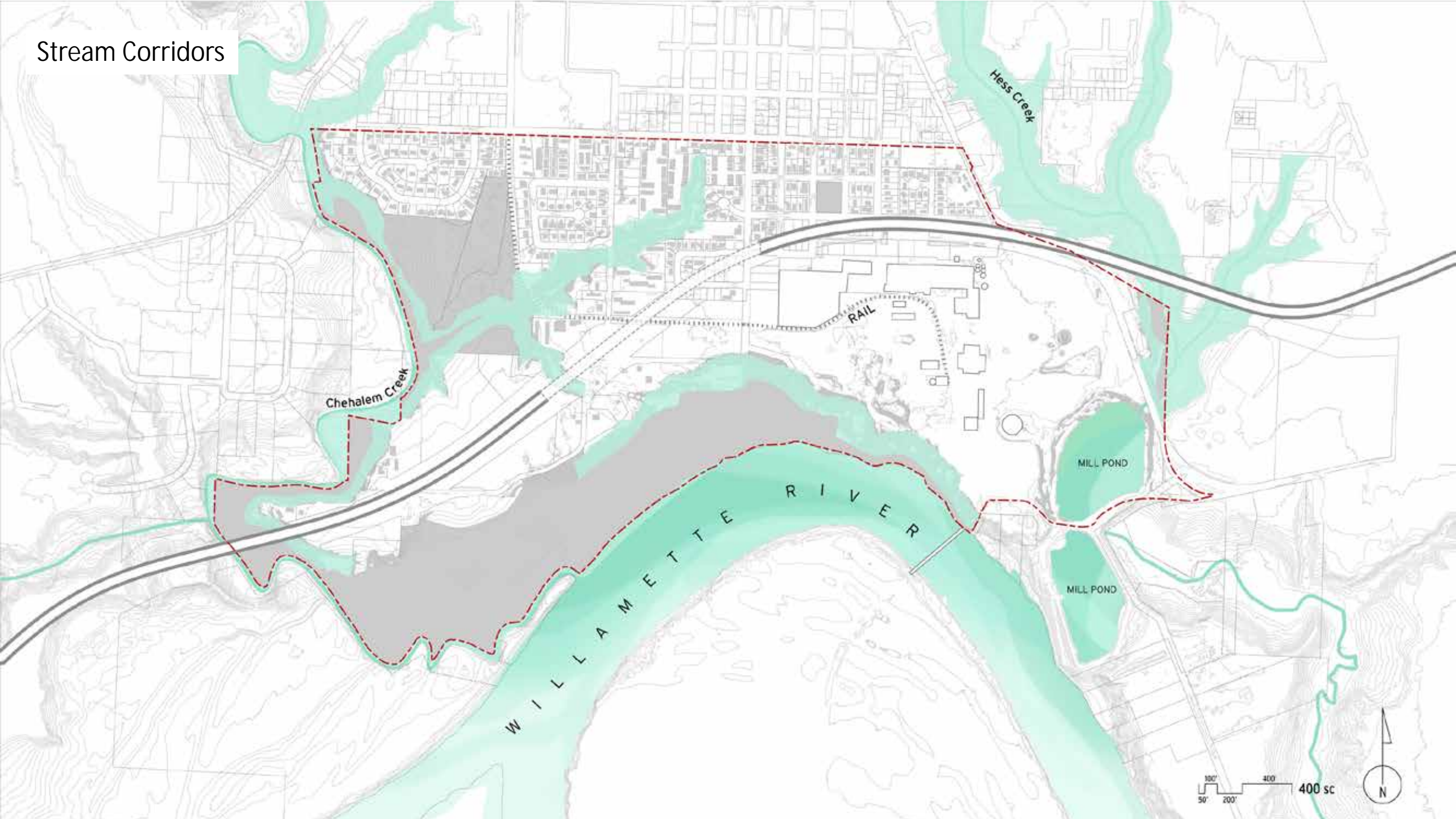
Steep Slopes



Floodplain Conditions



Stream Corridors



Bypass

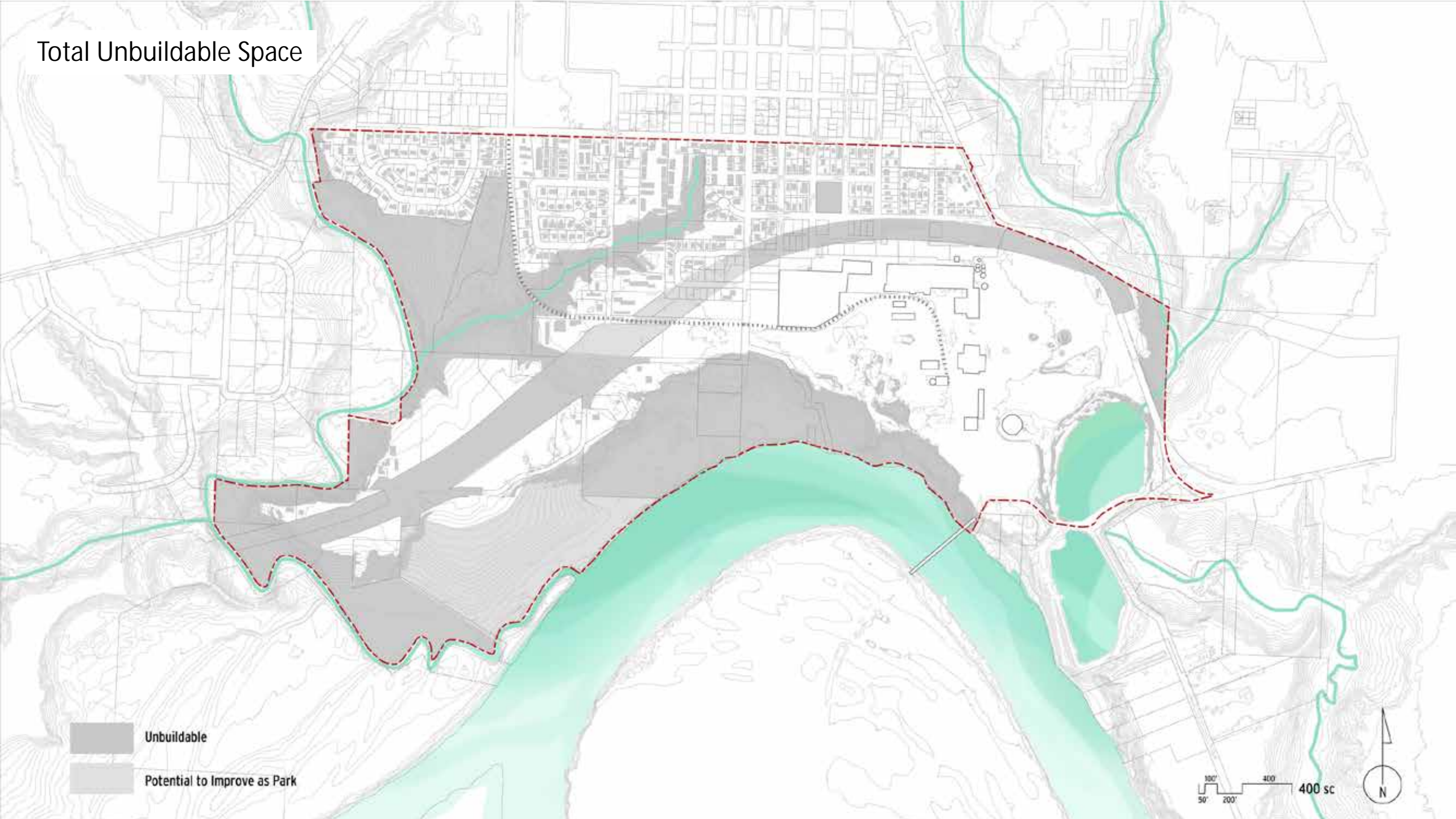




NEWBERG DUNDEE BYPASS (18)

50' 100' 200' 400' 400 sc



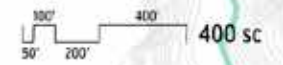
Total Unbuildable Space



-  Unbuildable
-  Potential to Improve as Park



Auto and Transit Circulation



Trails and Greenspace

Adapted from Chehalis Parks and Rec District Trail Brochure

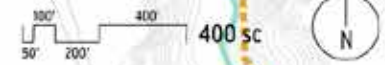


Trails and Greenspace

Adapted from Chehalis Parks and Rec District Trail Brochure



- BIKE BOULEVARD
- - - PLANNED MULTI-USE PATH
- · · ADDITIONAL BIKE AND TRAIL FACILITIES





UPRIVER + CHEHALEM CREEK LOWLANDS

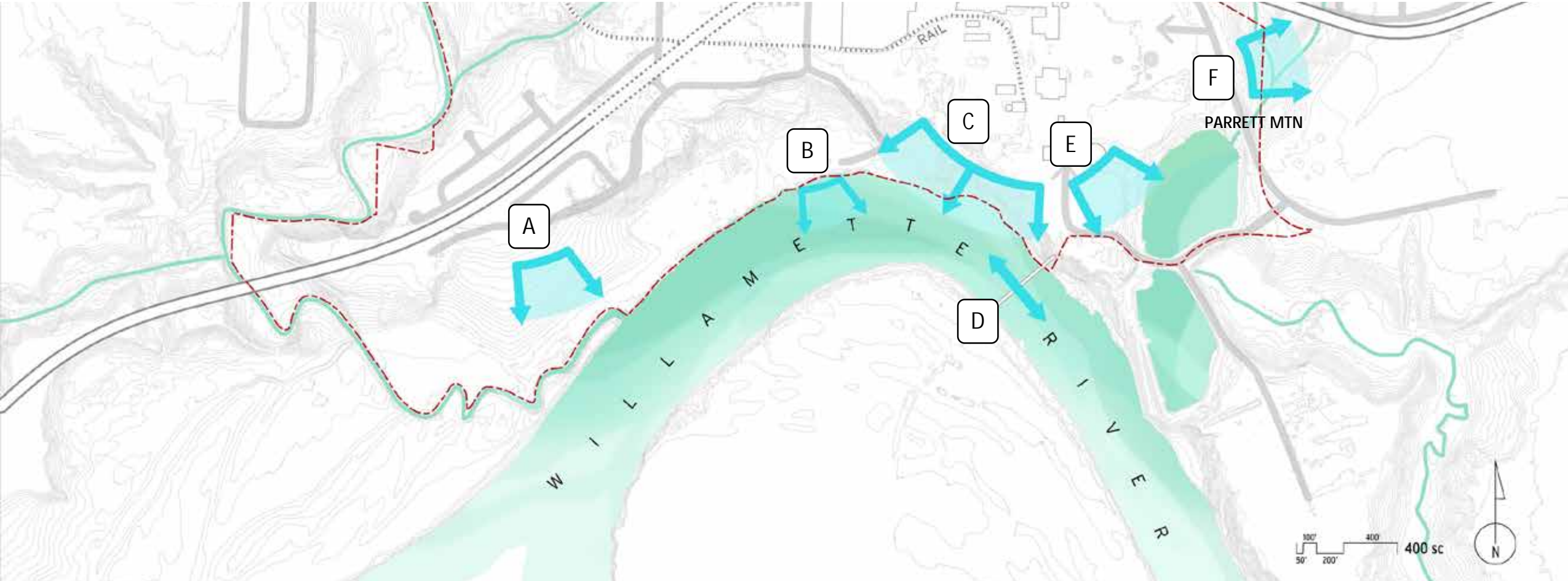
WATERFRONT + FRENCH PRAIRIE

RIVER FRAMED BY TREES
(if brush cleared)

WILLAMETTE + FRENCH PRAIRIE
(if accessible)

PONDS
(if accessible and remaining)

PARRETT MOUNTAIN





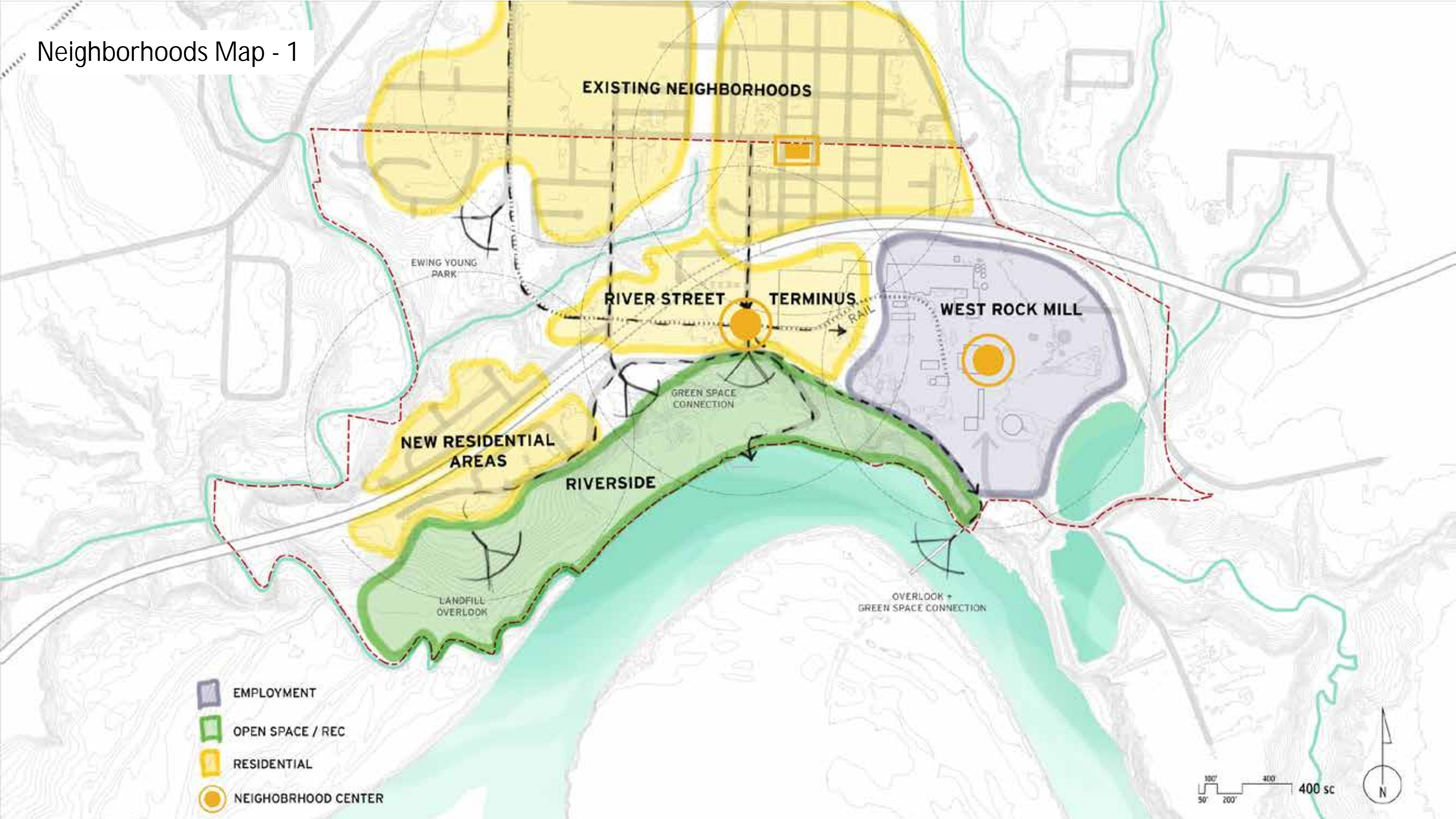
5-minute Walk



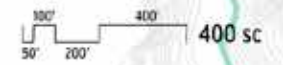
-  NEIGHBORHOOD CENTER
-  DESTINATION

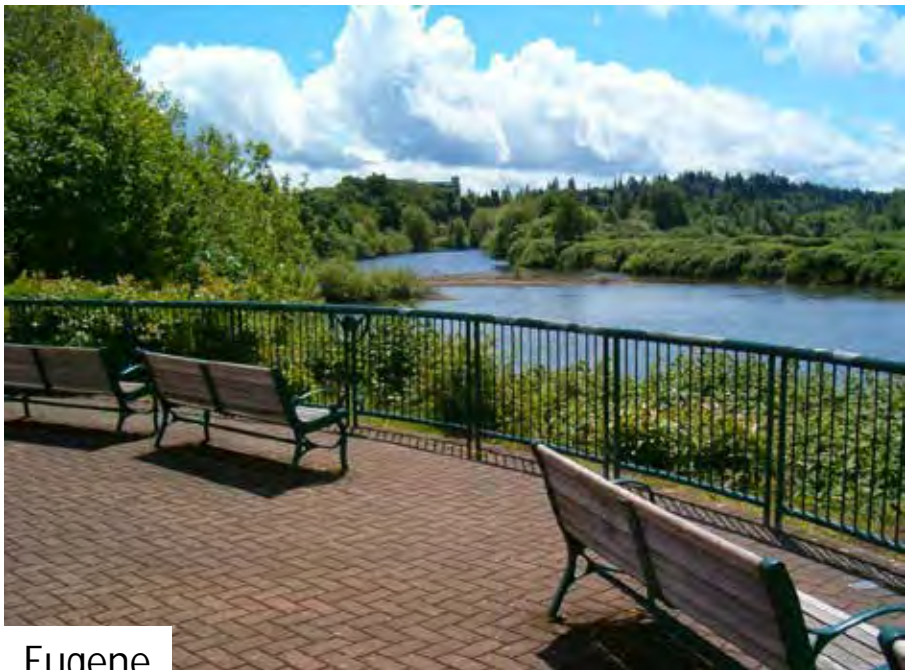


Neighborhoods Map - 1



-  EMPLOYMENT
-  OPEN SPACE / REC
-  RESIDENTIAL
-  NEIGHBORHOOD CENTER





Eugene

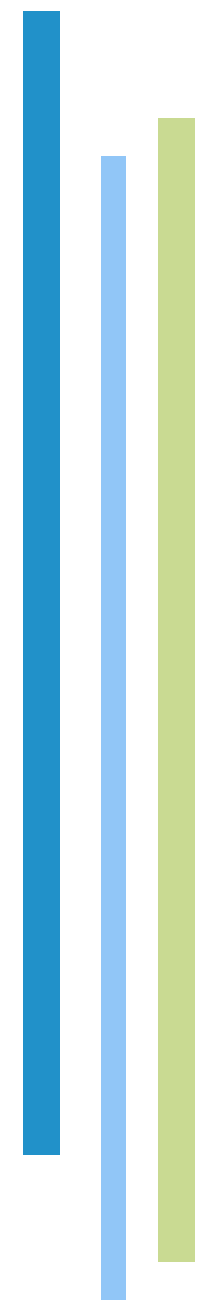


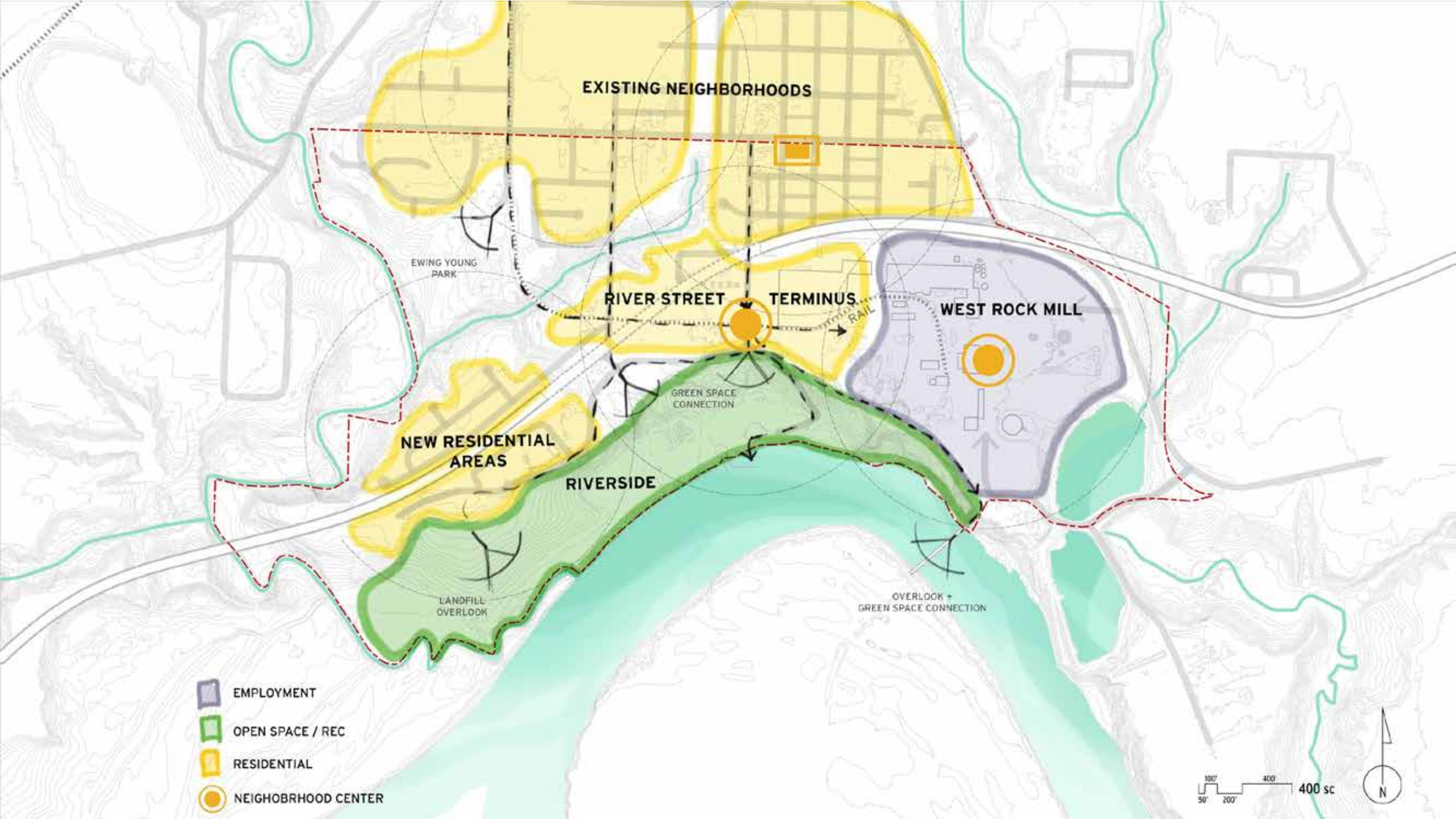
Thunder Island Brewing



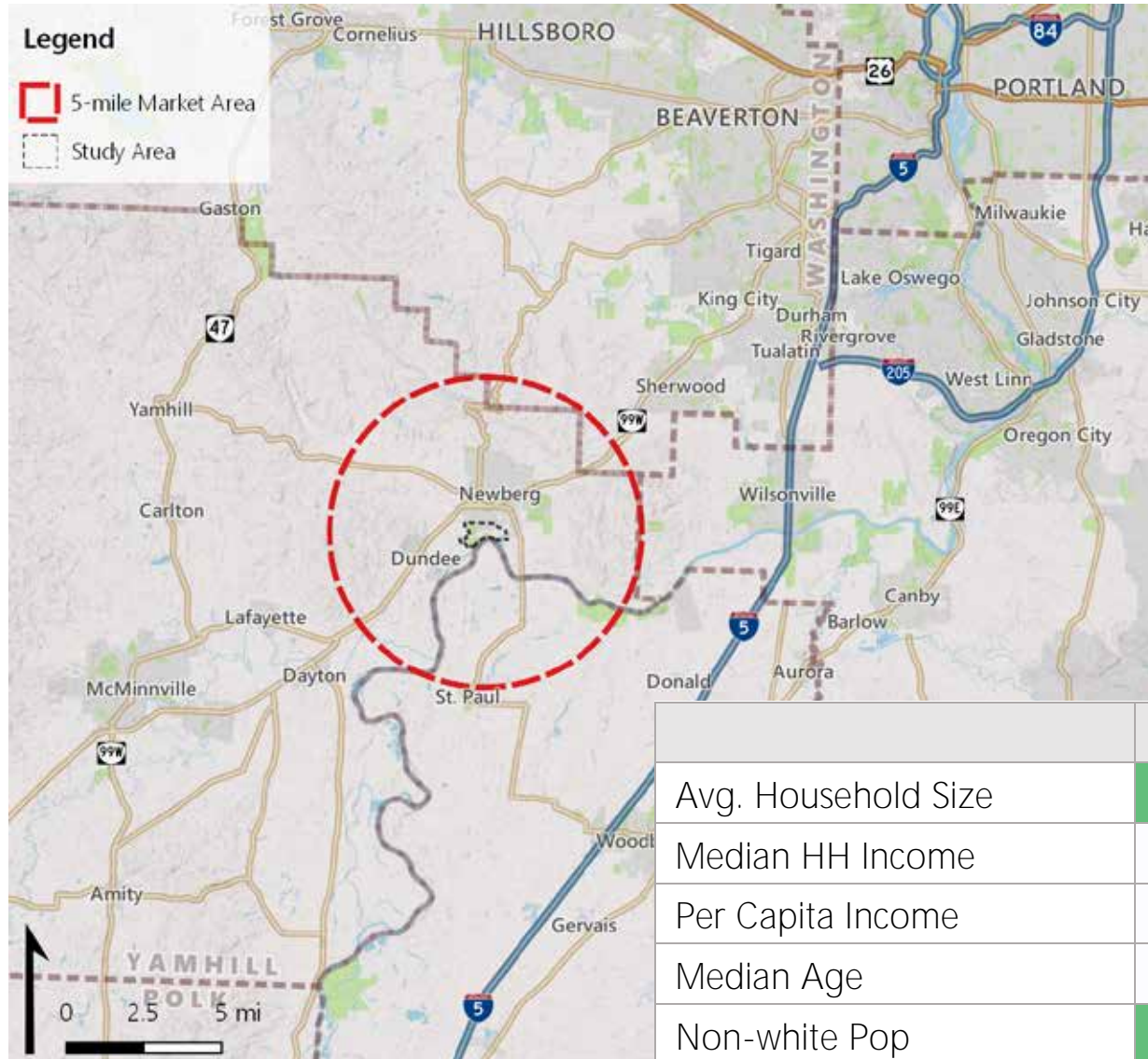
Corvallis

Market Analysis





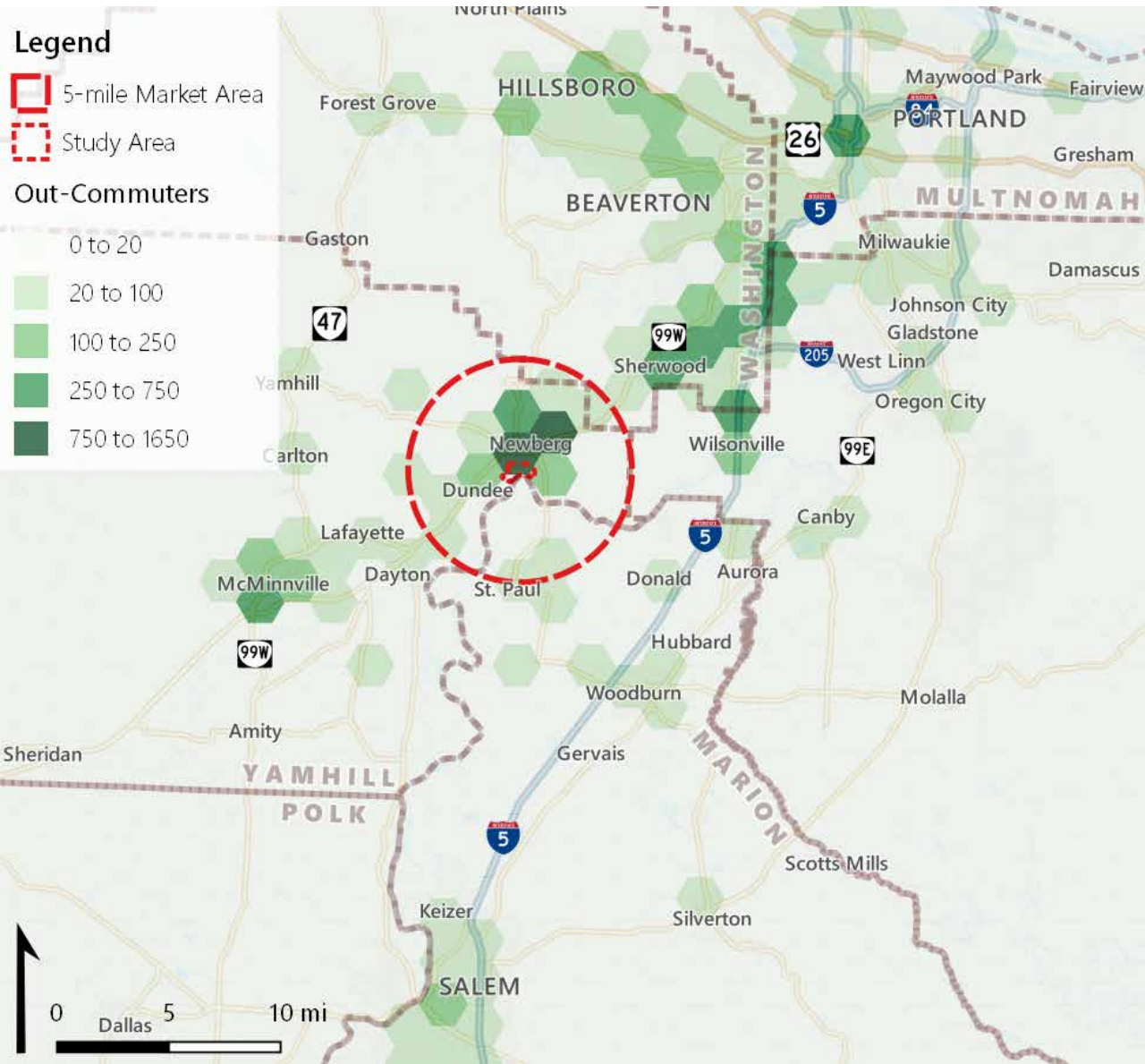
The Market Area



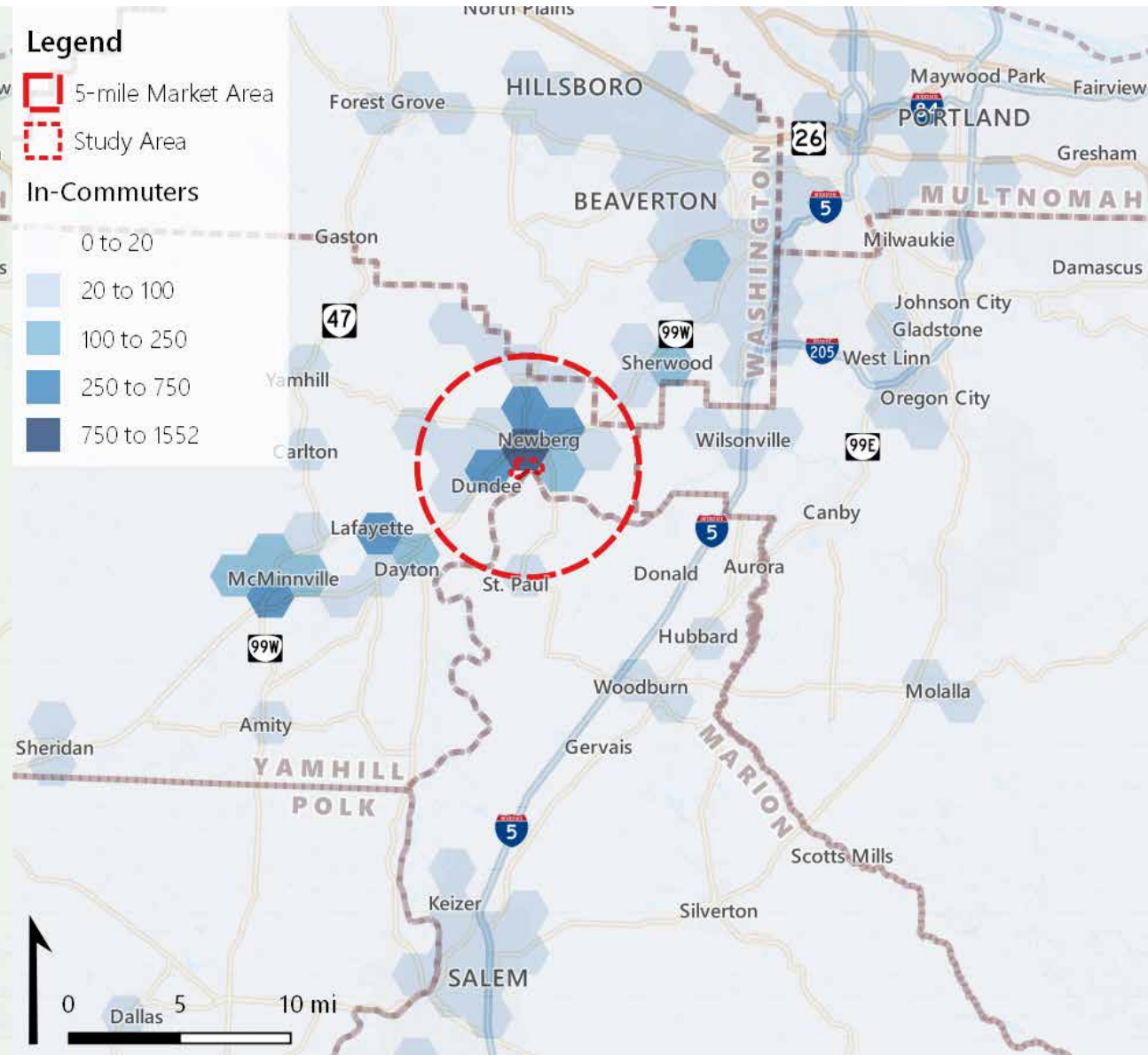
Demographic Summary

| | Study Area | Newberg | Market Area | Yamhill Co. |
|---------------------|------------|----------|-------------|-------------|
| Avg. Household Size | 2.74 | 2.68 | 2.71 | 2.72 |
| Median HH Income | \$46,251 | \$60,383 | \$66,939 | \$58,446 |
| Per Capita Income | \$19,457 | \$26,136 | \$29,676 | \$27,372 |
| Median Age | 31.7 | 34.3 | 37.5 | 37.9 |
| Non-white Pop | 22% | 14% | 12% | 15% |
| Bachelor's + | 26% | 31% | 31% | 25% |

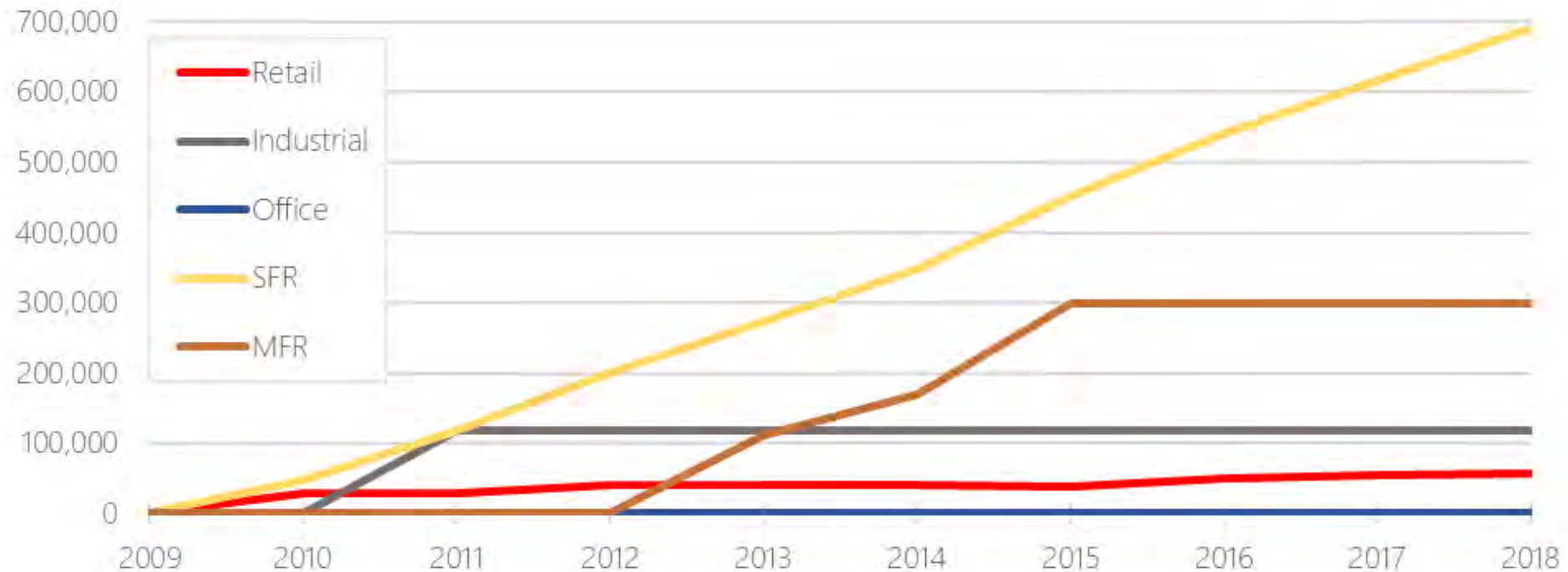
Where Market Area Residents Commute To



Where Market Area Residents Commute From

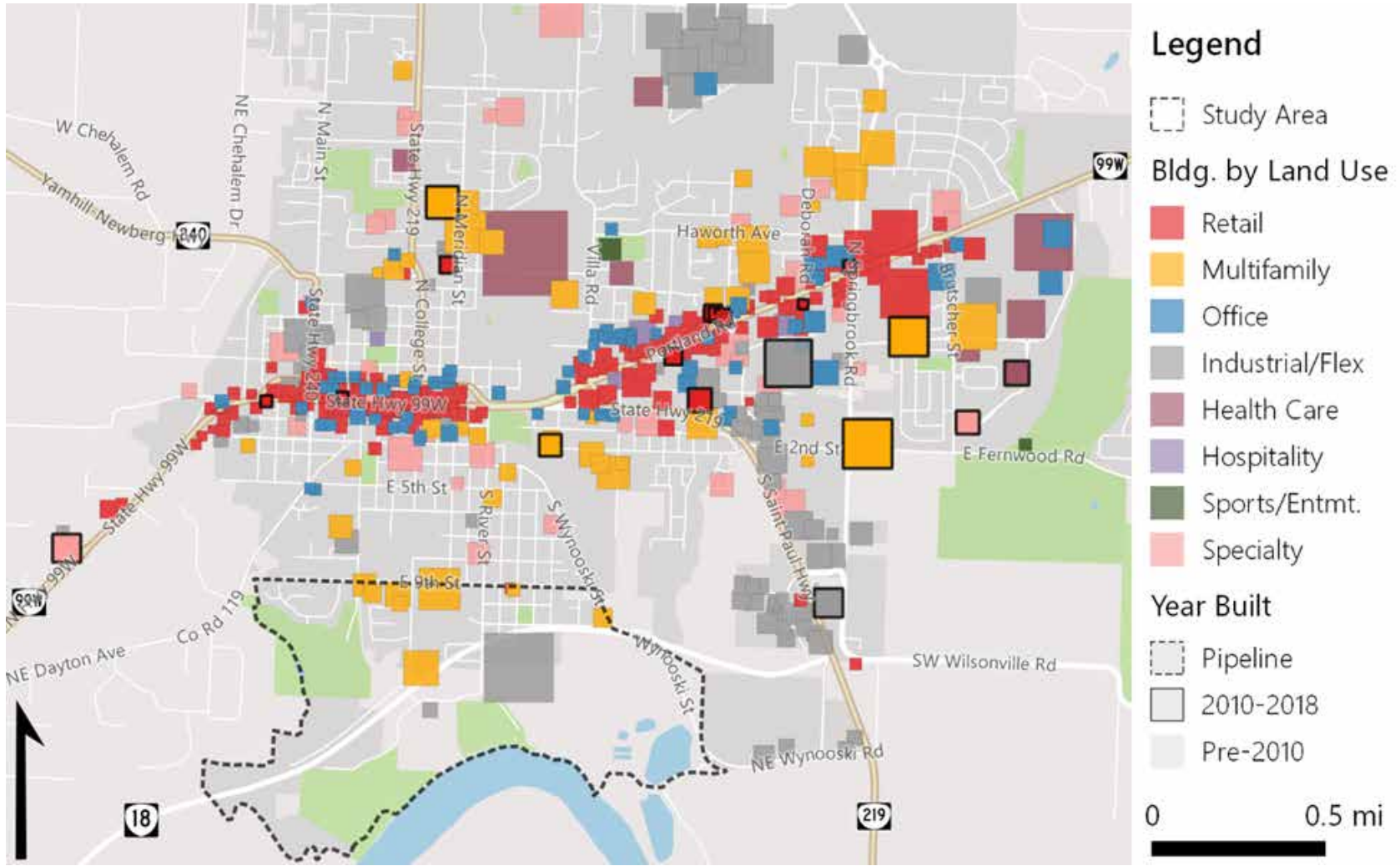


Net New Development (SF) Newberg, 2009-2018 YTD

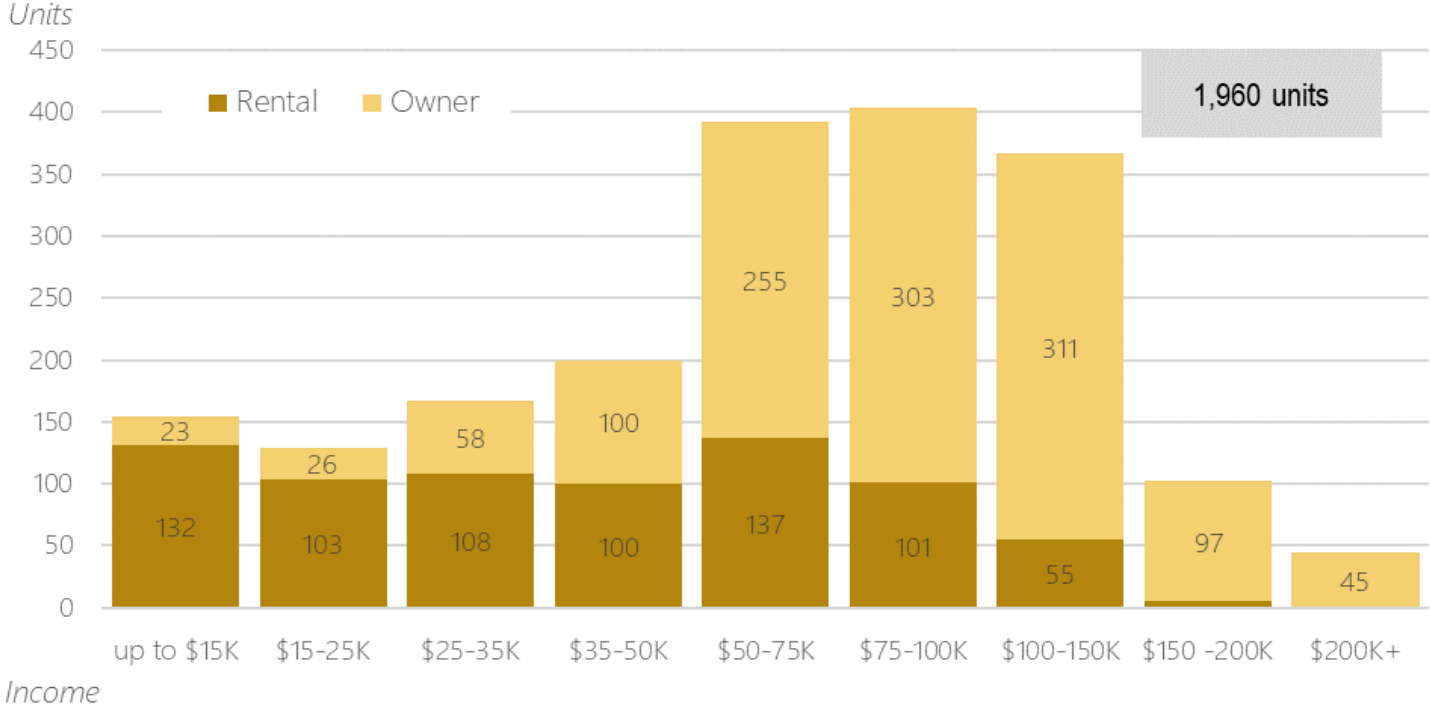


Development by Land Use and Year Built

City of Newberg



Market Area Demand, 10 Years

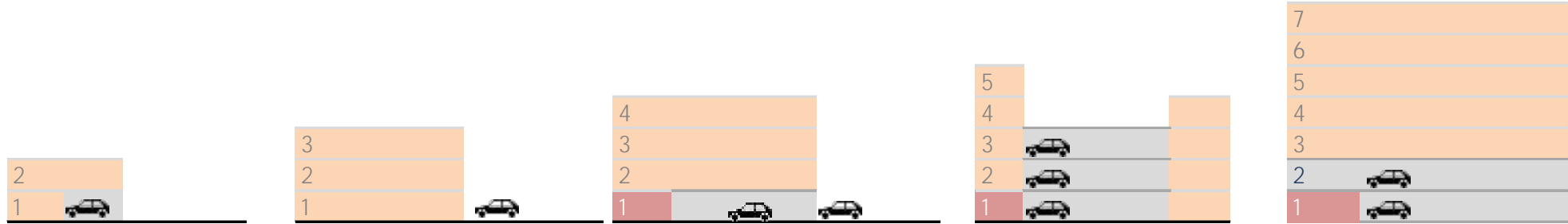


Recent Multifamily Development



Housing Prototypes

Name Townhomes Garden Apartments Urban Garden Apts. Wrap Mid-Rise / Podium



Parking Surface / tuck under
Structure Wood frame

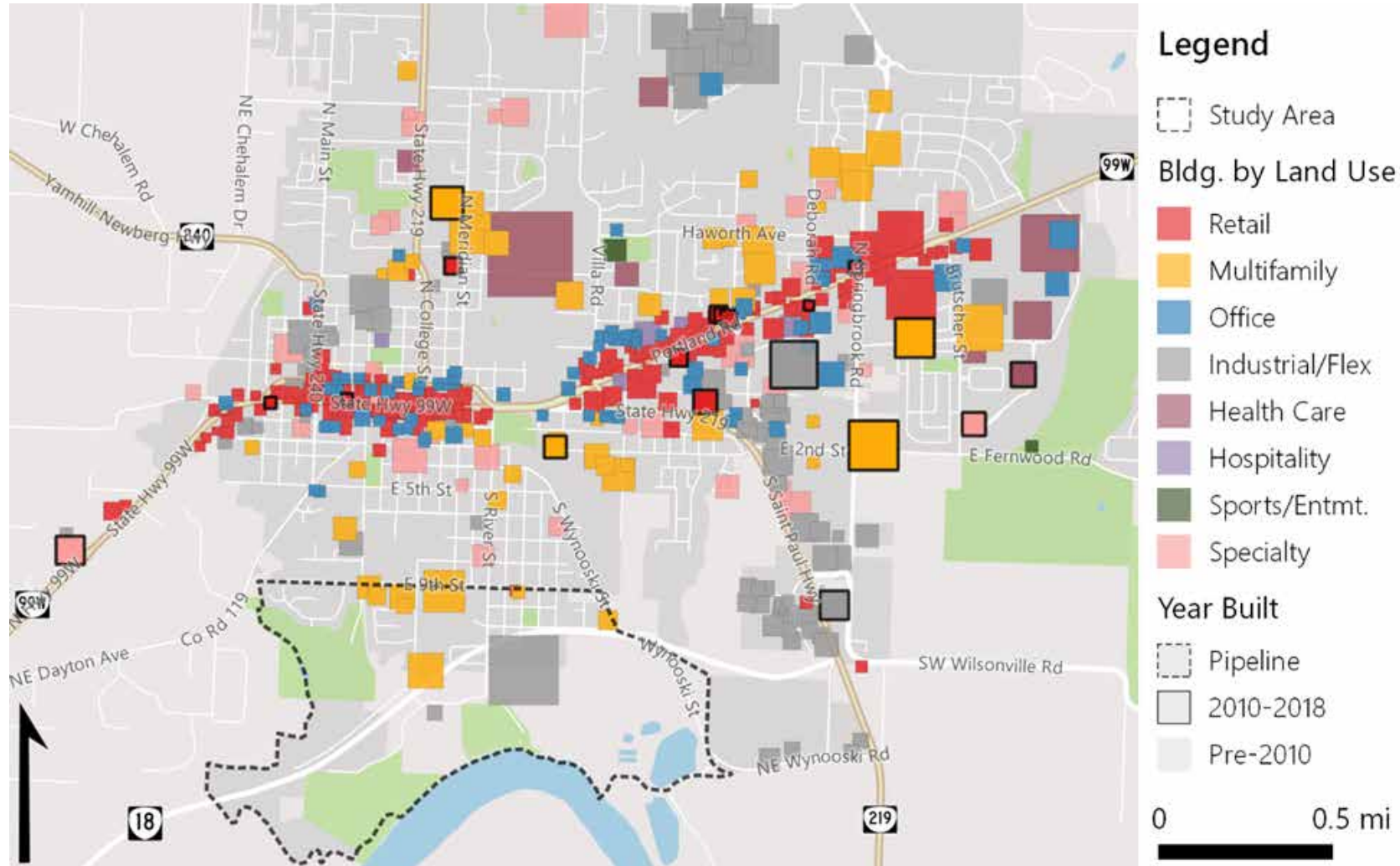
Parking Surface
Structure Wood frame

Parking Surface / tuck under
Structure Wood over concrete

Parking Structure
Structure Wood with concrete

Parking Structure
Structure Wood over concrete

Retail/Commercial



Riverfront:

- Limited accessibility, visibility, drive through traffic
- "180 degree market"
- Small nearby population today

- Difficult "convenience retail" location

- Destination retail is possible

Retail

Declining



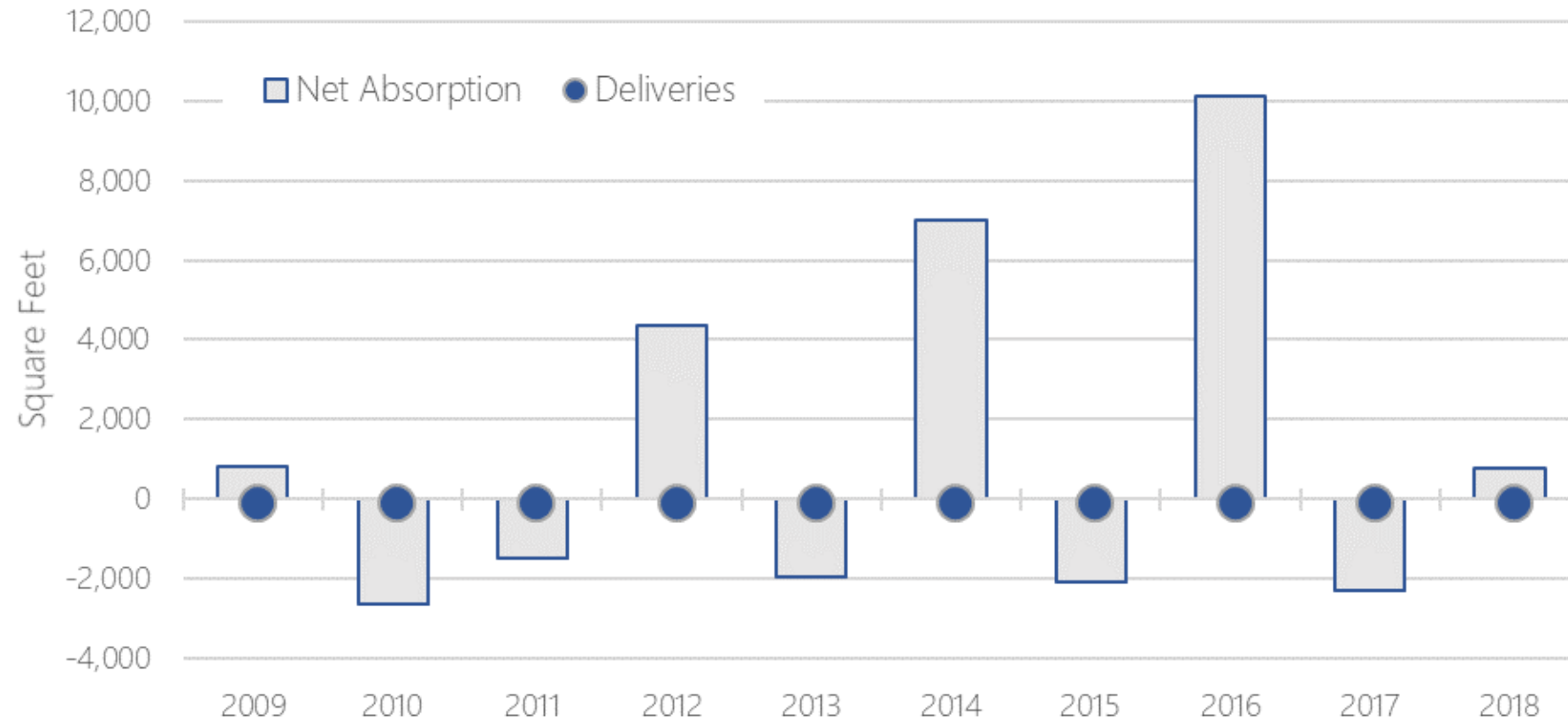
- Commodity retail
- Food: Casual dining, weaker fast food chains
- Mid-priced apparel and shoes; children's
- Dollar Stores
- Pet supplies
- Electronics
- Office Supplies
- Bookstores
- Toy Stores
- Video stores
- Bank Branches

Growing

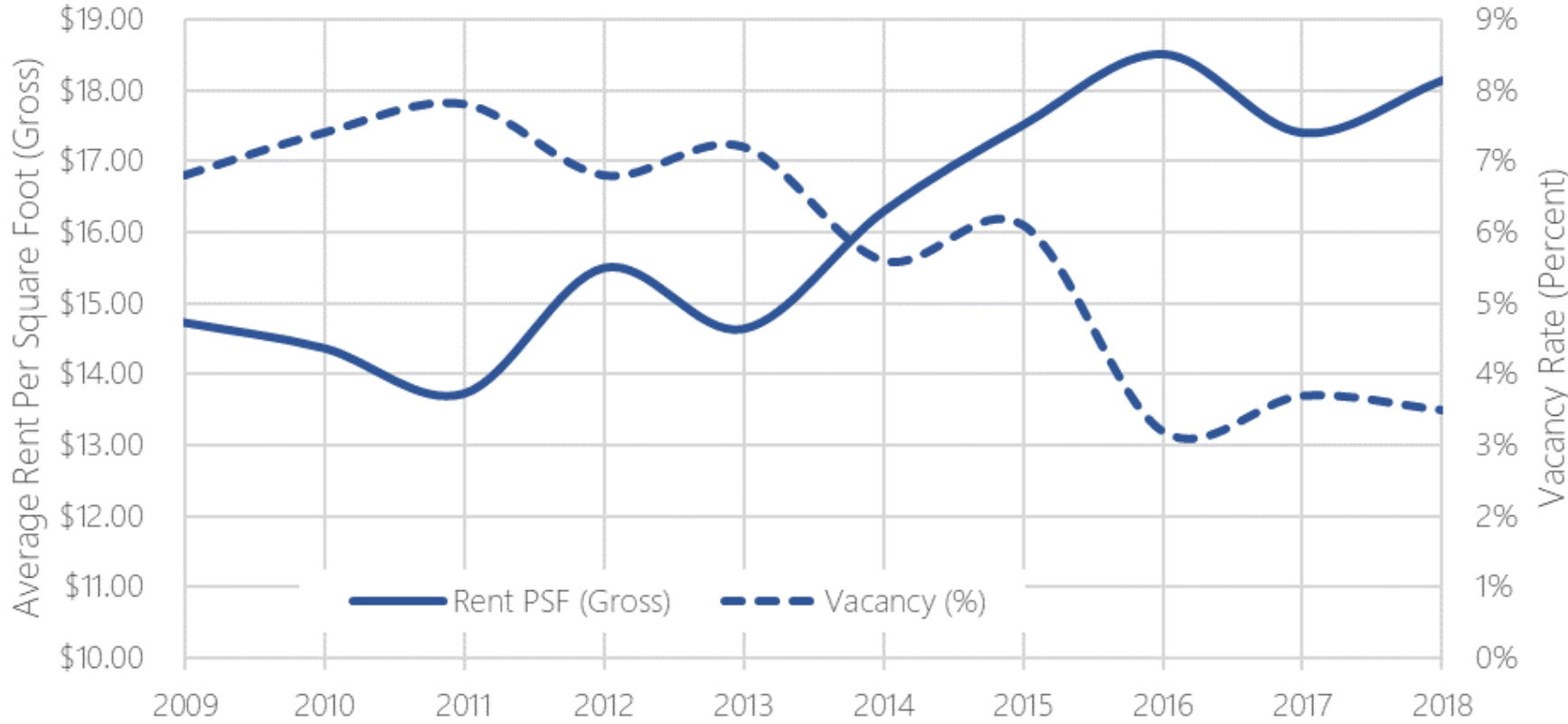


- **Retail that offers a special experience**
- **Food!**
- "Fast Casual," i.e. Little Big Burger
- **Food Halls, artisanal markets**
- Trucks to Bricks
- Grocery: Ranging from discount, to organic, to small format, and ethnic
- Medical users, incl. [ZoomCare](#)
- Apparel: Fast fashion, off-price, active sportswear
- Sporting clubs
- Fitness/Health Clubs
- Marijuana dispensaries
- Auto repair
- Convenience stores
- Car dealerships
- Home improvement and home furnishings

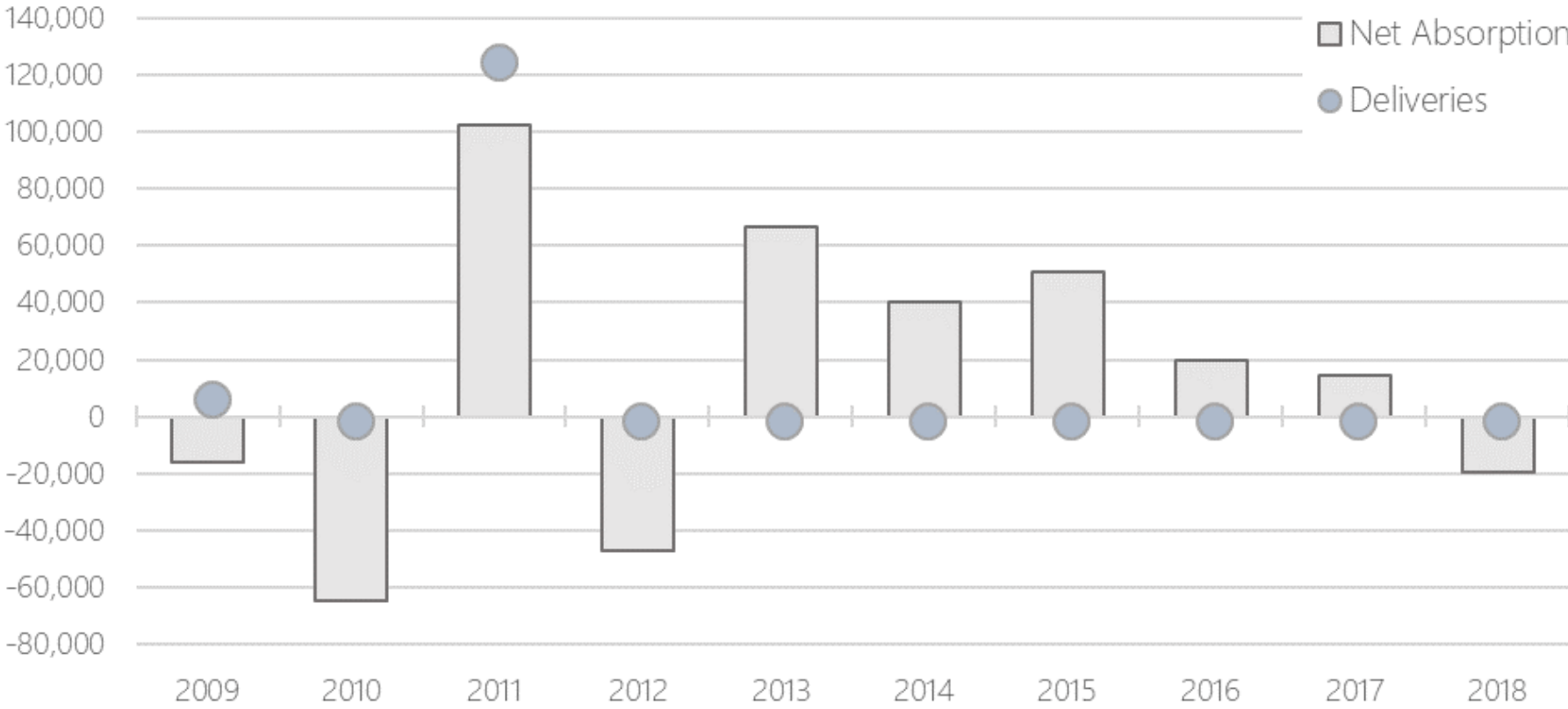
Office Net Absorption and Deliveries (SF) Market Area, 2009-2018



Market Area Office Rent and Vacancy



Industrial Absorption and Deliveries (SF) Market Area, 2009-2018



Industrial Development



2800 Hayes St

Newberg, OR 97132 - Yamhill County Submarket



BUILDING

| | |
|----------------|----------------------------|
| Type: | Class A Industrial |
| Subtype: | Manufacturing |
| Tenancy: | Single |
| Year Built: | 2011 |
| RBA: | 126,069 SF |
| Floors: | 2 |
| Typical Floor: | 71,630 SF |
| Construction: | Reinforced Concrete |

LAND

| | |
|------------|----------------|
| Land Area: | 5.67 AC |
|------------|----------------|

1001 Wilsonville Rd

Newberg, OR 97132 - Yamhill County Submarket



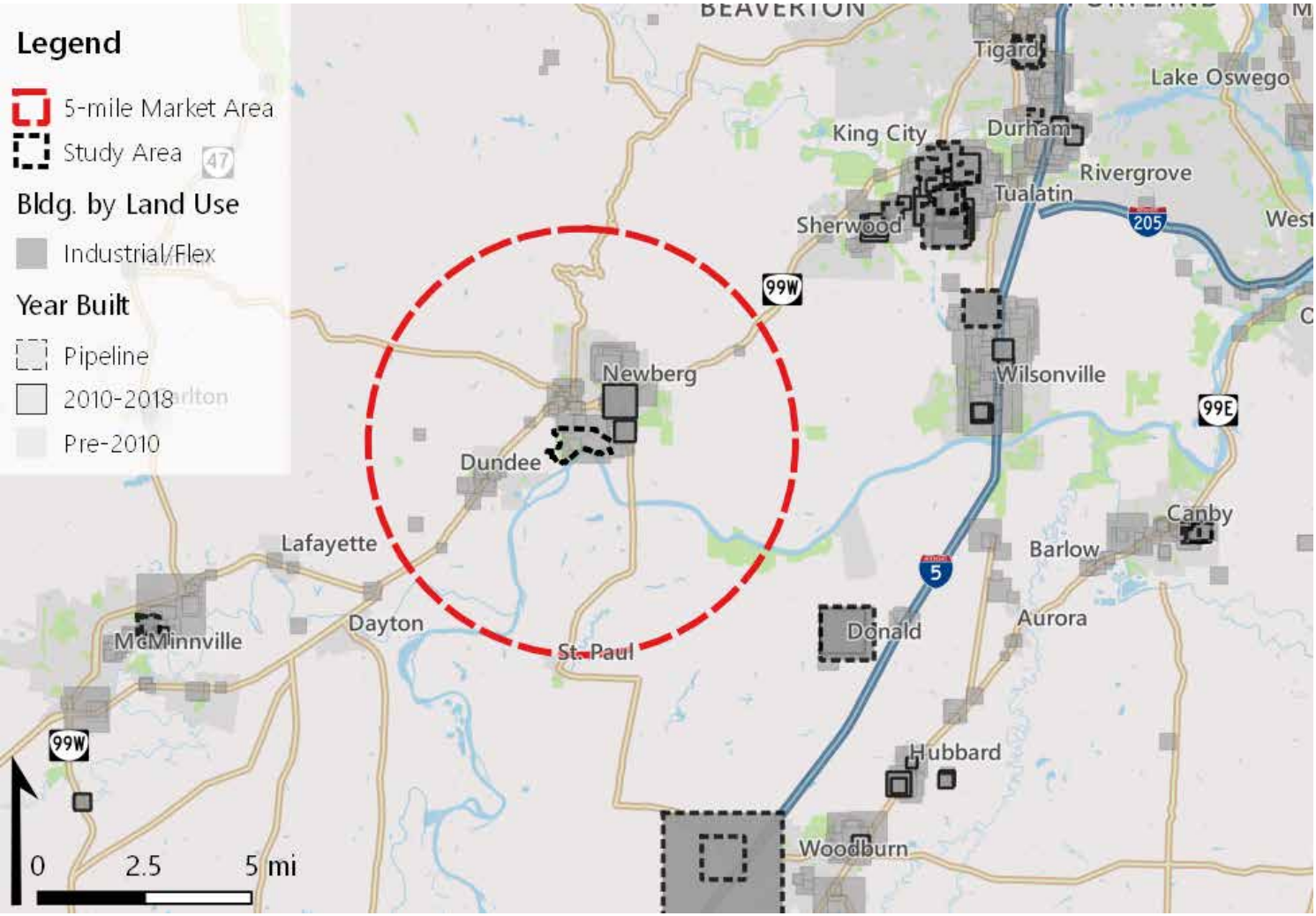
BUILDING

| | |
|----------------|----------------------------|
| Type: | Class B Industrial |
| Tenancy: | Single |
| Year Built: | Under Construction |
| RBA: | 41,000 SF |
| Floors: | 1 |
| Typical Floor: | 41,000 SF |
| Ceiling Ht: | 19'6" |
| Construction: | Reinforced Concrete |

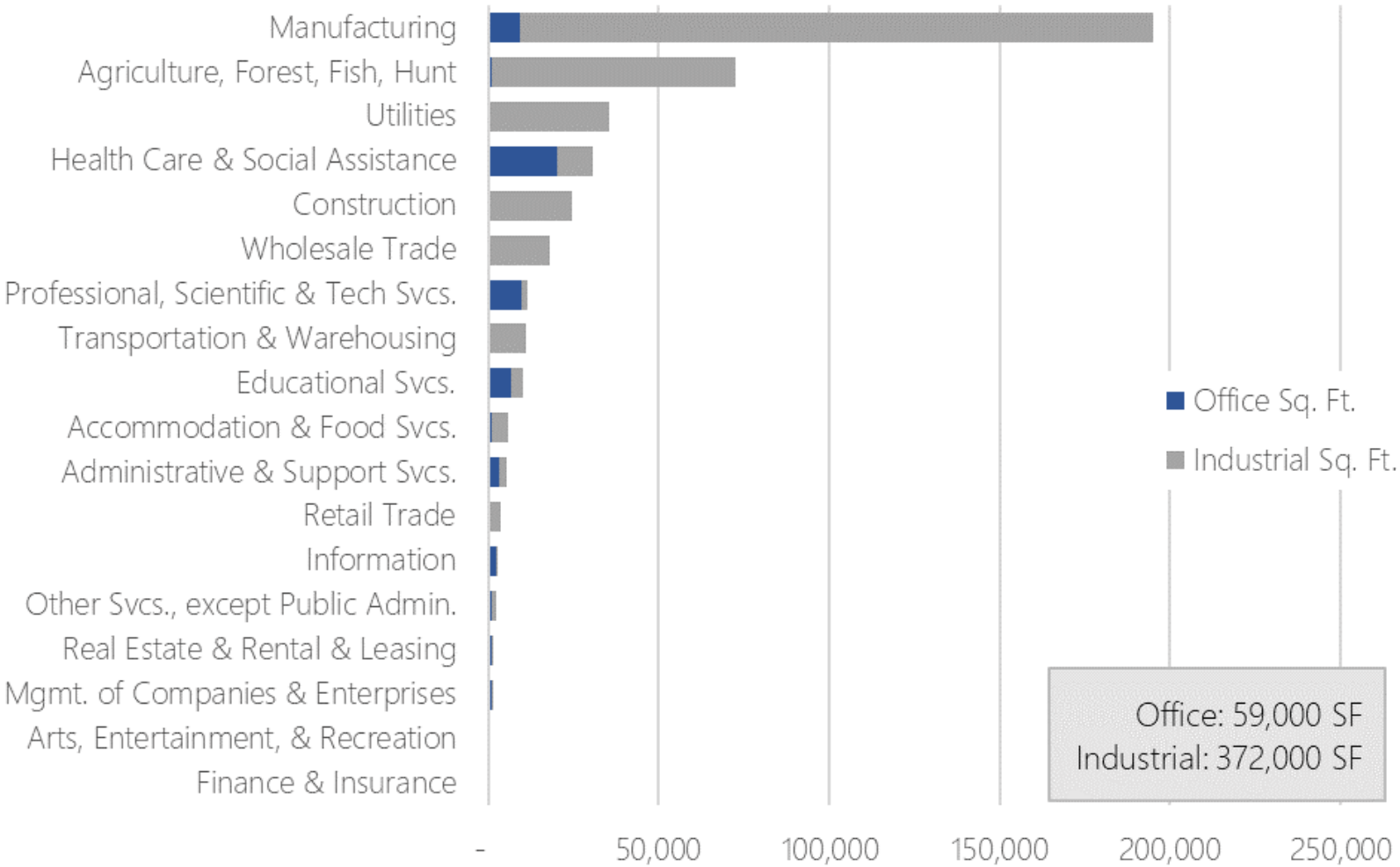
LAND

| | |
|------------|----------------|
| Land Area: | 2.04 AC |
|------------|----------------|

Regional Industrial/Flex Development



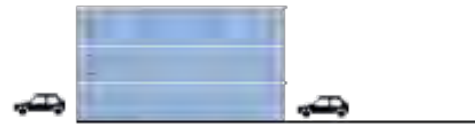
Employment Demand, Market Area, 10 years



Employment & Commercial Development Prototypes



| | Industrial | | Retail | Office | |
|-----------|------------------------------------|------------------|-----------------------|------------------------------------------|--------------------|
| Name | Adaptive Reuse Craft Industrial | New Construction | Spec or Build to Suit | Creative Office Spec or Build to Suit | Mid Rise |
| Parking | Surface | Surface | Surface | Surface | Structure |
| Structure | As built | Concrete tilt-up | Steel or concrete | Steel and concrete | Steel and concrete |



Active Transportation and Real Estate

“A growing body of evidence exists that bicycling has a positive impact on retail sales, commercial property values, and overall economic development. In fact, a growing group of entrepreneurial innovators are discovering that bike trails and bike lanes can help modern retailers get more customers in the door and boost sales.”

—Urban Land Institute



CASE STUDIES

Hood River Riverfront

- 1970s: Industrial tenants
- Port of Hood River;
City Urban Renewal District for
infrastructure, recreation
- Signature riverfront parks
- Key Tenants:
 - Food Processing
 - Pfriem family
brewers; and pizza, coffee,
and ice cream
 - DaKine sports
- Industrial, office, destination retail
tenants co-exist
- Festivals: Gorge Games, Harvest Fest



CASE STUDIES

Astoria Riverfront

- 1970s: People Places Plan
- 2009: Riverfront Vision
- RiverWalk
- Trolley
- Adaptive Reuse of historic structures
- Key Tenants:
 - Fishhawk Fisheries
 - Northwest Sardines.
 - Destination
Retail and Restaurants



CASE STUDIES

Independence Riverfront

- Formerly Valley Concrete
- Now being redeveloped
- Signature Riverfront Park
- New City streets and infrastructure
- Adjacent to Downtown Independence
- The Hotel at Independence Landing
- Multifamily Housing



CASE STUDIES

Kendall Yards, Spokane, WA

- Former railyard, brownfield, 78 acres
- Overlooking Spokane River across the river from downtown
- An overnight success, 20 years in the making
- Primarily residential: Single family and multifamily, maximum of three/four stories
- Retail, office, restaurants
- Hotel planned
- “Night Market” festival
- No structured parking to date



CASE STUDIES

Kendall Yards, Spokane, WA






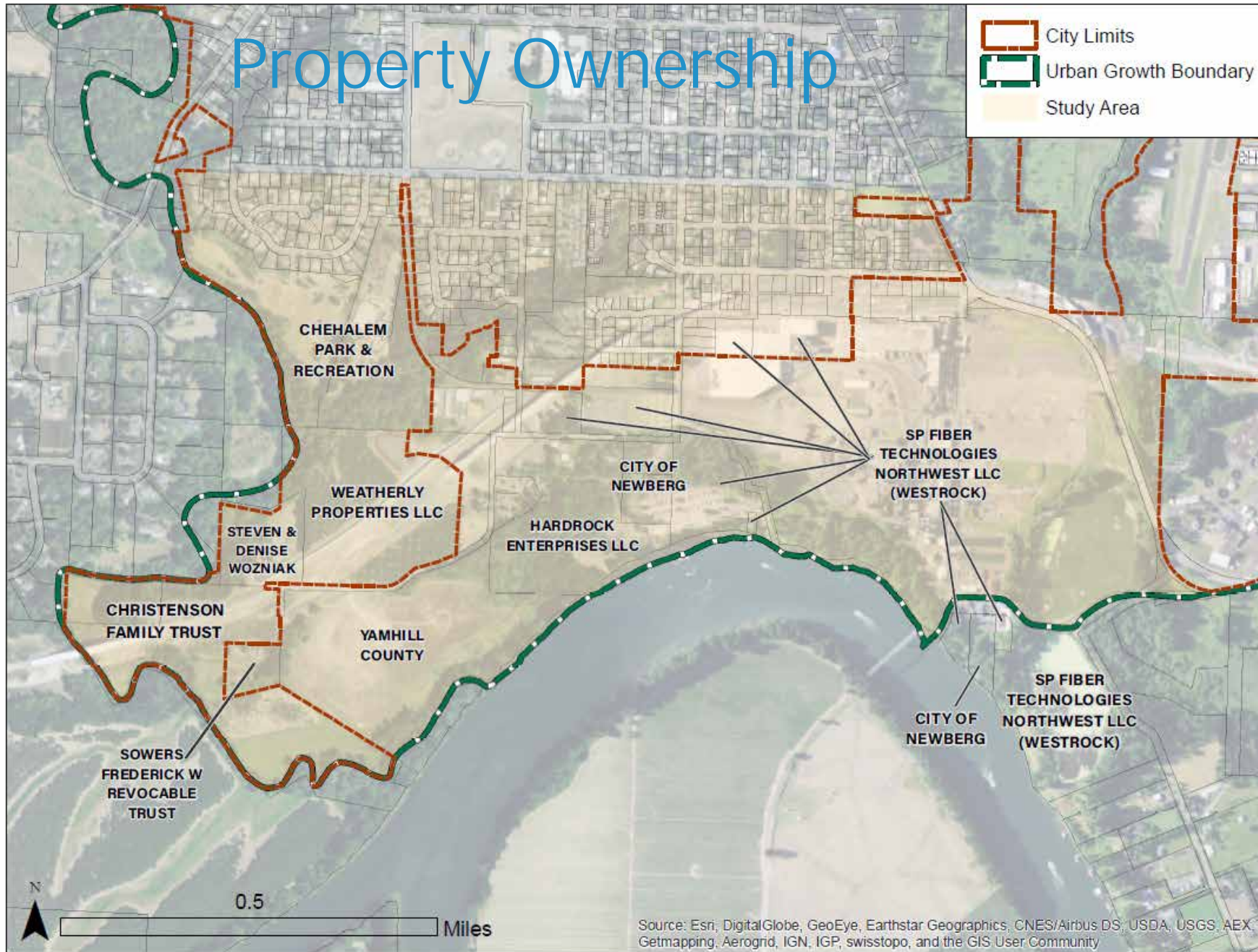
ADDITIONAL CASE STUDIES



- Old Sawmill District, Missoula, Montana
- Willamette Falls Legacy Project, Oregon City, Oregon
- Waterfront Redevelopment Project, St. Helens, Oregon
- EWEB Riverfront, Eugene, Oregon
- Old Mill District and other riverfront areas, Bend, Oregon
- Columbia Waterfront and Terminal 1, Vancouver, Washington
- Waterfront Place, Everett, Washington
- Theater District and Downtown Revitalization, Petaluma, California
- Downtown revitalization, Oxbow Public Market, and riverfront, Napa, California

Property Ownership

-  City Limits
-  Urban Growth Boundary
-  Study Area



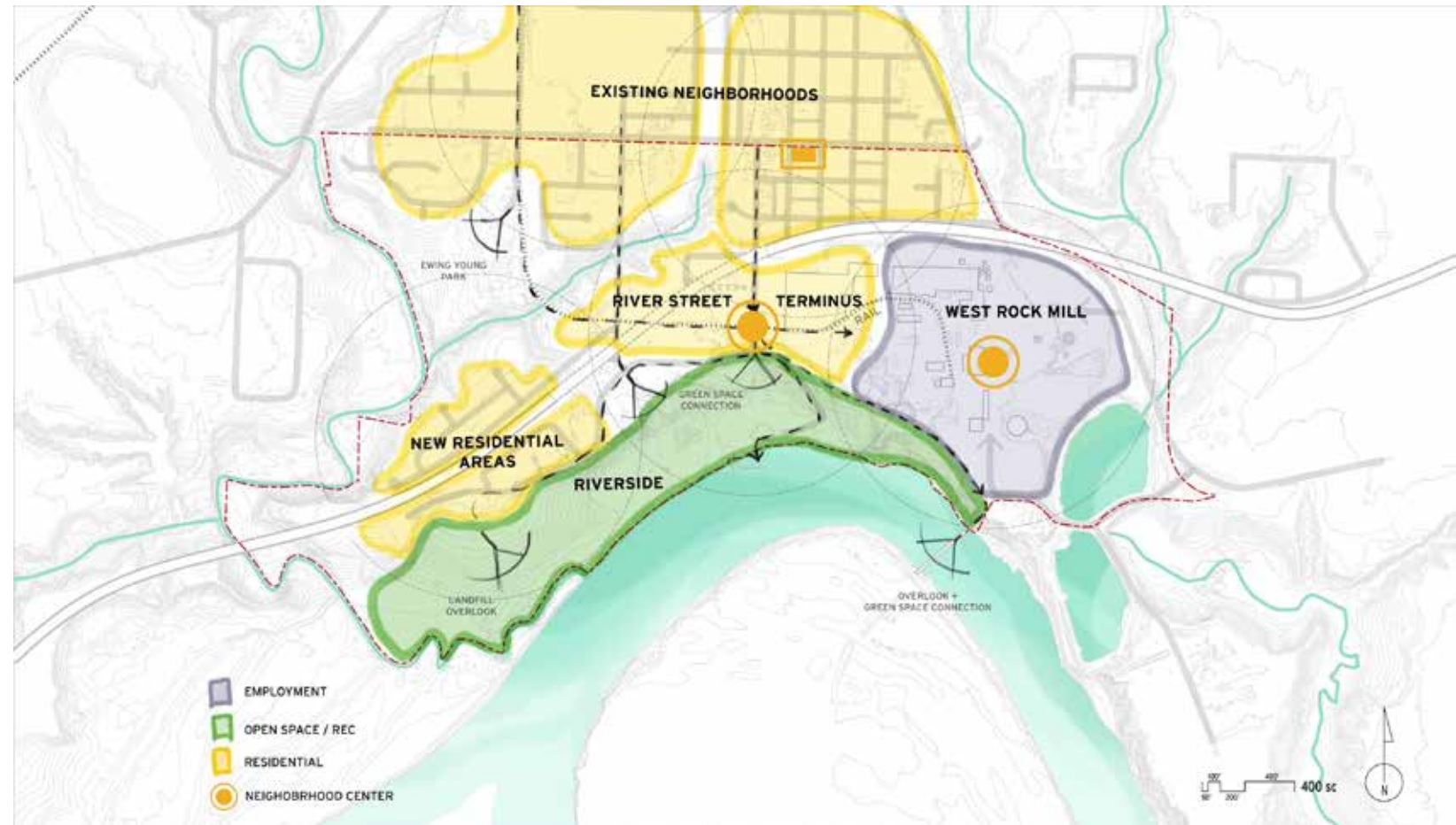
WestRock Mill Properties

- Property actively being marketed
- Not all in study area/UGB
- High-value industrial facilities and machinery are most likely to remain:
 - Warehouse
 - Office and Co-gen area
- Adaptive reuse of Warehouse challenging
- Soil conditions unknown
- Case studies include both employment and mixed-use reuse



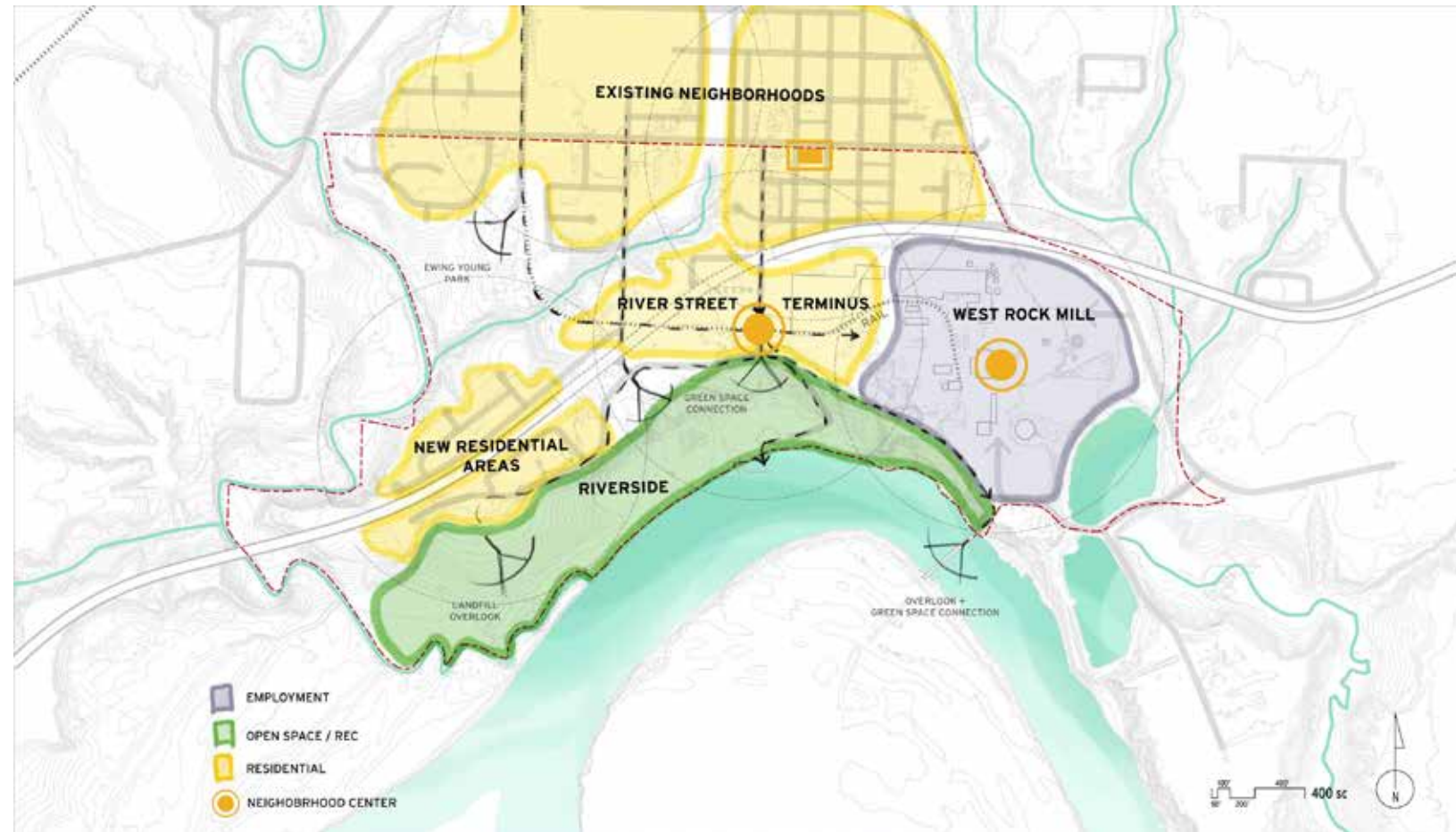
Findings and Recommendations

- Diverse subareas
- Connections will be critical: parks, open space, pedestrian, bicycle, in the study area and beyond
- Property owners and developers make development decisions
- Change takes time



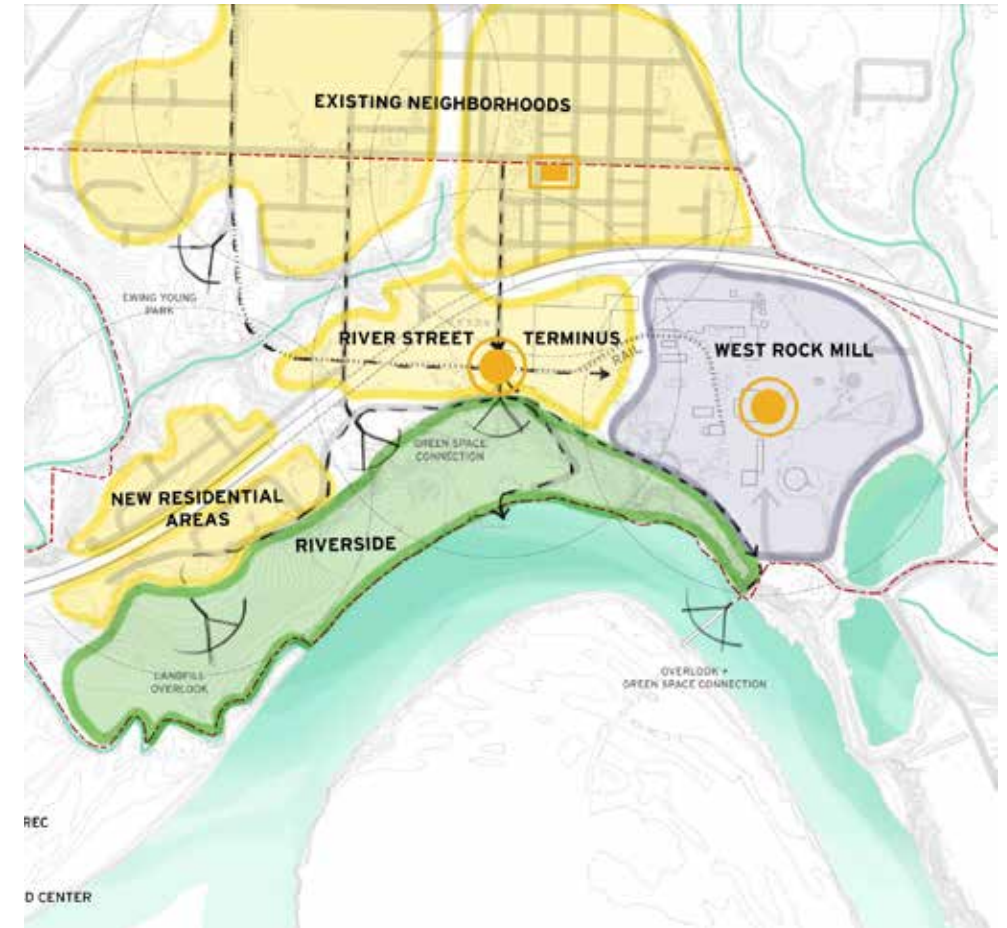
Findings and Recommendations

- **Existing Neighborhoods:**
 - Incremental infill
 - Strengthen retail node
 - Explore anti-displacement measures
- **Riverside:**
 - Paths, trails, parks, amphitheater, festival and event space
 - Connections from Dundee to Champoege



Findings and Recommendations

- **Retail.** Destination and experiential retail (5,000 to 20,000 SF in initial phases)
- **Employment.** Industrial/employment likely to remain on some (east side) or all of WestRock
- Craft Industrial/Commercial Industrial
- Adaptively reuse buildings where possible
- Building form: surface parked in near and medium term
- Ancillary speculative office, build to suit office possible
- Major institutional development is possible, but difficult to predict
- **Mixed-Use.** Housing—single and multifamily—would be highest and best use in greenfield condition (8 to 30 units per acre)
- Hotel in later phases





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Strategic Advisors to Public and Private Development

Preliminary Development Program A

- 5 to 10 acres at River Street Terminus
- Destination retail and potentially small amount of housing at River Street Terminus
- Westrock Mill remains in industrial or employment use



Preliminary Development Program B

- 10-30 Acres at River Street Terminus includes destination retail, craft industrial, some office/institutional, and roughly 50 units of housing.
- Eastern portions of Westrock Mill remain in industrial or employment use

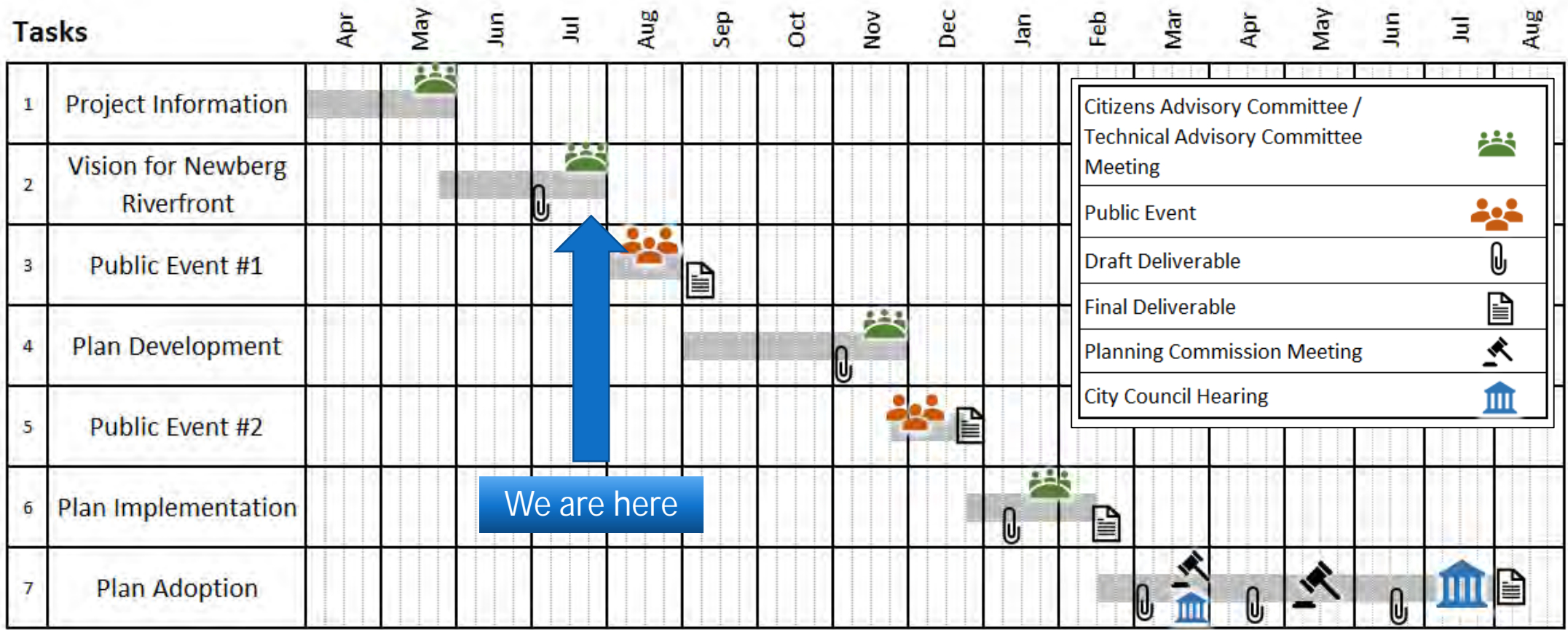


Preliminary Development Program C

- 60-130 Acres at River Street Terminus/West Rock site.
- Includes all uses in Alternative B, expanded office / campus / institutional and housing uses, and a hotel.



Project Schedule



APPENDIX C

Technical Memorandum 3:
Land Use Alternatives

9/23/2019

To: Newberg Riverfront Master Plan Citizens Advisory Committee and Technical Advisory Committee

From: Andrew Parish and Kyra Haggart, APG
Ken Pirie and Moran Maiolie, Walker Macy

Re: Revised Technical Memorandum #3 – Land Use Alternatives

INTRODUCTION TO THE REVISED MEMORANDUM

This memorandum describes the integrated land use, transportation, and open space alternatives presented as part of the Newberg Riverfront Master Plan process. The alternatives consist of “framework plans” that describe the related systems of land use, transportation, open space, and infrastructure that will work together to create a cohesive, viable, and livable Riverfront Area.

In November 2018, three alternatives were provided to the Riverfront Master Plan Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), along with memoranda describing infrastructure considerations (Technical Memorandum 4) and a draft “Incremental Implementation Strategy” (Technical Memorandum 5). Initial zoning code and design concepts to implement the plan and vision for Newberg’s Riverfront Area were also brought to the committees at that time. These materials were also presented to the public via an in-person and on-line open house, providing the project team with ideas for adjusting these alternatives and preferences in order to create a preferred alternative.

In early 2019, the City of Newberg hosted representatives of WestRock (the owner of the large Riverfront Mill Site within the study area) to discuss their plans for the property. At this meeting, WestRock representatives expressed their desires for the industrial designation on the site to remain unchanged, no new streets to be developed through the industrial site, and to only allow public trail access below the bluff. Because of the timing of this input and the importance of WestRock as a property owner and potential future employment in the area, the project team prepared two additional alternatives to the TAC and CAC for further discussion.

This memorandum has been updated to include descriptions of all five alternatives, labeled Alternative A through Alternative E. At their February 12, 2019 meeting, the CAC chose to move forward with Alternative E as the project’s preferred alternative.¹

¹ Alternative E shows residential land south of the Newberg-Dundee Bypass in the western part of the study area as medium-density residential. This is a change from the plan presented to the advisory committees, public, and at a joint Planning Commission/City Council workshop, which showed a parcel south of the Bypass as high-density residential. This change was made in August 2019 based on a request from the property owner.

LAND USE ALTERNATIVES

The Riverfront Area

The Riverfront Area is shown in Figure 1 and Figure 2 below. It is generally defined as the land within the Newberg Urban Growth Boundary (UGB) south of E Ninth Street. This area contains a mix of existing neighborhoods, parks and natural areas, a small amount of buildable vacant land, and the roughly 115-acre Westrock Mill Site. The land use alternatives differ primarily in the use of this large industrial site – whether it remains entirely in industrial use or whether some portion becomes available over time for non-industrial uses.

Figure 1. Study Area and Regional Context

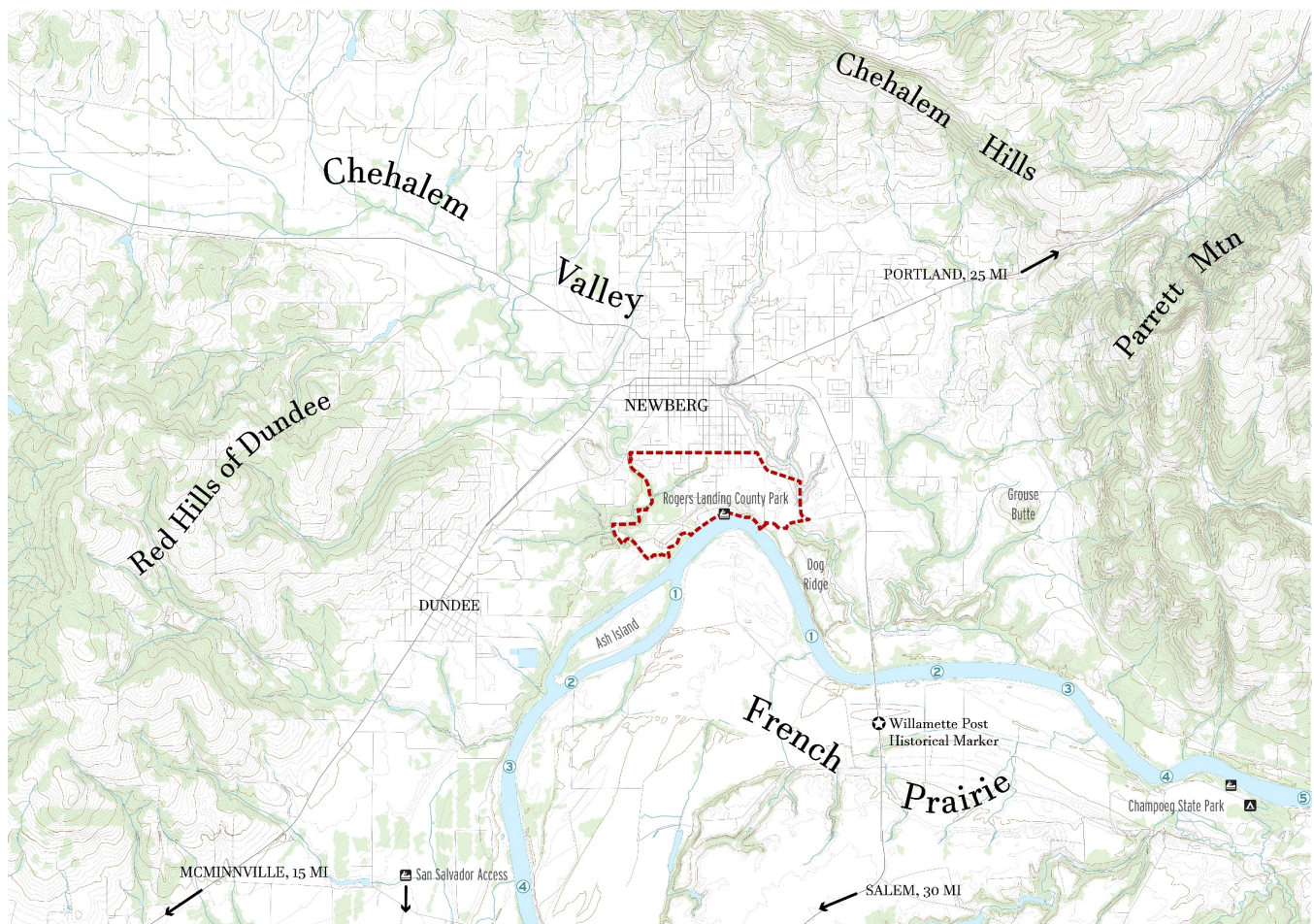


Figure 2. Riverfront Area Map



Newberg Riverfront Master Plan Update

Project Study Area

-  Project Study Area
-  Urban Growth Boundary (UGB)
-  City Limits

Revised 10/22/2018
 Disclaimer:
 This map is intended for informational purposes only.
 Metadata available upon request.

Common Elements to All Alternatives

Descriptions in the following sections focus on the differences between the alternatives but they all contain the following common elements.

Foundational Elements

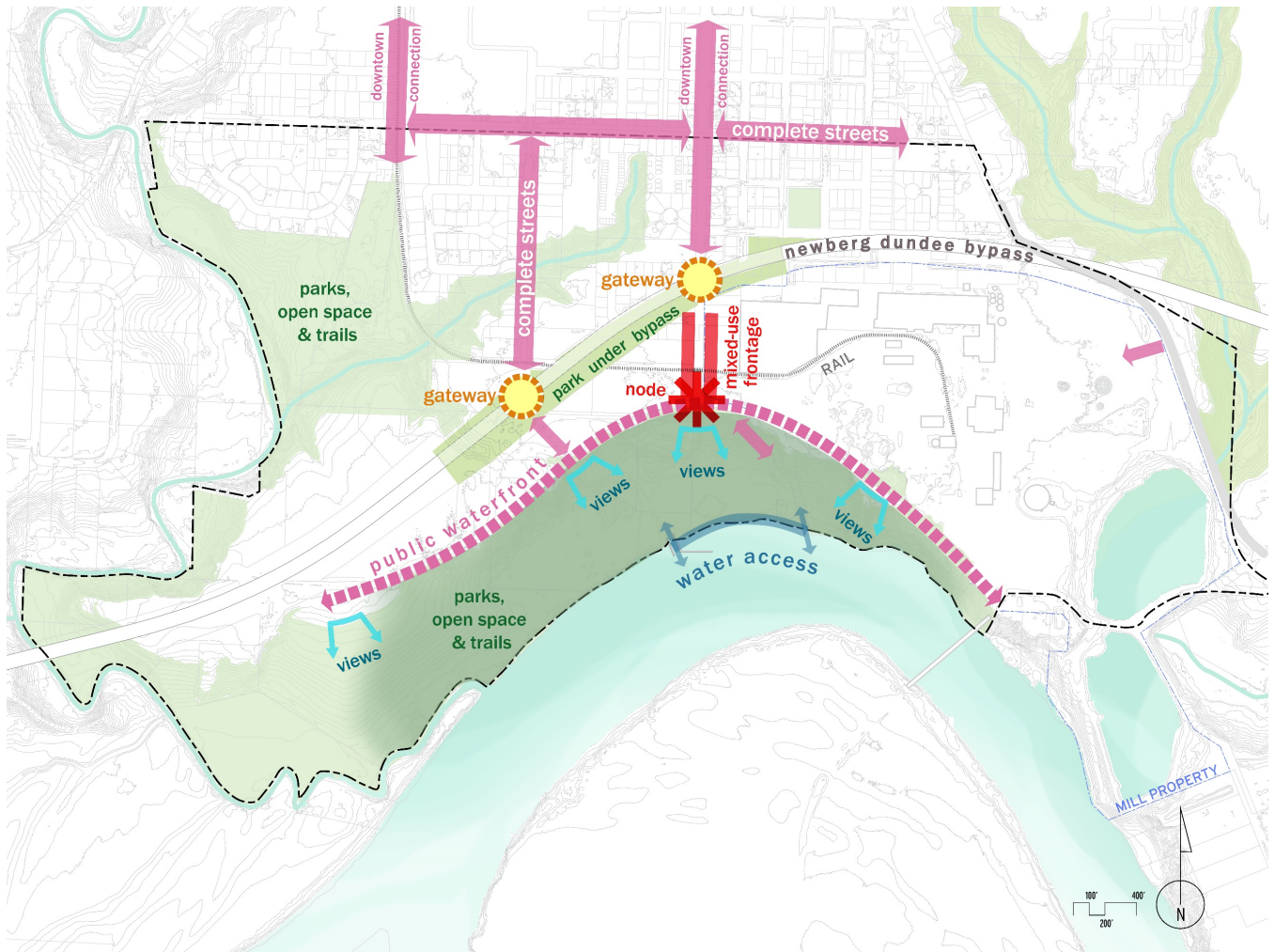
The following items make up the foundational, directive components of all plan alternatives. Figure 3 shows the essence of these elements in what is sometimes called a “noble” or “parti” diagram.

Connections to the river. The basis for each of these alternatives is a strengthened connection between the City of Newberg and the Willamette River, both by providing greater access for Newberg residents to the river, as well as bringing water-related activity and users into the City itself.

Gateways. S College Street and S River Street are important connections between the City of Newberg and the Riverfront Area. In all alternatives, gateway features are proposed where these streets cross under the Newberg –Dundee Bypass, to signal a transition and to welcome visitors and residents to the area.

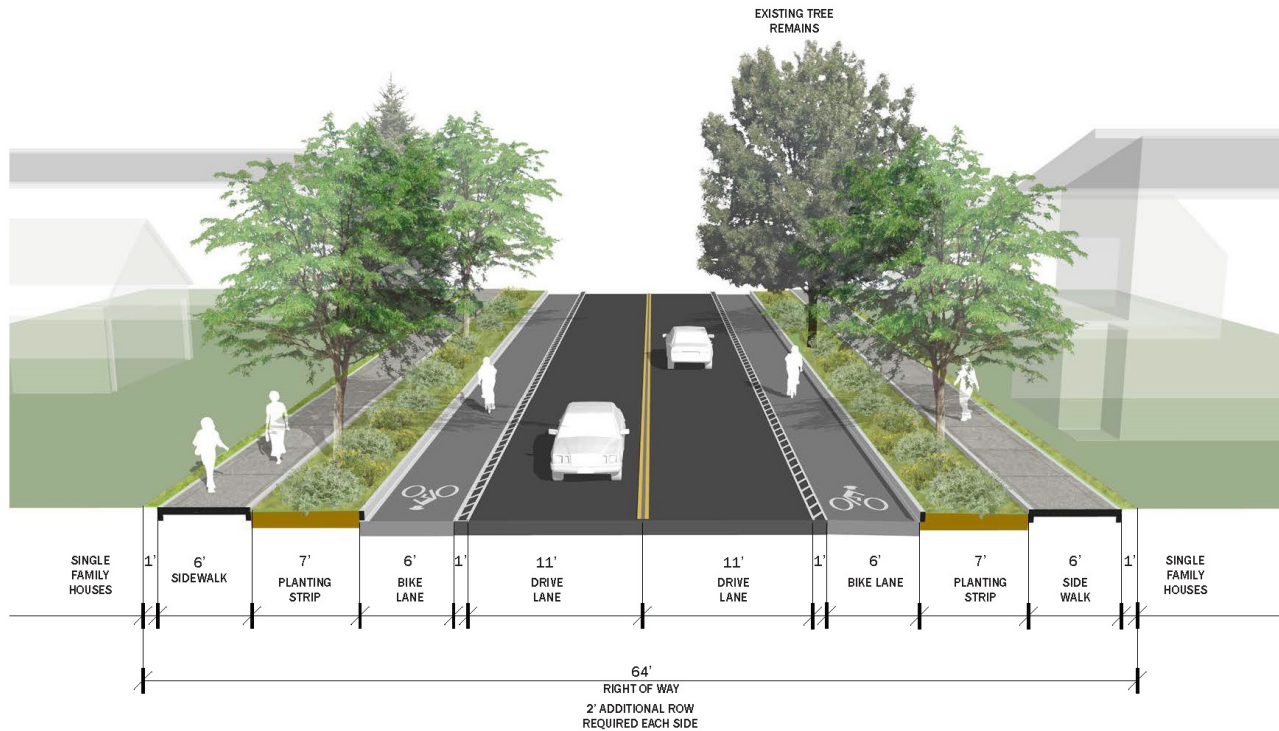
Streetscape Improvements in South Newberg. As documented in the Existing and Planned Conditions presentation, the neighborhoods of South Newberg have many areas with sub-standard roadways, a lack of ADA curb ramps, and poor bicycle infrastructure. Though the specifics have yet to be determined, it is the intent of this master plan that development in the Riverfront Area help improve infrastructure of existing neighborhoods. For more details, see Technical Memorandum 5 – Incremental Implementation Strategy.

Figure 3. Foundational Elements of the Riverfront Master Plan



S River Street. As a primary connection between the Riverfront Area and Downtown Newberg, S River Street plays an important role in all alternatives. A set of concepts for S River Street are included as Appendix A of this report. One diagram is included in Figure 4.

Figure 4. Concept for S River Street, North of Newberg-Dundee Bypass



RIVER STREET PROPOSED | 64' ROW
NORTH OF BYPASS

Local and Regional Trails

New trails have been the most desired feature of the Riverfront Plan in public outreach to date. A network of trails throughout the Riverfront Area, connecting to parks in Newberg and to other destinations in the City and region, are proposed. These trails are a combination of those adopted in the Chehalem Park & Recreation District’s long-range plans and new ideas that have been identified in the Riverfront planning process. These trails are shown on Figure 5, and general cross sections of the different types of trails are shown in Figure 6.

“Water Trails,” or marked routes on navigable waterways for recreational use, are also a great opportunity for the Newberg Riverfront. Single- or multi-day trips along the Willamette River are a popular activity, and may become more popular if the locks at Willamette Falls re-open. Figure 7 shows the distance from the Riverfront to other sites and amenities along the Willamette River.

Figure 5. Riverfront Area Trails Diagram

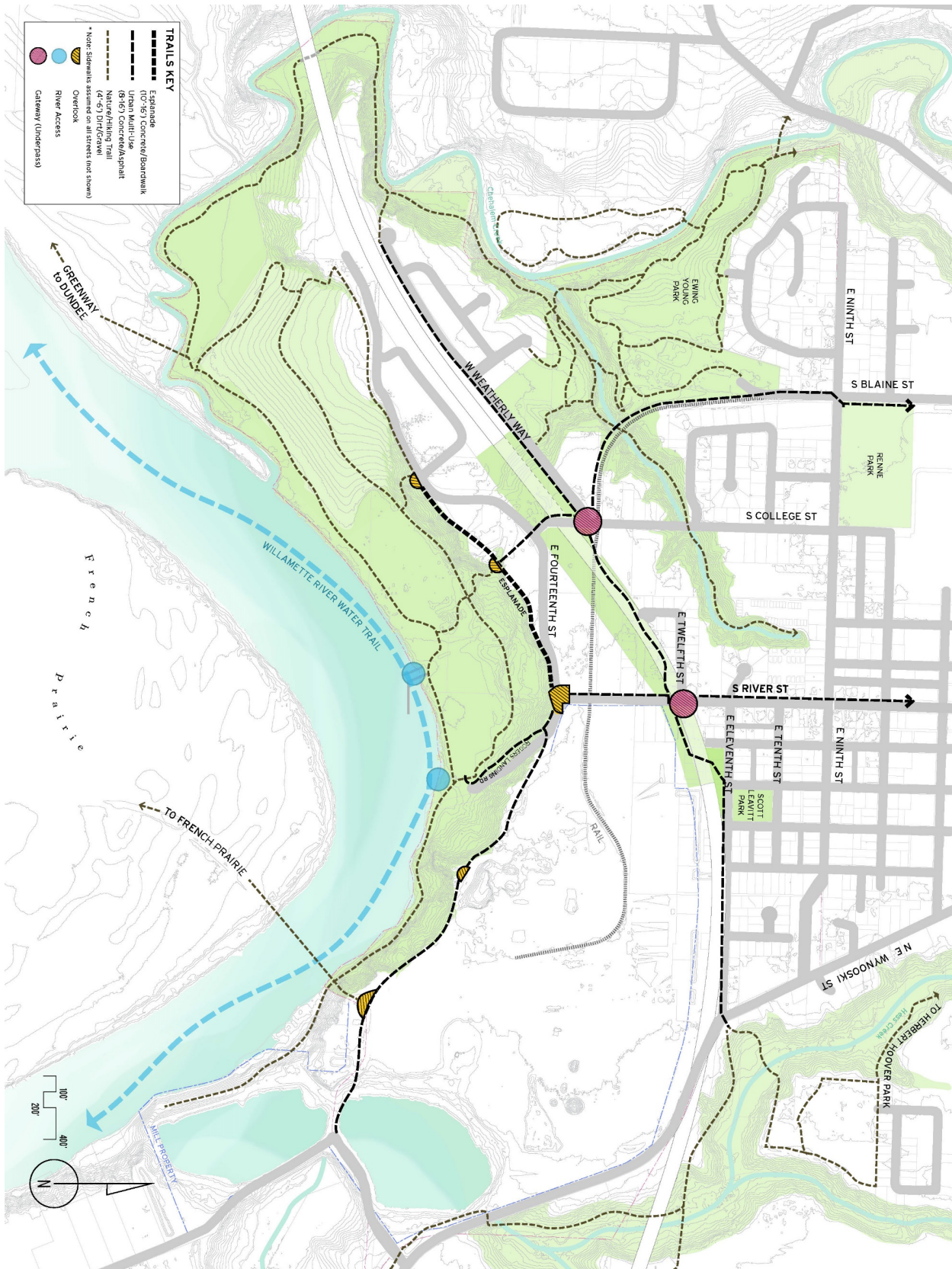


Figure 6. General Trail Cross-Sections

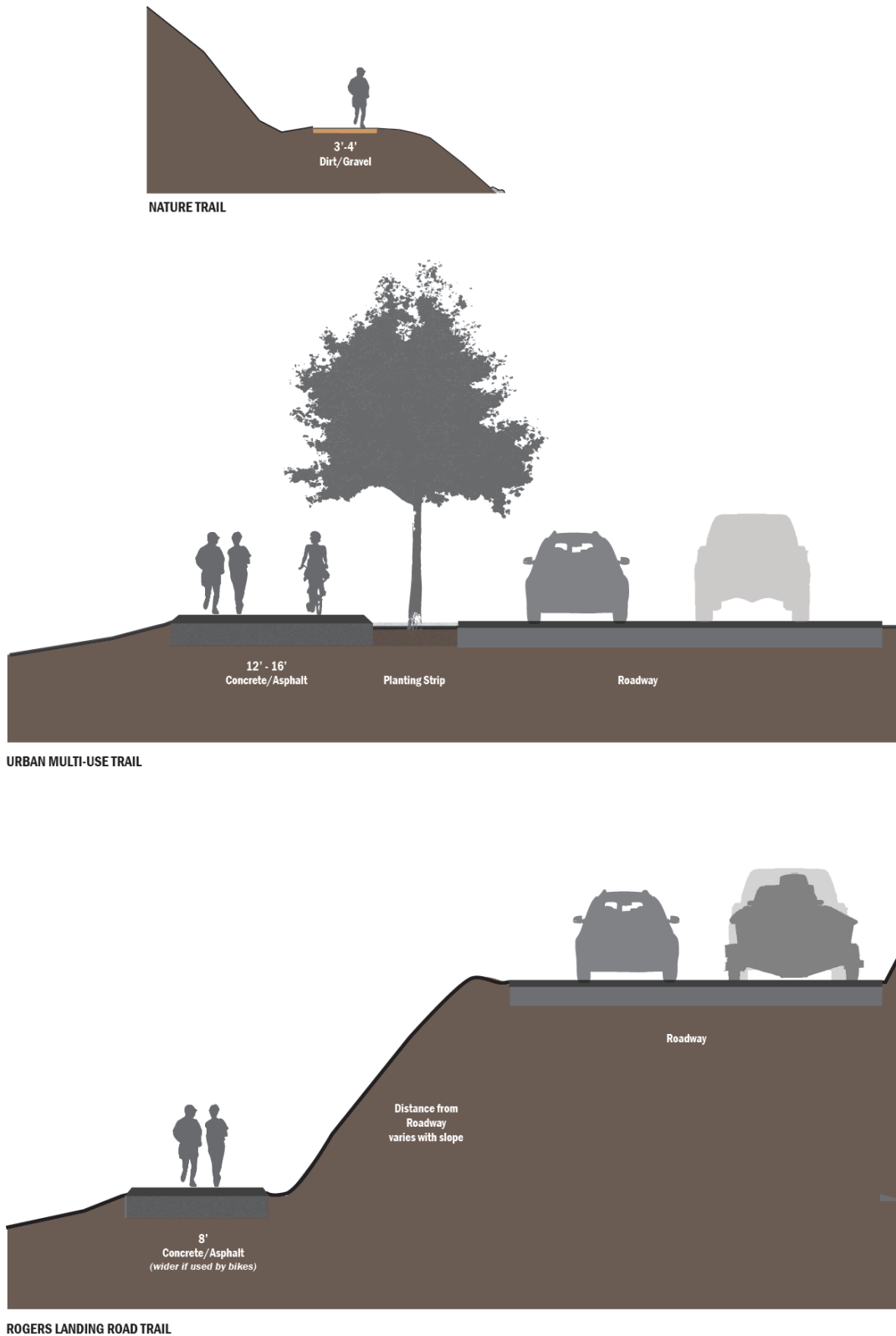
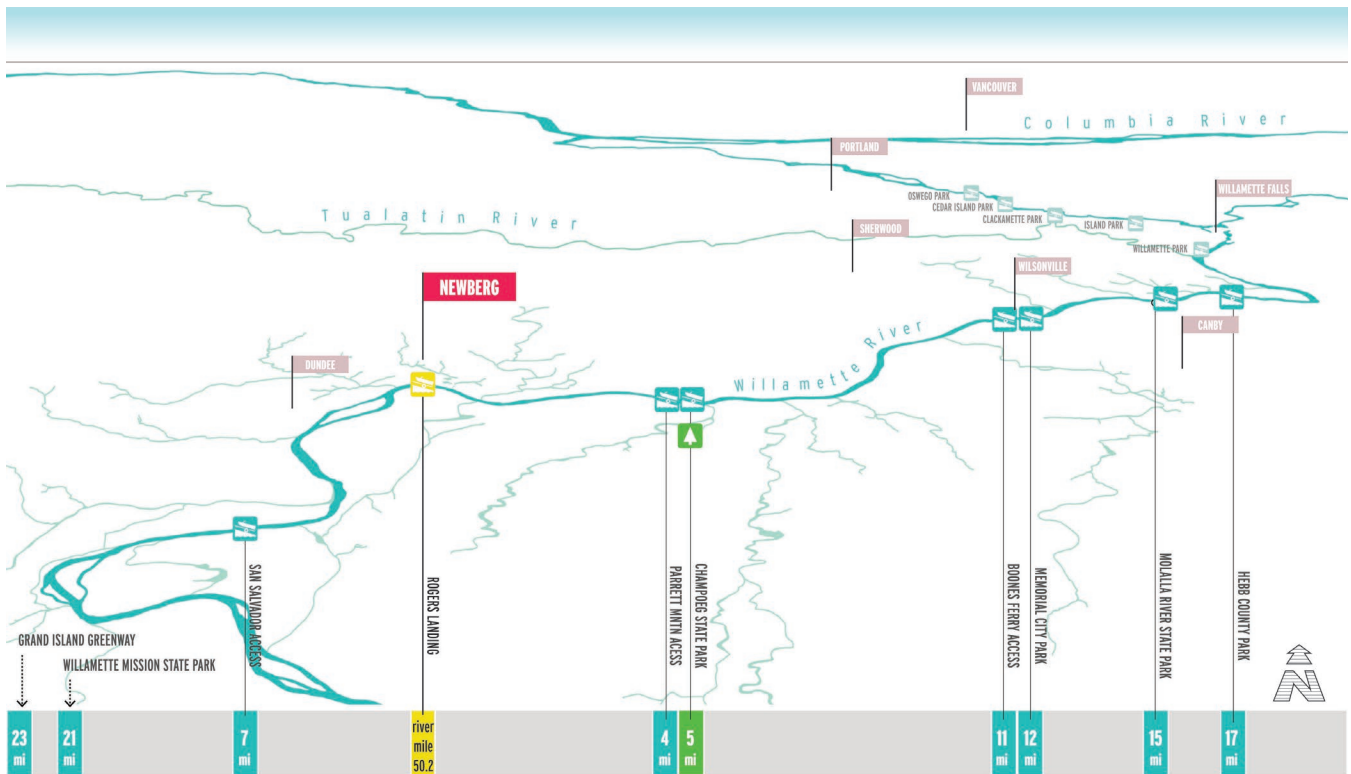


Figure 7. Distance to other sites along the Willamette River



Signature Parks

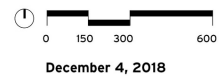
Riverfront Park. Roger’s Landing, and the open spaces adjacent to it, have the potential to be a signature greenspace along the Willamette River and asset to adjacent development. All alternatives show improvements to the riverfront in the vicinity of Rogers Landing. The specific design of the park will be a joint effort between the City, property owners at the riverfront, the Chehalum Park & Recreation District, and the broader community – guided by the Riverfront Master Plan. Specific park improvements associated with each alternative are described in later sections.

Underpass Park. The area generally between S River Street and S College Street beneath the Newberg-Dundee Bypass is an opportunity for a vibrant, active attraction that provides a transition between existing neighborhoods and the Riverfront. A bypass park is identified in all alternatives to make use of this unique space. Figure 8 depicts concepts for this park.

Figure 8. Concepts for Underpass Park and Gateways



**Newberg Riverfront Master Plan
Park Conceptual Plan**



Land Use Designations

In the descriptions of these alternatives, both existing land use designations and ideas for new designations are used. They are described briefly here, and more detailed options for how new designations are implemented are discussed in the Code and Design options portion of this memorandum.

Existing Designations

- Residential Medium Density (R-2). Most residential land within the study area today has a designation of R-2, intended to “provide a wide range of dwelling types and styles at an average overall density of nine units per gross buildable acre in the district.” (15.302.032.B).
- Residential High-Density (R-3). Portions of the study area with frontage on E Ninth Street have a designation of R-3, which is intended to “provide multifamily dwellings of different types and styles at an average overall density of 16.5 units per gross buildable acre in the district.” (15.302.032.C)
- Industrial. Land shown as “Industrial” is generally consistent with the City’s M-2 and M-3 district, which are “intended to create, preserve and enhance areas containing a wide range of manufacturing and related establishments and is typically appropriate to areas providing a wide variety of sites with good rail or highway access.” (15.302.032.K)

New Ideas

- Mixed Commercial. All alternatives include a “Mixed Commercial” designation, which is intended to provide opportunity for commercial uses as well as limited light industrial and housing.
- Mixed Employment. Alternatives B and C show a “Mixed Employment” designation, which is intended to provide a mix of light industrial and commercial uses without housing.
- Affordable Housing. Alternative C shows an explicit affordable housing component, which has several options for implementation discussed in that section.

Industrial and Other Employment Uses.

All alternatives have some industrial and employment use on the WestRock Mill site, though they differ in the amount and arrangement of these uses. The City is evaluating its land needs citywide as part of its Urban Growth Boundary process. Consistent with discussions and findings in that process, the WestRock site is addressed as an important supply of employment land in the alternatives.

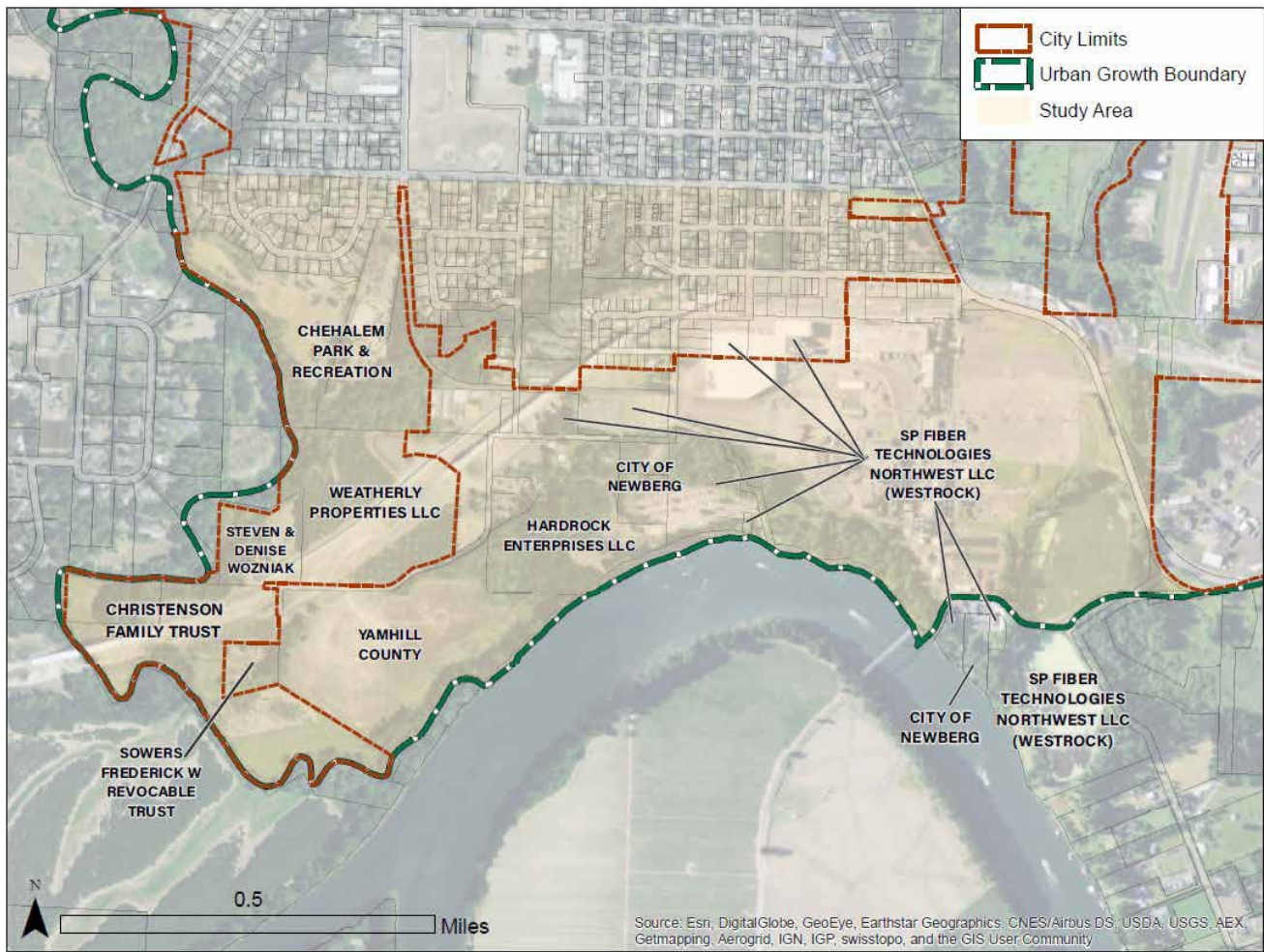
Residential Capacity

Tables describing the estimated residential capacity of all five alternatives are included as Appendix B.

Property Ownership

Figure 9 depicts major property ownerships in the Riverfront Area, which will be useful as a reference for the alternatives presented in the next section.

Figure 9. Property Ownership in the Riverfront Area

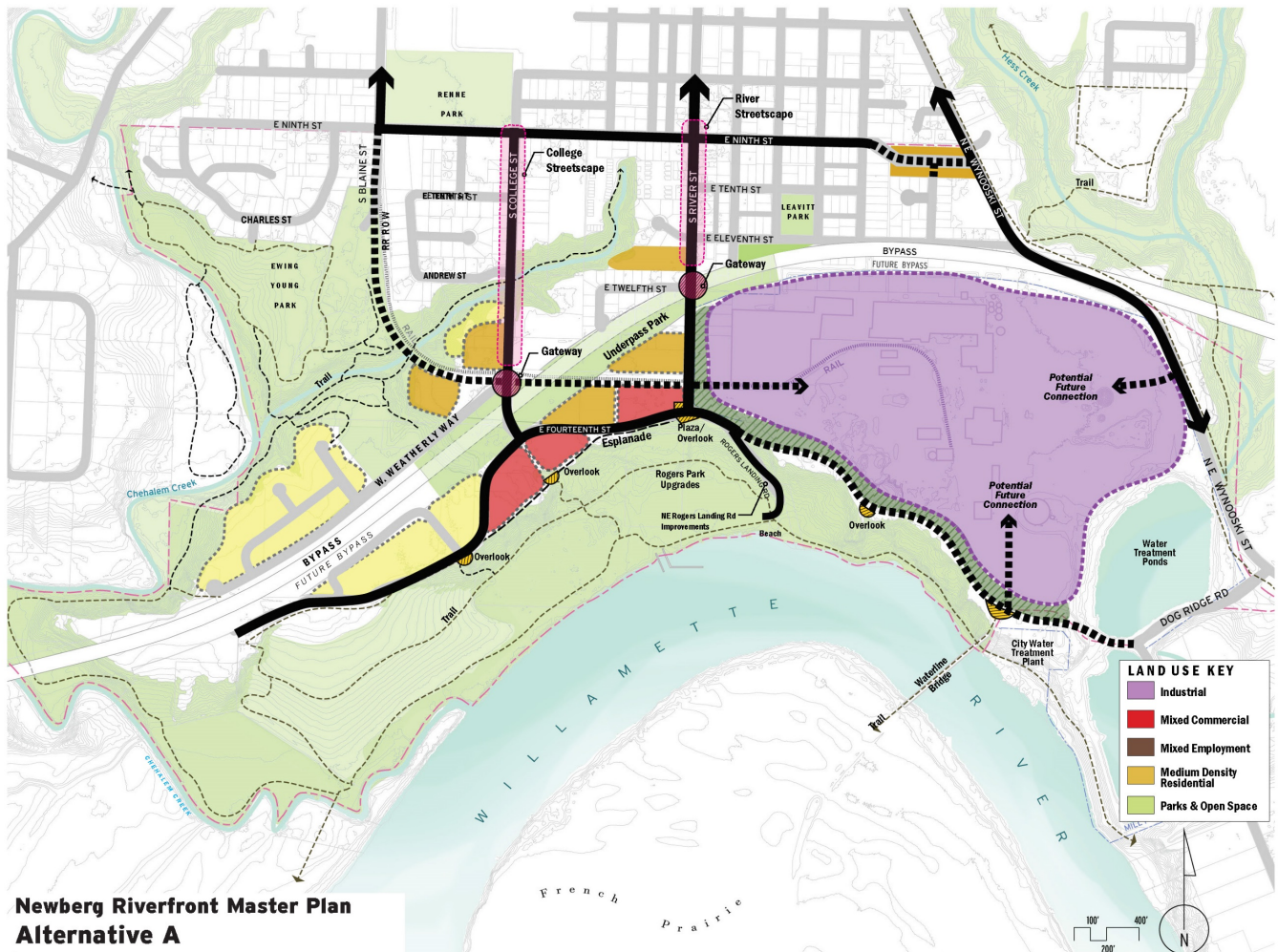


Alternative A

Introduction

Alternative A describes the Riverfront Area in a way that is largely consistent with the 2002 Riverfront Master Plan, with new ideas added. This option keeps the entire WestRock site east of S River Street in its current industrial designation. A new mixed use node is created at the northwestern corner of S River Street and E Fourteenth Street, with scenic views and greatly improved access to the Riverfront Area itself. The Baker Rock property (shown as “Hardrock Enterprises” on Figure 9) and the parcel at the intersection of S River Street and E Fourteenth Street, which currently have a comprehensive plan designation of Commercial/Riverfront, are shown as “Mixed Commercial” to create the potential for a mix of uses on the property. The other residentially-designated properties north and south of the Newberg – Dundee Bypass would retain the current residential zoning.

Figure 10. Alternative A Combined Framework



Parks & Open Space Framework

Alternative A contains the following distinguishing parks and open space features:

Riverfront Park

- An amphitheater is located at Rogers Landing, near the terminus of S River Street. As a use that draws many people to one location, an amphitheater would help create a node of activity and may support commercial businesses in the vicinity.
- Trails and passive open space are located on the western portion of the Riverfront Park, including on the landfill site. Limited parking availability and a lack of roadway connectivity are challenges to a more active use in the western portion of the park.

Underpass Park

A park along the elevated portion of the Newberg-Dundee Bypass is recommended, as described earlier in the “Common Elements” portion of this memorandum.

Riverfront Parkway

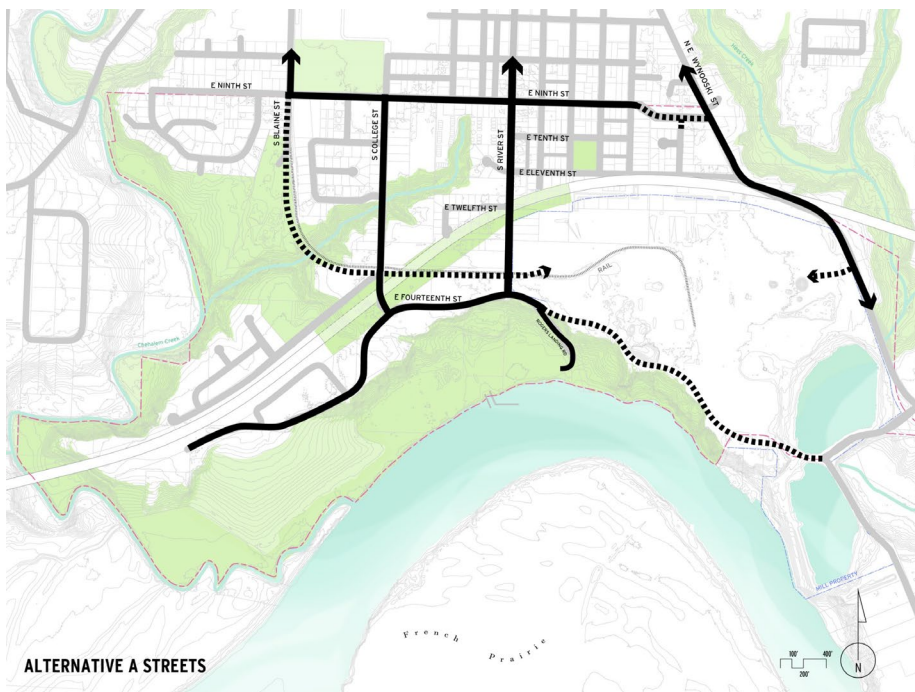
This parkway is anticipated as a combination of on-street sidewalk and off-street path, interspersed with several overlook locations. Through the Baker Rock property in Alternative A, this parkway is a pedestrian esplanade south of E Fourteenth Street.

Transportation Framework

The transportation framework for Alternative A is shown in Figure 11 below. Notable features include:

- Primary North-South Connections of S Blaine, S College, S River, and S Wyooski. S College and S River are priorities for streetscape improvements, as they join gateway features beneath the bypass.
- Extension of S Blaine alongside the existing rail right-of-way and connecting through the WestRock Mill site between S River and NE Wyooski.
- Extension of E Fourteenth Street along the southern portion of the WestRock Mill site, connecting to NE Dog Ridge Road.

Figure 11. Alternative A Transportation Framework



Implementation Concepts and Additional Information

Major implementation concepts for all alternatives are discussed in Technical Memorandum 5 – Incremental Implementation Strategy. Notable implementation concepts and other information specific to Alternative A include:

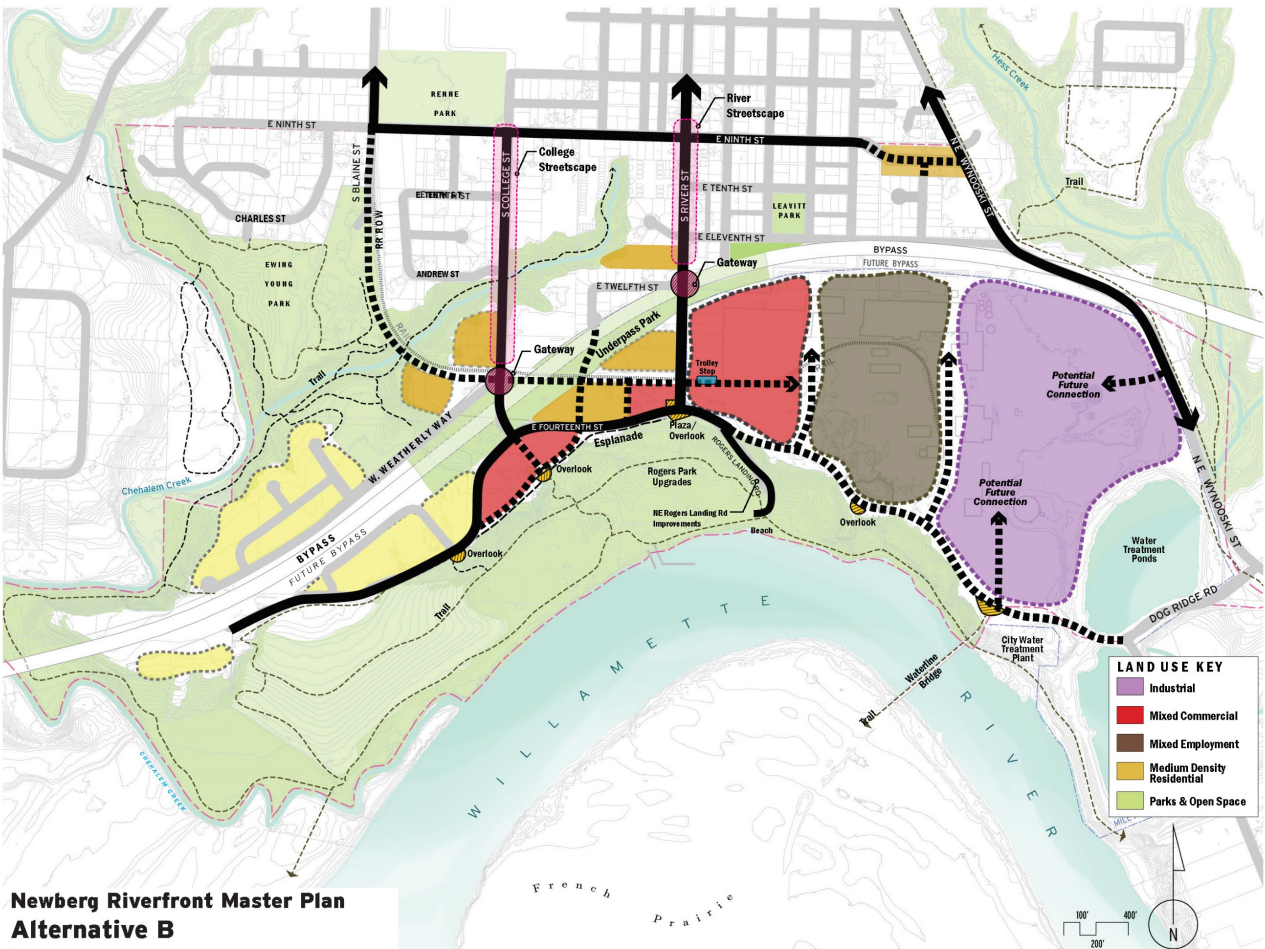
- **Retained industrial use of the full WestRock Site.** No changes to land use designations are required to keep the WestRock Site.
- **Mixed Commercial uses.** The comprehensive plan and zoning code will need to address the mix of uses and design of the “Mixed Commercial” areas shown in this alternative.

Alternative B

Introduction

Alternative B envisions major changes for the WestRock site, to integrate it into the mixed use vision for the Riverfront. East of S River Street, a “transect” of uses is provided: Mixed Commercial, then Mixed Employment, then Industrial. New transportation connections are provided across the WestRock site to provide access and improve connectivity. The additional Mixed Commercial development may support a larger node of activity at the S River Street/E Fourteenth Street intersection, allowing for greater levels of development and amenities at the riverfront.

Figure 12. Alternative B Combined Layout



**Newberg Riverfront Master Plan
Alternative B**

Parks & Open Space Framework

Alternative B contains the following parks and open space features

Riverfront Park

An amphitheater is located at on the Baker Rock property west of the Rogers Landing parking lot. Trails and passive open space are located on the western portion of the Riverfront Park, including on the landfill site. A dog park is located on the northern (flatter) portion of the landfill site.

Underpass Park

A park along the elevated portion of the Newberg-Dundee Bypass is recommended, as described earlier in the “Common Elements” portion of this memorandum.

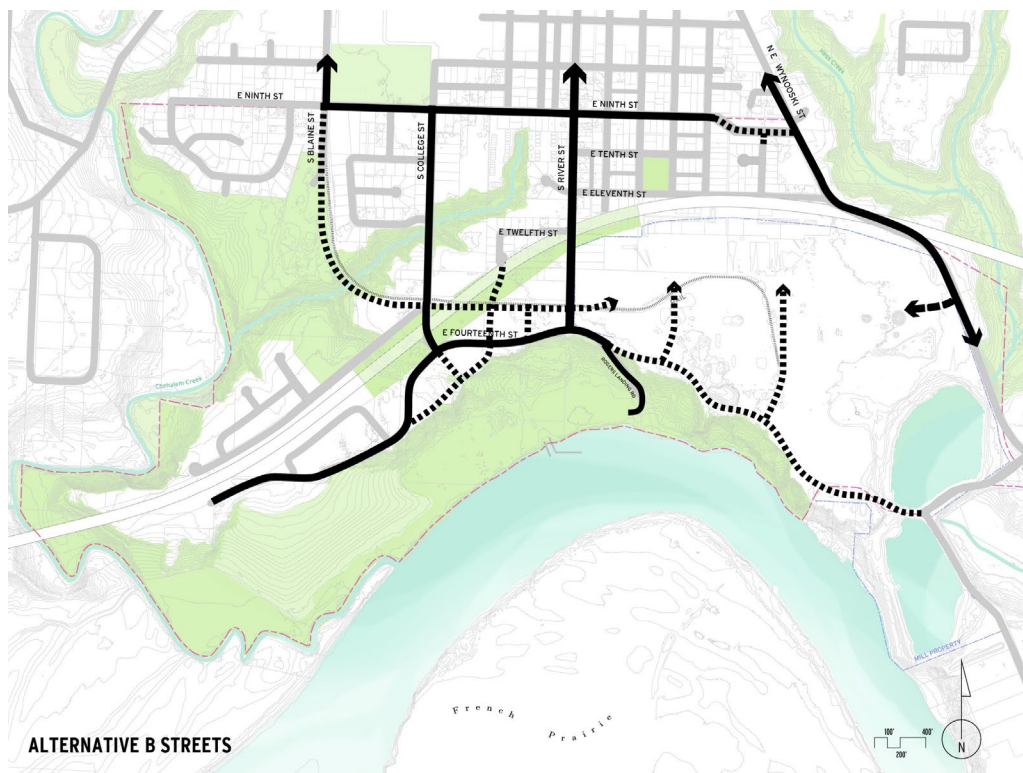
Riverfront Parkway

This parkway is anticipated as a combination of on-street sidewalk and off-street path, interspersed with several overlook locations. Through the Baker Rock property in Alternative B, this esplanade is provided as part of an extension of E Waterfront Street.

Transportation Framework

- Primary North-South Connections of S Blaine, S College, S River, and S Wynooski. S College and S River are priorities for streetscape improvements, as they join gateway features beneath the bypass.
- Extension of S Blaine alongside the existing rail right-of-way and connecting through the WestRock Mill site between S River and NE Wynooski.
- New north-south connections provided through the WestRock Mill site to serve a greater diversity of users.
- Extension of E Fourteenth Street along the southern portion of the WestRock Mill site, connecting to NE Dog Ridge Road.
- Extension of E Twelfth Street south underneath the bypass, connecting to E Fourteenth Street and E Waterfront Street.
- Extension of S Waterfront Street along the ridge through the Baker Rock property.

Figure 13. Alternative B Transportation Framework



Implementation Concepts and Additional Information

Major implementation concepts for all alternatives are discussed in Technical Memorandum 5 – Incremental Implementation Strategy. Notable implementation concepts and other information specific to Alternative B include:

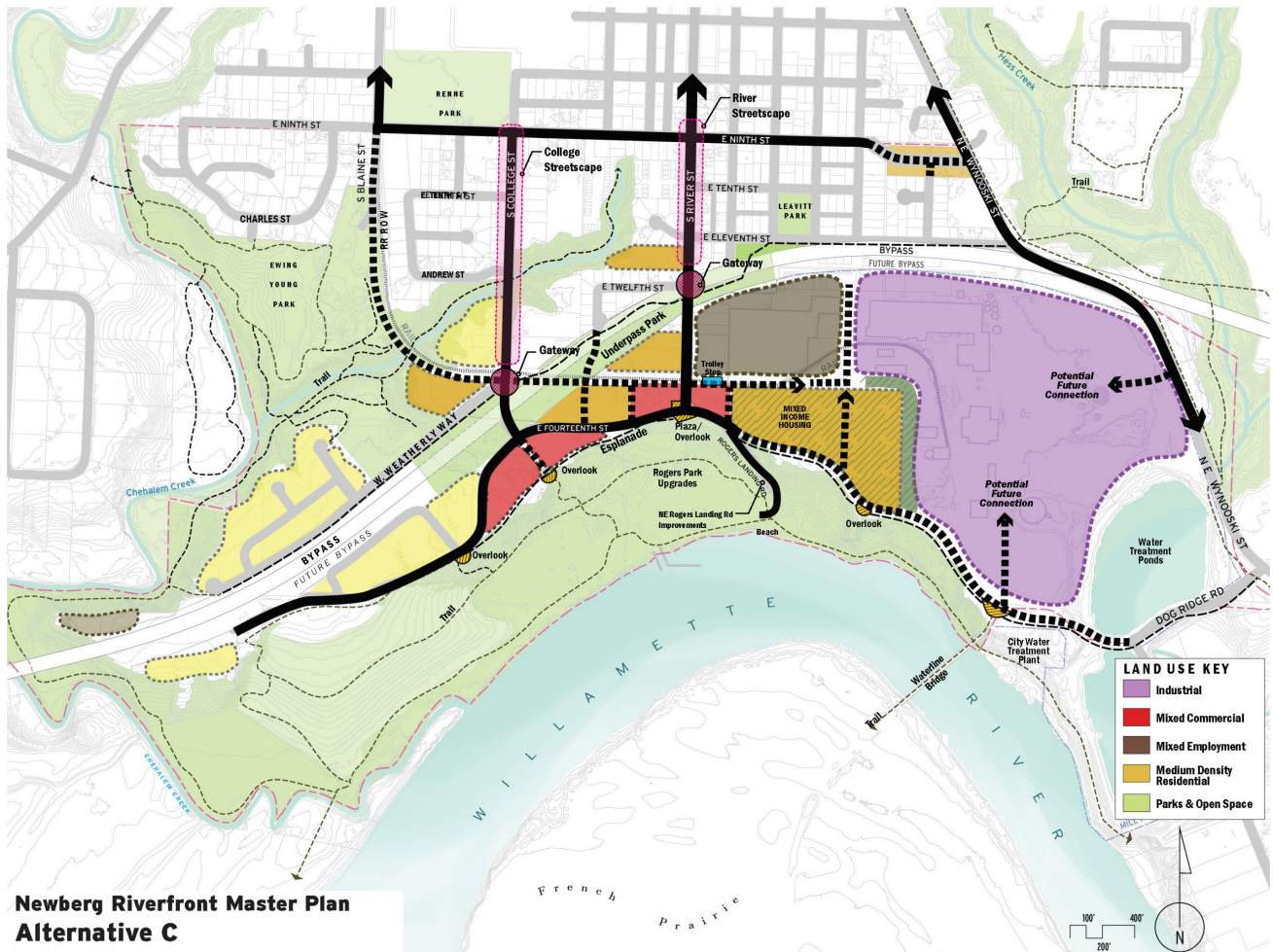
- **Mixed Commercial and Mixed Employment Uses on WestRock Site.** Changes to comprehensive plan and zoning designations are required to create areas of mixed commercial and mixed employment uses. Transition of industrial land to other uses will require study – and likely mitigation – of environmental contamination on the site.
- **Active uses (dog park) on Landfill site.** The ultimate use of the landfill site in the western portion of the Riverfront Area will require coordination between Yamhill County and the Chehalem Parks & Recreation District. There are a variety of issues regarding the ultimate closure and monitoring of the landfill that must be addressed through the Department of Environmental Quality (DEQ).

Alternative C

Introduction

Alternative C repurposes a portion of the WestRock site for Mixed Commercial development, which could include a combination of housing and employment uses, and a portion for an explicitly affordable housing development. The details of the ownership structure, price range, and other specifics of this affordable housing development have yet to be determined, but the overall concept is a Construction Excise Tax (CET) funded partnership between the City and developers of affordable housing.

Figure 14. Alternative C Combined Layout



Parks & Open Space Framework

Alternative C contains the following parks and open space features.

Riverfront Park

Improvements to Rogers Landing include a picnic area, new trails, a screened parking lot, and improved beach access. Trails and passive open space are located on the western portion of the Riverfront Park, including on the landfill site. An amphitheater is located on the northern (flatter) portion of the landfill site.

Underpass Park

A park along the elevated portion of the Newberg-Dundee Bypass is recommended, as described earlier in the “Common Elements” portion of this memorandum.

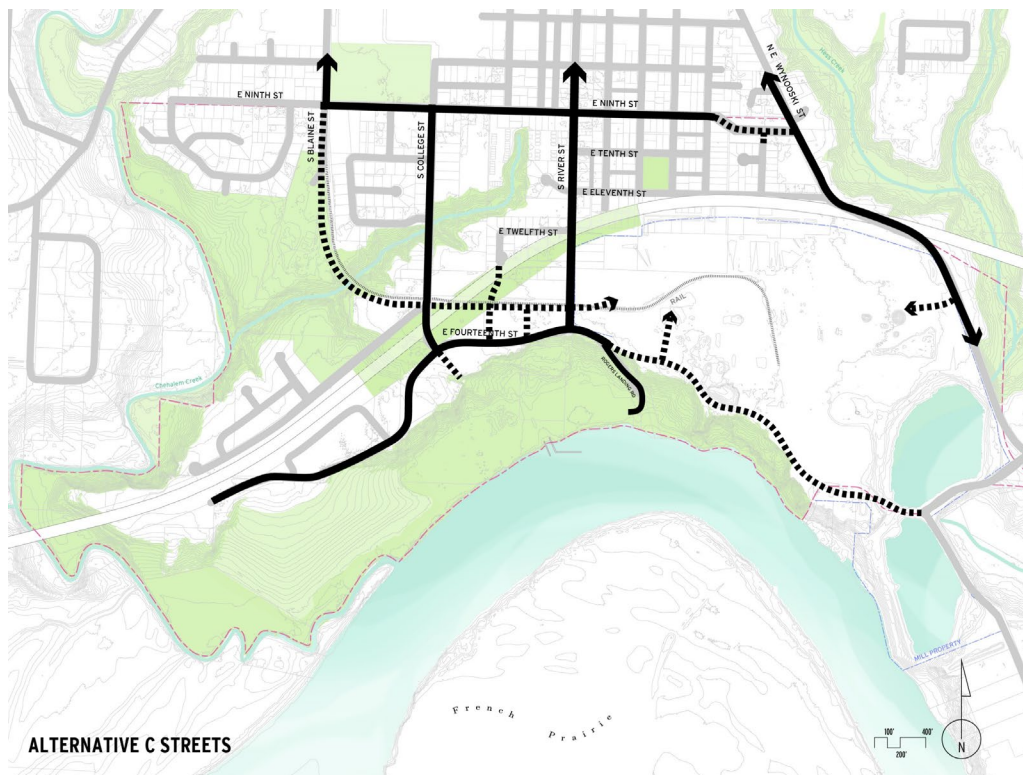
Riverfront Parkway

This parkway is anticipated as a combination of on-street sidewalk and off-street path, interspersed with several overlook locations. Through the Baker Rock property in Alternative C, this is provided as part a pedestrian esplanade (similar to Alternative A).

Transportation Framework

- Primary North-South Connections of S Blaine, S College, S River, and S Wyooski. S College and S River are priorities for streetscape improvements, as they join gateway features beneath the bypass.
- Extension of S Blaine alongside the existing rail right-of-way and connecting through the WestRock Mill site between S River and NE Wyooski.
- New north-south connections provided through the WestRock Mill site to serve a greater diversity of users.
- Extension of E Fourteenth Street along the southern portion of the WestRock Mill site, connecting to NE Dog Ridge Road.
- Extension of E Twelfth Street south underneath the bypass, connecting to E Fourteenth Street and E Waterfront Street.

Figure 15. Transportation Framework for Alternative C



Implementation Concepts and Additional Information

Major implementation concepts for all alternatives are discussed in Technical Memorandum 5 – Incremental Implementation Strategy. Notable implementation concepts and other information specific to Alternative C include:

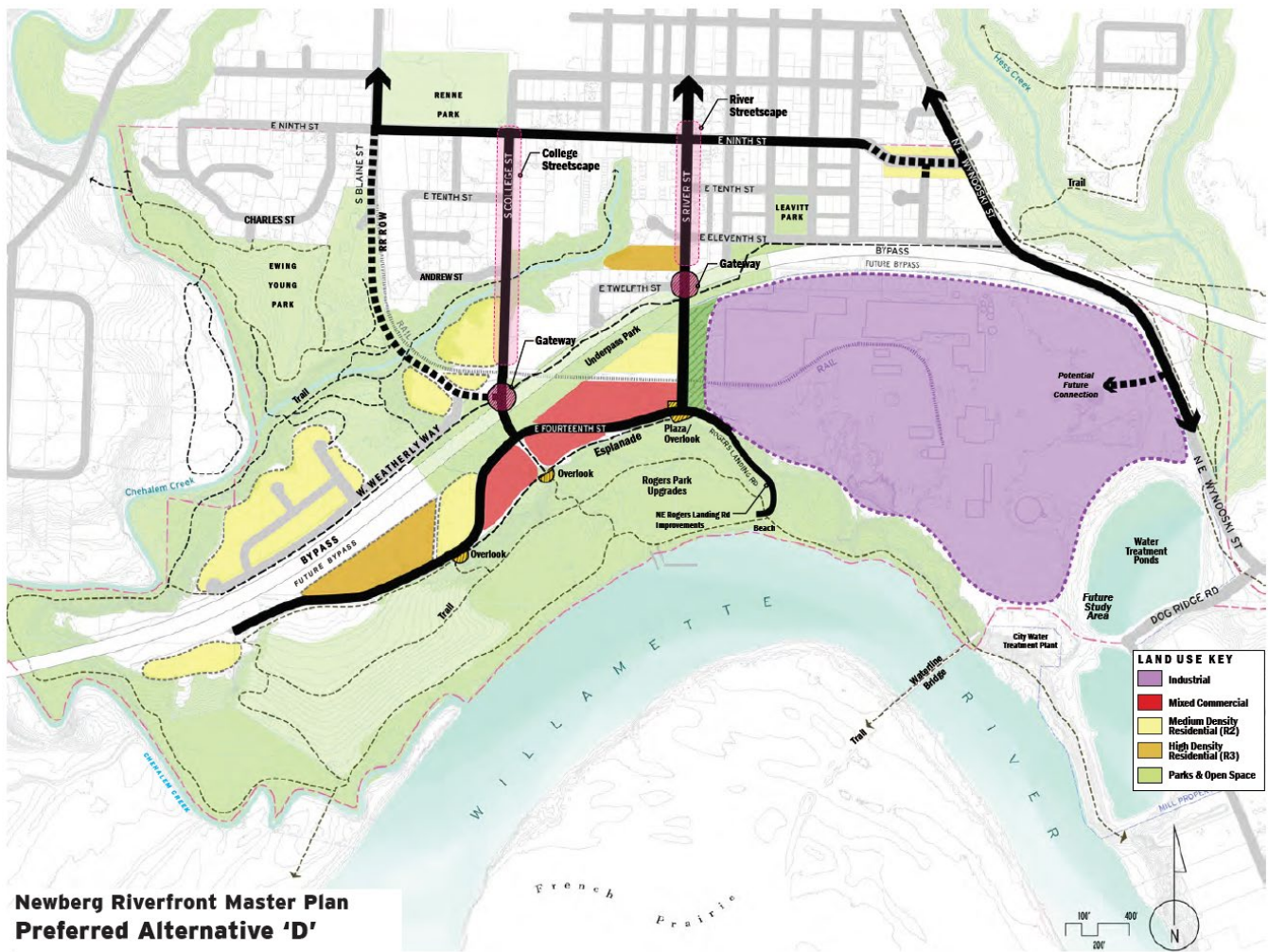
- **Residential, Mixed Commercial, and Mixed Employment Uses on WestRock Site.** Changes to comprehensive plan and zoning designations are required to create areas of mixed commercial and mixed employment uses. Transition of industrial land to other uses will require study – and likely mitigation – of environmental contamination on the site.
- **Affordable Housing on Westrock Site.** The market and regulatory mechanics needed to implement this concept are discussed at greater length in the Code and Design Concepts portion of this memorandum.
- **Active uses (amphitheater) on Landfill site.** The ultimate use of the landfill site in the western portion of the Riverfront Area will require coordination between Yamhill County and the Chehalem Park & Recreation District. There are a variety of issues regarding the ultimate closure and monitoring of the landfill that must be addressed through the Department of Environmental Quality (DEQ).

ALTERNATIVE D

This alternative depicts the stated preferences of WestRock. It is similar in many ways to Alternative A described in Technical Memorandum #3 the entirety of the mill site remains in industrial use with little or no public access across the property. An open space buffer on the east side of S River Street is intended to separate the industrial area from other uses on S River Street.

Unrelated to changes at the mill site, residential land south of the bypass in the western portion of the study area is shown as High Density Residential (R3) due to expressed interest of landowners/developers for a zone change on this site.

Finally, the alignment of S. Blaine St. and its intersection with S College Street have been revised per discussions with ODOT Rail.

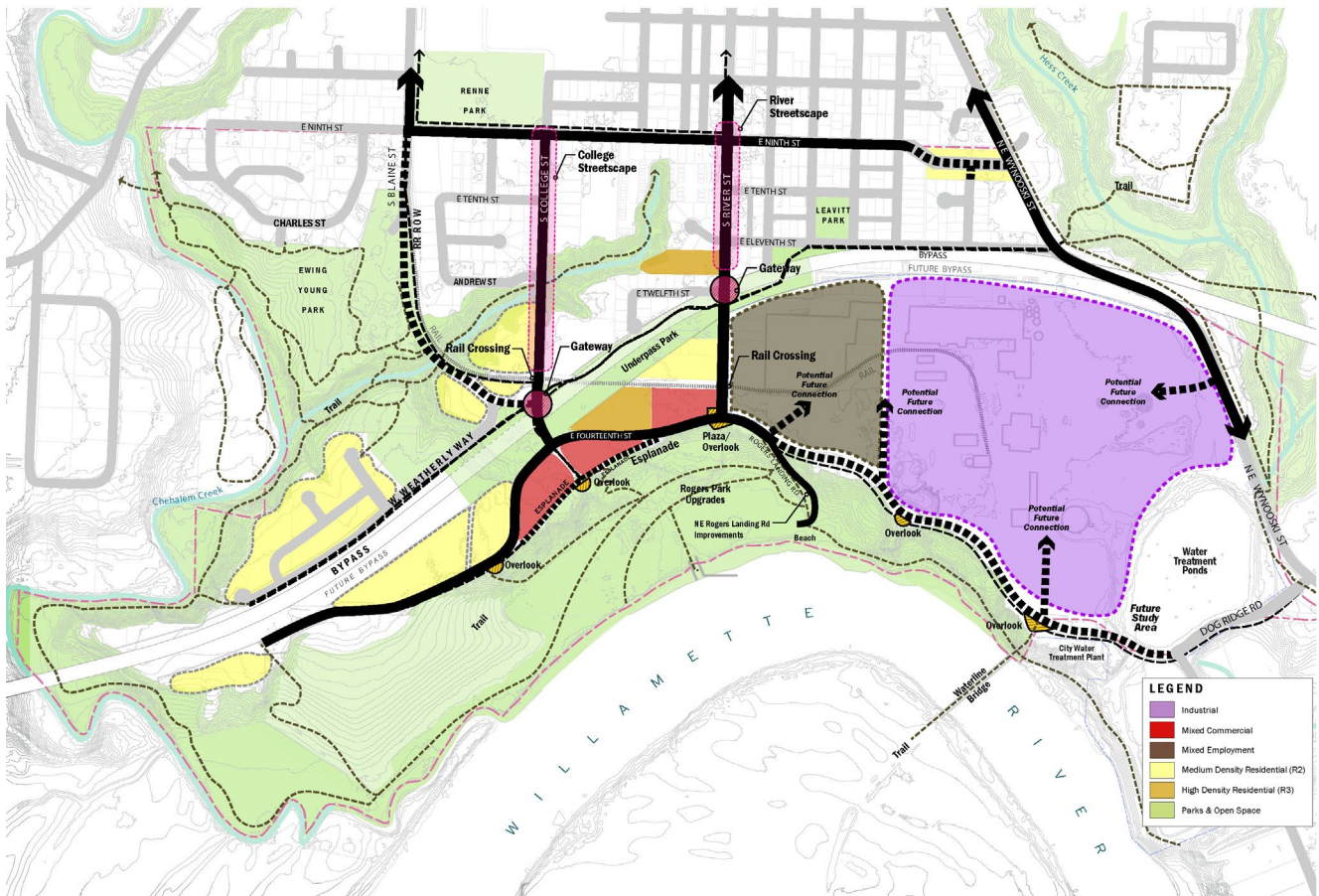


ALTERNATIVE E

Alternative E is a hybrid of elements in earlier iterations of the plan alternatives. It retains most of the mill site in industrial use but adds a “Mixed Employment” designation that would allow for some of the property to be used for smaller employers, or a mix of commercial and employment uses. Public roadways and a pedestrian trail along the top of the bluff are shown. Additional High Density Residential (R3) housing is shown along E Fourteenth Street.

Unrelated to changes at the mill site, residential land south of the bypass in the western portion of the study area is shown as Medium Density Residential (R2). This is a change from the plan presented to the advisory committees, public, and at a joint Planning Commission/City Council workshop, which showed a parcel south of the Bypass as high-density residential. This change was made in August 2019 based on a request from the property owner.

Finally, the alignment of S Blaine St. and its intersection with S College Street have been revised per discussions with ODOT Rail.



CODE AND DESIGN CONCEPTS

As used in this memorandum, “code and design concepts” are brief statements of what the Newberg Development Code should address to effectively implement the Newberg Riverfront Master Plan. These concepts are at a high level and will be elaborated upon in a later phase of the process.

Pedestrian-Friendly Development

Several design features contribute to a pleasant pedestrian environment envisioned by this plan.

- Orienting buildings toward streets and sidewalks and locating parking lots to the sides/rear of structures
- Variable and interesting building facades and glazing requirements
- Orienting main building entrances toward pedestrian facilities, rather than toward parking lots
- High level of connectivity and permeability of developments for pedestrians

The current riverfront overlay includes design standards that address several of these design principles, and will be reviewed in depth during later code work.

Buffers between non-compatible uses

The 2002 Riverfront Master Plan explicitly called for a buffer along S River Street, due to the presumption of continued paper mill operation on the WestRock site (Newberg Development Code (NDC) 15.352.030.F). The code does not describe who is responsible for the design and construction of this buffer.

In the plan alternatives, buffers are shown in a variety of ways: as physical barriers surrounding an active industrial site, or as a “Mixed Employment” transition zone applied between incompatible uses. The City has options for how it can regulate buffers: (1) the code can reference specific mapped buffers and describe the type and size of the required buffers; (2) the code can describe more generally the situations where buffers are required, and what standards must be met; and, (3) a two track or hybrid system where both approaches are used.

Uses that are supportive of the plan

The uses envisioned in the plan alternatives generally include a mix of single family homes, townhomes/plexes, multifamily homes, commercial uses, industrial uses, and parks/open space. Uses that are allowed on a given property are dictated by the zoning district, which lays out allowed, prohibited, and conditionally allowed activities. The land use districts described in alternatives A, B, and C correspond to zoning districts in most cases, with the notable exceptions of “Mixed Employment” and “Mixed Commercial” described in the Common Elements portion of this memorandum.

Plan Flexibility

Flexibility for a variety of uses – both on the WestRock Site and elsewhere – as well as uncertain timeframes for the area necessitate flexibility in the final Riverfront Master Plan. This can be achieved in part through discretionary review of design criteria embedded in the Riverfront Overlay.

Public Edges and Visual Access to the River

A key component of all alternatives is a public edge at the bluff overlooking the Willamette River, allowing for public visual access to this resource rather than limiting it to back yards and loading zones. This can be accomplished in the development code by protecting view corridors and ensuring the development of a public road or esplanade along the bluff.

View Corridors

View corridors to the river are an important piece of the public realm in all plan alternatives. View corridors are protected in the current Riverfront District (NDC 15.352.030.D) by identifying key views in the Master Plan and referring to those figures in the development code. The code makes provisions that additional important views may be identified and protected through conditions of approval through the land use approval process. This general approach seems suitable for the current planning effort, and will likely be incorporated into the future code work.

Esplanade Development

The current Riverfront District overlay requires development to orient toward and interact with the esplanade, such as by providing an entrance facing the esplanade and encouraging outdoor seating. These requirements and similar measures will likely be included in future code work.

Connections to the Rest of the City

The standard width and design of Newberg’s roadways is established by the City’s Transportation System Plan. In all alternatives, S College Street and S River Street are identified as special gateways to the Riverfront Area. They are “Major Collectors” per the TSP, with dimensions shown in Figure 16 below. However, the City may desire the development of wider sidewalks or other features to implement the vision of the Riverfront Master Plan. This could be accomplished by adding a new cross-section to the TSP (very directive) or merely a statement of intent within the plan (less directive).

Figure 16. Typical Major Collector Diagram from Newberg TSP



Connections from the River

Ways for water users to access amenities within the City of Newberg is a key concept in all alternatives. This design concept will be achieved through the specific design of Rogers Landing and other waterfront park land, and by improved pedestrian connections to S River Street. In the development code, properties can be required to facilitate this connection through items listed under “Pedestrian-Friendly Development” above.

Housing Affordability

Alternative C identifies roughly 11 acres of housing on the former WestRock Mill site, which is identified as “Affordable”. There are several options for how to implement this concept.

- **Flexible Development Track.** Newberg currently has a process intended to allow greater flexibility for developers who voluntarily provide affordable housing as a component of a project. However, this process has not yet been used, suggesting the need for additional measures to ensure housing affordability in this area.
- **Inclusionary Zoning Ordinance.** The City could require any development above a certain size, or meeting other characteristics, to provide a certain number of affordable housing units. Oregon SB1533 allows cities to require that up to 20% of units within a multifamily structure are sold or rented as affordable to households with incomes at 80% of the area’s median income, for multifamily structures of 20 units or more. In order not to disincentivize development in the Riverfront area, it would be best to adopt such a measure at a city-wide level.
- **Public-Private Partnerships.** City staff has mentioned the potential for a Construction Excise Tax (CET) that could be used to generate revenue for affordable housing projects, allowing the City to enter into a public-private partnership on the WestRock Mill Site.

Our recommendation is that, if an affordable housing component on this site is desired, the Committee articulate its intent as clearly as possible and the project team can provide tailored code recommendations at that time.

Riverfront Overlay

The 2002 Riverfront Master Plan established the City’s Riverfront Overlay. Existing overlay language makes numerous references to the 2002 document and its figures, and contains regulations that implement that document’s vision. Options include:

1. Remove overlay and implement the Riverfront Master Plan through a combination of existing and new zoning designations.
2. Selectively modify existing overlay.
3. Replace existing riverfront overlay with new language.

Using an overlay zone is recommended, in part because one already exists for the area. Overlays are a useful tool for tying together design requirements, physical connections, and other regulations across multiple zoning designations in a particular area. Whether it will be more practical to selectively modify the current overlay or to replace it in its entirety will depend on the specifics of the final preferred land use and transportation alternative.

Comprehensive Plan Designations

Existing comprehensive plan designations are shown in Figure 17. These designations implement the 2002 Riverfront Master Plan, which created the RD overlay. Depending upon the details of the RD overlay, discussed below, the primary recommended changes to comprehensive plan designations in the plan area are to the WestRock Site, for alternatives B and C.

- **Mixed Commercial.** Alternatives B and C include a “Mixed Commercial” designation. The Newberg Comprehensive Plan contains a Mixed Use (MIX) designation, which is currently applied to the area south of E Portland Road and north of E First Street. Because of its housing component, the MIX

designation may be appropriate for the “Mixed Commercial” intent of the plan alternatives. The property at the corner of E Fourteenth Street and S River Street may also warrant a MIX designation.

- **Mixed Employment.** Alternatives B and C show a “Mixed Employment” designation, which is intended to provide a mix of light industrial and commercial uses without housing. The Comprehensive Plan’s Industrial (IND) designation would be suitable for these areas, if modified by the RD Overlay to allow commercial uses.
- **Affordable Housing.** Alternative C shows an explicit “Affordable Housing” designation. This housing component could be implemented with the MIX designation, or with a High Density Residential (HDR) designation that is modified by the RD overlay to require affordable housing.
- **COM/RD Designation.** The COM/RD designation in the central portion of the riverfront in the vicinity of the Baker Rock property. The southern/lower portion of this area is proposed for park use, and property owners have indicated that they no longer intend to use the lower area for commercial uses. Land near the river may therefore be more consistent with the Parks (P/RD) designation.
- **RD Designation Language and Location.** Finally, the language of the Riverfront District (RD) comprehensive plan designation should be revisited to ensure consistency with this plan. This designation should also be applied east of S River Street and south of the Newberg-Dundee Bypass, if the plan moves forward with an option that introduces non-industrial uses to the WestRock site.

Figure 17. Existing Comprehensive Plan Designations



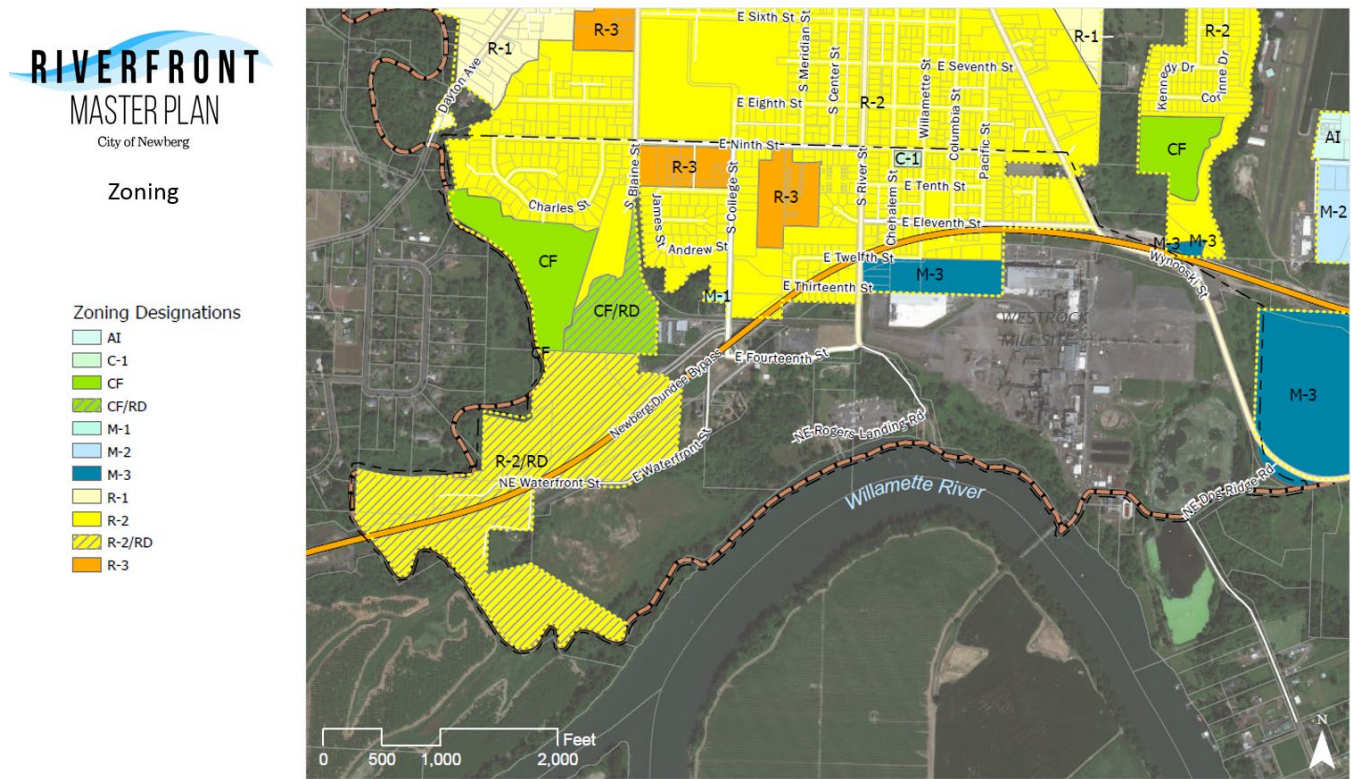
Zoning Designations

Existing zoning designations are shown in Figure 18. All alternatives shown in this memorandum include at least one land use concept that may be suitable for a new City of Newberg zoning designation. The “Mixed

Commercial”, “Mixed Employment”, and “Affordable Housing” concepts do not have analogous zones in the code today. There are two main options for implementing these concepts:

1. Use existing city zones in combination with an overlay zone. The existing Riverfront Overlay zone does not make any changes to the underlying uses allowed within a given zone, but a revised overlay may allow, for example, housing within commercial zones within the overlay.
2. Create new zones. Theoretically and unless otherwise prohibited, landowners elsewhere in the City may apply for a zone change to one of these zones. This approach might be suitable if the City wishes to allow similar mix of uses in other areas of Newberg.

Figure 18. Zoning Designations



Other Code Issues

The following code ideas need further research and discussion.

- **Airport Overlays.** Ensure compatibility of future development concepts with applicable airport overlay zones, which often restrict certain uses or building heights.
- **Annexation and Coordination with County.** Much of this area is currently outside of the Newberg City Limits. In order to access City services, property will need to annex to the City of Newberg. The details of this process and how it may impact development of this area is addressed in Technical Memorandum 5 – Incremental Implementation Strategy.
- **Implementation of the Transportation and Trail Framework Plans.** Newberg’s Transportation System Plan (TSP) should be updated to implement the transportation-related recommendations, including the

Revised Technical Memorandum #3 – Land Use Alternatives

Transportation Framework Plan. The Trail Framework Plan should also be included in, or referenced from the TSP. The Yamhill County TSP and Chehalem Park & Recreation Master Plan should also be reviewed for any amendments that are needed, so that all implementing documents are consistent with one another.

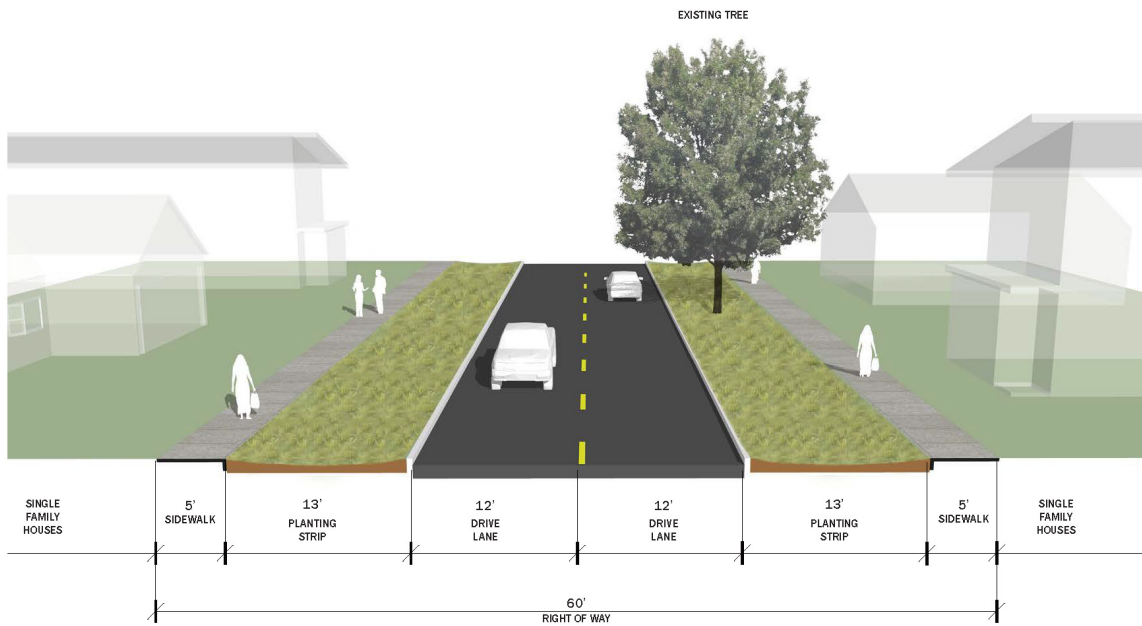
Appendix A: River Street Cross Sections



RIVER STREET NORTH OF E. NINTH STREET (looking north): 60' ROW



RIVER STREET BETWEEN BYPASS and E. NINTH STREET (looking north): 60' ROW



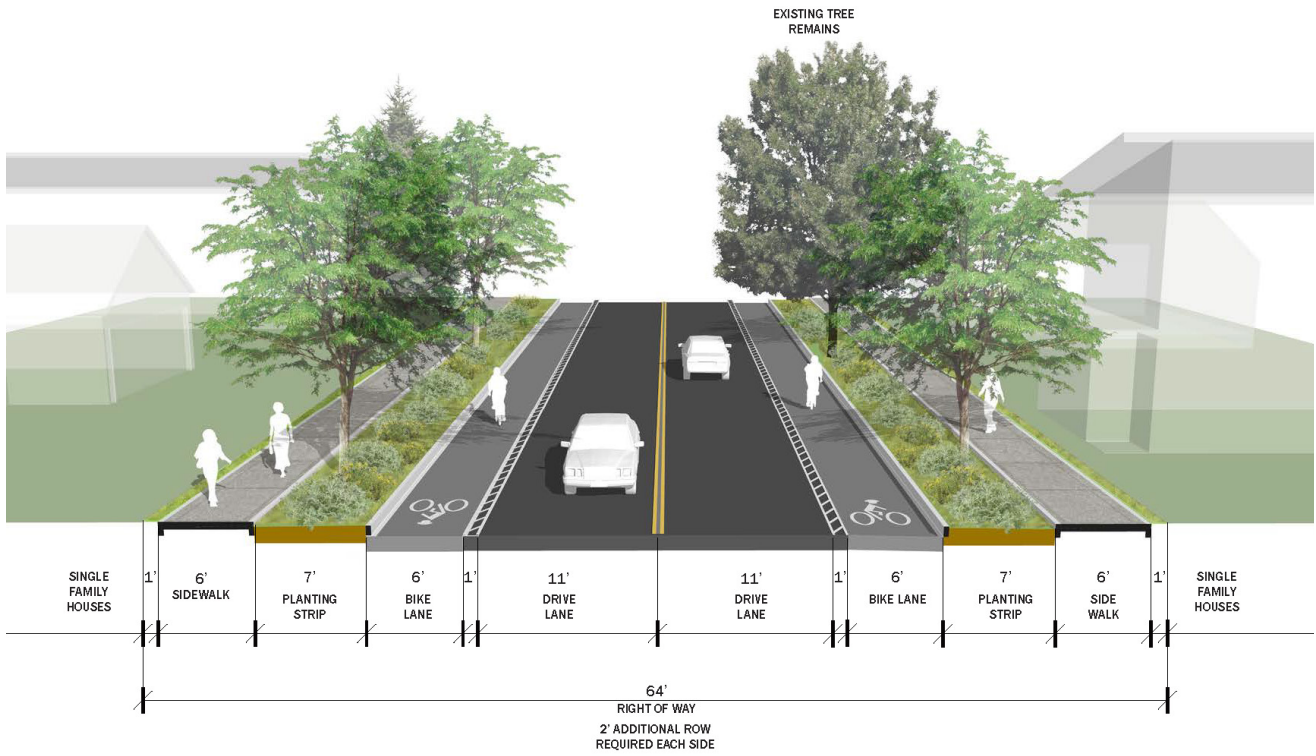
RIVER STREET EXISTING SECTION (looking north): 60' ROW

**NEWBERG RIVERFRONT MP
RIVER STREET SECTIONS**



Figure 17: Typical Major Collector

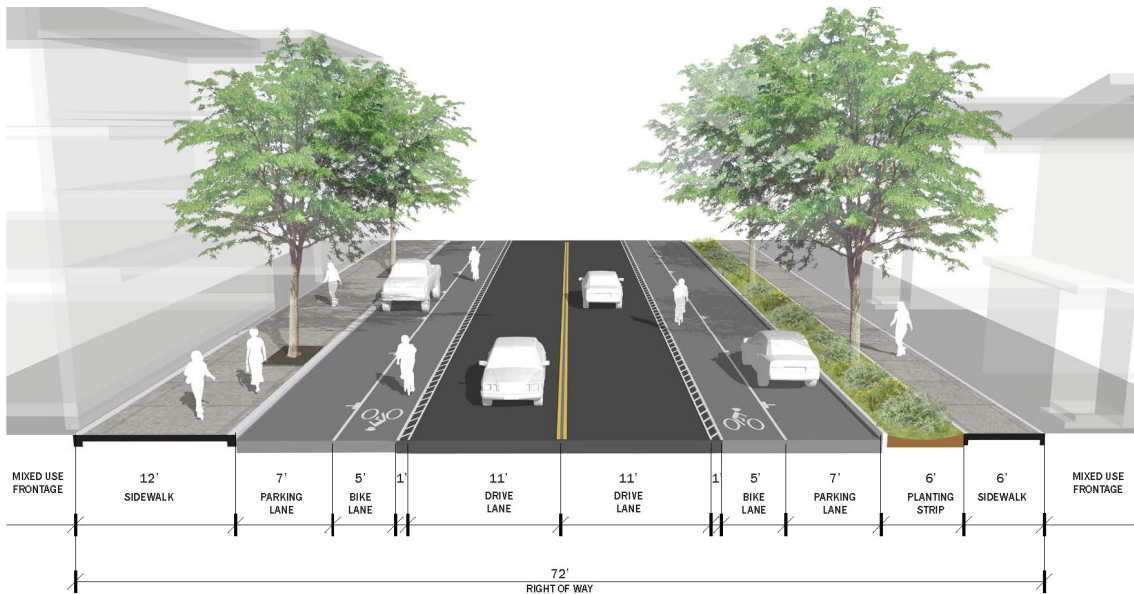
TSP TYPICAL CROSS SECTION FOR S. RIVER STREET/MAJOR COLLECTOR: 57' ROW



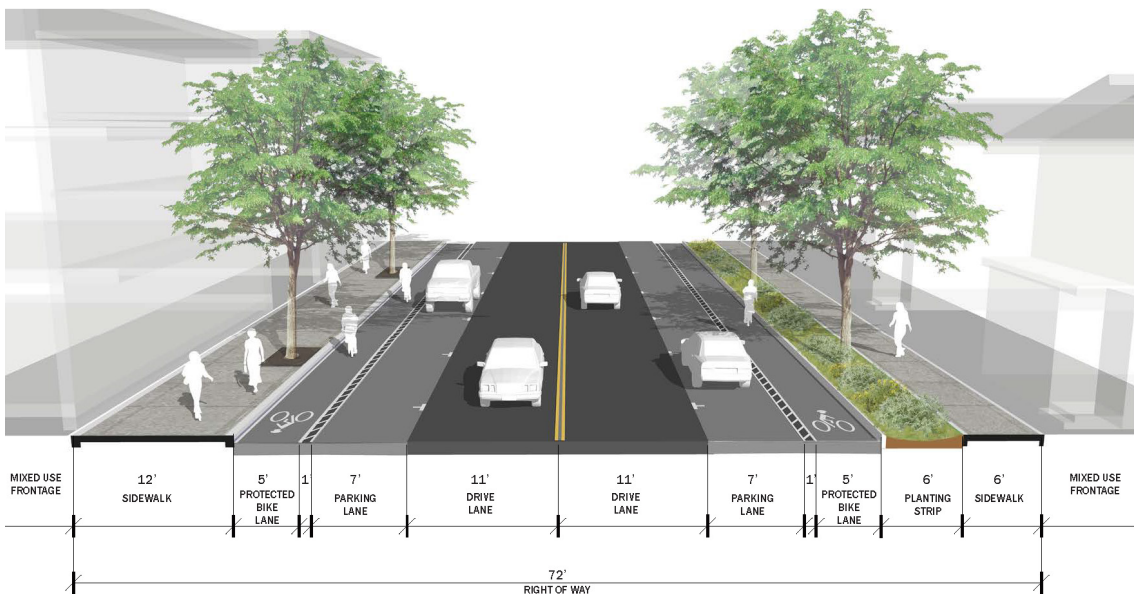
RIVER STREET NORTH OF BYPASS PROPOSED SECTION (looking north): 64' ROW



RIVER STREET SOUTH OF BYPASS (looking north): ROW tbd



SOUTH RIVER STREET SOUTH OF BYPASS PROPOSED SECTION (looking north): 72' ROW, standard bike lane



SOUTH RIVER STREET SOUTH OF BYPASS PROPOSED SECTION (looking north): 72' ROW, cycle track bike lane option

NEWBERG RIVERFRONT MP SOUTH RIVER STREET SECTIONS

December 13, 2018

Appendix B: Estimates of Residential Capacity within Land Use Alternatives
 UPDATED 8/12/2019 to include Updates to Alternative E

Alternative A

| Land Use | Acres | Existing Residential Units | New Residential Units | Total Residential Units |
|------------------------------------|------------|----------------------------|-----------------------|-------------------------|
| <i>Medium Density Residential*</i> | 91 | 459 | 256 | 715 |
| <i>High Density Residential*</i> | 13.8 | 221 | 45 | 266 |
| <i>Mixed Commercial**</i> | 8.2 | N/A | 45 | 45 |
| <i>Mixed Employment</i> | 0 | N/A | N/A | N/A |
| <i>Industrial</i> | 116 | N/A | N/A | N/A |
| <i>Parks & Open Spaces</i> | 164.5 | N/A | N/A | N/A |
| TOTAL | 396 | 680 | 346 | 1,026 |

Alternative B

| Land Use | Acres | Existing Residential Units | New Residential Units | Total Residential Units |
|------------------------------------|------------|----------------------------|-----------------------|-------------------------|
| <i>Medium Density Residential*</i> | 91 | 459 | 256 | 715 |
| <i>High Density Residential*</i> | 13.8 | 221 | 45 | 266 |
| <i>Mixed Commercial**</i> | 21.8 | N/A | 120 | 120 |
| <i>Mixed Employment</i> | 26 | N/A | N/A | N/A |
| <i>Industrial</i> | 75.9 | N/A | N/A | N/A |
| <i>Parks & Open Spaces</i> | 164.5 | N/A | N/A | N/A |
| TOTAL | 396 | 680 | 421 | 1,101 |

Alternative C

| Land Use | Acres | Existing Residential Units | New Residential Units | Total Residential Units |
|------------------------------------|------------|----------------------------|-----------------------|-------------------------|
| <i>Medium Density Residential*</i> | 91 | 459 | 256 | 715 |
| <i>High Density Residential*</i> | 24.6 | 221 | 225 | 446 |
| <i>Mixed Commercial**</i> | 9.1 | N/A | 58 | 58 |
| <i>Mixed Employment</i> | 9.9 | N/A | N/A | N/A |
| <i>Industrial</i> | 94.3 | N/A | N/A | N/A |
| <i>Parks & Open Spaces</i> | 164.5 | N/A | N/A | N/A |
| TOTAL | 396 | 680 | 539 | 1,219 |

Appendix B: Estimates of Residential Capacity within Land Use Alternatives
 UPDATED 8/12/2019 to include Updates to Alternative E

Alternative E

| Land Use | Acres | Existing Residential Units | New Residential Units | Total Residential Units |
|------------------------------------|------------|----------------------------|-----------------------|-------------------------|
| <i>Medium Density Residential*</i> | 92.2 | 459 | 227 | 686 |
| <i>High Density Residential*</i> | 25.1 | 221 | 67 | 288 |
| <i>Mixed Commercial**</i> | 7.6 | N/A | 45 | 45 |
| <i>Mixed Employment</i> | 21.5 | N/A | N/A | N/A |
| <i>Industrial</i> | 94.5 | N/A | N/A | N/A |
| <i>Parks & Open Spaces</i> | 164.5 | N/A | N/A | N/A |
| TOTAL | 396 | 680 | 339 | 1,019 |

***New residential units calculated based on the following current zoning regulations:**

- **MDR: R-2, averaging 9 units/gross acre**
- **HDR: R-3, averaging 16.5 units/gross acre**

****New residential Units for Mixed Commercial calculated as 1/3 of total acres based on HDR density of 16.5 units/gross acre**

APPENDIX D

Technical Memorandum 4:
Infrastructure Needs



MEMORANDUM

DATE: April 12, 2019

TO: Andrew Parish, AICP
Angelo Planning

FROM: Jane Vail, P.E.
Wallis Engineering

RE: Infrastructure Needs for Newberg Riverfront Master Plan Update
Job No. 1441A

EXHIBITS: *Exhibit A – Existing Water System Map*
Exhibit B – Existing Wastewater System Map
Exhibit C – Existing Storm Drainage Map
Exhibit D – Recommended Water System Improvements
Exhibit E – Wastewater System Sub-Basins
Exhibit F – Recommended Wastewater System Improvements

BACKGROUND

The City of Newberg's Riverfront Master Plan Update has included the creation and evaluation of several land use/transportation alternatives for the Riverfront Area. Through discussion with the project's advisory committees, stakeholders, and property owners in the Riverfront Area, the process has resulted in the selection of a preferred alternative, "Alternative E." This land use/transportation program includes a variety of uses in the study area, including single-family and multi-family residential developments, mixed-use nodes of activity, parks and passive open space, and employment uses.

This memorandum describes the existing utility infrastructure and previously-planned improvements to this infrastructure within the planning area. It also provides recommendations for improvements to the water, wastewater, and stormwater infrastructure as the area develops.

The current planning effort will update the 2002 Newberg Riverfront Master Plan. That previous plan made specific recommendations as to infrastructure improvements based on anticipated phasing and land use.

At the time of the 2002 Riverfront Master Plan, the riverfront industrial site (WestRock) was not included in the riverfront planning area, and the Newberg-Dundee Bypass was in the conceptual design phase - and at a different alignment than constructed. In other words, the 2002 Master Plan's recommended street and utility improvements were based on different conditions than the current existing conditions. However, from the perspective of total water demand and wastewater flow, there are few differences between the land uses shown in the 2002 Master Plan and Yamhill County zoning efforts and the preferred land use alternatives identified in the current planning effort. The overall water demand and projected wastewater flow values from past land use planning efforts are reflected in the City's 2017 Water Master Plan and 2018 Wastewater Master Plan. The recommendations made in these two utility master plans are still relevant to the current planning effort.

In the course of preparing this memorandum, the following planning documents were reviewed:

- 2002 Newberg Riverfront Master Plan
- 2002 City of Newberg Water Treatment Facilities Plan
- 2007 City of Newberg Wastewater Treatment Plant Facilities Plan Update
- 2007 City of Newberg Sewerage Master Plan Update
- 2014 City of Newberg Stormwater Master Plan Update
- 2015 Newberg Wastewater I&I Study
- 2016 City of Newberg Comprehensive Plan Text (Ordinance 1967)
- 2017 City of Newberg Water Master Plan
- 2018 City of Newberg Wastewater Master Plan
- 1996 Yamhill County Comprehensive Land Use Plan

EXISTING AND PLANNED UTILITY INFRASTRUCTURE

Existing utilities within the project area include wastewater, stormwater, potable water, and private utilities (electricity, natural gas, and telecommunications). Much of the project area is relatively underdeveloped, so utilities are limited in extent and size.

Water System

The existing water system is owned and operated by the City of Newberg. The study area is located within Zone 1, which is served by three reservoirs: the North Valley Reservoir Nos. 1 and 2 located on the north side of the City, and the Corral Creek Reservoir, located east of the City. These reservoirs are fed by transmission mains from the water treatment plant, which is located on the southeast corner of the study area. A well field south of the study area supplies a portion of the City's water, which is conveyed to their water treatment plant. A water transmission main conveys treated drinking water from the treatment plant north through the riverfront industrial site to the rest of the City.

The area north of the Bypass is served by an existing water distribution network, with distribution mains 2 to 8 inches in diameter. Several properties just south of the Bypass, including the riverfront industrial site, are also served by water main extensions from the distribution system north of the Bypass.

Non-potable water system elements were not reviewed as part of this memorandum effort. The City of Newberg has a re-use water system, which is currently confined to the City's Wastewater Treatment Plant. The riverfront industrial site property has water rights to water from the Willamette River, and this privately-owned non-potable water was used in the past

for mill operations. Additional details about this non-potable water system were not available.

A map of the existing potable water system within the project limits is included as *Exhibit A* on the following page.

No planned improvements to the water system within the planning area are described in the City's 2017 Water Master Plan. The 2002 Newberg Riverfront Master Plan proposed water distribution mains along the roads proposed and recommended for improvement by that planning effort.

Wastewater System

Existing wastewater infrastructure within the project limits is largely limited to the area north of the Bypass. The City of Newberg's wastewater treatment plant is located just east of the project study area.

The portion of the study area north of the Bypass is currently served by two lift stations (the Charles Lift Station and the Andrew Lift Station) and a network of gravity sewer mains and trunk lines, which ultimately convey wastewater west to the City's wastewater treatment plant. A small lift station also serves Rogers Landing, conveying wastewater to the gravity sewer system to the north. The riverfront industrial site is served by a single gravity sewer connection at the northwest corner of the site.

A map of the existing wastewater system within the project limits is included as *Exhibit B*.

The City's 2018 Wastewater Master Plan recommends improvements to the existing wastewater system within the planning area. The Wastewater Master Plan proposed abandoning the Charles Lift Station and Andrew Lift Station in the northeast portion of the study area, and replacing them with a single lift station (the Riverfront Lift Station) and a series of gravity mains (projects C4.b and C3.b in the Wastewater Master Plan). The Riverfront Lift Station would also serve a portion of the southeast portion of the study area with several gravity sewer extensions to the south and the east. The Wastewater Master Plan also recommended upsizing several gravity mains within the study area to convey future flows. No wastewater improvements are described for the eastern portion of the study area. The 2002 Riverfront Master Plan proposed some gravity mains along the roads proposed and recommended for improvement by that planning effort.

Stormwater System

The study area is drained by a system of natural drainages, open channels, and storm drain lines. Currently, the study area drains in three directions: west to Chehalem Creek, south to the Willamette River, and east to Hess Creek.

The southern portion of the site lies within the 100-year flood plain of the Willamette River, and Chehalem Creek.

Underground stormwater lines are few in number, and largely confined to the northern portion of the study area. A stormwater main bisects the study area, conveying stormwater from the drainage lines in the northern portion of the study area south to outfall at the Willamette River. This line was previously the wastewater outfall from the former wastewater treatment plant.

A map of the existing drainage and stormwater system within the project limits is included as *Exhibit C*.

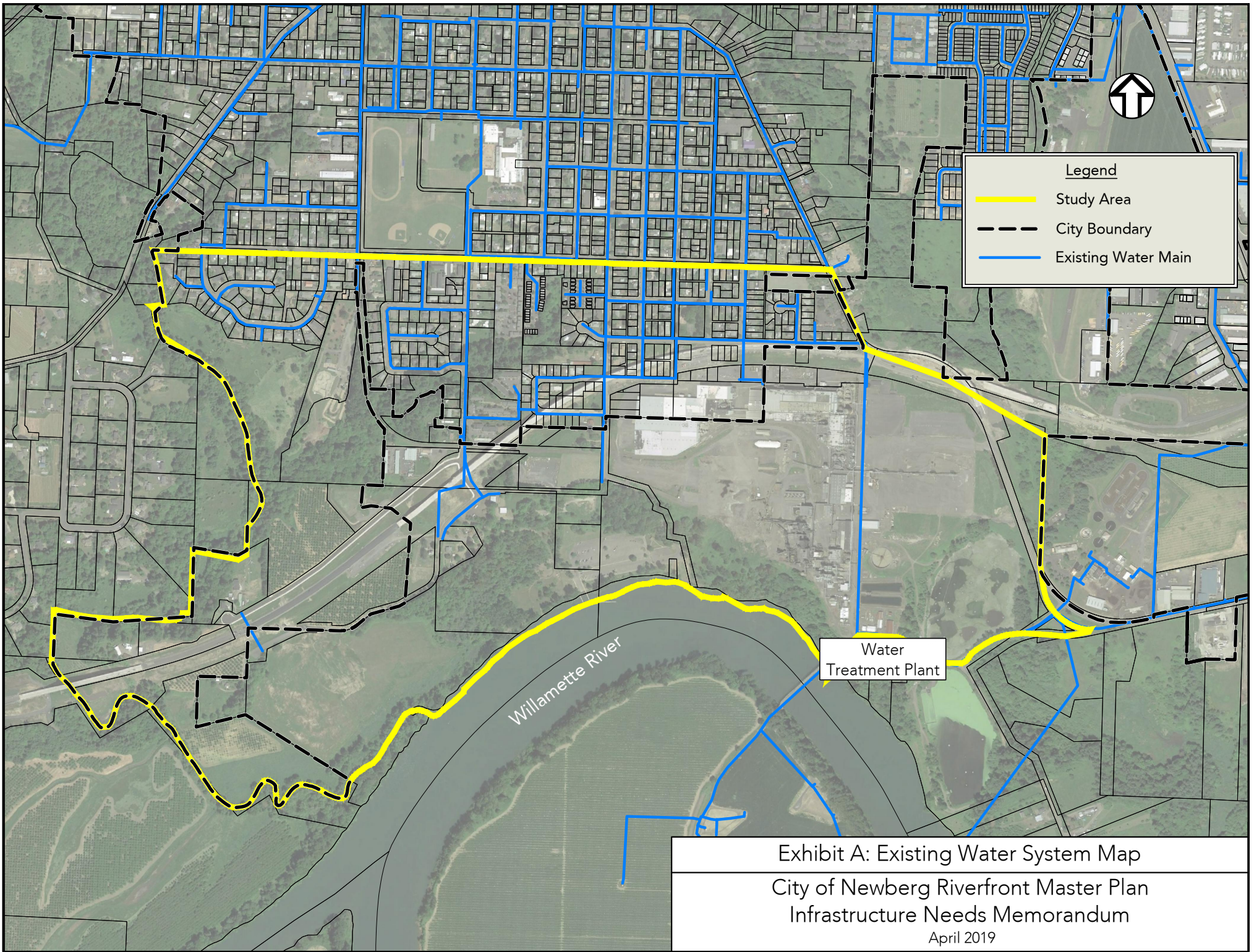


Exhibit A: Existing Water System Map
City of Newberg Riverfront Master Plan
Infrastructure Needs Memorandum
April 2019

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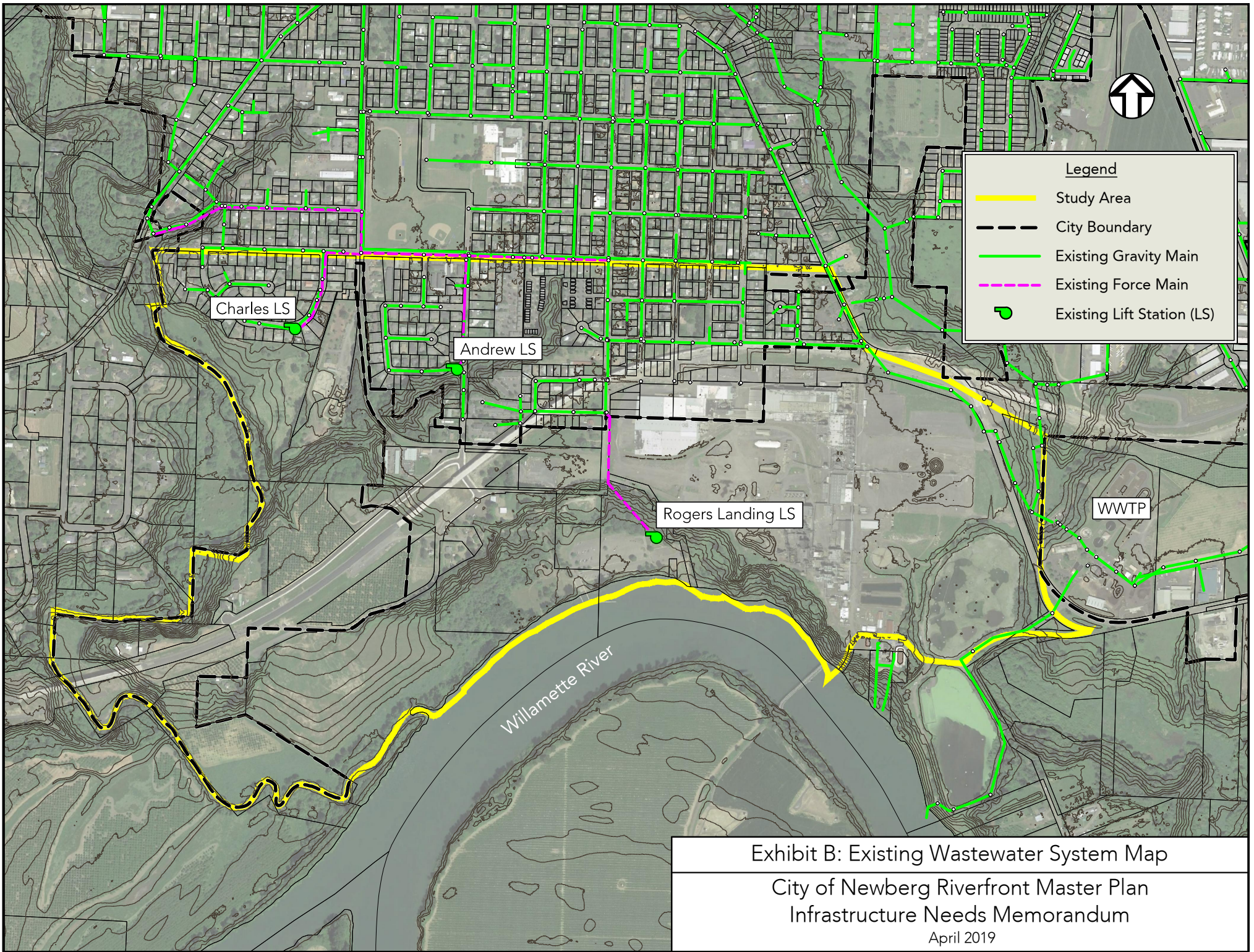


Exhibit B: Existing Wastewater System Map
City of Newberg Riverfront Master Plan
Infrastructure Needs Memorandum
April 2019

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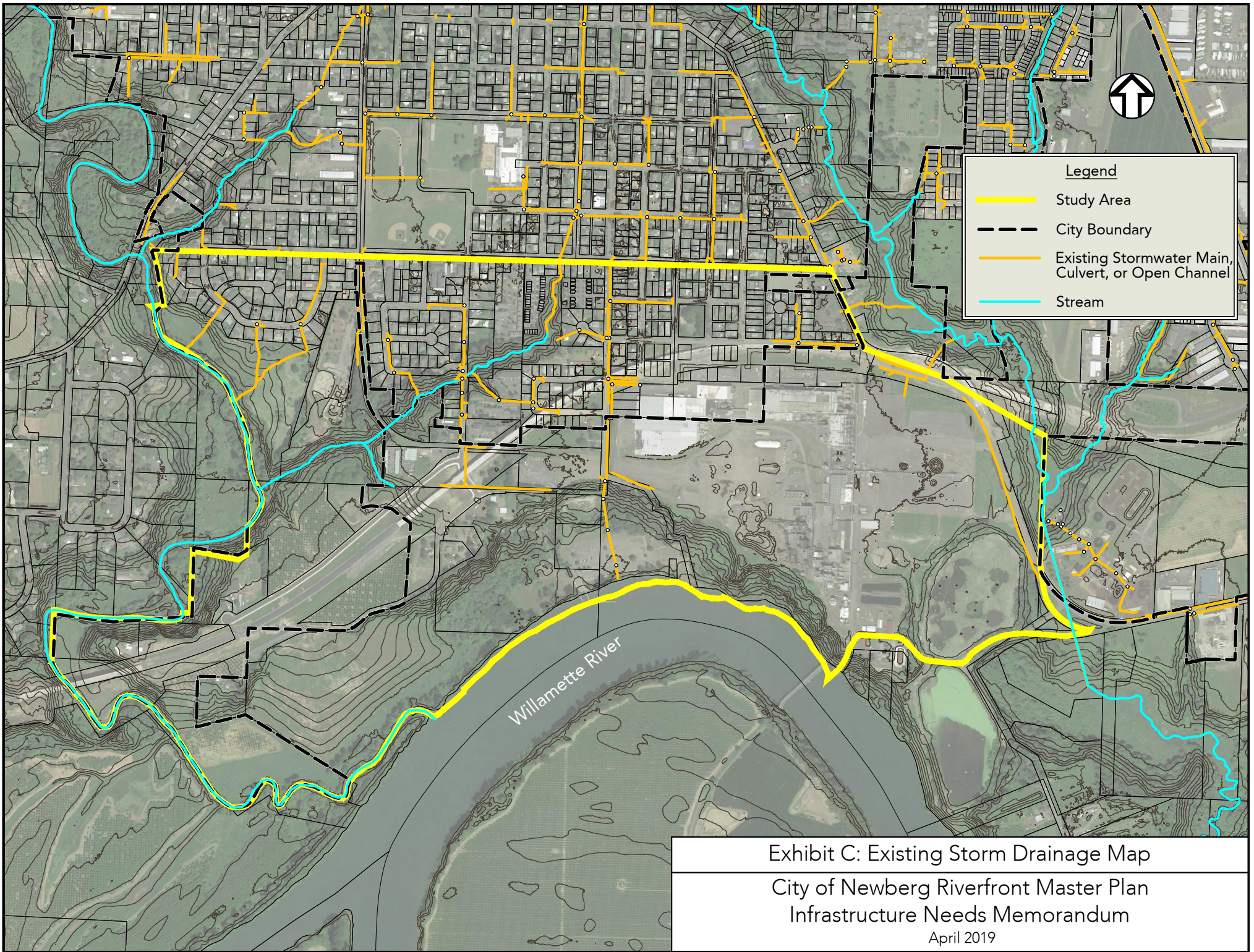


Exhibit C: Existing Storm Drainage Map
City of Newberg Riverfront Master Plan
Infrastructure Needs Memorandum
April 2019

No improvements to the stormwater system within the planning area are currently included in the 2014 City of Newberg Stormwater Master Plan Update. The 2002 Riverfront Master Plan proposed stormwater lines along some of the roads proposed and recommended for improvement by that planning effort. It also proposed disposal of stormwater runoff into to the existing stormwater main outfalling to the Willamette River. The capacity of that existing stormwater main to accept additional flow was not discussed in the 2002 Plan.

Franchise Utilities

As part of this planning effort, the City of Newberg contacted privately-owned franchise utilities in order to generally ascertain the extent of their facilities within the planning area. These franchise utility companies currently provide electricity, gas, cable, and telephone services to customers within the planning area.

PGE provides electricity to Newberg, and has a substation on the riverfront industrial site. In contacting PGE, they were unaware of any known issues serving the area.

NW Natural provides natural gas within the planning area, though their mapped facilities appear to be largely located north of the Bypass. They do have a 12-inch high pressure gas line serving the riverfront industrial site. This line is also the primary feed for the City of Newberg.

Comcast and Frontier provide cable and telephone services within the planning area. Frontier has very little facilities within the planning area, and no facilities south of the Newberg-Dundee Bypass.

RECOMMENDED UTILITY INFRASTRUCTURE IMPROVEMENTS

Improvements to the existing water, wastewater, and stormwater infrastructure will be necessary in order to support the preferred land use alternative. Recommended improvements are described in the following paragraphs, organized according to the type of infrastructure. These recommendations are based on the City's standards, the City's GIS system, existing utility infrastructure plans, and engineering judgement. No water or wastewater modeling was completed as part of this planning effort.

It is important to note that recommendations are limited by the general nature of land use planning, and that further utility master planning will be necessary to confirm and elaborate on the recommendations made in this memorandum.

Water System

The area south of the Newberg-Dundee Bypass and a small area on the west side of the study area just north of the Bypass currently have no water distribution system. As this area develops, it will require an entirely new water distribution network. New water mains should be constructed within the footprint of proposed roadways. To serve new development south of the Bypass, a water distribution main can be extended west from the transmission main near the water treatment plant. This new water distribution main should extend to the western portion of the study area, and should connect to the existing water system to the north where possible to provide a fully looped system. To serve the north side of the Bypass, a water main could be extended from S College Street southwest along E Weatherly Way. This water main should also be connected to the water main serving the area south of the Bypass to provide a fully looped system.

The majority of the study area north of the Bypass is currently served by an existing water distribution network. The size of existing distribution mains are relatively small within this area, and will likely not provide sufficient fire flow for future connections as the area south of the Bypass develops. Some improvements will be necessary to the distribution system north of the Bypass in order to make distribution network connections to serve the planning area.

The minimum size of water distribution mains will be 8-inches, per City standards. Final sizing will require a more in depth analysis to ensure that minimum fire flow is maintained throughout the water system in accordance with City standards.

Recommended improvements to the existing potable water system are illustrated in *Exhibit D* on the following page and summarized in **Table 1** below.

Table 1 – Recommended Water Infrastructure Improvements

| Description | Sub-basin | Minimum Size | Length |
|-------------|-----------|--------------|----------|
| Water Main | B | 8-Inch | 8,200 ft |

It should be noted that the developer of the riverfront industrial site has the capability of using the existing non-potable water system infrastructure, and water rights.

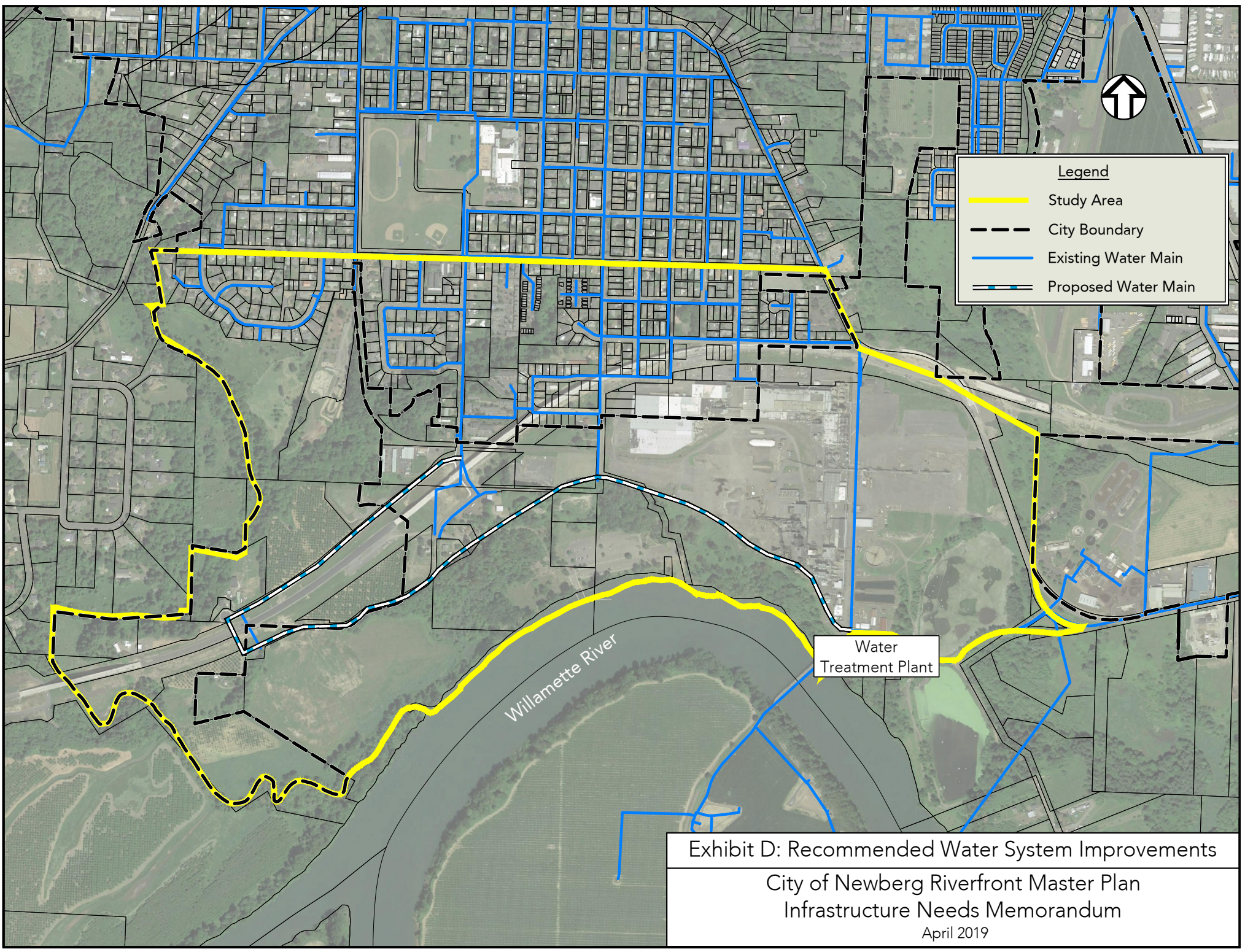
Wastewater System

The planning area currently lacks a complete wastewater system, and will require extensive sewer infrastructure improvements to serve new development. In order to determine these system improvements, the study area was broken into six sub-basins according to the existing collection system and topography. These sub-basins are shown in *Exhibit E*. The wastewater infrastructure necessary to serve these sub-basins is illustrated on *Exhibit F* and summarized in **Table 2** below.

Table 2 – Recommended Wastewater Infrastructure Improvements

| Description | Sub-basin Served | Size/Capacity |
|-------------------------|------------------|------------------------------|
| Riverfront Lift Station | B | 950 gpm ¹ |
| Force Main B1 | B | 8-in ¹ , 1000 ft |
| Gravity Main B1 | B | 8-in, 2600 ft |
| Gravity Main B2 | B | 8-in, 1600 ft |
| Gravity Main B3 | B | 8-in, 3400 ft |
| Gravity Main B4 | A, B, C, D | 18-in ¹ , 1300 ft |
| Gravity Main C1 | C | 8-in, 500 ft |
| Gravity Main D1 | D | 10-in, 2400 ft |

1. Capacity and size are from the City's 2018 Wastewater Master Plan



Legend

- Study Area
- City Boundary
- Existing Water Main
- Proposed Water Main

Water Treatment Plant

Willamette River

Exhibit D: Recommended Water System Improvements
City of Newberg Riverfront Master Plan
Infrastructure Needs Memorandum
April 2019

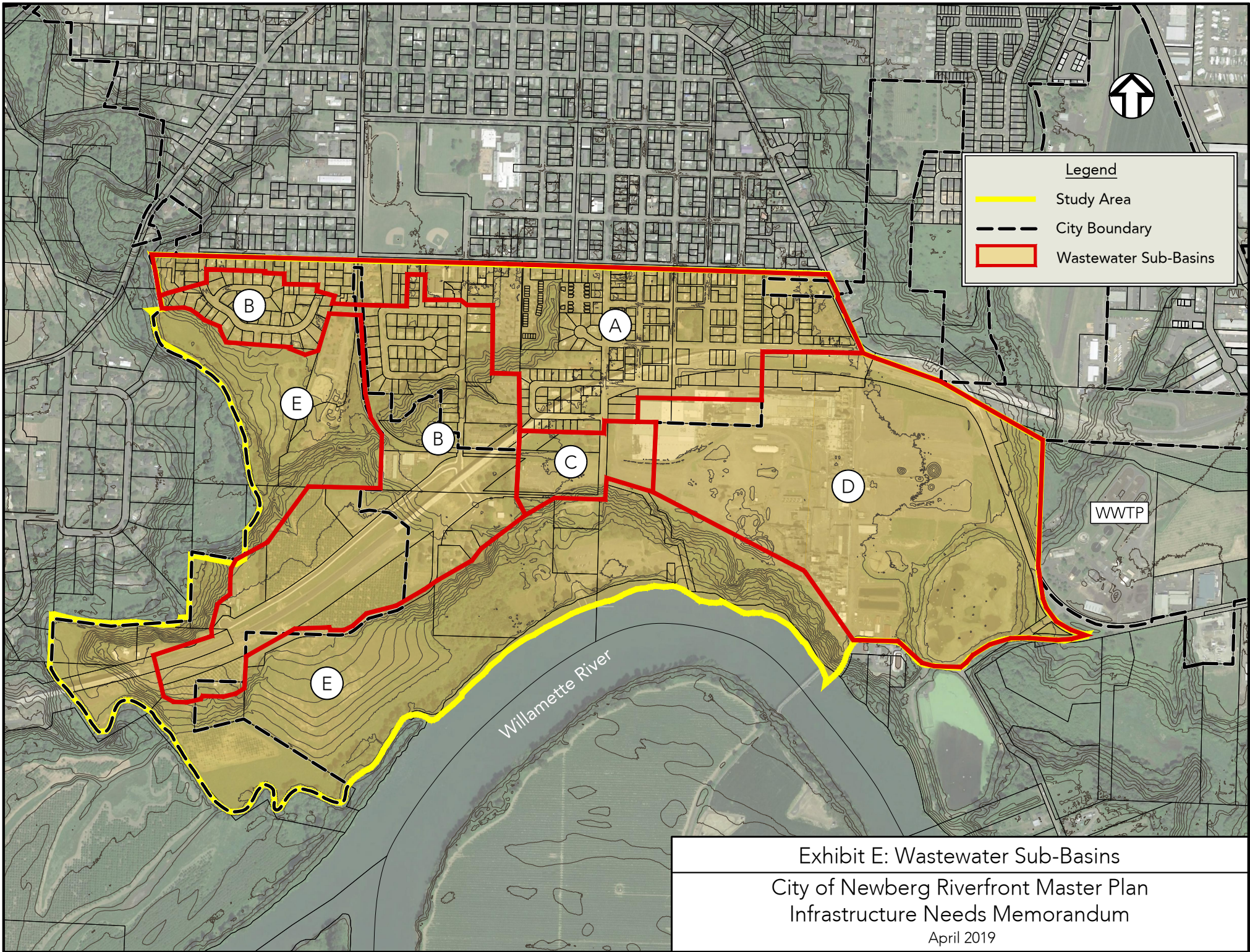
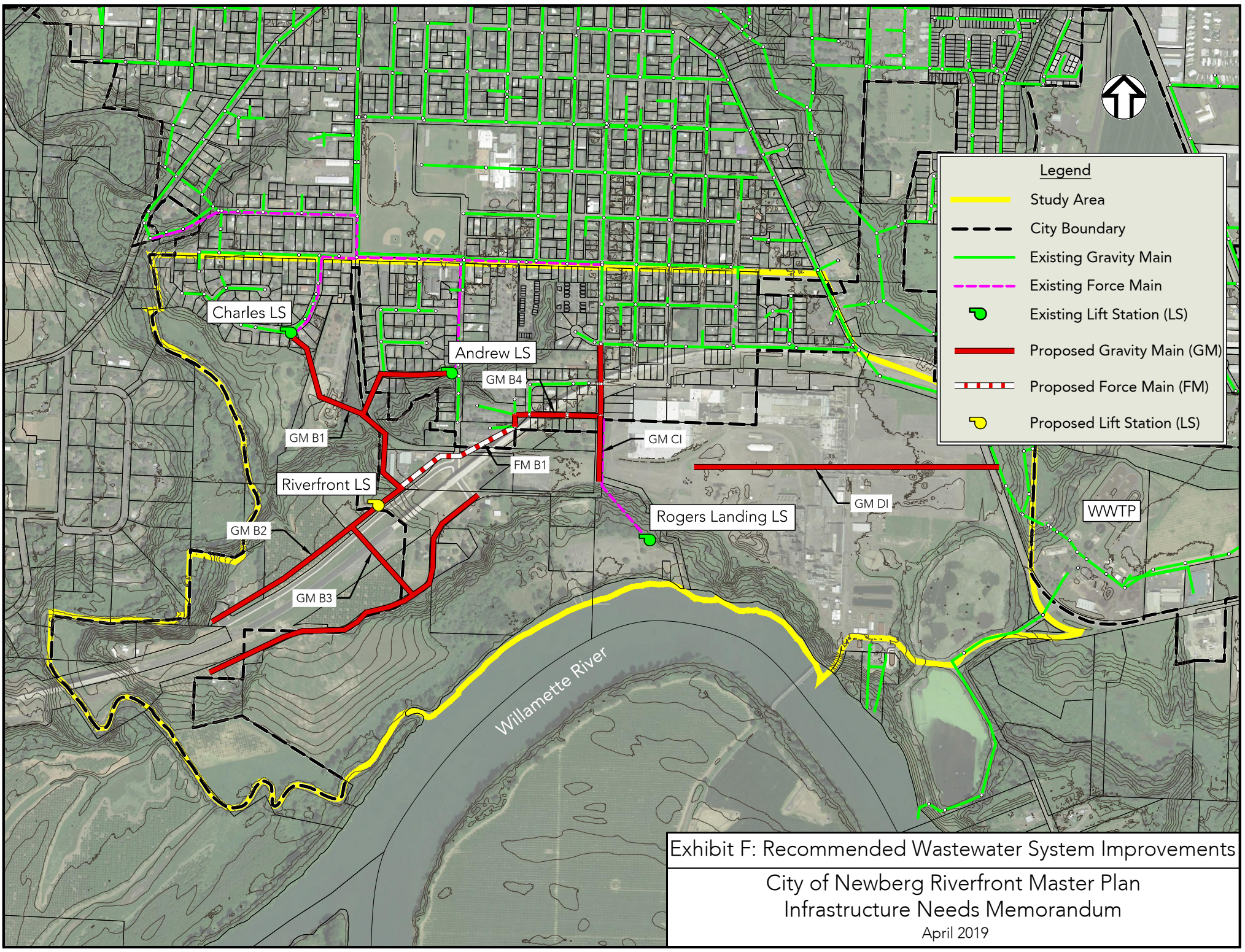


Exhibit E: Wastewater Sub-Basins
City of Newberg Riverfront Master Plan
Infrastructure Needs Memorandum
April 2019

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Legend

- Study Area
- City Boundary
- Existing Gravity Main
- Existing Force Main
- Existing Lift Station (LS)
- Proposed Gravity Main (GM)
- Proposed Force Main (FM)
- Proposed Lift Station (LS)

Exhibit F: Recommended Wastewater System Improvements
 City of Newberg Riverfront Master Plan
 Infrastructure Needs Memorandum
 April 2019

A detailed description of each sub-basin and the recommended improvement is described below.

Sub-Basin A. This sub-basin consists of the northern portion of the study area that is served by an existing network of gravity wastewater lines. Because this area is highly developed, and the proposed master plan does not significantly change land use, no new wastewater infrastructure is required beyond that recommended by the 2018 Wastewater Master Plan.

Sub-Basin B. This sub-basin consists of the western portion of the study area – currently served by the Charles Lift Station and Andrew Lift Station – and the additional area to be served by the proposed Riverfront Lift Station and associated collection system described in the Wastewater Master Plan. As discussed above, the Wastewater Master Plan recommended abandoning the Charles Lift Station and Andrew Lift Station. This will require upgrading the Riverfront Lift Station and force main, constructing several new gravity sewers, and upsizing one existing gravity sewer. No major changes are recommended to this proposed infrastructure, although minor adjustments to sewer alignments will be necessary to match proposed roads. This infrastructure is labeled as Gravity Main B1, B2, B3, and B4, and Force Main B1 on *Exhibit E*.

Sub-Basin C. This sub-basin consists of a mostly undeveloped land and a small portion of the riverfront industrial site in the vicinity of S River Street. Based upon the depth of the existing sewer in S. River Street (per City GIS), this area can be served by a gravity sewer extension, shown as Gravity Main C1 on *Exhibit E*.

Sub-Basin D. This area consists of the eastern portion of the riverfront industrial site. This sub-basin can be served by gravity lines flowing east into the existing trunk line on NE Wynooski Road, which currently conveys wastewater to the wastewater treatment plant. This line is labeled as Gravity Main D1 on *Exhibit E*.

Sub-Basin E. This sub-basin consists of the parks and open space within the study area, largely located within the flood plain and stream corridors. Rogers Landing is currently the only portion of this sub-basin with sewer service. Rogers Landing is served by a lift station, pumping wastewater to the collection system north of the Newberg-Dundee Bypass. Because most of this sub-basin lies within the flood plain, it is unlikely to see significant development. It has been suggested that the Rogers Landing area could be the future site of an amphitheater, as well as potential additional park improvements. Depending on the projected wastewater flows and the capacity of the existing lift station, improvements may be necessary to the lift station and potentially the force main. If new facilities are constructed outside of the Rogers Landing area, they will require new lift stations to convey flow to the collection system, because this sub-basin lies at a lower elevation than the rest of the City.

Final alignment and sizing of new sewer system infrastructure will be determined during final design of street infrastructure and development. Alignment and sizing will depend on the specific developments that are constructed, locations of roads, and exact depths of existing gravity lines.

Stormwater System

The existing stormwater system within the planning area consists of stormwater drainage collection and conveyance facilities north of the Bypass. All development will need to comply with the City's stormwater management requirements, as articulated in their Design Standards.

In accordance with these requirements, any development within the planning area will need to collect, treat, detain, convey, and dispose of the stormwater runoff generated by the development. This applies to public improvements that generate impervious surfaces – such as streets, sidewalks, and paths. It also applies to private developments, which construct roofs, streets, sidewalks, and parking lots.

Collection and conveyance of stormwater runoff will likely consist of a combination of underground structure and pipes, and low-impact development conveyance improvements, such as swales and flow-through planters. Treatment of stormwater runoff will likely consist of either mechanical or low-impact development treatment facilities. Detention of stormwater can take place using underground storage, ponds, and other methods. There is considerable flexibility as to the specific design of stormwater collection, conveyance, treatment, and detention facilities. A variety of factors will influence specific design solutions, such as site geography, available land surface, soil conditions, City preference, developer preference, construction cost, long-term maintenance costs, and aesthetics.

There may be some conveyance within the study area through underground stormwater pipes, which are often constructed within publicly-owned streets. Assuming the proposed and existing streets shown on the preferred alternative, we estimate a total of at least 12,000 linear feet of stormwater mains. This number does not account for the variation of street alignments that may occur as the City moves forward with planning and design, and does not include the construction of additional streets and associated storm conveyance.

Treated stormwater runoff is typically disposed of using infiltration into native soils or by conveyance into an adjacent stormwater facility or natural body of water. All methods of disposal have specific requirements and limitations. Disposal of stormwater runoff will depend on site-specific soil characteristics, the location of the site with respect to adjacent stormwater infrastructure, and the capacity of adjacent infrastructure.

Infiltration of treated stormwater runoff is often preferred over other methods because of its simplicity and relatively lower cost. However, native soils must be capable of infiltrating stormwater at or above a minimum rate for infiltration of runoff to be a viable disposal method. That capability can only be determined by onsite tests, and native soils can vary greatly in characteristics throughout an area.

According to the soils map included in the City's 2014 Stormwater Master Plan Update, native soils within the planning area are generally classified as having lower infiltration capability. This map is based on general information; the actual infiltration rates at specific locations within the planning area will vary. As each property develops, the developer will determine soil conditions and the viability of infiltration as a method of stormwater disposal. It should be noted that the Oregon Department of Environmental Quality requires registration of underground infiltration facilities such as drywells per their Underground Injection Control Program. It should also be noted that infiltration also requires consideration of existing groundwater levels and consideration of the environmental sensitivity of an area; infiltration of stormwater runoff into a floodplain or wetland is not typically acceptable.

If stormwater runoff cannot be disposed of by infiltration, it will need to be conveyed to another location, such as an adjacent stormwater pipe, pond, or infiltration facility. If an adjacent stormwater facility is available, the developer will need to demonstrate that it has capacity for disposing stormwater from the proposed development. If this adjacent stormwater facility is owned by other individuals or entities, rights to access, use, and maintenance will need to be negotiated between all parties.

Treated stormwater runoff can also be disposed of in an adjacent body of water. There are multiple stream corridors within the study area, including the Willamette River. It is important to note that disposal of stormwater runoff to these corridors may trigger additional permitting and engineering requirements according to the governing regulatory authorities. Disposal of stormwater runoff in these bodies of water should consider the hydraulic and erosion control implications of additional runoff, with the goal of protecting these existing stream corridors. They should also consider the characteristics of the treated runoff. The City's TDML Implementation Plan is the primary regulatory driver for stormwater management activities, and has specific parameters of concern for stormwater runoff, including bacteria, mercury, and water temperature. However, other regulatory authorities will have jurisdiction for disposal of treated stormwater runoff within stream corridors in the planning area. The developer will likely need to consult with an environmental permitting specialist in order to determine the specific regulatory requirements for their stormwater management improvements.

The construction of a regional stormwater facility for treatment, detention, and/or disposal may address many of the difficulties individual developers face with stormwater management. There are, however, very limited options for locating such a facility. Public ownership of land is limited within the project area to landfill property owned by Yamhill County to areas within the floodplain (such as Rogers Landing, leased by Yamhill County from the City and two private owners).

One area that might be considered for possible use as a regional stormwater facility are the existing lagoons at the southeast corner of the planning area, within the riverfront industrial site property. It could be feasible to repurpose these existing lagoons as stormwater detention ponds for treated stormwater runoff from the surrounding areas, with modifications to the existing outfall to allow controlled disposal of runoff to the Willamette River. These two lagoons currently hold water, and outfall to the Willamette River. In the past, the lagoons were used for disposal of paper mill process water; the degree of biological and/or chemical contamination, the dimensions, and the condition of the lagoons are relatively unknown.

Any use of these ponds for stormwater management will likely necessitate investigation of the condition of the lagoon basin floor for contaminants which might adversely affect the Willamette River. Depending on the degree of contamination and the requirements of regulatory authorities, cleanup might also be required. In addition, some agreement would need to be made for stormwater conveyance to the pond, pond use, access, and maintenance between the property owner, the City, and properties contributing stormwater.

Please note that we cannot recommend specific details as to proposed stormwater improvements. The sizing of stormwater facilities will depend entirely on development of each site, and how much onsite detention and/or infiltration is built.

Franchise Utilities

As part of this master planning effort, City staff spoke directly with franchise utilities within the planning area to elicit comments and concerns regarding the proposed plan.

When contacted for feedback, PGE noted that some industrial and commercial uses may have larger loads and require upgrades to their facilities. The extent of this work would be determined at the development phase. PGE was concerned that improvements protect their existing facilities in the area – particularly the substation on the riverfront industrial site.

In conversations with the City, NW Natural expressed concerns that their existing infrastructure is protected throughout future development, particularly the high pressure line serving Newberg (located on the riverfront industrial site).

Comcast had no concerns of note.

Frontier noted that they have minimal facilities within the planning area, and noted that with their current facilities they could serve around 200 new customers. Their facilities appear to be largely located north of the Bypass, so serving new customers south of the Bypass would require construction of new facilities – another 100 customers could be served with this work. Increasing service beyond that point would require more new facility construction and considerable expense on Frontier's part.

Technical Memorandum 5:

Incremental Implementation Strategy

Newberg Riverfront Master Plan: Incremental Implementation Strategy Final Draft

Date August 23, 2019
To Newberg Riverfront Master Plan
Project Management Team
From Brian Vanneman and Sam Brookham,
Leland Consulting Group



INTRODUCTION

RIVERFRONT MASTER PLAN STUDY DESCRIPTION

The Newberg Riverfront Master Plan will update the 2002 plan and establish a desired mix of residential and employment uses; protect open space areas and other unique features; take advantage of a special location along the Willamette River; and plan for a multi-modal transportation network to provide internal access and connections to the rest of the City of Newberg.

Figure 1. Riverfront Master Plan Study Area



The Riverfront study area is shown at left. It is located on the south side of Newberg, generally south of 9th Street. The study area is entirely within the City's Urban Growth Boundary (UGB).

INCREMENTAL IMPLEMENTATION STRATEGY OVERVIEW

The Incremental Implementation Strategy is a renewable/rolling, action plan that: is annually updated; has regularly scheduled monitoring; and, has a supporting budget. It is an assemblage of objectives and a game plan of projects, actions and partnerships for achieving them, prioritized with regard to timing (e.g., near-term: 1-4 years; mid-term: 5-10 years; and long-term: 10 years and beyond).

This strategy allows the City to review the Master Plan implementation on a regularly scheduled basis and make amendments as opportunity or changing community and economic circumstances necessitate. Should there be a desire to change implementation priorities or shift the emphasis of a particular project, this action plan and update process provides the mechanism for doing so within the context of reviewing the plan as a whole.

In addition, the strategy identifies those short-term actions needing to occur in each of the next three years to set the stage for the activities to be programmed for the next year. The Implementation Strategy calls for the City to develop and maintain a short-term strategic action plan for phasing and carrying out the Plan's improvements and actions.

HOW WILL THE PLAN BE CARRIED OUT?

The Newberg Riverfront Master Plan is an action-oriented guiding document, focusing upon the projects to be undertaken and the partnerships to be formed to carry out a clearly defined vision, a set of guiding principles, and the conceptual plan for urban form, land use and transportation. Community partners include but are not limited to Chehalem Park and Recreation District, Yamhill County, Oregon Department of Transportation, and property owners. The Plan will be implemented in steps. Some actions will be initiated immediately; others will be initiated in the years to follow.

There are projects, actions and partnerships that are expected to serve as catalysts for investment, development and redevelopment. In some cases, these catalyst activities require a refinement study to pin down a concept, a location, a footprint or criteria for subsequent development proposals. Accordingly, the strategy identifies preliminary "setup" tasks or staffing resources/actions needed to enable projects to move forward (e.g., land assembly, property owner coordination, etc.). The Plan also proposes amendments to the City's Comprehensive Plan and Development Code to carry out Plan intent and to achieve the uses, character and densities envisioned.

Over time, certain major improvements will be made through a variety of funding sources, potentially including urban renewal. Other improvements will be the responsibility of proposers of specific development activities. One or more of the catalyst projects may come about as a result of a "public-private partnership", a contractual arrangement tailor-made for each situation by which the public sector authority assigns certain functions or responsibilities to a private developer.

The important point is that the Riverfront Master Plan is both a community partnership and a long-term plan for the revitalization and growth of the area over the course of the next 20-30 years, in alignment with a vision for the future of the area established by the community.

ACTION PLAN CONCEPT

For a plan to be the "chart for change" it is intended to be, it must be accompanied by an implementation program – a strategy indicating the appropriate tools, actions and timelines for carrying out the plan. The Implementation Action Plan to carry out the Newberg Riverfront Plan focuses on the following:

- Changes to the City's comprehensive plan, development code and implementing ordinances;
- Future infrastructure improvements;
- Development and community projects important for creating a climate of investment within the area;
- Actions to be taken and partnerships to be formed;

- Sources of funding for improvements within the area; and a
- Time frame for initiating key actions and projects.

HOW THE STRATEGY WORKS

The Plan's vision and desired outcomes should be examined on a regularly scheduled basis to ascertain the current status of progress in achieving them and actions for moving ahead in each of the next three years. The activities for Year 1 should be tied to the City's annual operating budget. The activities identified for Year 2 and Year 3 would serve as a placeholder or indication of anticipated action-related resource needs for the coming two years. While the status of these activities should be reviewed and subsequent activities adjusted as necessary on a regular basis, the strategy should retain the flexibility to accommodate other high-priority projects, projects that require immediate funding, or projects that can be opportunistic as partnerships arise with other agencies.

The City should identify the coordinating body responsible for the monitoring, development and update of the Incremental Implementation Strategy, and for the coordination of the various City departmental activities to fund and/or carry out the strategy. City staff or the identified coordinating body would provide the City Council with a regularly scheduled status report on implementation activities. This regular monitoring, reporting and updating help to keep the Riverfront Master Plan flexible and current, keeps all City departments and project partners focused on the carrying out of this important public policy objective, and keeps the implementation of the Riverfront Master Plan on the "front burner."

A brief overview of the projects and actions is provided below, accompanied by a summary matrix indicating the suggested timing/programming for initiating them over the short-term (1-3 years), near-term (4-6 years), and long-term (7 years and beyond).

INCREMENTAL IMPLEMENTATION STRATEGY

Implementation strategies are broken down into three broad categories:

1. **Regulatory Actions.** These include changes to the existing development code and supporting documents. Regulatory actions also include new programs or regulations necessary to implement the Riverfront Plan. Regulatory actions are covered briefly here and will be covered in separate memos that focus on regulatory changes.
2. **Funding and Organizational Strategies.** These include projects to support existing businesses and bolster economic activity within the Riverfront.
3. **Infrastructure Investments.** These include streetscape and other multimodal improvements (bicycle, pedestrian and transit), and stormwater, wastewater, and other infrastructure projects. Several of these projects are interconnected and, where appropriate, identified in the same time frame for completion. Where feasible, **Quick Win** projects are identified where improvements can be completed with relatively little cost.

SUMMARY MATRIX OF IMPROVEMENTS AND ACTIONS

Key

| | |
|---|----------------------------------------|
| ✓ | Study; Design and Engineering |
| ✓ | Implement Program or Build Improvement |
| | Continue; ongoing action |

| Improvements and Actions | Near Term | | | | Mid-Term | Long Term | |
|-----------------------------------------------------------|--------------|-----|-----|-----|----------|-----------|-------------|
| | Target Year: | 1 | 2 | 3 | 4 | 5 - 10 | 10+ |
| | | '20 | '21 | '22 | '23 | '24 - '29 | '30 onwards |
| 1. Regulatory and Administrative Actions | | | | | | | |
| a Comp. Plan Amendments | ✓ | | | | | | |
| b Zoning Code Changes | ✓ | | | | | | |
| 2. Funding, Studies and Organizational Actions | | | | | | | |
| A. Organizational | | | | | | | |
| a Conduct an Urban Renewal Feasibility Study | ✓ | | | | | | |
| b Urban Renewal District and Board Creation | | ✓ | | | | | |
| c Urban Renewal Plan and Report | | ✓ | | | | | |
| d Urban Renewal District Formation | | ✓ | | | | | |
| e Riverfront Implementation Working Group | | ✓ | ✓ | | | | |
| f Baker Rock Partnership | | ✓ | | | | | |
| B. WestRock Site | | | | | | | |
| a Maintain relationship with the industrial site's owners | | | | | | | |
| b Pursue (EPA) Brownfields Grants | | | | | ✓ | ✓ | |
| c Identify options for the industrial site's ponds | | | | | ✓ | ✓ | |
| d Pursue development of property west of S River St | | | | | ✓ | ✓ | |
| C. Evaluate and Consider Implementing Other Tools | | | | | | | |
| h Evaluate Anti-displacement Measures | | | ✓ | ✓ | | | |
| i Multifamily Housing Tax Incentive Program | ✓ | ✓ | | | | | |
| j Opportunity Zone/Fund | ✓ | ✓ | | | | | |
| k Construction Excise Tax Study | ✓ | ✓ | | | | | |
| l New Market Tax Credits | | | | ✓ | ✓ | | |
| m EB-5 Program | | | | ✓ | ✓ | | |
| l Other District Infrastructure Funding Tools | | | | ✓ | ✓ | | |

SUMMARY MATRIX OF IMPROVEMENTS AND ACTIONS, CONTINUED

| Improvements and Actions | Near Term | | | | Mid-Term | Long Term | |
|--------------------------------------------------------------------|--------------|-----|-----|-----|----------|-----------|-------------|
| | Target Year: | 1 | 2 | 3 | 4 | 5 - 10 | 10+ |
| | | '20 | '21 | '22 | '23 | '24 - '29 | '30 onwards |
| 3. Infrastructure Improvements, Projects, and Actions | | | | | | | |
| A. Quick Wins | | | | | | | |
| a Selected Rogers Landing Improvements | | ✓ | ✓ | ✓ | ✓ | | |
| b Underpass Park | | ✓ | ✓ | ✓ | ✓ | | |
| B. Transportation | | | | | | | |
| a Esplanade and Overlooks | | | | | | ✓ | |
| b S Blaine Street Extension | | | | | | ✓ | ✓ |
| c Rogers Landing Extension | | | | | | ✓ | ✓ |
| d S College Street Improvements | | | | | | ✓ | ✓ |
| e S River Street Improvements | | | | | | ✓ | |
| f E Ninth Street Improvements | | | | | | ✓ | |
| g Wynooski Street Improvements | | | | | | ✓ | ✓ |
| h E Fourteenth Street Sidewalks | | | | | | ✓ | |
| i E Eleventh Street Sidewalks | | | | | | ✓ | |
| j E Ninth Street Bike Boulevard | | | | | | ✓ | |
| k E Eleventh Street Bike Boulevard | | | | | | ✓ | |
| l N Blaine/E Hancock Signal | | | | | | ✓ | |
| m S Blaine St/E First Signal | | | | | | ✓ | |
| n Trolley | | | | | | ✓ | |
| o Rail Crossings at S College Street & S River Street | | | | | | ✓ | |
| p E Ninth Street Extension to Wynooski Street | | | | | | ✓ | |
| q E Fourteenth Street - S College St to S River St | | | | | | | ✓ |
| r Waterfront Street - S College St to UGB | | | | | | | ✓ |
| s E Fourteenth Street Extension - S River St to NE Dog Ridge Rd | | | | | | | ✓ |
| t E Industrial St (1) - E Fourteenth St Ext to Wynooski St | | | | | | | ✓ |
| u S Industrial St (2) - Bypass to E Fourteenth St Ext | | | | | | | ✓ |
| v S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext | | | | | | | ✓ |
| C. Parks and Open Space | | | | | | | |
| a Esplanade and Overlooks | | | | ✓ | ✓ | ✓ | |
| b Gateways | | ✓ | ✓ | | ✓ | | |
| c Rogers Landing Improvements | | | | ✓ | ✓ | ✓ | |
| d Waterline Bridge Improvements | | | | | | ✓ | ✓ |
| D. Stormwater, Wastewater, and Other | | | | | | | |
| a Water Distribution System Improvements | | | | | ✓ | ✓ | ✓ |
| b Wastewater System Improvements | | | | | ✓ | ✓ | ✓ |
| c Stormwater System Improvements | | | | | ✓ | ✓ | ✓ |
| d Regional Stormwater Facility Study | | | | | | ✓ | ✓ |

REGULATORY ACTIONS

While the emphasis of this Implementation Strategy is on Infrastructure actions, we begin with Regulatory Actions, since these are an essential *first step* towards realizing the Riverfront vision. If regulations are not changed, it is likely that certain elements of the Riverfront vision could not be built, such as the River Street Mixed Commercial Node. Changing City regulations are also squarely within the City's authority, whereas other actions described later may require the City to work with other public agencies or private entities to effect change.

AMEND THE COMPREHENSIVE PLAN TO REFLECT THE INTENT OF THE RIVERFRONT PLAN

The City of Newberg's Comprehensive Plan is a set of policies and land use designations that guide growth and development within the Newberg Urban Growth Boundary (UGB). It includes several existing policies related to the Riverfront District, put into place by the 2002 Riverfront Master Plan, many of which need to be revised because they are out of date or inconsistent with the current vision for the area.

AMEND THE ZONING MAP AND DEVELOPMENT CODE TO REFLECT THE INTENT OF THE RIVERFRONT PLAN

Recommended amendments include: updating the Riverfront (RD) Subdistrict to align its purpose statement with the master plan and its content; updating the Riverfront Commercial (C-4) zone to be the basis for the "Mixed Commercial" concepts of the Riverfront Master Plan; implementing a "Mixed Employment" designation intended to provide for a compatible mix of employment uses for the area.

We assume that the Zoning Map Comprehensive Plan will need to be amended to reflect the new vision, including new land use designations and changes to the development code governing the types, location, massing, setbacks, landscaping, and other elements of development.

FUNDING, STUDIES, AND ORGANIZATIONAL ACTIONS

The actions below enable all of the big ideas to be realized, transcending any one individual concept. These actions provide the funding mechanisms and organizational structure for carrying out all of the other projects and actions in the Plan. These actions include:

CONDUCT AN URBAN RENEWAL FEASIBILITY STUDY AND PLAN THAT INCLUDES THE RIVERFRONT

Urban Renewal is typically the most powerful tool available for Cities seeking to renew or redevelop a specific area or district. Urban Renewal enables Cities and other government agencies to plan, fund, and implement significant public infrastructure improvements, and thereby catalyze private development. Urban Renewal enables local jurisdictions to capture property tax "increment," (generated by property value appreciation and new development) and reinvest those funds within a defined area. Urban Renewal therefore appears to be a good fit for the Riverfront, which could see significant additional private development. The City may want to study an Urban Renewal Area that includes parts of both the Riverfront and Downtown—two focus areas for economic development.

CONSIDER APPOINTING A RIVERFRONT IMPLEMENTATION WORKING GROUP OR COMMITTEE

Plans that enjoy the support of a dedicated group or committee are more likely to be implemented over time. Following the completion of downtown plans, merchants' associations or Business Improvement District (BID) boards are often an important constituent group that works to see that the recommendations in a plan are implemented.

At the Riverfront, the Board of a new Urban Renewal Agency/Area could be the primary group responsible for guiding implementation. However, a URA could cover a geographical area that extends beyond the Riverfront. It also would not be set up for a number of years, if at all.

The City Council or Planning Commission could also take the lead. However, these groups also have a wide portfolio of responsibilities and cannot focus solely on the Riverfront.

Therefore, a Riverfront Stakeholder Working Group, which includes members from the Master Plan Citizen Advisory Committee, could continue on following completion of the Plan, with the goal of monitoring implementation. Implementation oversight could transfer to an Urban Renewal Board, if established.

EXPLORE PARTNERING WITH BAKER ROCK PROPERTY OWNERS

A public-private partnership with Baker Rock may help realize the City's vision for developing property at the terminus of S College Street and the envisioned pedestrian esplanade. There may be opportunities for the transfer of the property adjacent to the Willamette River to the park district for parks, trails, and open space uses.

RIVERFRONT INDUSTRIAL AREA

The Riverfront Industrial Area remains an important part of the Riverfront Area given its size and impact on access to the area, regardless of whether it remains an industrial operation or transitions to an alternative use in the future. In the coming years, we anticipate several associated projects and studies to take place in partnership with the site's owners. If or when the time comes that the industrial site's owners decide to transition the site to an alternative use, these studies will lay the foundation to transition some of the land to employment, lodging, commercial, and/or public open space. Some of the strategies for supporting the Riverfront Industrial Area include:

- ***Pursue Brownfields Grants from the EPA and/or other agencies.*** Reconvene with the owners of the Riverfront Industrial Site to explore opportunities to utilize the EPA Brownfields Program, which provides grants and technical assistance to communities, states, tribes and others to assess, safely clean up, and sustainably reuse contaminated properties. Industrial and intensive commercial uses throughout the Riverfront area have an unknown level of contamination which would need to be cleaned up before there is any other land use on any part of the site. Preliminary discussions with the site's owners, DEQ, and Business Oregon should be a precursor to any other actions.
- ***Maintain a strong working relationship with the Riverfront Industrial Site owners and pursue partnership opportunities.*** While industrial use of the property is likely to continue in the near to medium term, there should be constant communication efforts to establish a long-term and productive relationship. Partnership opportunities may arise, especially if sections of the site are deemed surplus to the company's continued operations.
- ***Identify Alternative Options for the industrial site's Ponds.*** If industrial uses shrink in the future, the need for the wastewater treatment ponds may be reduced. Transitioning these ponds to tax-generating uses, stormwater facilities, and/or open space should be a long-term goal.
- ***Pursue development of property west of S River Street.*** The property at the terminus of S River Street is a key node for the Riverfront Master Plan. Its development as a mixed-use node has many community benefits and should be pursued by the City in partnership with property owners.

EVALUATE AND CONSIDER IMPLEMENTING OTHER FUNDING TOOLS

The State of Oregon enables the use of a variety of tools to help facilitate development as envisioned within this Plan and they should be considered for application within the Newberg Riverfront.

- ***Evaluate Anti-displacement Measures.*** Measures to preserve and create a range of housing options, including affordable housing, in the Riverfront area may include land trusts, using tax-increment financing (TIF), exploring partnerships with the housing authority and others, or a form of rent control. Any new program would require a study.
- ***Multifamily Housing Tax Incentive Program (MHTIP).*** This program would offer a financial incentive to stimulate targeted construction of multifamily housing in the Newberg Riverfront by offering temporary property tax exemptions to developers of multifamily housing. The tax exemption is typically 20 percent per floor of residential use (up to 80 percent) for up to 10 years for eligible projects. Often, eligibility includes projects that offer one or more “public benefit,” such as ground floor retail, ground floor open space, or affordable housing. By reducing property taxes, the program improves cash flows to the building owner, thereby making projects more feasible. Successful programs in Oregon include Salem’s Multi Unit Housing Tax Incentive Program (MUHTIP) and Portland’s Multiple-Unit Limited Tax Exemption (MULTE) Program. The program has been implemented in numerous Oregon downtowns to encourage multi-family and mixed-use development.
- ***Opportunity Zones and Opportunity Funds.*** Opportunity Zones were created by the 2017 Tax Cuts and Jobs Act and were designed to spur investment in distressed communities throughout the country through tax benefits where investors may defer tax on capital gain up to December 31, 2026 by making an appropriate investment through a qualified opportunity fund (QOF) in accordance with certain requirements. This will increase returns and make investing in opportunity zones more appealing.

Some real estate developers and investors are closely tracking Opportunity Zones and seeking to invest within them. The Newberg Riverfront is located in an Opportunity Zone. Investments are starting now, so Newberg should plan strategically on ways they can prepare for investment. The City could encourage opportunity fund investments in the Riverfront by working collaboratively with public and local organizations to develop a pitch to prospective developers. The City can also start a city-operated Opportunity Fund and establish a nonprofit entity to manage the fund.

- ***Construction Excise Tax for Affordable Housing.*** In 2016, the Oregon State Legislature passed [SB 1533](#), which enabled local jurisdictions to implement a construction excise tax for affordable housing and allowed inclusionary zoning. This excise tax could be a key resource to assist the efforts of the Newberg Affordable Housing Commission.

While such an excise tax would be applied City-wide, some of the funds generated could be applied to the Riverfront, since affordable housing has emerged as one element of the Riverfront vision.

A construction excise tax allows a local jurisdiction to levy a tax of up to 1 percent of the permit value on residential construction. They may also levy a tax on the permit value of commercial and industrial development, and there is no cap to the rate for the commercial and industrial tax. The revenue from a residential construction excise tax must go to incentives for developers to create affordable housing (50 percent), affordable housing programs (35 percent), and to Oregon Housing and Community Services to be

used for programs providing down payment assistance (15 percent).¹ The project team understands that Newberg may be undertaking a study into a city-wide construction excise tax and no further actions are recommended until the findings of the study are finalized.

- ***New Market Tax Credits.*** The New Markets Tax Credit program is a state program aimed at helping finance investments and create jobs in low-income communities. The program delivers below-market-rate investment options to Oregon businesses and helps attract additional Federal New Markets Tax Credit investments in Oregon. As one of the communities eligible for new market tax credits, Newberg could potentially develop the community development corporation needed to secure new market tax credits and use the resources as incentives to induce employment opportunities.
- ***EB-5 Program.*** The Federal government created and administers the EB-5 Program to stimulate the U.S. economy through job creation and capital investment by foreign investors. Under this program, entrepreneurs who reside outside of the United States (and their families) are eligible to apply for permanent residence status if they:
 - Make the necessary investment in a commercial enterprise in the United States. This investment must be at least \$500,000, and often must be \$1 million or more.
 - Plan to create or preserve 10 permanent full-time jobs for qualified U.S. workers.

This program is known as EB-5 for the name of the visa that participants receive. In order for cities or counties to attract investment from an EB-5–eligible investor, they must have a designated “regional center,” a designation awarded by the U.S. Citizenship and Immigration Services via a competitive process. The government takes into account the proponent’s economic development plan, job creation, and investment benefits when considering center designations. For more information, see <https://www.uscis.gov/eb-5>.

- ***Other District-Infrastructure Funding Tools.*** In addition to tax increment financing/urban renewal, other approaches to district funding are possible. These typically apply a tax or fee on developers operating within a defined area, and use the funds generated to pay for necessary infrastructure. These district funding mechanisms include Local Improvement Districts (LID), area-specific Systems Development Charges, and Reimbursement Fees. Such approaches may be appropriate for infrastructure on the Riverfront.

INFRASTRUCTURE IMPROVEMENTS, PROJECTS, AND ACTIONS

Previous sections summarized the actions, projects and partnerships recommended for carrying out the future vision for the Newberg Riverfront over time. The following sections provide additional detail about the specific infrastructure projects. The implementation of these projects first requires identifying the actions and preliminary subtasks that need to be taken, as well as the timeframe within which they should be initiated (and by whom).

QUICK WINS

Identifying and planning for some highly-visible, high-impact activities and projects will help to promote and generate ongoing support for the Newberg Riverfront Plan. These “quick wins” help to keep the team and community engaged and energized, particularly through less visible activities like data collection and analysis.

¹ From the Oregon Housing Alliance

The Underpass Park and some of the improvements at Rogers Landing Park are two quick wins identified for the Newberg Riverfront. Improvements to Rogers Landing Park and development of the Underpass Park will likely have initial phases that are “quick wins”, followed by other phased improvements. Additional quick wins should be identified as the implementation strategy shifts to accommodate priorities and budgets.

- ***Rogers Landing.*** While the Rogers Landing area of the Riverfront includes many components, quick wins may include the following:
 - Construction of pedestrian accessways.
 - Construction of trails through the Baker Rock property and onto the area currently occupied by the landfill.
 - A park planning process in collaboration with the Chehalem Parks and Recreation District (CPRD) and Yamhill County Parks to engage the community in park design.
 - Modest investment in park facilities, such as playgrounds, picnic areas, and a small amphitheater.
- ***Underpass Park.*** The Underpass Park will provide active, recreational and open space beneath the recently constructed Newberg-Dundee Bypass. Coordination with ODOT – who will need to approve the project – and the Chehalem Park & Recreation District (CPRD) are critical first steps. Subsequent steps include community engagement, design and cost estimates, and construction. Temporary or short-term uses, such as farm stands, lawn games, and other active uses under the bypass could drive attention to the area prior to the implementation of park infrastructure, either as part of a broader park planning process or simply to demonstrate public interest.

TRANSPORTATION

Transportation projects include streetscape improvements, new roads and extensions to existing roads, and the trolley.

- ***Esplanade and Overlooks.*** The esplanade (walkways) and overlooks shown in current Riverfront Concept Plan maps are likely to be a joint responsibility of Chehalem Park & Recreation District (CPRD), the City of Newberg, and property owners. While adjacent to or within the Waterfront Street right of way, the Esplanade will effectively be a transportation project. When traveling through a designated Park or CPRD property, it will be a Parks and Open Space project, and is therefore mentioned again in the section below. While the project should be seamless and continuous, this does mean that there will likely be different implementing agencies (and potentially, funding sources) for different segments.
- ***Streetscape Improvements.*** A significant goal of the project is increased connectivity throughout the Riverfront area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City’s Capital Improvement Plan (CIP) and/or other funding plan, and construction are the three main actions needed for streetscape improvements.

Following are public transportation infrastructure planning level cost estimates which will be further refined with future updates to the City Transportation System Plan (TSP).

| Description | TSP Project # | Functional Classification | Curb to Curb Width (Minimum) | Estimated Length (LF) | Estimated Cost per Linear Foot (\$/LF) | Estimated Project Cost |
|---------------------------------------------------------------------------------------|---------------|--------------------------------------------------|------------------------------|-----------------------|----------------------------------------|------------------------|
| S Blaine St Extension - E Ninth St to S College St | E04 | Major Collector | 36 | - | - | \$1,800,000 |
| Rogers Landing Rd Extension - Willamette River to UGB | E06 | Major Collector | 36 | - | - | \$1,400,000 |
| S College St Improvements - E Ninth St to E Fourteenth St | - | Minor Collector (includes parking both sides) | 40 | 2,000 | \$1,463 | \$2,925,000 |
| S River St Improvements - E First St to Bypass | S22 | Major Collector | 36 | - | - | \$3,200,000 |
| S River St Improvements - Bypass to Rogers Landing Rd | - | Major Collector w/Parking on Both Sides | 48 | 900 | \$1,350 | \$1,215,000 |
| Wynooski St Improvements - S River St to Bypass | S37 | Major Collector | 36 | - | - | \$4,400,000 |
| E Ninth St Sidewalks - S Blaine St to S River St | P08 | - | - | - | - | \$86,000 |
| E Fourteenth St Sidewalks - S College St to S River St | P09 | - | - | - | - | \$83,000 |
| E Eleventh St Sidewalks - S River St to Wynooski | P12 | - | - | - | - | \$78,000 |
| E Ninth St Bike Boulevard - S Blaine St to S River Street | B05 | - | - | - | - | \$118,000 |
| E Eleventh St Bike Boulevard - E of S River Street | B05 | - | - | - | - | \$120,000 |
| N Blaine/E Hancock Signal* | - | Major Collector | 36 | - | - | \$900,000 |
| N Blaine/E First Signal* | - | Major Collector | 36 | - | - | \$900,000 |
| E Ninth St Connection - S Pacific St to Wynooski St | - | Local Residential Street | 32 | 625 | \$900 | \$562,500 |
| Mill Place Extension - E Ninth St (Connection) to S Terminus | - | Local Residential Street | 32 | 200 | \$900 | \$180,000 |
| Rail Crossing Improvements Crossing No. 40A-000.60 (S College St) | - | Minor Collector | 40 | - | - | \$450,000 |
| Rail Crossing Improvements Crossing No. 40A-000.40 (S River St) | - | Major Collector | 36 | - | - | \$415,000 |
| E Fourteenth Street - S College St to S River St (Sidewalks in TSP Project P09) | - | Local Residential Street | 32 | 800 | \$800 | \$640,000 |
| Waterfront Street - S College St to UGB | - | Local Residential Street | 32 | 2,400 | \$900 | \$2,160,000 |
| E Fourteenth Street Extension - S River St to NE Dog Ridge Rd | - | Local Commercial/ Industrial Street | 34 | 3,200 | \$956 | \$3,060,000 |

| Description | TSP Project # | Functional Classification | Curb to Curb Width (Minimum) | Estimated Length (LF) | Estimated Cost per Linear Foot (\$/LF) | Estimated Project Cost |
|-----------------------------------------------------------------------------------------------|---------------|------------------------------------|------------------------------|-----------------------|----------------------------------------|------------------------|
| E Industrial St (1) - E Fourteenth St Ext to Wyooski St | - | Local Commercial/Industrial Street | 34 | 3,000 | \$956 | \$2,868,750 |
| S Industrial St (2) - Bypass to E Fourteenth St Ext | - | Local Commercial/Industrial Street | 34 | 1,400 | \$956 | \$1,338,750 |
| S Industrial St (3) - E Industrial St (1) to E Fourteenth St Ext | - | Local Commercial/Industrial Street | 34 | 1,500 | \$956 | \$1,434,375 |
| | | | | | | \$30,334,375 |
| Projects in the City's 2016 Transportation System Plan | | | | | | |
| Projects in the City's 2016 Transportation System Plan that are not in the RFMP Update | | | | | | |

Cost per linear foot assumptions: Includes approximately 45% allowance for administrative, engineering, and other project-related costs; no rock excavation; no dewatering; no property or easement acquisitions; no specialty construction included.

**This estimate does not include any mitigation to offset the reduced capacity of E First Street and E Hancock Street resulting from addition of the traffic signals*

Over the long-term, local roads in the Riverfront area will also need to be brought up to code, which may include sidewalks and ADA ramps, among other components.

- o **Update the Transportation System Plan to reflect needed changes as identified by the TPR analysis.** Projects relevant to the TPR include: Adopt alternate mobility targets in Newberg – the intersection of S River Street and OR 99W is expected to meet the new mobility targets
- o Incorporate intersection control upgrade (traffic signal) at the intersection of S Blaine Street / OR 99W (E First Street) to support mobility need to/from the Riverfront Area into corridor improvements related to the Downtown Improvement Plan.
- o Incorporate intersection control upgrade (traffic signal) at the intersection of N Blaine Street / OR 99W (E Hancock Street) to support mobility need to/from the Riverfront Area into corridor improvements related to the Downtown Improvement Plan. Pending review by the state traffic engineer, this improvement would be identified in the TSP.

While not required to address TPR, the following finding should be considered in future planning efforts related to the Riverfront Area.

- o While the intersection of OR 219/NE Wyooski Road would meet mobility targets, it is a key gateway that provides access to the Riverfront Area. The traffic analysis indicates that the intersection would have high delay from the Wyooski Road approach. While the traffic forecasts do not meet the minimum minor street approach thresholds for traffic signal warrants, this location should continue to be monitored for future signalization or traffic control needs.

PARKS, TRAILS & OPEN SPACE

Parks and open space projects include gateways, parks, and trails and walkways (including pedestrian bridges).

- **Gateways.** Gateways inform visitors of their arrival to the Riverfront and in conjunction with a clear system of directional wayfinding signage can make the Riverfront a more legible, identifiable and easily accessible destination. Both the S River Street Gateway and the S College Street Gateway should be specifically identified in a *Streetscape, Wayfinding, and Gateway Plan*, which will identify types and locations for streetscape features, wayfinding markers, gateways, and other components of the pedestrian realm. The plan will inform, guide, and be coordinated with other big ideas.
- **Trails.** The Plan proposes several new or improved trails throughout the Riverfront, including those in Ewing Young Park, along Chehalem Creek, and along the riverfront. Establishing trails will require coordination with Chehalem Park & Recreation District (CPRD) and Yamhill County, discussions with property owners, utilities and other stakeholders. If successful, these discussions would be followed by the preparation of a trail plan and design, and subsequent acquisition of easements, real property, or use agreements to enable improvement, operation and maintenance of the trail. Construction would follow as funding and approvals permit. Efforts should also be made to coordinate with CPRD and the County on a regional trail network that provides additional connections to surrounding amenities.

The following table provides specific details relating to trail construction costs. Nature trails are generally bark chip, gravel, or earth surface, and urban multi-use trails are typically concrete or asphalt. An additional 25 percent is expected for right-of-way acquisition, engineering, permitting, and other costs, as well as a 30 percent contingency.

| Segment | Type | Length/ Width | \$/SF | Est. Cost |
|-------------------------------|-----------------|------------------|---------|-----------|
| Ewing Young Park | Nature Trail | 11,125, 6 ft | \$4.00 | \$339,000 |
| Hess Creek* | Nature Trail | 9,425, 6 ft | \$4.00 | \$226,200 |
| Chehalem Creek | Nature Trail | 14,570, 6 ft | \$5.50 | \$480,810 |
| River St to College St | Urban multi-use | 1,350, 12 ft | \$6.00 | \$97,200 |
| Esplanade, west of S River St | Urban multi-use | 1,520, 10 ft | \$10.00 | \$152,000 |
| Esplanade, south of mill | Urban multi-use | 3,940, 10 ft | \$10.00 | \$394,000 |
| Rogers Landing Road | Urban multi-use | 780, 12 ft | \$12.50 | \$117,000 |

*Area located east of Wynooski Street. Trails proposed throughout the riparian area surrounding Hess Creek

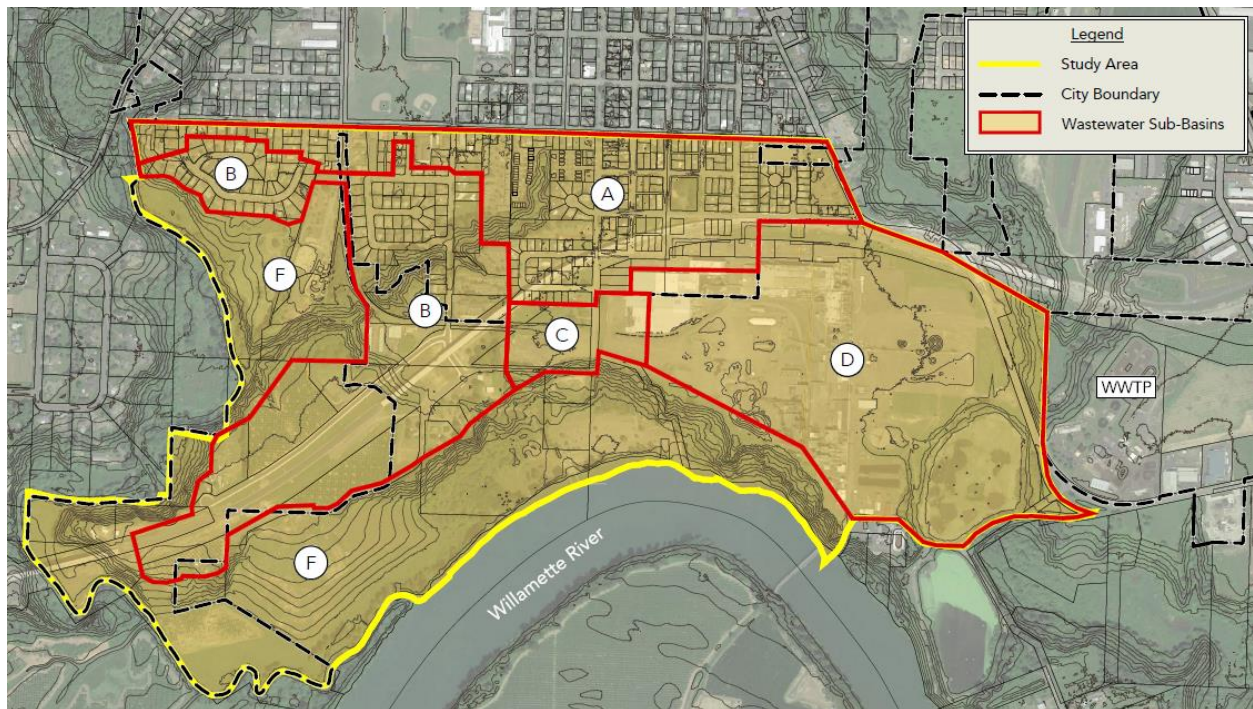
- **Rogers Landing Improvements.** While there are a few low-cost improvements that may be considered “quick wins,” most of the project components associated with Rogers Landing will be longer-term improvements. These will likely include the study, design and engineering, and construction of the following:
 - Pedestrian access to Rogers Landing
 - Amphitheater
 - Landfill park area (Study landfill and determine if it can be used as a park)
 - Dog Park
 - Beach/swimming access
 - Waterfront improvements including potential boat rentals and overnight barge moorage.

- **Improve the Waterline Bridge.** The Waterline Bridge provides a regionally significant opportunity to connect the Riverfront area to Champoeg State Park. Options to add pedestrian and bicycle access to the bridge and subsequently across the river would considerably improve the regional network. Improvements would need to be preceded by an engineering study to assess the structural integrity of the bridge. The City should also continue to coordinate with Chehalem Park & Recreation District (CPRD) and Yamhill County in order to leverage other efforts and funding sources if and when the opportunity arises.

SEWER, WATER, & STORMWATER

The Riverfront lacks a complete infrastructure system. Improvements to the existing water, sewer, and stormwater infrastructure will be necessary in order to support the preferred land use alternative. New water mains should be constructed within the footprint of proposed roadways. The recommended improvements pertaining to specific water, wastewater, and stormwater projects refer to Sub-Basin A through F. These sub-basins are located as follow.

City of Newberg Riverfront Stormwater Sub-basins



Source: Wallis Engineering, Infrastructure Needs memorandum, April 5, 2019

- **Extend a Water Distribution Main West from the Transmission Main.** To serve new development south of the Bypass, a water distribution main can be extended west from the transmission main near the water treatment plant. This new water distribution main should extend to the western portion of the study area and should connect to the existing water system to the north where possible to provide a fully looped system.
- **Extend a Water Main from S College Street.** To serve the north side of the Bypass, a water main could be extended from S College Street southwest along S Weatherly Way. This water main should also be connected to the water main serving the area south of the Bypass to provide a fully looped system

- **Improve the Water Distribution Network North of the Bypass.** The existing mains are relatively small and will likely not provide sufficient fire flow for future connections as the area south of the Bypass develops. The minimum size of water distribution mains will be 8-inches, per City standards. Final sizing will require a more in-depth analysis to ensure that minimum fire flow is maintained throughout the water system in accordance with City standards.

| Description | Sub-basin | Size/Length | \$/LF | Est. Cost |
|-------------|-----------|------------------|-------|-------------|
| Water Main | B | 8-inch, 8,200 ft | \$290 | \$2,372,490 |

- **Improve the Wastewater System.** The planning area currently lacks a complete wastewater system and will require extensive sewer infrastructure improvements to serve new development. Approximately six gravity mains, one force main, and a Riverfront Lift Station are recommended.

| Description | Sub-basin Served | Size/Length | (\$/LF) | Est. Cost |
|-------------------------|------------------|----------------|---------|-------------|
| Riverfront Lift Station | B | 950 gpm | - | \$770,000 |
| Force Main B1 | B | 8-in, 1000 ft | - | \$119,000 |
| Gravity Main B1 | B | 8-in, 2600 ft | \$320 | \$832,000 |
| Gravity Main B2 | B | 8-in, 1600 ft | \$320 | \$512,000 |
| Gravity Main B3 | B | 8-in, 3400 ft | \$320 | \$1,088,000 |
| Gravity Main B4 | A, B, C, D | 18-in, 1300 ft | - | \$505,000 |
| Gravity Main C1 | C | 8-in, 500 ft | \$320 | \$160,000 |
| Gravity Main D1 | D | 10-in, 2400 ft | \$350 | \$840,000 |

- **Improve the Stormwater System.** Collection and conveyance of stormwater runoff will likely consist of a combination of underground structure and pipes, and low-impact development conveyance improvements, such as swales and flow-through planters. Treatment of stormwater runoff will likely consist of either mechanical or low-impact development treatment facilities. Significant stormwater mitigation measures can often deter prospective developers from the area if they are prohibitively expensive, particularly for small- to medium-sized development projects. Therefore, larger stormwater infrastructure projects, such as regional stormwater solutions, should be a city-led initiative. Ultimately, however, solutions should largely be opportunistic with development and phased in a way that supports continued, incremental growth in the area. Cost estimates for stormwater mains are provided below.

| Description | Sub-basin | Size/Length | \$/LF | Est. Cost |
|------------------|------------|---------------------|-------|-------------|
| Stormwater Mains | A, B, C, D | 12-18-in, 12,000 ft | \$420 | \$5,040,000 |

- **Study the Potential Repurposing of the Existing WestRock Lagoons as a Regional Stormwater Facility.** The construction of a regional stormwater facility for treatment, detention, and/or disposal may address many of the difficulties individual developers face with stormwater management. There are, however, very limited options for locating such a facility. The existing lagoons provide an opportunity for stormwater management. However, any use of these ponds will likely necessitate investigation of the condition of the lagoon basin floor for contaminants which might adversely affect the Willamette River. Depending on the degree of contamination and the requirements of regulatory authorities, cleanup might also be required. In addition, some agreement would need to be made for stormwater

conveyance to the pond, pond use, access, and maintenance between the property owner, the City, and properties contributing stormwater.

CONCLUSION

In conclusion, the Riverfront Master Plan, and the Incremental Implementation Strategy, represent a draft framework and guide for the revitalization of the Newberg Riverfront area into a thriving, mixed-use neighborhood that is close-in and complementary to downtown Newberg. As this Plan expresses the community's vision and an expression of their desired outcomes for this area, the Plan must be a dynamic and responsive policy framework and action plan – one that changes as needed to keep pace with changing community values and external factors, and as opportunities arise. The Newberg Riverfront Plan is intended to evolve accordingly, serving as the framework for further refinement according to changing circumstances and the wishes of the community.

Technical Memorandum 6:

Comprehensive Plan Amendments

6/13/2019

To: Newberg Riverfront Master Plan Citizens Advisory Committee and Technical Advisory Committee
From: Andrew Parish and Kyra Haggart, APG
Re: REVISED Technical Memorandum #6 – Comprehensive Plan Amendments

INTRODUCTION

The purpose of this memorandum is to identify specific amendments to the City of Newberg Comprehensive Plan needed to implement the Riverfront Master Plan Update's Preferred Alternative. The Preferred Alternative is an integrated set of land use, transportation, and open space elements that was developed through the Master Plan process.

ROLE OF THE COMPREHENSIVE PLAN

The City of Newberg Comprehensive Plan is a set of policies and map of land use designations that guide growth and development within the Newberg Urban Growth Boundary (UGB). It includes several existing policies related to the Riverfront District, put into place by the 2002 Riverfront Master Plan, many of which need to be revised because they are out of date or inconsistent with the current vision for the area.

Table 1 below provides a list of Comprehensive Plan amendments with descriptions of their purpose and references to specific language that follows the table.

Table 1. Summary List of Recommended Comprehensive Plan Amendments

| Reference | Description | Notes |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Update references to the "Smurfit Newsprint Processing Plan" within II.G.1 (Open Space & Natural Resources Policies) | Recommendation to replace language with "Riverfront Mill Site" or "Riverfront Industrial Area". |
| 2 | Updates to II.H.1 (Economy - General Policies) and II.H.4 (Economy - Riverfront District) policy language to reflect the Master Plan Update | Existing language may be adequate, but should be reviewed by CAC. |
| 3 | Updates to II.I.2 (Housing - Location) and II.I.3 (Housing - Mix) policies to revise intent of the Riverfront District language. | Existing policy language encourages housing in commercially-designated areas of the riverfront (i.e. the parcel at 14 th and River). The preferred alternative may or may not wish to further this policy due to concerns of residential uses near the Riverfront Mill Site. |

| Reference | Description | Notes |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>Additionally, current proposals for multifamily housing within the Riverfront District are being reviewed. Language could be updated from “medium density” to “medium- to high-density” housing.</p> <p>Recommended change to broaden language to include both horizontal- and vertical- mixed use housing under both alternatives.</p> |
| 4 | <p>Updates to language in II.J.1.2 (Urban Design - Industrial Areas) and II.J.1.6 (Urban Design - Riverfront District), and II.J.2.E to address the Riverfront District and the Bypass.</p> | <p>Numbering of this section is somewhat inconsistent with other chapters.</p> |
| 5 | <p>Update K.4 (Transportation policies related to the impact of regional traffic on the local system) to match the current Bypass and related planning efforts.</p> | <p>Recommended removal of items that appear to no longer be relevant.</p> |
| 6 | <p>Update K.12 (Minimize negative impact of the bypass) to include language about bike/ped friendly gateways as a means to improve connections to downtown.</p> | <p>Recommended change to remove policies about desired location of the bypass.</p> |
| 7 | <p>Revise III.9 Industrial Use Areas (IND) Master Plan to remove reference to the "Smurfit Newsprint" facility.</p> | <p>Existing policy appeared to call for additional heavy industrial uses near the paper mill. Recommended removal</p> |
| 8 | <p>Revise III.13 Riverfront District (RD) Plan Classification to better match the intent of this master plan update.</p> | |
| 9 | <p>Revise Comprehensive Plan Map to change the boundary of the Riverfront District (RD) plan classification and to change the designation of the southern portion of the Baker Rock property from COM/RD to P/RD.</p> | <p>The RD classification could be expanded to include some or all of the Riverfront Industrial Site, depending on the desired Preferred Alternative.</p> <p>Commercial designation on Baker Rock property recommended to change to P/RD south of the bluff. Exact location to be determined.</p> |

Recommended changes to the current adopted City of Newberg Comprehensive Plan are shown in underline (new text) and strikethrough (deleted text).

REFERENCE 1

II. GOALS AND POLICIES

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

1. Open Space & Natural Resources Policies

...

- f. The ~~Smurfit Newsprint processing plant~~ Riverfront Mill Site has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system has been in place for 35 years and is not incompatible with the identified fish and wildlife habitat. This system shall be permitted to continue, subject to applicable State and Federal environmental regulations.

REFERENCE 2

II. GOALS AND POLICIES

H. THE ECONOMY

POLICIES:

4. Riverfront District Policies

- a. The City will enhance commercial diversity and activity in the Riverfront area by encouraging a business mix that provides goods and services to satisfy neighborhood and visitor needs and that also draws people from the greater region.
- b. The City will encourage development of the Riverfront District as a distinct river oriented center that can help support a variety of local businesses.
- c. The City will encourage the development of commercial, ~~and retail,~~ industrial, and employment uses that have a strong reason for locating near the Riverfront and support the vision of the Riverfront District as a walkable and bikeable mixed-use area. (Ordinance 2002- 2564, April 15, 2002)

REFERENCE 3

II. GOALS AND POLICIES

I. HOUSING

POLICIES:

...

1. Location Policies

...

- c. The City will encourage medium- to high-density housing in and adjacent to the commercial core of the Riverfront District and lower intensity residential uses in the western portions of the Riverfront District. (Ordinance 2002-2564, April 15, 2002; Ordinance 2018-2826, May 7, 2018)

...

3. Mix Policies

...

- n. The City will encourage housing development in commercial areas within the Riverfront District as part of vertical- or horizontal-mixed-use developments. on upper floors, above ground floor commercial, office, or retail spaces. (~~Ordinance 2002- 2564, April 15, 2002~~)

...

- r. The City shall support the retention of affordable housing through public education, planning, zoning, and community development programs.

REFERENCE 4

II. GOALS AND POLICIES

J. URBAN DESIGN

2. Industrial Areas Policies

...

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

...

6. Riverfront District Policies

- a. The City will encourage a mix of employment, housing, and retail uses serving the neighborhood and the surrounding community to enhance the Riverfront's identity as a vital and attractive City asset and to ensure an active, pedestrian friendly and thriving Riverfront area.
- b. Development and land uses will be encouraged that promote the Riverfront area as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole.
- c. The development of storefront scale commercial uses will be encouraged in the Riverfront area along 14th, College, and River Streets.
- d. The City will encourage the use of a common language of design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg.
- e. The City will permit land uses with design features along River Street ~~Between 12th and 14th Streets~~ that are compatible with or provide a buffer to ~~SP Newsprint~~ industrial uses on the Riverfront Mill Site.
- ~~f. The City will encourage new commercial and mixed use development in the Riverfront District to step down in scale in the western and northern portions of the planning area in order to relate to the scale and character of the adjacent established neighborhoods.~~
- g. The City will encourage commercial structures within the Riverfront District that are small in scale and suitable for river-oriented businesses.
- h. On-street parking will be encouraged on streets with commercial or mixed use development to provide a buffer between pedestrians on the sidewalk and auto traffic.
- i. Businesses and other property owners will be encouraged to minimize the number of off-street parking spaces and to share off-street parking facilities.
- j. The City should re-evaluate the inclusion of the old municipal sewage treatment plant (tax lot 3219-2700) within the stream corridor overlay.
(Ordinance 2002-2564, April 15, 2002; Ordinance 2016-2810, December 19, 2016)

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

...

- 5. Measures should be taken to prevent having areas east and southeast of the proposed bypass isolated from the rest of the City. (Ordinance 2006-2634, January 3, 2006)

REFERENCE 5

II. GOALS AND POLICIES

K. TRANSPORTATION

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

POLICIES:

...

- e. ~~The City actively supports the development of the Bypass in the southern location corridor described in the Tier 2 Environmental Impact Statement (EIS) process. (Ordinance 2005-2619, May 16, 2005, Ordinance 2008-2708, December 1, 2008, Ordinance 2011-2734, March 7, 2011, Ordinance 2016-2810, December 19, 2016)~~

REFERENCE 6

II. GOALS AND POLICIES

K. TRANSPORTATION

Goal 12: Minimize the negative impact of a Highway 99 Bypass on the Newberg community.

- A. ~~The bypass should be located within the study area as far from the Willamette River as practical.~~
- B. Pedestrian/bike trails, streets, and rail lines should have access across the bypass route. The bypass should not block access to the Willamette Greenway or the Chehalem Creek corridor and Ewing Young Park. Trails connecting across the bypass should be welcoming and include pedestrian-friendly amenities, such as benches, decorative lighting, decorative walkway paving materials, and special landscaping.
- C. ~~The bypass route should be located as far north as practical within the study area to consolidate the Riverfront District residential and commercial land on the south side of the bypass.~~
- D. Significant landscaping should be located along the bypass, including trees. (Ordinance 2016-2810, December 19, 2016)
- E. Measures should be taken to minimize noise in adjacent residential, tourist commercial and recreational areas. (Ordinance 2016-2810, December 19, 2016)
- F. Impacts to Scott Leavitt Park should be mitigated to significantly enhance the function of the park after construction of the bypass. (Ordinance 2016-2810, December 19, 2016)
- G. Safe, complete, and accessible pedestrian and bicycle connections should be maintained between the riverfront area and downtown. (Ordinance 2016-2810, December 19, 2016)
- H. Pedestrian and bicycle-oriented gateway features to the Riverfront District should be constructed on S. River Street and S. College Street to improve connections to and from surrounding neighborhoods.

REFERENCE 7

III. PLAN CLASSIFICATIONS

9. Industrial Use Areas (IND)

The objective of this designation is to provide land for a variety of light industrial, heavy industrial and industrial park areas.

~~Heavy industrial uses should be located in the area near Smurfit Newsprint, an existing pulp and paper mill. Other designated areas should be developed to light industrial or industrial park type uses.~~

REFERENCE 8

III. PLAN CLASSIFICATIONS

13. Riverfront District (RD)

The riverfront provides a unique setting that, if properly developed, will elevate the quality of life for citizens of Newberg and the region. Development of the riverfront that provides the greatest benefit requires a flexible approach. Development should not be limited to a single type of use; residential and certain commercial activities can be located together without conflicts. Commercial uses must have a demonstrated need to be located near the river. Appropriate zones include Riverfront Commercial District (C-4), High Density Residential (R-3), Medium Density Residential (R-2), and Community Facilities (CF). Proposals for development shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands. Natural habitats and riparian areas should be protected and enhanced as much as is reasonable.

~~Good~~ Multi-modal transportation links, including trails and multi-use pathways, should be developed to connect the riverfront to the local community and the region.

REFERENCE 9

See attached map for proposed amendments. (Maps will be included once amendments are finalized.)

Technical Memorandum 7:
**Zoning Map and Development Code
Amendments**

6/13/2019

To: Newberg Riverfront Master Plan Citizens Advisory Committee and Technical Advisory Committee
From: Andrew Parish, APG
Re: REVISED Technical Memorandum #7 – Zoning Map and Development Code Amendments

INTRODUCTION

The purpose of this memorandum is to identify development code concepts and recommended changes for the implementation of the Riverfront Master Plan Update. These code changes build upon the recommended changes to the Comprehensive Plan identified in Technical Memorandum #6.

The first part of this memorandum discusses options and discusses general issues of implementing the Riverfront Master Plan Update through the City of Newberg’s zoning map and development code (Newberg Municipal Code Title 15). The second part of this memorandum provides specific amendments to sections of the City’s development code and zoning map.

ZONING APPROACH TO IMPLEMENTATION OF THE RIVERFRONT MASTER PLAN

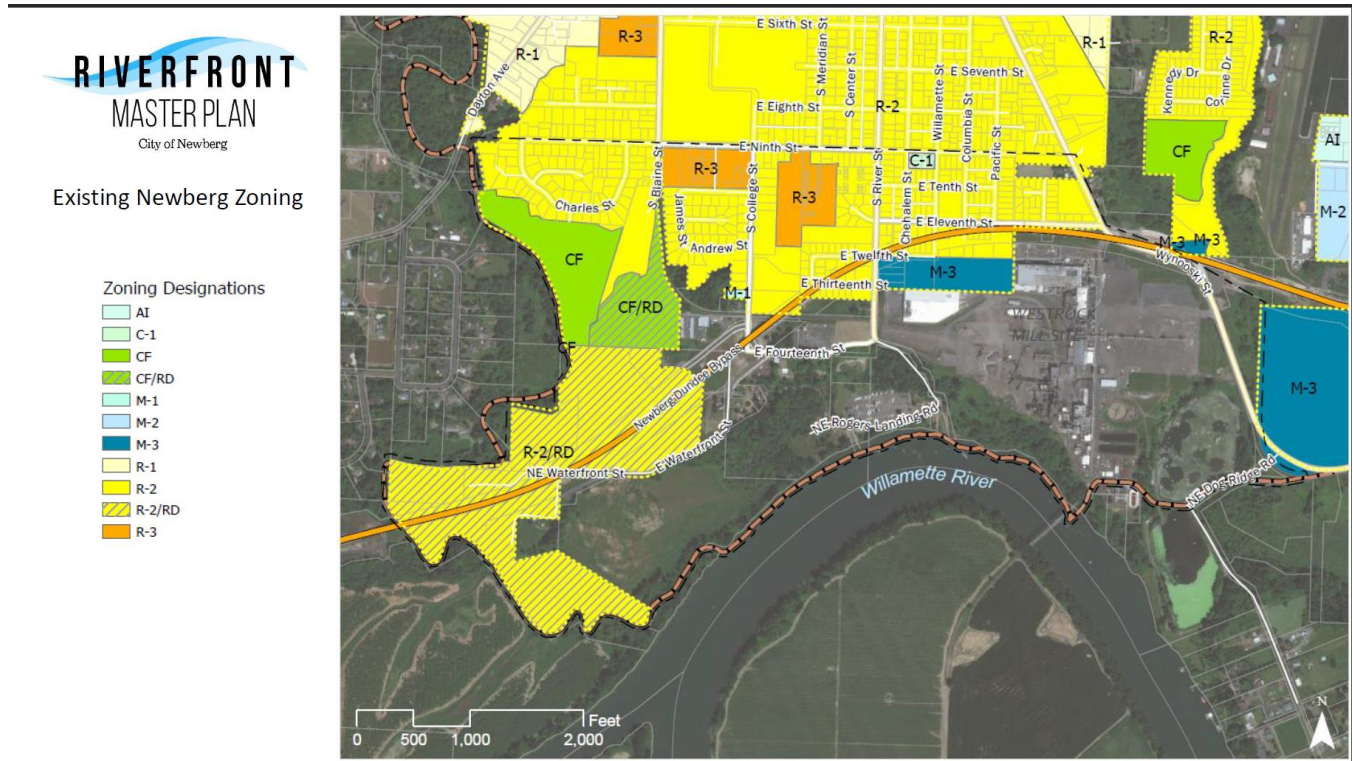
As part of the City of Newberg’s 2002 Riverfront Master Plan, the City created the Riverfront Subdistrict (15.352) to encourage access to the Willamette River and allow for specific design standards for development in the area. For this Master Plan Update, we recommend amending this overlay as the primary zoning vehicle to implement the plan for the following reasons:

- Updating the existing zoning regime, rather than relying on entirely new code language, will reduce the amount of new and unfamiliar material for the City to administer.
- The Riverfront Subdistrict applies to several properties today – removing this sub-district would change the zoning designation on these properties whereas amendments to the text may be seen as less of a change.
- One of the key components of the Riverfront Master Plan is a cohesive district-focused set of design and connectivity requirements. This can be more easily accomplished with one unifying set of standards within a sub-district than across several base zones.

Today, the Riverfront District lies mostly outside of the Newberg City Limits (but within the Urban Growth Boundary). It should be noted that the Newberg Development Code currently identifies the Riverfront Subdistrict overlay with a RF designation, but the Comprehensive Plan and Zoning Maps were adopted with an RD overlay designation. To address this inconsistency, the amendments include changing all RF code references to RD. All new code language will use the RD overlay designation

There are only two zones that have the RD subdistrict applied currently: Community Facilities/RD on the Ewing Young park site and R-2/RD on land in the southwest of the study area (see Figure 1). For reference, the Comprehensive Plan designations are shown on Figure 2.

Figure 1. Zoning Designations (as of 6/1/2018)



The following elements of the Newberg Riverfront Master Plan Update will be addressed in the development code:

- Zoning designations that allow for a mix of uses in the riverfront area, including employment, housing, commercial, active and passive open space, and water uses.
- Requirements for pedestrian-oriented development
- Buffers and/or transitions between industrial uses and other uses
- Multi-modal connections within the study area and to other destinations
- Commercial uses related to Rogers Landing (boat rentals, concessions)
- Visual and physical access to the river

Figure 2. Comprehensive Plan Designations (as of 6/1/2018)

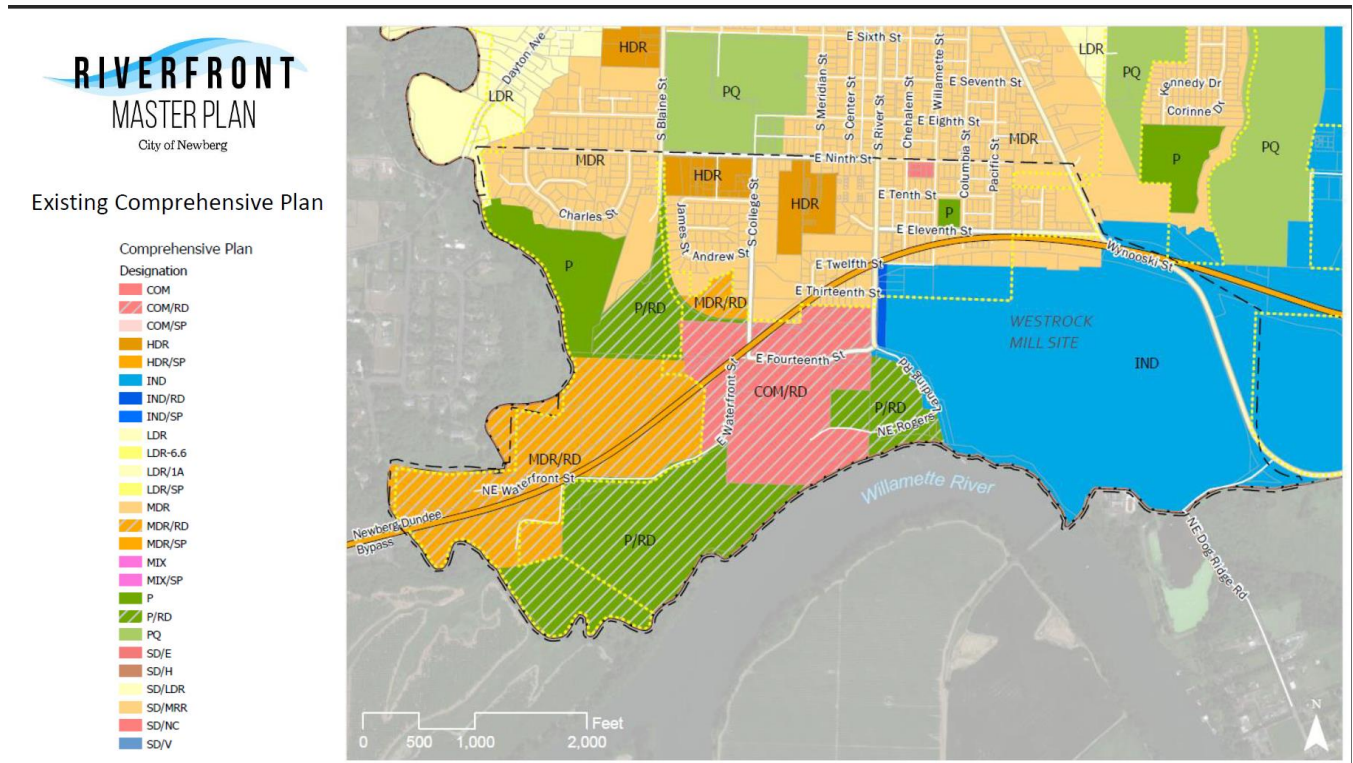


Table 1 below provides a list of amendments with descriptions of their purpose and references to specific language that follows the table.

Summary List of Recommended Development Code Amendments

| Reference | Amendments | Notes |
|-----------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Update the Subdistrict statement for Riverfront (RF) Subdistrict (NMC 15.302.040) | Recommended updates to the purpose statement of the overlay district will align with the Riverfront Master Plan Update. |
| 2 | Update Riverfront (RF) Subdistrict (Chapter 15.352) | The RD Subdistrict is an important tool to implement the Riverfront Master Plan Update. Several changes are recommended to this overlay and detailed in this reference. |
| 3 | Update the purpose statement and allowed uses of the Riverfront Commercial (C-4) Zone | The C-4 district implements the COM/RD Comprehensive Plan designation, currently applied to property in the central portion of the plan area. It will be the basis for the “Mixed Commercial” concepts of the Riverfront Master Plan. Several updates are recommended and discussed below. |

| Reference | Amendments | Notes |
|-----------|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 4 | Implement a “Mixed Employment” designation intended to provide for a compatible mix of employment uses for the area. | A new “Mixed Employment” area is a component of the Master Plan. A new Mixed Employment (M-E) zone will be created to implement this designation. |
| 5 | Update use table to include new M-E zone | A new column in the City’s use table is required to implement the M-E zone |

REFERENCE 1 – UPDATE RD SUBDISTRICT STATEMENT

The Riverfront (RD) Subdistrict is established and described in NMC 15.302.040. These changes allow the overlay to be applied to R-3 and M-E zones.

15.302.040 Subdistricts.

...

- F. ~~RF~~ RD Riverfront Overlay Subdistrict. The riverfront overlay subdistrict may be applied to R-1, R-2, R-3, M-1, M-2, M-3, M-E, C-1, C-4, and CF zoning districts. This subdistrict may be applied to lands within close proximity to the Willamette River. The overlay shall be designated by the suffix ~~RF~~ RD added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the ~~RF~~ RD overlay zone except as otherwise may be limited in this code. Where provisions of the subdistrict are inconsistent with the parent district, the provisions of the subdistrict shall govern.

REFERENCE 2 – UPDATED RIVERFRONT DISTRICT TEXT

Details of the RD subdistrict are contained in NMC 15.352. Recommended changes to this code section are provided below.

Chapter 15.352 RIVERFRONT (~~RF~~RD) SUBDISTRICT

15.352.10 Purpose.

The purpose of the riverfront overlay district is to provide for a unique identity for the riverfront area because of the district’s special character as a result of its proximity to the Willamette River. The riverfront overlay is also intended to encourage access to and enjoyment of the Willamette River and to protect and enhance views of the river and connections to the river. Specific building design standards for commercial and ~~residential~~ industrial buildings, streetscapes, and parking within the riverfront overlay district are included to achieve development that is consistent with the vision identified in the ~~riverfront master plan~~ Riverfront Master Plan. This vision includes, but is not limited to, attractive pedestrian-oriented streets, small-scale businesses, a connected network of streets and pedestrian ways, and cohesive residential neighborhoods; an integrated mix of residential, commercial and industrial development; preservation of natural spaces along the riverfront; a network of off-street paths and trails; and space for large group activities such as concerts, cultural gatherings, or sporting events.

Purpose statement changes reflect current vision statement of the Riverfront Master Plan.

Cross-reference: For Newberg Riverfront Master Plan – Proposed Newberg Zoning map, see Appendix B, Map 5.

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15.352.030 The Riverfront Plan General Provisions.

A. Report ~~Adopted~~ Accepted. The Newberg Riverfront Master Plan ~~Final Report~~, dated X ~~June 29, 2001~~, is adopted by reference. The development standards listed in this chapter shall take precedence over those listed in the report. ~~If ambiguity exists, this code shall govern~~ was accepted by the City Council.

The 2001 Riverfront Master Plan was adopted by reference – this will not be the case for this planning effort. The revisions to the above section change the date and relevant language.

B. Permitted Uses and Conditional Uses. The permitted and conditional uses allowed under the ~~RF RD~~ RD overlay subdistrict shall be the same as those uses permitted in the base zoning districts, subject to the provisions of 15.352.030(l).

C. Street, Bike Path, and Pedestrian Walkway Standards. All development improvements shall comply with standards contained in the ~~circulation and transportation element of the Newberg Riverfront Master Plan.~~

Changes reference to the plan more generally rather than to a specific element.

D. View Corridors. Designated key views shall be protected. Key views include the view from the top of the bluff ~~on parcel 12 as noted in Figure 2 of the riverfront master plan, on the south side of the intersection of E Fourteenth Street and S River Street, and the view from the top of the bluff south of E Fourteenth Street generally between S College and S River Streets, and the view from the riverbank near the barge tie-up facility.~~ These key views shall be protected as follows:

1. Any development on ~~parcel 12 as noted in Figure 2 of the riverfront master plan~~ on the south side of the intersection of E Fourteenth Street and S River Street shall provide a public viewing area accessible from E Fourteenth Street that allows views from the top of the bluff to the river. Any viewing area at this location may be connected to the public esplanade or the E Fourteenth Street public sidewalk.
2. Development ~~along the bluff on parcels 14, 15, and 16 as noted in Figure 2 of the riverfront master plan~~ south of E Fourteenth Street shall protect views of the river by providing a public esplanade with a public walkway easement. Standards for the esplanade are identified in the circulation and transportation element.
3. ~~Development in the vicinity of the barge tie-up facility shall protect views of the river by providing a public viewing area near the bank of the river. A public viewing area in this location may be combined with the Willamette Greenway Trail that will run through this location.~~
3. Additional important views may be identified through the land use approval process. Additional views identified through the land use process may be protected through conditions of approval.

Updates remove references to specific figures and parcel numbers in the old plan, and remove references to the “Barge Tie-Up Facility,” which is no longer in operation.

E. Significant Tree Grove. ~~The area containing the Oregon White Oaks within the significant tree grove located north of E Fourteenth Street and between S College and S River Streets shall be preserved, with the exception of removal necessary for a public infrastructure project or removal of trees deemed hazardous by a certified arborist.~~

F. Visual/Noise Buffer. ~~A visual/noise buffer shall be developed along River Street in such a manner as to:~~

- ~~1. Promote the protection of SP Newsprint, or current owner of paper mill, from uses that may complain against or otherwise hinder the operation of this important industrial facility due to visual and noise impacts; and~~
- ~~2. Enhance the vitality and qualities of the land uses within the Newberg riverfront;~~
- ~~3. Hardscape designs such as sound walls and similar barriers should only be located on the east side of River Street. Buffers located on the west side of River Street shall be designed in such a manner as to serve as a gateway to invite and attract people into the riverfront area.~~

Removed River Street buffer requirements to encourage active Mixed Employment uses that engage with the sidewalk and other parts of the Riverfront Area. This will allow transition from commercial and residential uses west of S River Street and provide a visual buffer.

G. Separate Rail Traffic from Other Modes. Major transportation improvements shall be designed with considerations intended to separate rail traffic from other modes of transportation.

H. Esplanade Development. Prior to the development of the riverfront esplanade, a slope stability and flood study shall be performed.

I. Limits to the Floor Area of Commercial and Office Development within the M-E/RD Subdistrict. Within the M-E/RD Subdistrict, limits to total floor area shall be imposed in order to (a) preserve the predominantly employment-focused nature of the district east of S River Street and (b) limit traffic impacts of development within the M-E/RD subdistrict on nearby intersections, as identified in the Riverfront Master Plan and its Transportation Planning Rule (TPR) findings. The limits are as follows.

1. Commercial Development. Within the M-E/RD subdistrict, the total combined floor area for development within the categories of Commercial Sales and Rental Uses, Eating and Drinking Establishments, Commercial Services, and Commercial Recreation shall not exceed 60,000 SF.
2. Commercial Office Development. Within the M-E/RD Subdistrict, the total combined floor area for development in the category of Commercial Office shall not exceed 60,000 SF.

The above provision establishes two separate limits on the total amount of development in the M-E/RD subdistrict. The use categories of Commercial Sales and Rentals, Eating and Drinking Establishments, Commercial Services, and Commercial Recreation are limited to 60,000 square feet in total. Separately, Commercial Office uses are limited to an additional 60,000 square feet in total.

15.352.040 Commercial Design Standards.

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J. Building Design.

1. Building Height. Maximum building height ~~north of Fourteenth Street in the Riverfront District~~ is 45 feet. ~~Maximum building height south of Fourteenth Street is 30 feet.~~ Minimum building height is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

The current overlay adopts a step-down approach in height as development gets closer to the bluffs in order to preserve views. However, the presence of the Bypass makes this approach less sensible as it prevents a large amount of the development north of E Fourteenth Street.

15.352.050 Residential Design Standards.

...

~~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.~~

- ~~1. For multifamily or attached housing, each dwelling unit shall be emphasized by providing a unique element on the street-facing elevation. Examples of such elements include roof dormers, roof gables, bay windows, porches, and balconies.~~
- ~~2. Each dwelling unit with windows facing the street frontage shall also have an exterior entrance on the street-facing elevation. Dwelling units on the corner of an intersection shall only be required to meet this standard on one street-facing elevation.~~
- ~~3. Individual units shall be articulated either with a change in roof line or in building plane at an interval of no more than 40 feet. Roof line offsets shall be a minimum four-foot variation vertically as measured from the gutter line. Gable ends facing the street shall be considered to provide a roof line offset. Building plane offsets shall be a minimum of three feet.~~
- ~~4. For multifamily dwellings and all nonresidential structures in residential districts, at least two of the following design features must be provided:
 - ~~a. Covered front porch at least six feet in width and length for each individual unit that faces a public street. If a covered front porch is provided to serve two or more units, the porch must provide not less than 30 square feet of area for each unit served within a single building and have a minimum width of six feet.~~
 - ~~b. Eaves (minimum 12-inch overhang).~~
 - ~~c. Bay or bow windows.~~~~

~~d. Dormers.~~

~~e. Window shutters.~~

~~f. Cupolas.~~

~~g. Horizontal lap siding.~~

~~5. T1-11 and all other wood-based “full sheet” or panel type siding is prohibited on elevations visible from public rights-of-way.~~

These requirements were likely deemed necessary prior to the construction of the bypass, which provides a significant barrier between potential mixed-use or multifamily development in the riverfront area and existing single family neighborhoods. These requirements are no longer part of the design aesthetic of the current riverfront plan nor important as a transition to existing neighborhoods, and have been deleted.

...

15.352.070 Mixed Employment Design Standards

A. General. The Mixed Employment design standards apply to any development located within the Mixed Employment (M-E) zoning district(s) within the riverfront overlay subdistrict. These standards are in addition to the standards and requirements of the Newberg development code. The development standards listed in this chapter shall take precedence over those listed elsewhere in this code.

B. Minimum Lot Size. There is no minimum lot size required, provided the other standards of this code can be met.

C. Lot Coverage. There is no maximum lot coverage.

D. Building Maximum Square Footage Requirements. Except as otherwise may be approved through a conditional use permit, the ground floor of buildings shall not exceed 20,000 square feet.

E. Setbacks.

1. Minimum. No minimum setbacks are required.

2. Maximum.

a. The maximum front yard setback shall be 10 feet for at least 50 percent of the length of the street-facing lot line. A building must be constructed that is located within 10 feet of the street-facing lot line for at least 50 percent of the length of the street-facing lot line. If the development is on a corner lot, this standard applies to both streets.

b. The maximum front yard setback may be increased to 20 feet if the following conditions are met:

i. Landscaping or a hard-surfaced expansion of the pedestrian path must be provided between the front of the building and the sidewalk.

ii. For each 100 square feet of hard-surfaced area between the building and the street lot line, at least one of the following amenities must be provided:

(A) A bench or other seating that will accommodate at least three people.

(B) A tree with a minimum caliper of two and one-half inches.

(C) A landscape planter not less than 20 square feet in area.

(D) A drinking fountain.

(E) Similar pedestrian-scale amenities.

F. Vision Clearance. Development shall comply with NMC 15.410.060.G. Signs. Signs shall comply with NMC 15.435.

H. Parking.

1. Interior Lots. Within a development site, parking is not permitted between a building and a public street. Parking must be located to the side or rear of buildings.

2. Corner Lots. Parking may be located no closer than 40 feet from the intersection of two public streets.

3. Minimum Required Off-Street Parking. The minimum number of required off-street parking spaces is described in NMC 15.440.030.

4. Off-Site Parking. Required off-street parking is permitted to be located off-site, as long as the off-street parking is located within 400 feet of the development.

5. Shared Parking. Shared parking facilities shall be exempt from setback and building square footage requirements, provided the parking facility does not abut E Fourteenth Street. An intervening building must be provided between E Fourteenth Street and the parking facility, or the facility must be set back a minimum of 40 feet from E Fourteenth Street. Accessways to E Fourteenth Street are permitted.

6. Bicycle Parking. Two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater.

I. Screening.

1. Refuse and Recycling. Refuse collection containers (dumpsters) and recycling areas shall be screened from the street and neighboring properties. Trash receptacles for pedestrian use are exempt from this requirement. One of the following standards must be met for refuse collection screening:

a. Refuse collection and recycling areas may be screened by being located completely within a building.

b. If located outside of a building, refuse collection and recycling areas must be located within an enclosure at least six feet in height. The enclosure shall be a sight-obscuring masonry wall or nonflammable sight-obscuring fence. The material selected for the enclosure must be consistent with the building materials permitted on the surrounding buildings. Slatted chain link fencing is not permitted.

2. Roof-Mounted Equipment. All roof- mounted equipment, including satellite dishes and other communication equipment, must be screened in one of the following ways. Solar energy systems and heating panels are exempt from this standard:

- a. A parapet as tall as the tallest part of the equipment;
- b. A screen around the equipment that is as tall as the tallest part of the equipment; or
- c. The equipment is set back from the street-facing perimeters of the building three feet for each foot of height of the equipment.
- d. The review body may allow exemptions for equipment that contributes to the architectural design of the structure, such as piping in a brewery.

3. Ground-Mounted Equipment. Mechanical equipment on the ground must be screened from view by walls, fences, or vegetation as tall as the tallest part of the equipment. Any vegetation must be 95 percent opaque year-round. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted.

J. Building Design.

1. Building Height. Maximum building height is 45 feet. Minimum building height is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

2. Building Facades. Facades shall be varied and articulated to provide visual interest to pedestrians.

- a. Building facades shall extend no more than 30 feet without providing a variation in building material or building offsets. Building offsets must articulate at least two feet.
- b. Building facades shall be articulated into planes of 500 square feet or less either by setting part of the facade back at least two feet from the rest of the facade, or by the use of fascias, canopies, arcades, windows, breaks in relief, or other similar features.
- c. Buildings must include changes in relief on 10 percent (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, setbacks of at least two feet, canopies, awnings, projecting window features, or porticos.

3. Building Length. Building length shall not exceed 200 feet without a pedestrian connection through the building or between buildings. This is applicable to both a single building and to a group of individual buildings connected by common walls.

4. Building Materials. Exterior building materials shall convey an impression of durability.

- a. Masonry, stone, stucco, and wood are permitted as the primary material for exterior appearance. Metal is not permitted as a primary exterior building material, but may be used as an accent or awning.
- b. Where concrete masonry units (concrete block) are used for exterior finish, decorative patterns must be used, such as split-face concrete block or by incorporating layering or patterns.

c. Where brick, rusticated concrete block, or stone masonry is used as a veneer material, it must be at least two and one-half inches thick. Brick and stone street-facing facades shall return at least 18 inches around exposed side walls.

d. Wood or wood-look siding must be lap siding, board and batten, shingle siding or channel siding and is not permitted to be applied in a diagonal or herringbone pattern. T1-11 and all other wood-based “full sheet” or panel-type siding is prohibited. Lap siding, shingles, and shakes shall be exposed a maximum of six inches to the weather. In board and batten siding, battens shall be spaced a maximum of eight inches on center.

e. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be used for trim or accent colors, but are not permitted as primary wall colors.

5. Ground-Floor Windows. Exterior walls on the ground level which face a street lot line or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, window sills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall.

6. Window Glazing. Any windows facing public rights-of-way on the ground floor shall have clear glazing. Restroom windows are exempt from this requirement. On any floor, tinted or reflective glass shall not be visible from public rights-of-way, other than ornamental stained glass windows.

7. Main Building Entrance., The main building entrance shall connect to adjacent public rights-of-way with a paved walkway at least six feet in width. For buildings with more than one major entrance, only one entrance is required to meet the main building entrance standard. The walkway must not be more than 120 percent or 20 feet longer than the straight line distance between the entrance and the closest improved right-of-way, whichever is less.

K. Landscaping. Where 100 percent of a lot is covered by a building, no landscaping is required.

1. All setback areas and lands not otherwise developed shall be landscaped. Courtyards, plazas and pedestrian walkways, esplanades and natural riparian vegetation are considered to be landscaping.

2. Parking Lot Landscaping. In addition to other Newberg development code standards for interior parking lot landscaping, special screening standards shall apply to parking lots. Parking areas shall be screened from neighboring properties and public rights-of-way. Perimeter landscaping at least five feet in width shall be provided. The following standards must be met for the perimeter landscaping areas:

a. Enough low shrubs to provide a continuous screen at least three feet high and 95 percent opaque year-round.

b. One tree per 30 linear feet or enough trees to provide a tree canopy over the landscaped area.

c. Ground cover plants, perennials, or shrubs must fully cover the remainder of the landscaped area.

d. A three-foot-high masonry wall may substitute for the shrubs, but trees and ground cover at the above-cited rates are still required.

L. Outdoor Storage and Display.

1. Outdoor Storage. Outdoor storage of merchandise or materials directly or indirectly related to a business is prohibited.

2. Outdoor Display. Outdoor display of merchandise is permitted during business hours only. A minimum pedestrian walkway of six-foot clear width must be maintained at all times.

This new section applies to development within the M-E designation in the RF district. Design standards are similar to those of the overlay's commercial zones and are intended to create a visually pleasing and pedestrian-friendly environment. However, requirements related to loading zones are less restrictive than the C-4 zone and there are no reductions in parking requirements from the City's base standards.

REFERENCE 3 – UPDATES TO C-4 DISTRICT

The City of Newberg currently has a C-4 Riverfront Commercial District, which was created by the 2001 Riverfront Master Plan, intended to be consistent with the COM/RD designation of the comprehensive plan. This zoning designation is not applied to any parcels in Newberg, as the commercially designated area of the Riverfront District lies outside the current City Limits.

Changes to Footnote 11 create mixed-use regulations similar to that of the C-3 zone, which allows horizontal as well as vertical mixed use developments, provided units do not occupy the first floor storefront area.

15.302.032 Purposes of each zoning district.

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I. C-4 Riverfront Commercial District.

1. The purpose of the C-4 riverfront commercial district is to allow a mix of uses that:
 - a. Provides a variety of ~~retail, and commercial service type~~ retail, commercial, and residential uses that benefit from proximity to the river.
 - b. Encourages access to and enjoyment of the Willamette River.
 - c. Ensures compatibility of development with the surrounding area and minimizes impacts on the environment.
2. Properties zoned in this district must comply with the development standards of the riverfront subdistrict, as described in NMC 15.352.010 through 15.352.050.
3. The C-4 district is intended to be consistent with the commercial/riverfront district (COM/RD) designation of the comprehensive plan.

15.305.020 Zoning Use Table – Use Districts

Footnote (11): ~~Must be located above ground floor commercial uses. The units must be located on the same lots as another use permitted or conditionally permitted in the C-4 district and may not occupy the first floor storefront area (the portion of the building closest to the primary street). There shall be no density limitation. Parking shall be provided for all new dwelling units in private parking areas or garages on the basis of one parking space for each dwelling unit.~~

REFERENCE 4 – MIXED EMPLOYMENT DISTRICT

The Riverfront Master Plan includes a new “Mixed Employment” (M-E) district that will be applied as annexation occurs within the Riverfront Area. This district implements the Industrial (IND) and Mixed Use (MIX) comprehensive plan designations, and allows for a mix of light industrial and commercial uses intended to create a buffer between heavy industrial uses to the east and pedestrian-friendly mixed-use development within the core of the Riverfront District.

Newberg’s zones are implemented across several code sections, so minor modifications in several places are required to create the M-E zone.

These standards could be applied citywide – they are superseded in the riverfront district by the language in Reference 2.

Division 15.300 Zoning Districts

Chapter 15.302

DISTRICTS AND THEIR AMENDMENT

15.302.010 Establishment and designation of use districts and subdistricts.

A. Use Districts.

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18. M-E Mixed Employment District

15.302.032 Purposes of each zoning district.

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R. M-E Mixed employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the comprehensive plan.

Division 15.400 Development Standards

15.405 Lot Requirements

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4. In the M-1, M-2 ~~and M-3~~, and M-E districts, each lot or development site shall have a minimum area of 20,000 square feet.

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6. Within the commercial and mixed employment zoning district(s) of the riverfront overlay subdistrict, there is no minimum lot size required, provided the other standards of this code can be met.

These changes create minimum lot size requirements for the M-E district similar to the M-1, M-2, and M-3 districts, except in the Riverfront Area where there are no minimum lot sizes for commercial and mixed employment zones.

15.410 Yard Setback Requirements

15.410.020 Front yard setback.

B. Commercial.

1. All lots or development sites in the C-1 district shall have a front yard of not less than 10 feet. Said yard shall be landscaped and maintained.
2. All lots or development sites in the C-2 district shall have a front yard of not less than 10 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.
3. All lots or development sites in the C-3 district shall have no minimum front yard requirements. The maximum allowable front yard shall be 20 feet. In the case of a through lot with two front yards, at least one front yard must meet the maximum setback requirement. In the case of three or more front yards, at least two front yards must meet the maximum setback requirements. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained.
4. All lots or development sites in the C-4 district will comply with the front yard requirements described in NMC 15.352.040(E).

C. Industrial. All lots or development sites in the M-1, M-2 or M-3 districts shall have a front yard of 20 feet. Lots or development sites in the AI district shall have a front yard of 10 feet. Lots or development sites in the M-4 district shall have a front yard of 20 feet where abutting Highway 219, arterials, and collectors, and a front yard of 10 feet along other streets.

D. Mixed Employment. All lots or development sites in the M-E district shall have no minimum front yard requirements. The maximum allowable front yard shall be 20 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained. Lots or development sites within the Riverfront District will comply with the front yard requirements described in NMC 15.352.070(E)

These provisions mirror those of the more urban commercial districts in Newberg, providing for a more pedestrian-oriented environment without large setbacks or parking in front of buildings. Added language that distinguishes ME within the riverfront area to ME that might eventually be applied elsewhere. Outside of the riverfront district ME front yard setback is the same as the C-3 designation.

15.410.030 Interior yard setback.

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B. Commercial.

1. All lots or development sites in the C-1 and C-2 districts have no interior yards required where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

2. All lots or development sites in the C-3 district shall have no interior yard requirements.
3. All lots or development sites in the C-4 district will comply with the interior yard requirements described in NMC 15.352.040(E).

C. Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, ~~and M-4,~~ and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

D. Fences and Walls.

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

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| Unless the City wishes to establish the Mixed Employment district firmly as either commercial or industrial, changes such as this are required in various parts of the code. |
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E. Parking and Service Drives (Also Refer to NMC 15.440.010 through 15.440.080).

1. In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.
2. In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:

- a. Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single-family or two-family dwelling on a single lot.
- b. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use are permitted to be located in the required interior yards.
- c. Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with NMC 15.440.070, Parking tables and diagrams (Diagrams 1 through 3).
- d. Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district shall be permitted in interior yards; provided, that said parking areas, service drives or parking spaces shall comply with other requirements of this code.

3. In any commercial or industrial district, except C-1, C-4, ~~and M-1~~, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the Riverfront Overlay Subdistrict are described in NMC 15.352.040(H).

4. In the I district, public or private parking areas or parking spaces may be no closer to a front property line than 20 feet, and no closer to an interior property line than five feet.

Chapter 15.415
BUILDING AND SITE DESIGN STANDARDS

15.415.020 Building height limitation.

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B. Commercial, ~~and Industrial~~, and Mixed Employment.

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2. In the AI, C-2, C-3, M-E, M-1, M-2, and M-3 districts there is no building height limitation, except, where said districts abut upon a residential district, the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 50 feet from the abutting boundary.

3. In the C-4 district, building height limitation is described in NMC 15.352.040(J)(1).

4. In the M-E district within the Riverfront Overlay Subdistrict, building height limitation is described in NMC 15.352.070.

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

15.440.010 Required off-street parking.

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

Making no change to this code section allows M-E developments to utilize off-site parking in the riverfront area.

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

1. Dwelling units meeting the requirements noted in NMC 15.305.020.
2. New development which is either immediately adjacent to a residential district or separated by nothing but an alley.

C. Within the C-4 district, the minimum number of required off-street parking spaces shall be 50 percent of the number required by NMC 15.440.030, except that no reduction is permitted for residential uses.

The commercial area within the riverfront district has lower parking requirements than other commercial districts within the city. This could be modified to apply to the M-E district within the Riverfront Area as well, if desired.

D. All commercial, office, or industrial developments that have more than 20 off-street parking spaces and that have designated employee parking must provide at least one preferential carpool/vanpool parking space. The preferential carpool/vanpool parking space(s) must be located close to a building entrance.

REFERENCE 5 ZONING USE TABLE

Note: Proposed changes are highlighted as well as underlined.

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------|------|-----|------|------|------|------|------|------|------|-------------|------|------|------|-------|-------|------|------|------|------|-----------------------------------------------------------------------------|
| AGRICULTURAL USES | | | | | | | | | | | | | | | | | | | | |
| Horticulture | P | P | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | <u>P(1)</u> | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | |
| Livestock and poultry farming | X | X | X | X | X | X | X | X | X | <u>X</u> | X | X | X | X | X | X | X | X | X | |
| Home gardening | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Home livestock and poultry raising | S | S | | | | | | | | | | | | | | | | S | | NMC Title 6 |
| RESIDENTIAL USES | | | | | | | | | | | | | | | | | | | | |
| Dwelling, single-family detached | P(2) | P | P(3) | | P | | C(4) | C(5) | | | | | | | | | P | P(6) | | Subject to density limits of NMC 15.405.010(B) |
| Dwelling, single-family attached | S(2) | S | S(3) | | S | | C(4) | C(5) | | | | | | | | | P | P(6) | | NMC 15.415.050; subject to density limits of NMC 15.405.010(B) |
| Manufactured home on individual lot | S(2) | S | S(3) | P(7) | S | | | | | | | | | | | | | P(6) | | NMC 15.445.050 – 15.445.070; subject to density limits of NMC 15.405.010(B) |
| Manufactured dwelling park | | S | S | S | | | | | | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|---------------------------------------------------------|------|-----|-------|-----|----|-------|-------|-----------|-------|-----|-------|-------|-------|-------|-------|-------|---|----|-------|-----------------------------------------------------------------------------------------------------|
| Mobile home park | | S | S | S | | | | | | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Manufactured home subdivision | | S | | S | | | | | | | | | | | | | | | | NMC 15.445.075 – 15.445.160 |
| Dwelling, two-family (duplex) | P(2) | P | P | C | P | | C(4) | P(8)/C(5) | | | | | | | | | P | | | Subject to density limits of NMC 15.405.010(B) |
| Dwelling, multifamily | C | P | P | C | P | | C(4) | P(8)/C(5) | | | | | | | | | P | | | Subject to density limits of NMC 15.405.010(B) |
| Dwelling, accessory | S | S | S | | S | | C | C | | | | | | | | | S | S | | Chapter 15.445 NMC, Article V |
| Dwelling, mixed use | | | | | | P(9) | P(10) | P(8)/C(5) | P(11) | | C | C | | | | | | | | |
| Dwelling, caretaker | | | | | | | | | | | P | P | P | C | | | | | P(12) | Limited to one per lot, and allowed whenever the use requires the on-site residence of such person. |
| Dormitory | | C | P | | P | | | | | | | | | | | | P | | | |
| Home occupation(no more than one outside paid employee) | S | S | S(13) | S | S | S(13) | S(13) | S(13) | S(13) | | S(13) | S(13) | S(13) | S(13) | S(13) | S(13) | S | S | S(13) | NMC 15.415.060 |
| Home occupation(more than one outside paid employee) | C | C | C(13) | C | C | C(13) | C(13) | C(13) | C(13) | | C(13) | C(13) | C(13) | C(13) | C(13) | C(13) | C | C | C(13) | NMC 15.415.060 |
| INSTITUTIONAL AND PUBLIC USES | | | | | | | | | | | | | | | | | | | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------------|-----|-----|-------|-------|----|-------|-------|-------|-------|--------------|-----|-------|-----|-------|-------|----|---|-------|-------|---------------------------------|
| INSTITUTIONAL CARE AND HOUSING | | | | | | | | | | | | | | | | | | | | |
| Family child care home | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | | | | | | | | P | P(13) | | ORS Chapter 657A |
| Day care | P | P | P | C | P | P | P | P | | <u>P</u> | C | C | C | C | P | | P | | P(14) | ORS Chapter 657A |
| Residential care home (5 or fewer people) | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | | | | | | | | P | P(13) | | ORS 197.665 |
| Residential care facility (6 – 15 people) | C | P | P | C | P | | C | C | | | | | | | | | P | | | ORS 197.665 |
| Group care facility(16+ people) | C | C | C | | C | | C | | | | | | | | | | P | | | |
| Hospital | C | C | C | | C | | P | P | | <u>C</u> | | | | | | | P | | | |
| Prison | | | | | | | | | | | C | C | C | C | | | | | | |
| ASSEMBLY | | | | | | | | | | | | | | | | | | | | |
| Religious institution, place of worship | P | P | P | P | P | P | P | P | P | | | P(29) | | | | | C | P | | |
| Private club, lodge, meeting hall | | | C | C | | | P | P | C | | | | | | | | P | | | |
| SCHOOLS | | | | | | | | | | | | | | | | | | | | |
| School, primary or secondary | P | P | P | | P | | | | | | | | | | | | C | | | |
| College | P | P | P | | P | P | P | P(15) | | <u>P(15)</u> | | | | | | | C | P | | |
| Commercial educational services | C | C | C | | C | P | P | P | | <u>P</u> | | | | | | | C | | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|--------------------------------------------------------|-----|-----|-----|-----|----|-----|-----|-------|-----|------------|-----|-----|-----|-------|-------|----------|---|----|----|---------------------------------|
| PARKS AND OPEN SPACES | | | | | | | | | | | | | | | | | | | | |
| Open space | P | P | P | P | P | P | P | P | P | | P | P | P | P | P | P | P | P | P | |
| Park | P | P | P | P | P | P | P | P | P | | | | | P(16) | | P(17) | P | | | |
| Golf course | P | P | P | | | | | | | | | | | | | P(17) | | | | |
| PUBLIC SERVICES | | | | | | | | | | | | | | | | | | | | |
| Community services | C | C | C | C | P | | P | P | P | <u>P</u> | | | | | | C | P | | | |
| Emergency services | P | P | P | P | P | P | P | P | P | | P | P | P | P | P | P | P | P | P | |
| Pound, dog or cat | | | | | | | C | C | | <u>C</u> | C | P | P | C | C | | | | | |
| Cemetery | C | C | C | C | C | C | C | C | C | | C | C | C | C | C | C | C | C | C | ORS Chapter 97.46 |
| TRANSPORTATION | | | | | | | | | | | | | | | | | | | | |
| Transportation facilities and improvements | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Transit center | | | | | | | P | P | P | | P | P | P | | | | | | | |
| Parking facility | | | P | | C | C | P | P(18) | C | <u>P</u> | P | P | P | | P | | P | | | |
| Airport, landing field | | | | | | | | | | | | C | C | | | | | | | P |
| Heliport, helipad | C | C | C | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | P |
| Marina | | | | | | | | | C | | | | | | | <u>C</u> | | | | |
| Pilings, piers, docks, and similar in-water structures | | | | | | | | | C | | | | | | | <u>C</u> | | | | |
| UTILITIES | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | - | | | | | | | | | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|----|-------|-----|-------|-----|------------|-----|-------|-------|-------|-------|----|---|----|----|---------------------------------|
| Basic utilities | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | |
| Utility distribution plant or yard | | | | | | | | | | | | P | P | P | | | | | | |
| Wastewater treatment plant | | | | | | | | | | | | C | P | C | | | | | | |
| Telecommunication facility incorporated into existing structure/utility pole and no taller than 18 feet above existing structure/utility pole | C | C | C | C | C | S | S | S | S | <u>S</u> | S | S | S | S | S | | S | | | Chapter 15.445 N MC, Article IV |
| Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height, except those incorporated into an existing structure no taller than 18 feet above that structure | | | | | | C | C | C | | <u>C</u> | C | S(19) | S(19) | P | C | | C | | | Chapter 15.445 N MC, Article IV |
| Telecommunication facility, including radio towers and transmitters, which are over 100 feet | | | | | | C | C | C | | <u>C</u> | C | C | C | C | C | | C | | | Chapter 15.445 N MC, Article IV |
| COMMERCIAL USES | | | | | | | | | | | | | | | | | | | | |
| COMMERCIAL OFFICES | | | | | | | | | | | | | | | | | | | | |
| Medical office | | | C | | P | P(20) | P | P(21) | | <u>P</u> | | | | | | | P | | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------------|-----|-----|-----|-----|------------|------------|-----|------------------------|-----|----------|-----|------------|-----|-------|------------|----|---|----|----|-----------------------------------|
| Local business office | | | | | P(22)) | P(20)) | P | P(21)) | | <u>P</u> | | | | | | | | | | |
| COMMERCIAL SALES AND RENTALS | | | | | | | | | | | | | | | | | | | | |
| Retail sales – General | | | | | | P(20)) | P | P(15)) / (21)) | P | <u>P</u> | | P(23)) | | | | | | | | |
| Retail sales – Bulk outdoor | | | | | | | P | C | | <u>P</u> | | P | | | | | | | | |
| Retail sales – Convenience | | | | | | P(20)) | P | P(21)) | P | | | P(24)) | | | P(25)) | | | | | |
| Temporary merchant | | | | | | | S | S(21)) | | <u>S</u> | | | | | | | | | | NMC 5.15.050 et seq. |
| Retail food and beverage production | | | | | | | S | S | | <u>P</u> | | | | | | | | | | Chapter 15.445 N MC, Article VIII |
| EATING AND DRINKING ESTABLISHMENTS | | | | | | | | | | | | | | | | | | | | |
| Eating and drinking – Alcohol-related | | | | | | | P | P(21)) | P | <u>P</u> | | | | | | | | | | Requires liquor license |
| Eating and drinking – Non-alcohol-related | | | | | | P(20)) | P | P(21)) | P | <u>P</u> | P | P | | | | | | | | C(26)) |
| COMMERCIAL SERVICES | | | | | | | | | | | | | | | | | | | | |
| Personal services | | | | | P | P(20)) | P | P(21)) | P | <u>P</u> | | | | | | | | | | |
| Commercial services | | | | | | P(20)) | P | P(21)) | | <u>P</u> | | | | | | | | | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-----------------------------------------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|----|---|----|-------|---------------------------------|
| Commercial vehicle service | | | | | | | P | C | | | P(27) | P | | | P(28) | | | | | |
| Kennel, commercial | | | | | | | C | C | | | C | P | P | C | C | | | | | |
| COMMERCIAL RECREATION | | | | | | | | | | | | | | | | | | | | |
| Commercial recreation – Indoors | | | | | | | P | P(15) | | P | P(29) | P(29) | | | | | | | | |
| Commercial recreation – Outdoors | | | | | | | P | | | | | C | | | | | | | | |
| Commercial recreation – Motor-vehicle-related | | | | | | | | | | | | C | | | | | | | C(33) | |
| COMMERCIAL LODGING | | | | | | | | | | | | | | | | | | | | |
| Vacation rental home | C | C | S | S | S | S(13) | S(13) | S(13) | S(13) | | | | | | | | | | | Chapter 15.445 NMC, Article VII |
| Bed and breakfast(2 or fewer rooms) | C | S | S | | S | S | S | S | S | | | | | | | | | | | NMC 15.445.010 |
| Bed and breakfast(3 or more rooms) | C | C | C | | C | C | S | S | S | | | | | | | | | | | NMC 15.445.010 |
| Hotel or motel | | | | | | | P | P(15) | P | P | | | | | | | | | C(26) | |
| Recreational vehicle park | | | | | | | C | | C | | C | C | C | | | | | | | NMC 15.445.170 |
| INDUSTRIAL USES | | | | | | | | | | | | | | | | | | | | |
| Traded sector industry office | | | | | P(30) | P(30) | P | P | | P | P | | | P | | | | | P(33) | |
| Industrial services | | | | | | | C | | | P | | P | P | P | | | | | P(33) | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|-----------------------------------------------------------------------------|-----|-----|-----|-----|----|-------|-------|-------|-------|--------------|-------|-------|-------|-------|-------|----|---|----|----|---------------------------------|--|
| Wholesale and industry sales | | | | | | | C(31) | | | <u>P</u> | P(31) | P | P | P | | | | | | P(33) | |
| Warehouse, storage, and distribution | | | | | | | | | | <u>P</u> | P(32) | P | P | P | | | | | | P(33) | |
| Self-service storage | | | | | | | P | | | | P | P | P | P | | | | | | | |
| Light manufacturing | | | | | | | | | | <u>P</u> | P | P | P | P | | | | | | P(33) | |
| Heavy manufacturing | | | | | | | | | | | | P(34) | P | C | | | | | | | |
| Waste-related | | | | | | | | | | | | | C | C | | | | | | | |
| MISCELLANEOUS USES | | | | | | | | | | | | | | | | | | | | | |
| Accessory building and use incidental to other permitted uses in the zone | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P | |
| Uses similar to permitted uses in the zone and not defined or categorized | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P | |
| Uses similar to conditional uses in the zone and not defined or categorized | C | C | C | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | C | |
| Medical marijuana dispensary | X | X | X | X | X | P(35) | P(35) | P(35) | P(35) | | X | X | X | X | X | X | X | X | X | X | |
| Medical marijuana processor | X | X | X | X | X | X | P(38) | X | X | <u>P(37)</u> | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | X | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | <u>M-E</u> | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|------------------------------------------|-------|-------|-------|-----|----|-----------------|-----------------|-----------------|-----------------|--------------|-------|-------|-------|-------|-------|----|---|-------|----|---------------------------------|--|
| Medical marijuana grow site | P(36) | P(36) | P(36) | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | X | |
| Medical marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | <u>P(38)</u> | P(38) | P(38) | P(38) | P(38) | X | X | X | P(38) | X | | |
| Recreational marijuana processor | X | X | X | X | X | X | C(38) | X | X | <u>P(37)</u> | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | X | |
| Recreational marijuana producer(indoor) | X | X | X | X | X | X | X | X | X | <u>P</u> | P | P | P | P | X | X | X | X | X | X | |
| Recreational marijuana producer(outdoor) | X | X | X | X | X | X | X | X | X | <u>C</u> | C | C | C | C | X | X | X | X | X | X | |
| Recreational marijuana retailer | X | X | X | X | X | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | | X | X | X | X | X | X | X | X | X | X | |
| Recreational marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | <u>P(38)</u> | P(38) | P(38) | P(38) | P(38) | X | X | X | P(38) | X | | |
| Marijuana laboratories | X | X | X | X | X | P | P | P | P | <u>P</u> | P | P | P | P | P | X | P | X | X | | |
| Marijuana research certificate | X | X | X | X | X | P | P | P | P | <u>P</u> | P | P | P | P | P | X | P | X | X | | |

Technical Memorandum #7 – Zoning Map and Development Code Amendments

15.305.030 Zoning use table – Use Subdistricts

Note, only subdistricts with proposed changes are shown below

| 600 | MISCELLANEOUS USES | <u>M-E/RD</u> | <u>CF/RF-RD</u> | <u>RF-RD</u> |
|-----|-------------------------------------------|---------------|-----------------|--------------|
| | Medical Marijuana Dispensary | <u>(5)(6)</u> | X | X |
| - | Medical Marijuana Processor | <u>(5)(6)</u> | X | X |
| | Medical Marijuana Grow Site | <u>(5)(6)</u> | C | C |
| | Medical Marijuana Wholesaler | <u>(5)(6)</u> | X | X |
| | Recreational Marijuana Processor | <u>(5)(6)</u> | X | X |
| | Recreational Marijuana Producer (Indoor) | <u>(5)(6)</u> | X | X |
| | Recreational Marijuana Producer (Outdoor) | <u>(5)(6)</u> | X | X |
| | Recreational Marijuana Retailer | <u>(5)(6)</u> | X | X |
| | Recreational Marijuana Wholesaler | <u>(5)(6)</u> | X | X |
| | Marijuana Laboratories | <u>(5)(6)</u> | X | X |
| | Marijuana Research Certificate | <u>(5)(6)</u> | X | X |

Key: P – Permitted Use ; S – Special Use ; C – Conditional Use ; X – Prohibited Use ; (#) See notes for limitations

(1) The use is not allowed within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030 (1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a recreational retailer or wholesaler; or medical marijuana wholesaler.

(2) 1,000 foot separation between retailer to retailer premises and 1,000 foot separation between retailer to dispensary premises.

(3) Operating hours limited to the hours between 9:00 a.m. and 10:00 p.m.

Technical Memorandum #7 – Zoning Map and Development Code Amendments

(4) Shall not be located at the same address as a state-registered marijuana grow site, or within 1,000 feet of the real property comprising a public park, a public elementary or secondary school for which attendance is compulsory under ORS 339.020 or a private or parochial elementary or secondary school, teaching children as described in ORS 339.030 (1)(a). Distance is measured in a straight line in a radius extending for 1,000 feet or less in any direction from the closest point anywhere on the boundary line of the real property comprising an existing public park, public elementary or secondary school or a private or parochial elementary or secondary school to the closest point of the premises of a dispensary. The premises consist of the dispensary building, or the portion of the building used for a dispensary. Shall not be located within 1,000 feet of another medical marijuana dispensary. Operating hours are limited to the hours between 9:00 a.m. and 10:00 p.m.

(5) See 15.305.020 Zoning use table - Use Districts for Districts where Medical Marijuana Dispensaries, Processor, Grow Site, and Wholesalers are allowed or prohibited.

(6) See 15.305.020 Zoning use table - Use Districts for Districts where Recreational Marijuana Processor, Producer (Indoor and Outdoor), Retailer, Wholesaler, and Marijuana Laboratories and Research Certificates are allowed or prohibited.

Technical Memorandum 8:

Transportation Planning Rule (TPR) Assessment



720 SW Washington St
Suite 500
Portland, OR 97205
dksassociates.com

MEMORANDUM

DATE: August 13, 2019

TO: Andrew Parish | Angelo Planning Group

FROM: Garth Appanaitis, P.E. | DKS

SUBJECT: Newberg Riverfront Master Plan
**Technical Memorandum #8: Transportation Planning Rule (TPR)
Assessment**

P #18066-000

The purpose of this memorandum is to address Oregon Administrative Rule (OAR) 660-012-0060, Transportation Planning Rule (TPR), requirements for Riverfront Master Plan map and code amendments. The following sections summarized the proposed land use changes, transportation analysis, and findings to address TPR.

LAND USE

The following sections describe the planned land uses within the Riverfront for the existing Comprehensive Plan and the Riverfront Master Plan.

The Riverfront Study Area

The Riverfront is generally defined as the land within the Newberg Urban Growth Boundary (UGB) south of E Ninth Street. This area contains a mix of existing neighborhoods, parks and natural areas, a small amount of buildable vacant land, and the roughly 115-acre Riverfront Industrial Site.

The following section will provide a comparison of the land use described in the current comprehensive plan to the proposed land use with the Newberg Riverfront Master Plan re-zone.

Comprehensive Plan Land Use

The land use designations for the currently adopted Comprehensive Plan include:

- Residential Medium Density (R-2). Most residential land within the study area today has a designation of R-2, intended to “provide a wide range of dwelling types and styles at an average overall density of nine units per gross buildable acre in the district.” (15.302.032.B).
- Residential High-Density (R-3). Portions of the study area with frontage on E Ninth Street have a designation of R-3, which is intended to “provide multifamily dwellings of different types and styles at an average overall density of 16.5 units per gross buildable acre in the district.” (15.302.032.C).

- **Industrial.** Land designated as “Industrial” is generally consistent with the City’s M-2 and M-3 district, which are “intended to create, preserve, and enhance areas containing a wide variety of sites with good rail or highway access.” (15.302.032.K).

The 2035 Newberg Transportation System Plan (TSP) includes travel forecasts for future land uses consistent with the adopted Comprehensive Plan. Total households (HH) and employees (EMP) in each Transportation Analysis Zone (TAZ) within the Riverfront that were assumed for the TSP travel demand model (Figure 1) are listed in Table 1. The TSP land use included 864 households and 534 total employees, which predominately included industrial and service employment.

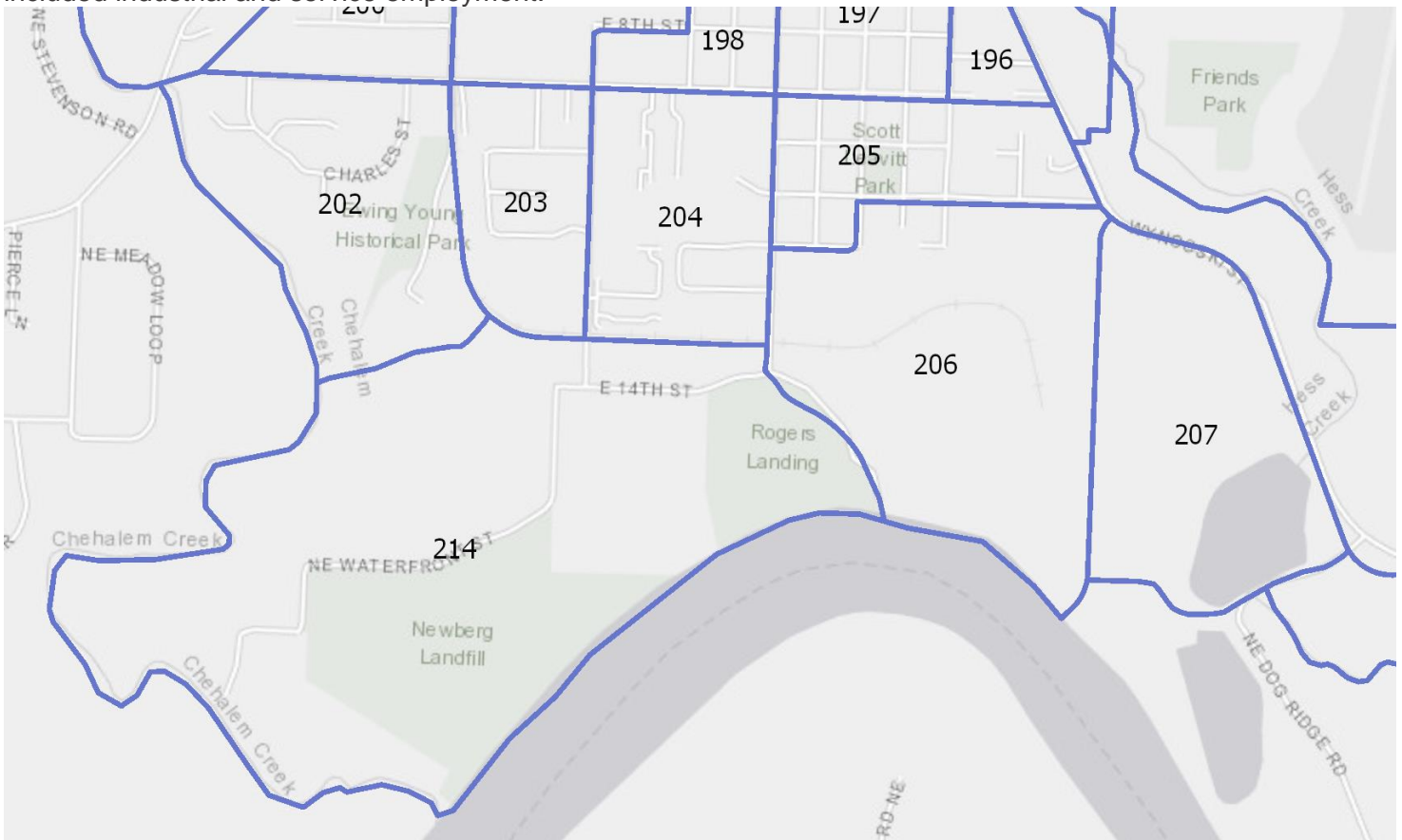


Figure 1. Newberg Travel Demand Model Riverfront TAZs

Table 1. 2035 TSP (Comprehensive Plan) Land Use by TAZ

| TAZ | Total HH | Total Emp | AGR | IND | RET | SER | EDU | GOV | OTH |
|--------------|------------|------------|----------|------------|-----------|------------|----------|----------|-----------|
| 202 | 108 | 2 | - | - | - | - | - | - | 2 |
| 203 | 185 | 2 | - | - | - | - | - | - | 2 |
| 204 | 271 | 2 | - | - | - | - | - | - | 2 |
| 205 | 142 | 16 | - | - | 3 | 11 | - | - | 2 |
| 206 | 0 | 139 | - | 139 | - | - | - | - | - |
| 207 | 0 | 208 | - | 208 | - | - | - | - | - |
| 214 | 158 | 165 | - | - | 33 | 121 | - | - | 10 |
| Total | 864 | 534 | 0 | 347 | 36 | 132 | 0 | 0 | 18 |

Note: Employment types are listed as number of employees and include agriculture (AGR), industrial (IND), retail (RET), service (SER), education (EDU), government (GOV), and other (OTH).

Newberg Riverfront Master Plan Proposed Land Use

The plan development included consideration for several land use alternatives that differ primarily in the use of the large industrial site and whether it remains entirely in industrial use or whether some portion becomes available over time for non-industrial uses. For the purposes of the TPR assessment, the Preferred Alternative¹ was analyzed, which includes additional employment growth (relative to the other scenarios) as a conservative threshold for considering impacts. Figure 1 shows the proposed uses for the Preferred Alternative².

¹ The Preferred Alternative was previously referred as “Alternative E” and denotes the same alternative.

² Figure 1 indicates the land uses that were included in the analysis for the preferred alternative. These uses include an assumed R3 designation south of the Bypass and west of College Street for area that is currently zoned R2. Following the completion of the analysis it was determined that this area would remain R2 and would not become R3. Therefore, the TPR analysis and traffic impacts documented in this memorandum are conservative and assume additional growth potential (R3 provides more density) than included in the final preferred alternative. The final plan designation would result in fewer trips than what is summarized in this document.

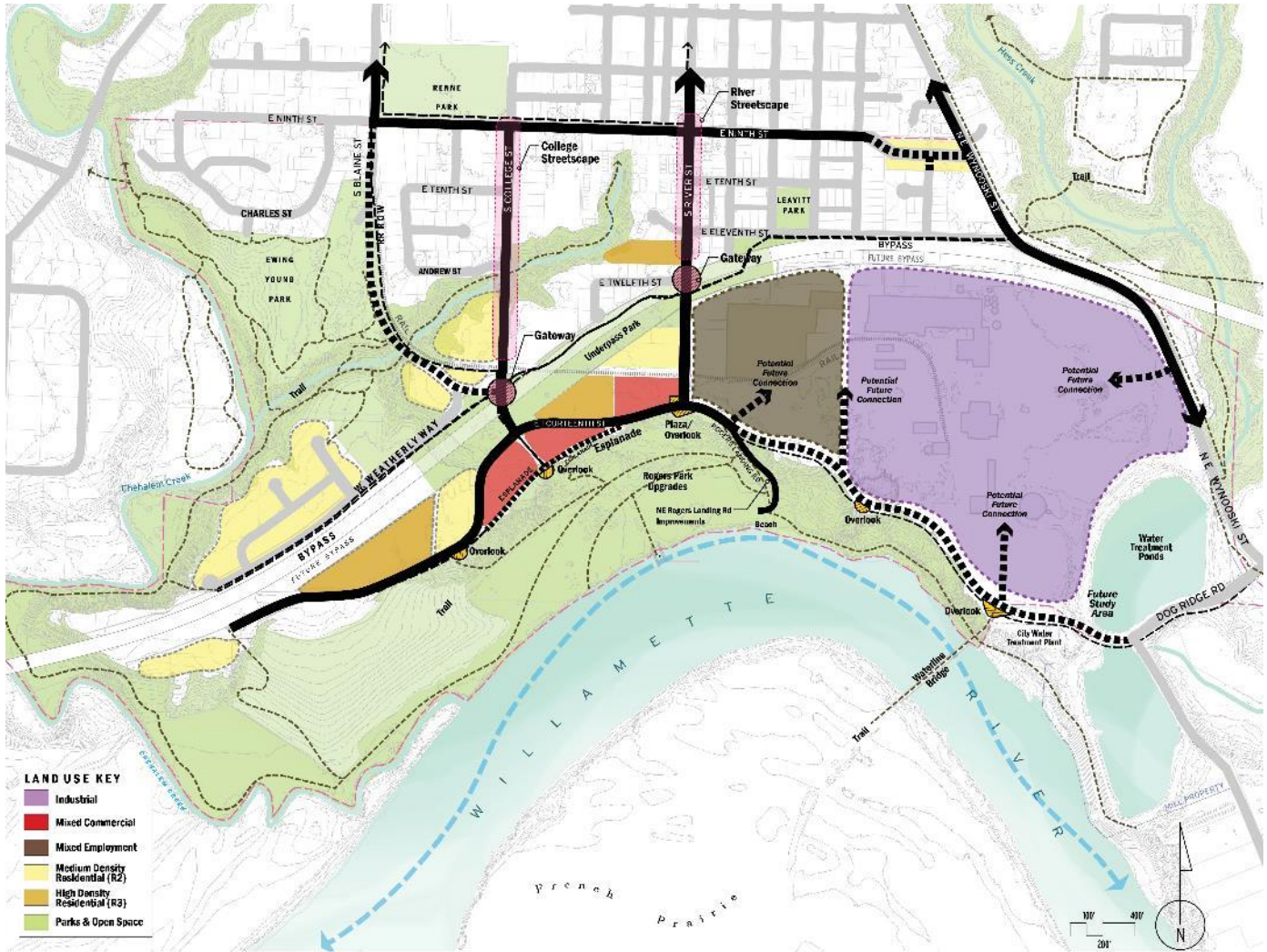


Figure 1. Riverfront Master Plan Preferred Alternative Land Uses³

The land use for the Riverfront Master Plan (households and employees) was quantified to analyze the potential transportation impacts. The assumptions regarding type and density of uses are consistent with the Master Plan and Technical Memorandum 7 – Zoning Amendments.

Employment Assumptions

The land use designations described in the Newberg Riverfront Master Plan under the preferred alternative⁴ include the mixed-use land type *Mixed Employment*. The new Mixed Employment (M-E) Zone allows for a mix of light industrial and limited commercial uses intended to create a buffer between heavy industrial uses and pedestrian-friendly, mixed-use development within the core of the Riverfront District. Table 2 lists the number

³ Figure 1 indicates the land uses there were included in the TPR analysis and results in more trips than the actual final plan designations. See prior footnote for additional details.

⁴ Alternative E was selected as the preferred alternative from the Newberg Riverfront Master Plan.

of employees assumed for each land use type proposed by the Newberg Riverfront Master Plan. Notably, the number of industrial employees in the proposed land use will be less than the number of industrial employees in the current comprehensive plan, as the mixed employment land use will replace an area currently zoned as industrial only. TAZ 206 and TAZ 214 will be impacted by these zoning changes for employment. Key assumptions related to proposed land use and employment include:

- Mixed commercial designations were assumed to have no net change from the existing comprehensive plan.
- Mixed employment designations were assumed⁵ to be comprised of 25 percent retail use, 25 percent office use, and 50 percent industrial use with a floor-area ratio (FAR) of 0.5

Table 2. Employment Summary for Mixed- Employment Area

| Land Use | Subcategory Land Use | Acreage | Share of Acreage | Net/Gross Takeout | Floor-Area Ratio (FAR) | Area (SF) | Employee Density (emp/ksf) | # of Employees |
|------------------|----------------------|---------|------------------|-------------------|------------------------|-----------|----------------------------|----------------|
| Mixed Employment | | 21.5 | | | | | | |
| | Retail | | 0.25 | 0.5 | 0.5 | 58,533 | 1.5 | 88 |
| | Office | | 0.25 | 0.5 | 0.5 | 58,533 | 3 | 176 |
| | Industrial | | 0.5 | 0.5 | 0.5 | 117,067 | 1 | 117 |

Household Assumptions

Under the proposed zoning alternative with the Newberg Riverfront Master Plan, an additional 186 households would be added to the Riverfront. The following points summarize where the additional households are assumed:

- TAZ 202 does not change from the existing comprehensive plan zoning to the proposed zoning.
- TAZ 206 and TAZ 207 do not include any households in the existing comprehensive plan, and no households are proposed under the preferred alternative.
- A small area of medium-density residential was added to TAZ 205, an estimated addition of 22 households, or about 1/8 of the total additional households added to the riverfront planning area.
- The remaining 164 households were distributed evenly among TAZ 203, TAZ 204, and TAZ 214. These TAZ’s experienced varying re-distributions of medium and high-density households which were determined to have minimal impact on the location of the added housing.

⁵ Assumptions are consistent with Technical Memorandum 7 – Zoning Amendments.

Summary of Proposed Land Use Changes

Total households and employment totals in each TAZ for the proposed Riverfront are listed in Table 3.

Table 3. Total Household (HH) and Employment (Emp) in Newberg Riverfront Master Plan

| TAZ | Total HH | Total Emp | AGR | IND | RET | SER | EDU | GOV | OTH |
|--------------|--------------|------------|----------|------------|------------|------------|----------|----------|------------|
| 202 | 108 | 2 | - | - | - | - | - | - | 2 |
| 203 | 239 | 2 | - | - | - | - | - | - | 2 |
| 204 | 326 | 2 | - | - | - | - | - | - | 2 |
| 205 | 164 | 16 | - | - | 3 | 11 | - | - | 2 |
| 206 | 0 | 364 | - | 100 | 88 | - | - | - | 176 |
| 207 | 0 | 208 | - | 208 | - | - | - | - | - |
| 214 | 213 | 164 | - | - | 33 | 121 | - | - | 10 |
| Total | 1,050 | 758 | 0 | 308 | 124 | 132 | 0 | 0 | 194 |

Note: Employment types are listed as number of employees and include agriculture (AGR), industrial (IND), retail (RET), service (SER), education (EDU), government (GOV), and other (OTH).

Area-Wide Land Use Scenario Comparison

Table 4 summarizes the differences in overall land use totals that would result with the proposed changes in the Newberg Riverfront Plan. These changes include:

- Total households would increase by 186 (864 to 1,050)
- Total employment would increase by 224 employees (534 to 758)

Table 4. Comparison of Total Land Use in the Riverfront

| Scenario | Total HH | Total Emp | AGR | IND | RET | SER | EDU | GOV | OTH |
|-----------------------------|-------------|-------------|----------|------------|------------|----------|----------|----------|-------------|
| Existing Comprehensive Plan | 864 | 534 | 0 | 347 | 36 | 132 | 0 | 0 | 18 |
| Newberg Riverfront Plan | 1050 | 758 | 0 | 308 | 124 | 132 | 0 | 0 | 194 |
| Difference | +186 | +224 | - | -39 | +88 | - | - | - | +176 |

Note: Employment types are listed as number of employees and include agriculture (AGR), industrial (IND), retail (RET), service (SER), education (EDU), government (GOV), and other (OTH).

FUTURE TRAFFIC FORECASTS

A 2035 travel demand model run was coordinated with ODOT and performed with the proposed land uses in the Riverfront. All other assumed land uses (other TAZ) and model inputs were retained from the TSP travel model assumptions. The resulting difference in 2035 PM peak hour trips on the transportation network (relative to the travel forecasts included in the 2035 TSP) included the following nominal increases:

- S Blaine Street – approximately 50 additional trips southbound entering the Riverfront and approximately 15 additional trips northbound
- S College Street – approximately 15 additional trips southbound and approximately 35 trips northbound
- S River Street – approximately 20 additional trips southbound and approximately 35 trips northbound
- NE Wynooski Street – approximately five additional trips eastbound and approximately 15 additional trips westbound

The approximate figures noted above are raw model differences and additional processing was performed at individual study intersections. The travel demand model has a limited roadway network (three streets) linking downtown Newberg and the Riverfront. While S Blaine Street and S River Street provide the most direct connections, the remaining grid system south of the downtown couplet (twelve streets connect between Harrison Street and River Street) would likely further moderate (reduce) the magnitude of additional trips added to individual streets.

Intersection level traffic forecasts were prepared for four study intersections for both the Existing Plan (TSP and existing Comprehensive Plan) and Riverfront Master Plan scenarios. The intersection forecasts for the Existing Plan were prepared by post-processing traffic counts and the background growth assumptions used for the Newberg TSP. Traffic forecasts for the Riverfront Plan were prepared by post-processing the model difference resulting from the proposed land use changes.

TRAFFIC ANALYSIS

Level of service (LOS) ratings and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a good indication of intersection performance. In addition, they are often incorporated into agency mobility standards.

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle

delay has become excessive and demand has exceeded capacity. The City of Newberg uses LOS D as the intersection performance standard⁶.

- Volume-to-capacity (V/C) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection, approach, or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays. The performance standard that ODOT uses along the OR 99W downtown corridor is v/c = 0.85 and along OR 219 is 0.95.

To quantify the impacts of the proposed land use changes in the Newberg Riverfront Master Plan, 2035 PM Peak Hour operations at the four study intersections were analyzed and listed in Table 5. The intersection of OR 219 / NE Wynooski Road would meet ODOT mobility targets with a v/c lower than 0.95 under both the Existing Plan and Proposed Riverfront Plan. The three intersections located in the downtown core would all exceed the ODOT mobility target of 0.85 for both scenarios. The two intersections on Blaine Street would also exceed the City’s standard due to the high level of side street delay.

Table 5. 2035 PM Peak Hour Study Intersection Operations

| Intersection | Mobility Target (V/C) | Existing Plan | | | Riverfront Plan | | |
|------------------------------------------------|-----------------------|---------------|-----------|-----|-----------------|-----------|-----|
| | | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS |
| OR 219 / NE Wynooski Road | 0.95 | 0.46 | 31.6 | D | 0.48 | 32.6 | D |
| S River Street / OR 99W (E First Street) | 0.85 | 0.98 | 33.1 | C | 1.00 | 35.3 | D |
| S Blaine Street / OR 99W NB (E First Street) | 0.85 | 0.86 | 80 | F | 1.30 | >100 | F |
| N Blaine Street / OR 99W SB (E Hancock Street) | 0.85 | >2 | >100 | F | >2 | >100 | F |

Note: Bold text indicates that the operations exceed the mobility target.

Mitigations

The following section summarizes potential mitigation measures to address mobility needs at the study intersections.

While the intersection of OR 219/NE Wynooski Road would meet mobility targets, it is a key gateway that provides access to the Riverfront. The traffic analysis indicates that the intersection would have high delay

⁶ While the City standard is listed here for reference, all four study intersections are located on state operated facilities and are subject to ODOT’s performance standards for determination of TPR.

from the NE Wynooski Road approach. While the traffic forecasts do not meet the minimum minor street approach thresholds for traffic signal warrants, this location should continue to be monitored for future signalization or traffic control needs. Further, project BY5 in the Newberg TSP would realign Wynooski Road to the south as part of future bypass extension to the east of OR 219⁷.

The intersection operations of S River Street / OR 99W (E First Street) would marginally degrade with the added traffic for the proposed land use changes increasing the v/c from 0.98 to 1.00. The intersection already includes a traffic signal and lane channelization to support the critical movements at the intersection. While the intersection was not analyzed as part of the TSP, ODOT is currently assessing alternate mobility targets for Newberg as a continuation of the TSP policies. The draft target revisions would update the current mobility targets of 0.85 in the downtown core to be a v/c of 0.99 during the peak hour (using a peak hour factor of 1.0). This intersection would meet those draft targets.

The two intersections on S Blaine Street are currently unsignalized and would not meet mobility targets in either scenario. These intersections were not included in prior traffic analysis conducted for the TSP or Newberg Downtown Improvement Plan. Similar mitigation options exist at both locations (turn channelization from the minor street or a traffic signal) and yield similar tradeoffs.

- S Blaine Street / OR 99W NB (E First Street) – Adding a southbound left turn lane would improve capacity for the side street approach and would improve the v/c to 0.73, which would meet the mobility target of 0.85. However, the widening required for a southbound left turn lane would require widening, removal of parking, potential right of way impacts, potential alignment challenges, and would further degrade the pedestrian experience. The current rail connection that runs along Blaine Street may also limit the ability to widen the approach. Adding a traffic signal to the intersection would provide additional capacity to the Blaine Street approaches and improve the v/c to 0.47. The traffic signal, which would require approval of the state traffic engineer, would be located one block (approximately 200 feet) from the existing traffic signal at Howard Street. While the traffic signal would reduce capacity along E First Street (which is currently uncontrolled), it would provide protected crossing opportunities for pedestrians and would improve traffic flow between the Riverfront and downtown. It is imperative that any potential mitigation at this intersection consider the function and vision for the Downtown Improvement Plan and any related corridor and connectivity improvements. Incorporate planned improvements to support mobility need to/from the Riverfront into corridor improvements related to the Downtown Improvement Plan.
- N Blaine Street / OR 99W (E Hancock Street) – Similar options and tradeoffs exist at this location as the other Blaine Street intersection. While at this location a northbound left turn lane would improve the Preferred Alternative Riverfront Plan conditions relative to the Existing Comprehensive Plan, the resulting v/c (1.3) would exceed capacity and the mobility target. A traffic signal (which would require approval of the state traffic engineer) would improve

⁷ BY5 (Wynooski Realignment) When the bypass interchange at OR 219 is constructed as part of Phase 2, Wynooski Road will be closed at its current location and rerouted south to create a 4-way intersection with realigned Wilsonville Road (BY17).

conditions to a v/c of 0.67. As with S Blaine Street / E First Street, planned improvements that support mobility to/from the Riverfront should be incorporated into corridor improvements related to the Downtown Improvement Plan.

FINDINGS

The TPR provides a means for ensuring that future land use and traffic growth is consistent with transportation system planning. The TPR requires that a change of allowable land uses do not create a significant impact on the transportation system beyond currently allowed (planned) uses. The TPR can be addressed through a variety of means, but typically compares the change in trip potential (simply trip generation or traffic impacts) between the allowed use (existing zoning) and proposed use (proposed zoning). In many cases the reasonable worst-case use (for either the existing or propose zoning) will not reflect the actual existing use for a site or the specific use that may ultimately be developed on a site. Rather, the reasonable worst case considers the allowed trip potential for either zoning condition and is rarely development specific (e.g., no site plan, nor intent to use the site for that purpose).

The proposed land use changes to support the Riverfront Master Plan would increase the housing and employment potential for the area. Traffic modeling and analysis indicated that the changes to the allowed uses have the potential to increase traffic beyond what is currently included in the current Comprehensive Plan and TSP. The transportation analysis identified the magnitude of mobility impacts that would result to the transportation system. The analysis also identified future improvements that be required to mitigate the potential impacts to the transportation system and address Transportation Planning Rule requirements. The following findings would address TPR requirements:

- 1) In conjunction with the ongoing update to alternate mobility targets in Newberg, the intersection of S River Street/ OR 99W (E First Street) would meet the planned target v/c of 0.99 for the peak hour (PHF = 1.0). This location would have no significant effect caused by the proposed changes to the Riverfront Master Plan and would meet the alternate mobility target.
- 2) Incorporate intersection control upgrade (traffic signal) at the intersection of S Blaine Street / OR 99W (E First Street) to support mobility need to/from the Riverfront into corridor improvements related to the Downtown Improvement Plan. Pending review by the state traffic engineer, this improvement would be identified in the TSP. Inclusion of this project in the TSP through a TSP Amendment would provide the planned capacity in the transportation system that would mitigate the impact of the proposed plan changes.
- 3) Incorporate intersection control upgrade (traffic signal) at the intersection of N Blaine Street / OR 99W (E Hancock Street) to support mobility need to/from the Riverfront into corridor improvements related to the Downtown Improvement Plan. Pending review by the state traffic engineer, this improvement would be identified in the TSP. Inclusion of this project in the TSP through a TSP Amendment would provide the planned capacity in the transportation system that would mitigate the impact of the proposed plan changes

While not required to address TPR, the following finding should be considered in future planning efforts related to the Riverfront:

- 4) While the intersection of OR 219/NE Wynooski Road would meet mobility targets, it is a key gateway that provides access to the Riverfront. The traffic analysis indicates that the intersection would have high delay from the Wynooski Road approach. While the traffic forecasts do not meet the minimum minor street approach thresholds for traffic signal warrants, this location should continue to be monitored for future signalization or traffic control needs.

ATTACHMENTS

- Analysis Methodology Coordination
- Proposed Riverfront Uses – Scenario E
- Traffic Counts
- Model Difference Plot
- Traffic Analysis Worksheets



Garth Appanaitis <gaa@dksassociates.com>

RE: Newberg Riverfront Master Plan - TPR Methods and Assumptions

1 message

BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>

Mon, Jan 14, 2019 at 10:55 AM

To: Garth Appanaitis <gaa@dksassociates.com>, HELTON David I <David.I.Helton@odot.state.or.us>, GLADHILL Kristie W <Kristie.W.GLADHILL@odot.state.or.us>, UPTON Dorothy J <Dorothy.J.UPTON@odot.state.or.us>
Cc: Andrew Parish <aparish@angeloplanning.com>, Joe Dills <jdills@angeloplanning.com>, Kyra Schneider <KSchneider@angeloplanning.com>, Cheryl Caines <Cheryl.Caines@newbergoregon.gov>, Doug Rux <Doug.Rux@newbergoregon.gov>

Garth:

Unless I'm not checking all of my records, this is the first I recall hearing about a Newberg "Riverfront Master Plan" and its purpose or context. That said, I am familiar with the TSP and the Downtown Improvement Plan, but would appreciate some background information on the "Riverfront Master Plan" and will assess if it changes any of my below comments on the emailed methods and assumptions (I don't expect it to):

1. If the results of the model run indicate that the proposed change would result in an impact broader than the four (4) identified intersection, also include Region 2 Traffic (Dorothy Upton and Keith Blair) and TPAU (Kristie Gladhill) in discussions to revise the scope to analyze additional locations.
2. For information on ODOT counts, contact Don Crowover at (503) 986-4132 or Don.R.Crowover@odot.state.or.us. Counts older than two (2) years should not be used.

Please let me know if there are any questions or anything further needed. Thanks!

Keith P. Blair, P.E.

Senior Transportation Analyst | ODOT Region 2
455 Airport Road SE, Bldg. A | Salem, Oregon 97301
(503) 986-2857 | Keith.P.Blair@odot.state.or.us

ODOT's mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.

From: Garth Appanaitis [<mailto:gaa@dksassociates.com>]
Sent: Friday, January 11, 2019 5:31 PM
To: HELTON David I; GLADHILL Kristie W; BLAIR Keith P
Cc: Andrew Parish; Joe Dills; Kyra Schneider; Cheryl Caines; Doug Rux
Subject: Newberg Riverfront Master Plan - TPR Methods and Assumptions

David - I'm assuming that Kristie and Keith are the two parties that we need to review these methods, but please let me know if other staff are the appropriate contacts.

Kristie/Keith - I suspect you are the correct persons to coordinate this information, but let me know if I should be coordinating with someone else at TPAU/R2. I know you have a basic understanding of the Riverfront Master Plan work, but let me know if I (or David) can provide any other context about the project.

We are preparing to conduct the Transportation Planning Rule assessment to determine if the proposed land uses and network would result in a significant effect on the transportation system. The purpose of this email is to provide an overview of the methods and assumptions for the TPR traffic analysis. It is intended to be a streamlined version of what may typically be scoped for an M&A document.

- For schedule needs and consistency with recent planning efforts, we will use the existing travel demand model that was used for the TSP and Downtown Improvement Plan. The travel demand model includes a horizon year of 2035.
- We will request a model run (using the model run form) to be completed by TPAU. We will provide a list of households and employees for each TAZ in the study area. The land use (households and employees) will reflect the proposed plan modifications for the preferred alternative. Only this single model run will be conducted.
- The model run will be compared to the existing comprehensive plan (2035 future year) model that was used for the development of the TSP and traffic analysis. The traffic analysis previously conducted for the TSP will be the basis for comparison to the updated traffic conditions.
- The results of the model run will be used to develop 2035 p.m. peak hour 30 HV traffic volumes for the study intersections. Traffic volumes will be post-processed using methods consistent with NCHRP 765 methodology.
- The analysis will include four intersections for the 2035 p.m. peak hour (OR 219/Wynooski Road, OR 99W/River, OR99W/1st/Blaine, OR99W/Hancock/Blaine). If the results of the model run indicate that the proposed change would result in a broader impact, we will coordinate with David to revise the scope/budget to analyze additional locations.
- ODOT will provide p.m. peak hour intersection turn counts for Blaine /1st and Blaine/Hancock. Prior counts from other studies will be used unless ODOT provides new traffic counts at the other locations. (David - Who should I coordinate with to get the ball rolling on these traffic counts?)
- Traffic analysis will be conducted using HCM 2000 methodologies to retain consistency with the prior (Existing Plan) analysis conducted for the TSP and Downtown Improvement Plan.
- A technical memorandum will summarize the traffic analysis, including providing intersection capacity analysis for the four study intersections.

Kristie/Keith - Please let us know if you have any comments or if we can proceed with the planned analysis.

Thanks,
Garth

Garth Appanaitis, PE | Project Manager | Portland Planning Group Manager
Phone: (503.243.3500) | Cell: (971.570.4709) | gaa@dksassociates.com



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Appendix B: Estimates of Residential Capacity within Land Use Alternatives
 UPDATED 4/2/2018 to include Alternative E

Alternative E

| Land Use | Acres | Existing Residential Units | New Residential Units | Total Residential Units |
|------------------------------------|------------|----------------------------|-----------------------|-------------------------|
| <i>Medium Density Residential*</i> | 87.5 | 459 | 185 | 640 |
| <i>High Density Residential*</i> | 20.4 | 221 | 144 | 365 |
| <i>Mixed Commercial**</i> | 7.6 | N/A | 45 | 45 |
| <i>Mixed Employment</i> | 21.5 | N/A | N/A | N/A |
| <i>Industrial</i> | 94.5 | N/A | N/A | N/A |
| <i>Parks & Open Spaces</i> | 164.5 | N/A | N/A | N/A |
| TOTAL | 396 | 680 | 374 | 1,050 |

***New residential units calculated based on the following current zoning regulations:**

- **MDR: R-2, averaging 9 units/gross acre**
- **HDR: R-3, averaging 16.5 units/gross acre**

****New residential Units for Mixed Commercial calculated as 1/3 of total acres based on HDR density of 16.5 units/gross acre**

Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

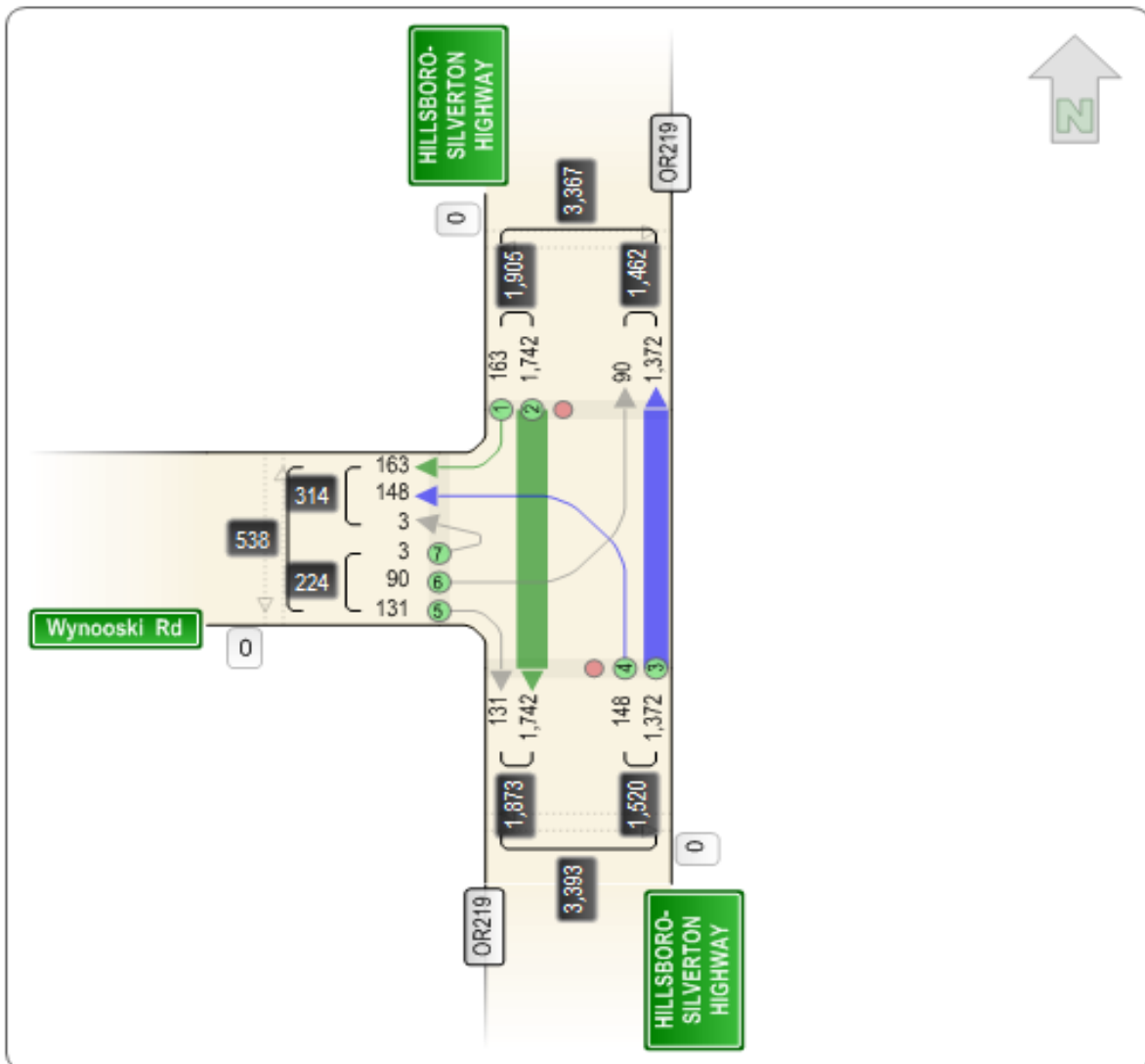
Date: 3/19/2019
Hours: 4:00 PM-6:00 PM
Weather: Clear

Source

Site Number: 45911
Mile Point: 22.17
Street Number: 140
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: HILLSBORO-SILVERTON HIGHWAY NO. 140 (OR219) at Wynooski Rd
County: Yamhill
City: Newberg



Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

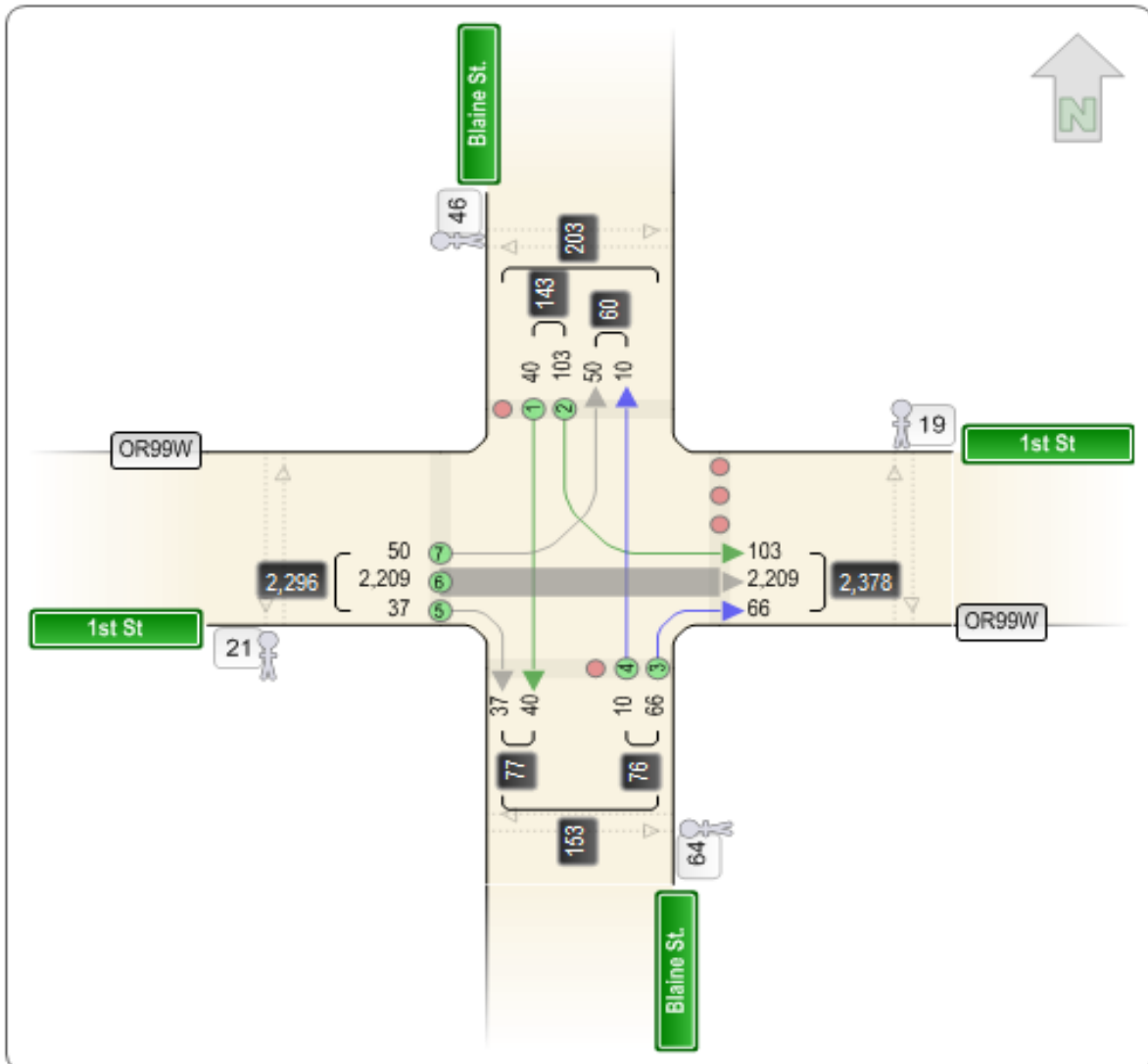
Date: 3/19/2019
Hours: 4:00 PM-6:00 PM
Weather: Cloudy

Source

Site Number: 45913
Mile Point: 23.57
Street Number: 091
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: PACIFIC HIGHWAY WEST NO. 91 (OR99W EB / 1st St) at Blaine St.
County: Yamhill
City: Newberg



Transportation Development Division Transportation System Monitoring Unit Vehicular Volume

Time settings

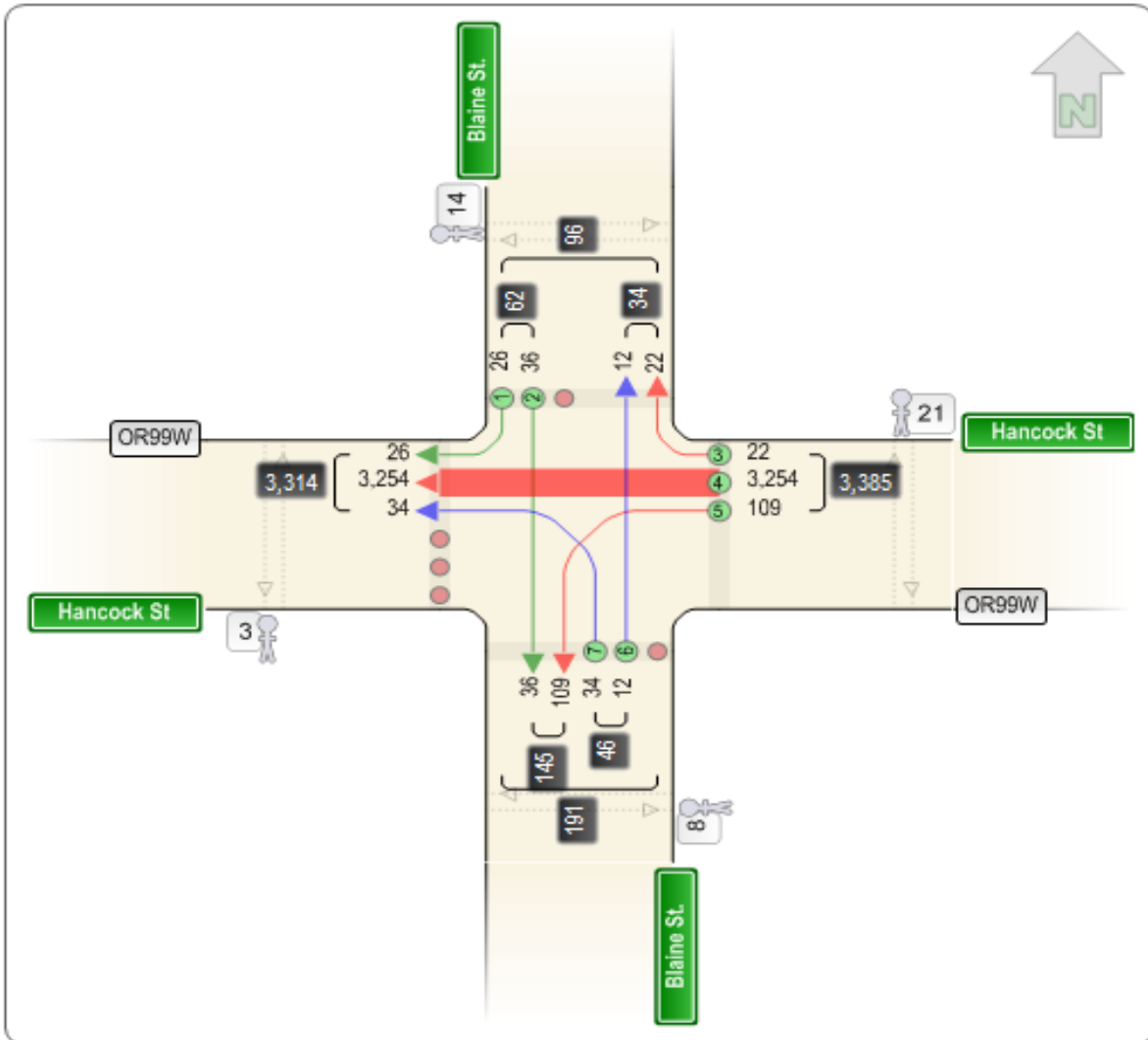
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Hours: 4:00 PM-6:00 PM
Weather: Clear

Source

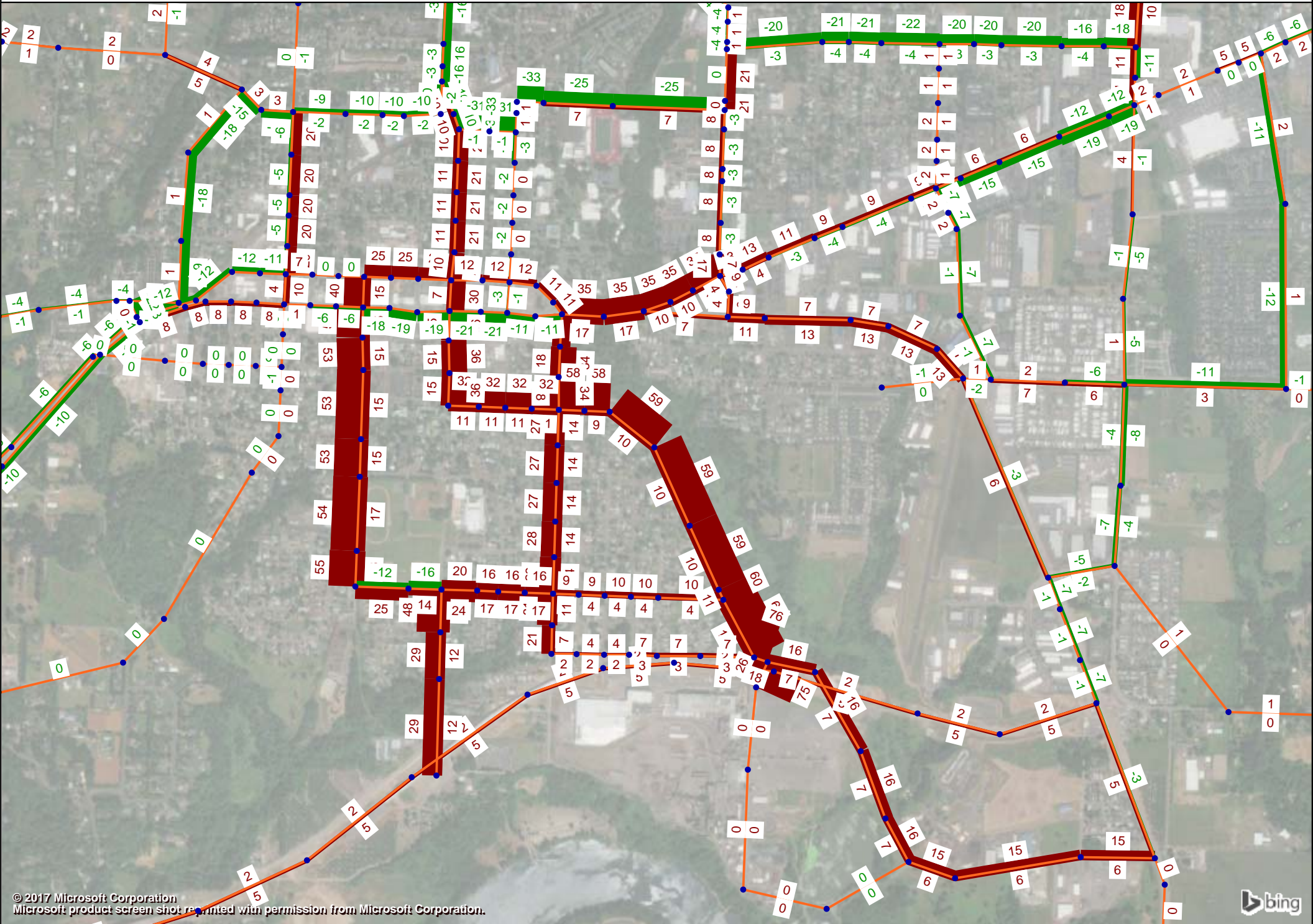
Site Number: 45914
Mile Point: 23.61
Street Number: 091
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: PACIFIC HIGHWAY WEST NO. 91 (OR99WB / Hancock St) at
Blaine St.
County: Yamhill
City: Newberg



Newberg Model V3 2035 with Phase1 ByPass Volume difference plot PM Peak: revised land use - base



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Please be aware that link volumes reflected in this analysis represent raw model output and had not been post-processed by TPAU.

Using the data for additional analysis will require post-processing according to guidelines as described in TPAU's "An Date: 30.05.2019

| Intersection | | | | | | |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↙ | ↗ | ↙ | ↑ | ↗ | |
| Traffic Vol, veh/h | 44 | 76 | 84 | 706 | 940 | 74 |
| Future Vol, veh/h | 44 | 76 | 84 | 706 | 940 | 74 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | 0 | 283 | 415 | - | - | - |
| Veh in Median Storage, # | 2 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 3 | 6 | 6 | 4 | 3 |
| Mvmt Flow | 46 | 79 | 88 | 735 | 979 | 77 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 1890 | 979 | 979 | 0 | 0 | |
| Stage 1 | 979 | - | - | - | - | |
| Stage 2 | 911 | - | - | - | - | |
| Critical Hdwy | 6.45 | 6.23 | 4.16 | - | - | |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | |
| Follow-up Hdwy | 3.545 | 3.327 | 2.254 | - | - | |
| Pot Cap-1 Maneuver | 76 | 302 | 689 | - | 0 | |
| Stage 1 | 359 | - | - | - | 0 | |
| Stage 2 | 387 | - | - | - | 0 | |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 66 | 302 | 689 | - | - | |
| Mov Cap-2 Maneuver | 214 | - | - | - | - | |
| Stage 1 | 313 | - | - | - | - | |
| Stage 2 | 387 | - | - | - | - | |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 23 | 1.2 | 0 | | | |
| HCM LOS | C | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | |
| Capacity (veh/h) | 689 | - | 214 | 302 | - | |
| HCM Lane V/C Ratio | 0.127 | - | 0.214 | 0.262 | - | |
| HCM Control Delay (s) | 11 | - | 26.3 | 21.1 | - | |
| HCM Lane LOS | B | - | D | C | - | |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.8 | 1 | - | |

HCM Signalized Intersection Capacity Analysis

7: River St & OR 99W / 1st/OR 99W

06/10/2019



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|-------|-------|------|------|---------------------------|------|------|------|------|------|
| Lane Configurations | | ↑↑ | | ↑ | ↑↑↑ | | ↑ | | ↑ | | | |
| Traffic Volume (vph) | 0 | 1509 | 24 | 293 | 1779 | 20 | 36 | 0 | 224 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1509 | 24 | 293 | 1779 | 20 | 36 | 0 | 224 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| Total Lost time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.91 | | 1.00 | | 1.00 | | | |
| Frbp, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Frt | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 3129 | | 1646 | 4541 | | 1630 | | 1473 | | | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 3129 | | 1646 | 4541 | | 1630 | | 1473 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 1556 | 25 | 302 | 1834 | 21 | 37 | 0 | 231 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 94 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1580 | 0 | 302 | 1854 | 0 | 37 | 0 | 137 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 5 | | | 7 | | | | | | |
| Confl. Bikes (#/hr) | | | 5 | | | | | | | | | |
| Heavy Vehicles (%) | 2% | 6% | 4% | 1% | 5% | 2% | 2% | 2% | 1% | 2% | 2% | 2% |
| Turn Type | | NA | | Prot | NA | | Prot | | Perm | | | |
| Protected Phases | | 2 | | 1 | 6 | | 7 | | | | | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | | 53.2 | | 16.5 | 74.2 | | 6.8 | | 53.2 | | | |
| Effective Green, g (s) | | 53.2 | | 16.5 | 74.2 | | 6.8 | | 53.2 | | | |
| Actuated g/C Ratio | | 0.59 | | 0.18 | 0.82 | | 0.08 | | 0.59 | | | |
| Clearance Time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 1849 | | 301 | 3743 | | 123 | | 870 | | | |
| v/s Ratio Prot | | c0.51 | | c0.18 | 0.41 | | c0.02 | | | | | |
| v/s Ratio Perm | | | | | | | | | 0.09 | | | |
| v/c Ratio | | 0.85 | | 1.00 | 0.50 | | 0.30 | | 0.16 | | | |
| Uniform Delay, d1 | | 15.2 | | 36.8 | 2.3 | | 39.4 | | 8.3 | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 5.3 | | 52.7 | 0.5 | | 1.4 | | 0.4 | | | |
| Delay (s) | | 20.5 | | 89.5 | 2.8 | | 40.7 | | 8.7 | | | |
| Level of Service | | C | | F | A | | D | | A | | | |
| Approach Delay (s) | | 20.5 | | | 14.9 | | | 13.1 | | | 0.0 | |
| Approach LOS | | C | | | B | | | B | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 17.0 | | | | HCM 2000 Level of Service | | B | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.84 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | | | Sum of lost time (s) | | 13.5 | | | |
| Intersection Capacity Utilization | | | 77.9% | | | | ICU Level of Service | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔↑↑↔ | | | | | | ↑ | | | ↔ | | |
| Traffic Vol, veh/h | 26 | 1130 | 22 | 0 | 0 | 0 | 0 | 4 | 33 | 54 | 22 | 0 |
| Future Vol, veh/h | 26 | 1130 | 22 | 0 | 0 | 0 | 0 | 4 | 33 | 54 | 22 | 0 |
| Conflicting Peds, #/hr | 12 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 2 |
| Mvmt Flow | 28 | 1228 | 24 | 0 | 0 | 0 | 0 | 4 | 36 | 59 | 24 | 0 |

| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 12 | 0 | 0 | - | 1334 | 665 | 574 | 1346 | - |
| Stage 1 | - | - | - | - | 1322 | - | 12 | 12 | - |
| Stage 2 | - | - | - | - | 12 | - | 562 | 1334 | - |
| Critical Hdwy | 5.38 | - | - | - | 6.54 | 7.14 | 6.44 | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.6 | - |
| Follow-up Hdwy | 3.14 | - | - | - | 4.02 | 3.92 | 3.82 | 4.05 | - |
| Pot Cap-1 Maneuver | 1132 | - | - | 0 | 153 | 345 | 451 | 146 | 0 |
| Stage 1 | - | - | - | 0 | 224 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 437 | 216 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1119 | - | - | - | 135 | 336 | 364 | 129 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 135 | - | 364 | 129 | - |
| Stage 1 | - | - | - | - | 200 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 350 | 193 | - |

| Approach | EB | NB | SB |
|----------------------|-----|------|----|
| HCM Control Delay, s | 0.4 | 19.5 | 28 |
| HCM LOS | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h) | 289 | 1119 | - | - | 238 |
| HCM Lane V/C Ratio | 0.139 | 0.025 | - | - | 0.347 |
| HCM Control Delay (s) | 19.5 | 8.3 | 0.2 | - | 28 |
| HCM Lane LOS | C | A | A | - | D |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 1.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ←↑↑ | | | ← | | | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 54 | 1690 | 7 | 16 | 7 | 0 | 0 | 20 | 19 |
| Future Vol, veh/h | 0 | 0 | 0 | 54 | 1690 | 7 | 16 | 7 | 0 | 0 | 20 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 14 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 60 | 1878 | 8 | 18 | 8 | 0 | 0 | 22 | 21 |

| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 6 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 3.12 | - | - |
| Pot Cap-1 Maneuver | 1147 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|------|----|
| HCM Control Delay, s | 0.3 | 52.9 | 79 |
| HCM LOS | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h) | 100 | 1140 | - | - | 89 |
| HCM Lane V/C Ratio | 0.256 | 0.053 | - | - | 0.487 |
| HCM Control Delay (s) | 52.9 | 8.3 | 0 | - | 79 |
| HCM Lane LOS | F | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.9 | 0.2 | - | - | 2.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↙ | ↗ | ↙ | ↑ | ↗ | |
| Traffic Vol, veh/h | 65 | 110 | 105 | 850 | 1085 | 95 |
| Future Vol, veh/h | 65 | 110 | 105 | 850 | 1085 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | 0 | 283 | 415 | - | - | - |
| Veh in Median Storage, # | 2 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 3 | 6 | 6 | 4 | 3 |
| Mvmt Flow | 68 | 115 | 109 | 885 | 1130 | 99 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 2233 | 1130 | 1130 | 0 | - | 0 |
| Stage 1 | 1130 | - | - | - | - | - |
| Stage 2 | 1103 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.23 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.327 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | ~ 46 | 247 | 604 | - | - | 0 |
| Stage 1 | 304 | - | - | - | - | 0 |
| Stage 2 | 313 | - | - | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | ~ 38 | 247 | 604 | - | - | - |
| Mov Cap-2 Maneuver | 153 | - | - | - | - | - |
| Stage 1 | 249 | - | - | - | - | - |
| Stage 2 | 313 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 36.9 | 1.3 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT |
|-----------------------|-------|-----|-------|-------|-----|
| Capacity (veh/h) | 604 | - | 153 | 247 | - |
| HCM Lane V/C Ratio | 0.181 | - | 0.443 | 0.464 | - |
| HCM Control Delay (s) | 12.3 | - | 46 | 31.6 | - |
| HCM Lane LOS | B | - | E | D | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 2 | 2.3 | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

7: River St & OR 99W / 1st/OR 99W

06/10/2019



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|---------------------|-------|-------|-------|------|------|---------------------------|------|------|------|------|------|
| Lane Configurations | | ↑↑ | | ↑ | ↑↑↑ | | ↑ | | ↑ | | | |
| Traffic Volume (vph) | 0 | 1650 | 30 | 315 | 2320 | 20 | 135 | 0 | 240 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1650 | 30 | 315 | 2320 | 20 | 135 | 0 | 240 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| Total Lost time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.91 | | 1.00 | | 1.00 | | | |
| Frbp, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Frt | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 3127 | | 1646 | 4543 | | 1630 | | 1473 | | | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 3127 | | 1646 | 4543 | | 1630 | | 1473 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 1701 | 31 | 325 | 2392 | 21 | 139 | 0 | 247 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 115 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1731 | 0 | 325 | 2412 | 0 | 139 | 0 | 132 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 5 | | | 7 | | | | | | |
| Confl. Bikes (#/hr) | | | 5 | | | | | | | | | |
| Heavy Vehicles (%) | 2% | 6% | 4% | 1% | 5% | 2% | 2% | 2% | 1% | 2% | 2% | 2% |
| Turn Type | | NA | | Prot | NA | | Prot | | Perm | | | |
| Protected Phases | | 2 | | 1 | 6 | | 7 | | | | | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | | 48.1 | | 15.5 | 68.1 | | 12.9 | | 48.1 | | | |
| Effective Green, g (s) | | 48.1 | | 15.5 | 68.1 | | 12.9 | | 48.1 | | | |
| Actuated g/C Ratio | | 0.53 | | 0.17 | 0.76 | | 0.14 | | 0.53 | | | |
| Clearance Time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 1671 | | 283 | 3437 | | 233 | | 787 | | | |
| v/s Ratio Prot | | c0.55 | | c0.20 | 0.53 | | c0.09 | | | | | |
| v/s Ratio Perm | | | | | | | | | 0.09 | | | |
| v/c Ratio | | 1.04 | | 1.15 | 0.70 | | 0.60 | | 0.17 | | | |
| Uniform Delay, d1 | | 20.9 | | 37.2 | 5.7 | | 36.1 | | 10.7 | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 31.8 | | 99.7 | 1.2 | | 4.1 | | 0.5 | | | |
| Delay (s) | | 52.8 | | 137.0 | 6.9 | | 40.2 | | 11.2 | | | |
| Level of Service | | D | | F | A | | D | | B | | | |
| Approach Delay (s) | | 52.8 | | | 22.3 | | | 21.6 | | | 0.0 | |
| Approach LOS | | D | | | C | | | C | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 33.1 | | | | HCM 2000 Level of Service | | C | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.98 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | | | Sum of lost time (s) | | 13.5 | | | |
| Intersection Capacity Utilization | | | 88.5% | | | | ICU Level of Service | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c | Critical Lane Group | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 14.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔↑↑ | | | | | | ↑ | | | ↔ | | |
| Traffic Vol, veh/h | 30 | 1225 | 25 | 0 | 0 | 0 | 0 | 45 | 120 | 65 | 25 | 0 |
| Future Vol, veh/h | 30 | 1225 | 25 | 0 | 0 | 0 | 0 | 45 | 120 | 65 | 25 | 0 |
| Conflicting Peds, #/hr | 12 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 2 |
| Mvmt Flow | 33 | 1332 | 27 | 0 | 0 | 0 | 0 | 49 | 130 | 71 | 27 | 0 |

| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 12 | 0 | 0 | - | 1450 | 719 | 648 | 1463 | - |
| Stage 1 | - | - | - | - | 1438 | - | 12 | 12 | - |
| Stage 2 | - | - | - | - | 12 | - | 636 | 1451 | - |
| Critical Hdwy | 5.38 | - | - | - | 6.54 | 7.14 | 6.44 | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.6 | - |
| Follow-up Hdwy | 3.14 | - | - | - | 4.02 | 3.92 | 3.82 | 4.05 | - |
| Pot Cap-1 Maneuver | 1132 | - | - | 0 | 130 | 318 | 409 | 124 | 0 |
| Stage 1 | - | - | - | 0 | 197 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 394 | 189 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1119 | - | - | - | 110 | 310 | 139 | 105 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 110 | - | 139 | 105 | - |
| Stage 1 | - | - | - | - | 169 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 142 | 162 | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 80 | 91.8 |
| HCM LOS | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h) | 207 | 1119 | - | - | 128 |
| HCM Lane V/C Ratio | 0.866 | 0.029 | - | - | 0.764 |
| HCM Control Delay (s) | 80 | 8.3 | 0.3 | - | 91.8 |
| HCM Lane LOS | F | A | A | - | F |
| HCM 95th %tile Q(veh) | 6.7 | 0.1 | - | - | 4.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 30 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 70 | 2115 | 10 | 50 | 25 | 0 | 0 | 20 | 20 |
| Future Vol, veh/h | 0 | 0 | 0 | 70 | 2115 | 10 | 50 | 25 | 0 | 0 | 20 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 14 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 78 | 2350 | 11 | 56 | 28 | 0 | 0 | 22 | 22 |

| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 6 | 0 | 0 |
| Stage 1 | - | - | 6 |
| Stage 2 | - | - | 1109 |
| Critical Hdwy | 5.34 | - | 6.44 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 |
| Follow-up Hdwy | 3.12 | - | 3.82 |
| Pot Cap-1 Maneuver | 1147 | - | 219 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | 201 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | 58 |
| Mov Cap-2 Maneuver | - | - | 58 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | 104 |

| Approach | WB | NB | SB |
|----------------------|-----|--------|-------|
| HCM Control Delay, s | 0.3 | \$ 775 | 260.3 |
| HCM LOS | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|-----------------------|--------|-------|-----|-----|-------|
| Capacity (veh/h) | 38 | 1140 | - | - | 46 |
| HCM Lane V/C Ratio | 2.193 | 0.068 | - | - | 0.966 |
| HCM Control Delay (s) | \$ 775 | 8.4 | 0 | - | 260.3 |
| HCM Lane LOS | F | A | A | - | F |
| HCM 95th %tile Q(veh) | 9.1 | 0.2 | - | - | 4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↙ | ↗ | ↙ | ↑ | ↗ | |
| Traffic Vol, veh/h | 65 | 115 | 110 | 845 | 1085 | 100 |
| Future Vol, veh/h | 65 | 115 | 110 | 845 | 1085 | 100 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | 0 | 283 | 415 | - | - | - |
| Veh in Median Storage, # | 2 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 5 | 3 | 6 | 6 | 4 | 3 |
| Mvmt Flow | 68 | 120 | 115 | 880 | 1130 | 104 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 2240 | 1130 | 1130 | 0 | - | 0 |
| Stage 1 | 1130 | - | - | - | - | - |
| Stage 2 | 1110 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.23 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.327 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | ~ 45 | 247 | 604 | - | - | 0 |
| Stage 1 | 304 | - | - | - | - | 0 |
| Stage 2 | 311 | - | - | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | ~ 36 | 247 | 604 | - | - | - |
| Mov Cap-2 Maneuver | 148 | - | - | - | - | - |
| Stage 1 | 246 | - | - | - | - | - |
| Stage 2 | 311 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 38.3 | 1.4 | 0 |
| HCM LOS | E | | |













| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT |
|-----------------------|------|-----|-------|-------|-----|
| Capacity (veh/h) | 604 | - | 148 | 247 | - |
| HCM Lane V/C Ratio | 0.19 | - | 0.457 | 0.485 | - |
| HCM Control Delay (s) | 12.3 | - | 48.4 | 32.6 | - |
| HCM Lane LOS | B | - | E | D | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 2.1 | 2.4 | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

7: River St & OR 99W / 1st/OR 99W

06/10/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑↑ | | ↖ | ↑↑↑ | | ↖ | | ↗ | | | |
| Traffic Volume (vph) | 0 | 1650 | 30 | 330 | 2340 | 20 | 140 | 0 | 250 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 1650 | 30 | 330 | 2340 | 20 | 140 | 0 | 250 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| Total Lost time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Lane Util. Factor | | 0.95 | | 1.00 | 0.91 | | 1.00 | | 1.00 | | | |
| Frbp, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Frt | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 0.85 | | | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (prot) | | 3127 | | 1646 | 4543 | | 1630 | | 1473 | | | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | 0.95 | | 1.00 | | | |
| Satd. Flow (perm) | | 3127 | | 1646 | 4543 | | 1630 | | 1473 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 1701 | 31 | 340 | 2412 | 21 | 144 | 0 | 258 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 121 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1731 | 0 | 340 | 2432 | 0 | 144 | 0 | 137 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | 5 | | | 7 | | | | | | |
| Confl. Bikes (#/hr) | | | 5 | | | | | | | | | |
| Heavy Vehicles (%) | 2% | 6% | 4% | 1% | 5% | 2% | 2% | 2% | 1% | 2% | 2% | 2% |
| Turn Type | | NA | | Prot | NA | | Prot | | Perm | | | |
| Protected Phases | | 2 | | 1 | 6 | | 7 | | | | | |
| Permitted Phases | | | | | | | | | 2 | | | |
| Actuated Green, G (s) | | 47.9 | | 15.5 | 67.9 | | 13.1 | | 47.9 | | | |
| Effective Green, g (s) | | 47.9 | | 15.5 | 67.9 | | 13.1 | | 47.9 | | | |
| Actuated g/C Ratio | | 0.53 | | 0.17 | 0.75 | | 0.15 | | 0.53 | | | |
| Clearance Time (s) | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | | | |
| Vehicle Extension (s) | | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | | | |
| Lane Grp Cap (vph) | | 1664 | | 283 | 3427 | | 237 | | 783 | | | |
| v/s Ratio Prot | | c0.55 | | c0.21 | 0.54 | | c0.09 | | | | | |
| v/s Ratio Perm | | | | | | | | | 0.09 | | | |
| v/c Ratio | | 1.04 | | 1.20 | 0.71 | | 0.61 | | 0.18 | | | |
| Uniform Delay, d1 | | 21.1 | | 37.2 | 5.8 | | 36.0 | | 10.9 | | | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | | |
| Incremental Delay, d2 | | 33.2 | | 119.4 | 1.3 | | 4.4 | | 0.5 | | | |
| Delay (s) | | 54.3 | | 156.7 | 7.1 | | 40.4 | | 11.3 | | | |
| Level of Service | | D | | F | A | | D | | B | | | |
| Approach Delay (s) | | 54.3 | | | 25.5 | | | 21.8 | | | 0.0 | |
| Approach LOS | | D | | | C | | | C | | | A | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 35.3 | | | | HCM 2000 Level of Service | | D | | | |
| HCM 2000 Volume to Capacity ratio | | | 1.00 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | | | Sum of lost time (s) | | 13.5 | | | |
| Intersection Capacity Utilization | | | 89.7% | | | | ICU Level of Service | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 34 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔↑↑↔ | | | | | | ↔ | | | ↔ | | |
| Traffic Vol, veh/h | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Future Vol, veh/h | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Conflicting Peds, #/hr | 12 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 2 |
| Mvmt Flow | 38 | 1293 | 49 | 0 | 0 | 0 | 0 | 60 | 136 | 87 | 60 | 0 |

| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 12 | 0 | 0 | - | 1432 | 710 | 648 | 1456 | - |
| Stage 1 | - | - | - | - | 1420 | - | 12 | 12 | - |
| Stage 2 | - | - | - | - | 12 | - | 636 | 1444 | - |
| Critical Hdwy | 5.38 | - | - | - | 6.54 | 7.14 | 6.44 | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.6 | - |
| Follow-up Hdwy | 3.14 | - | - | - | 4.02 | 3.92 | 3.82 | 4.05 | - |
| Pot Cap-1 Maneuver | 1132 | - | - | 0 | 133 | 323 | 409 | 125 | 0 |
| Stage 1 | - | - | - | 0 | 201 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 394 | 190 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1119 | - | - | - | 111 | 315 | 120 | 104 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 111 | - | 120 | 104 | - |
| Stage 1 | - | - | - | - | 169 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 125 | 160 | - |

| Approach | EB | NB | SB |
|----------------------|-----|-------|-------|
| HCM Control Delay, s | 0.5 | 104.2 | 256.1 |
| HCM LOS | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|
| Capacity (veh/h) | 202 | 1119 | - | - | 113 |
| HCM Lane V/C Ratio | 0.969 | 0.034 | - | - | 1.299 |
| HCM Control Delay (s) | 104.2 | 8.3 | 0.3 | - | 256.1 |
| HCM Lane LOS | F | A | A | - | F |
| HCM 95th %tile Q(veh) | 8.2 | 0.1 | - | - | 9.8 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 |
| Future Vol, veh/h | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 14 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 117 | 2339 | 11 | 67 | 28 | 0 | 0 | 28 | 17 |

| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 6 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 3.12 | - | - |
| Pot Cap-1 Maneuver | 1147 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----------|
| HCM Control Delay, s | 0.4 | | \$ 399.3 |
| HCM LOS | | - | F |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|----------|
| Capacity (veh/h) | - | 1140 | - | - | 36 |
| HCM Lane V/C Ratio | - | 0.102 | - | - | 1.235 |
| HCM Control Delay (s) | - | 8.5 | 0 | - | \$ 399.3 |
| HCM Lane LOS | - | A | A | - | F |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - | 4.6 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 19.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔↑↑ | | | | | | | ↑ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Future Vol, veh/h | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Conflicting Peds, #/hr | 12 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | 100 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 2 |
| Mvmt Flow | 38 | 1293 | 49 | 0 | 0 | 0 | 0 | 60 | 136 | 87 | 60 | 0 |

| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 12 | 0 | 0 | - | 1432 | 710 | 648 | 1456 | - |
| Stage 1 | - | - | - | - | 1420 | - | 12 | 12 | - |
| Stage 2 | - | - | - | - | 12 | - | 636 | 1444 | - |
| Critical Hdwy | 5.38 | - | - | - | 6.54 | 7.14 | 6.44 | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.6 | - |
| Follow-up Hdwy | 3.14 | - | - | - | 4.02 | 3.92 | 3.82 | 4.05 | - |
| Pot Cap-1 Maneuver | 1132 | - | - | 0 | 133 | 323 | 409 | 125 | 0 |
| Stage 1 | - | - | - | 0 | 201 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 394 | 190 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1119 | - | - | - | 111 | 315 | 120 | 104 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 111 | - | 120 | 104 | - |
| Stage 1 | - | - | - | - | 169 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 125 | 160 | - |

| Approach | EB | NB | SB |
|----------------------|-----|-------|------|
| HCM Control Delay, s | 0.5 | 104.2 | 85.2 |
| HCM LOS | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 202 | 1119 | - | - | 120 | 104 |
| HCM Lane V/C Ratio | 0.969 | 0.034 | - | - | 0.725 | 0.575 |
| HCM Control Delay (s) | 104.2 | 8.3 | 0.3 | - | 89.8 | 78.5 |
| HCM Lane LOS | F | A | A | - | F | F |
| HCM 95th %tile Q(veh) | 8.2 | 0.1 | - | - | 4 | 2.7 |

HCM Signalized Intersection Capacity Analysis

14: Blaine St & OR 99W / 1st

06/11/2019



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|------|-------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations | | ↔↔↔ | | | | | | ↔ | | | ↔ | |
| Traffic Volume (vph) | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Future Volume (vph) | 35 | 1190 | 45 | 0 | 0 | 0 | 0 | 55 | 125 | 80 | 55 | 0 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| Total Lost time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Lane Util. Factor | | 0.91 | | | | | | 1.00 | | | 1.00 | |
| Frbp, ped/bikes | | 1.00 | | | | | | 0.98 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | | | | 1.00 | | | 0.99 | |
| Frt | | 0.99 | | | | | | 0.91 | | | 1.00 | |
| Flt Protected | | 1.00 | | | | | | 1.00 | | | 0.97 | |
| Satd. Flow (prot) | | 4429 | | | | | | 1521 | | | 1633 | |
| Flt Permitted | | 1.00 | | | | | | 1.00 | | | 0.75 | |
| Satd. Flow (perm) | | 4429 | | | | | | 1521 | | | 1258 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 1293 | 49 | 0 | 0 | 0 | 0 | 60 | 136 | 87 | 60 | 0 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1375 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | 147 | 0 |
| Confl. Peds. (#/hr) | 12 | | 26 | | | | | | 13 | 13 | | |
| Heavy Vehicles (%) | 4% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% |
| Turn Type | Perm | NA | | | | | | NA | | Perm | NA | |
| Protected Phases | | 4 | | | | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 40.9 | | | | | | 40.1 | | | 40.1 | |
| Effective Green, g (s) | | 40.9 | | | | | | 40.1 | | | 40.1 | |
| Actuated g/C Ratio | | 0.45 | | | | | | 0.45 | | | 0.45 | |
| Clearance Time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 2012 | | | | | | 677 | | | 560 | |
| v/s Ratio Prot | | | | | | | | 0.11 | | | | |
| v/s Ratio Perm | | 0.31 | | | | | | | | | c0.12 | |
| v/c Ratio | | 0.68 | | | | | | 0.26 | | | 0.26 | |
| Uniform Delay, d1 | | 19.4 | | | | | | 15.6 | | | 15.7 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.0 | | | | | | 0.9 | | | 1.1 | |
| Delay (s) | | 20.4 | | | | | | 16.5 | | | 16.8 | |
| Level of Service | | C | | | | | | B | | | B | |
| Approach Delay (s) | | 20.4 | | | 0.0 | | | 16.5 | | | 16.8 | |
| Approach LOS | | C | | | A | | | B | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 19.7 | | | | | | | | | B |
| HCM 2000 Volume to Capacity ratio | | | 0.47 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | | | | | | | 9.0 | |
| Intersection Capacity Utilization | | | 61.1% | | | | | | | | | B |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↑↑↑ | | ↑ | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 |
| Future Vol, veh/h | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 14 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 117 | 2339 | 11 | 67 | 28 | 0 | 0 | 28 | 17 |

| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 6 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 3.12 | - | - |
| Pot Cap-1 Maneuver | 1147 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----------|
| HCM Control Delay, s | 0.4 | | \$ 399.3 |
| HCM LOS | | - | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|----------|-------|-----|-----|----------|
| Capacity (veh/h) | - | 21 | 1140 | - | - | 36 |
| HCM Lane V/C Ratio | - | 1.323 | 0.102 | - | - | 1.235 |
| HCM Control Delay (s) | - | \$ 576.6 | 8.5 | 0 | - | \$ 399.3 |
| HCM Lane LOS | - | F | A | A | - | F |
| HCM 95th %tile Q(veh) | - | 3.7 | 0.3 | - | - | 4.6 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

17: Blaine St & OR 99W / Hancock

06/11/2019



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|------|------|-------|------|---------------------------|------|------|-------|------|------|------|------|--|
| Lane Configurations | | | | | ←↑↑ | | | ↑ | | | ↑ | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 | |
| Future Volume (vph) | 0 | 0 | 0 | 105 | 2105 | 10 | 60 | 25 | 0 | 0 | 25 | 15 | |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | |
| Total Lost time (s) | | | | | 4.5 | | | 4.5 | | | 4.5 | | |
| Lane Util. Factor | | | | | 0.91 | | | 1.00 | | | 1.00 | | |
| Frbp, ped/bikes | | | | | 1.00 | | | 1.00 | | | 0.99 | | |
| Flpb, ped/bikes | | | | | 1.00 | | | 1.00 | | | 1.00 | | |
| Frt | | | | | 1.00 | | | 1.00 | | | 0.95 | | |
| Flt Protected | | | | | 1.00 | | | 0.97 | | | 1.00 | | |
| Satd. Flow (prot) | | | | | 4623 | | | 1599 | | | 1619 | | |
| Flt Permitted | | | | | 1.00 | | | 0.78 | | | 1.00 | | |
| Satd. Flow (perm) | | | | | 4623 | | | 1294 | | | 1619 | | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 117 | 2339 | 11 | 67 | 28 | 0 | 0 | 28 | 17 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 2466 | 0 | 0 | 95 | 0 | 0 | 38 | 0 | |
| Confl. Peds. (#/hr) | | | | 6 | | 5 | 2 | | | | | 2 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 14% | 2% | 2% | 2% | 2% | |
| Turn Type | | | | Perm | NA | | Perm | NA | | | NA | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | | |
| Permitted Phases | | | | 8 | | | 2 | | | | | | |
| Actuated Green, G (s) | | | | | 60.5 | | | 20.5 | | | 20.5 | | |
| Effective Green, g (s) | | | | | 60.5 | | | 20.5 | | | 20.5 | | |
| Actuated g/C Ratio | | | | | 0.67 | | | 0.23 | | | 0.23 | | |
| Clearance Time (s) | | | | | 4.5 | | | 4.5 | | | 4.5 | | |
| Vehicle Extension (s) | | | | | 3.0 | | | 3.0 | | | 3.0 | | |
| Lane Grp Cap (vph) | | | | | 3107 | | | 294 | | | 368 | | |
| v/s Ratio Prot | | | | | | | | | | | 0.02 | | |
| v/s Ratio Perm | | | | | 0.53 | | | c0.07 | | | | | |
| v/c Ratio | | | | | 0.79 | | | 0.32 | | | 0.10 | | |
| Uniform Delay, d1 | | | | | 10.4 | | | 29.0 | | | 27.5 | | |
| Progression Factor | | | | | 1.00 | | | 0.77 | | | 1.00 | | |
| Incremental Delay, d2 | | | | | 1.5 | | | 2.7 | | | 0.6 | | |
| Delay (s) | | | | | 11.8 | | | 25.0 | | | 28.0 | | |
| Level of Service | | | | | B | | | C | | | C | | |
| Approach Delay (s) | | 0.0 | | | 11.8 | | | 25.0 | | | 28.0 | | |
| Approach LOS | | A | | | B | | | C | | | C | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 12.6 | | HCM 2000 Level of Service | | | | | | B | | |
| HCM 2000 Volume to Capacity ratio | | | 0.67 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 90.0 | | Sum of lost time (s) | | | | | | 9.0 | | |
| Intersection Capacity Utilization | | | 69.2% | | ICU Level of Service | | | | | | C | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

Market Analysis

Newberg Riverfront Master Plan: Market Analysis

Date February 15, 2019
To Newberg Riverfront Master Plan
Project Management Team
From Brian Vanneman and Sam Brookham,
Leland Consulting Group



Executive Summary

Introduction

This executive summary provides an overview of the Newberg Riverfront Master Plan Market Analysis, which assesses conditions for residential, commercial, office, and industrial development, as well as public recreational facilities at the Riverfront. The executive summary includes a description of Riverfront subareas; residential, commercial, office, and industrial forecasts and demand; and three preliminary development programs for the Riverfront that are based on this analysis. A full version of the report is available on the project website at www.newbergoregon.gov/planning/page/riverfront-master-plan-0.

Study Area and Market Area

The Riverfront study area is shown below. It is located on the south side of Newberg, generally south of 9th Street. The study area is entirely within the City's Urban Growth Boundary (UGB).

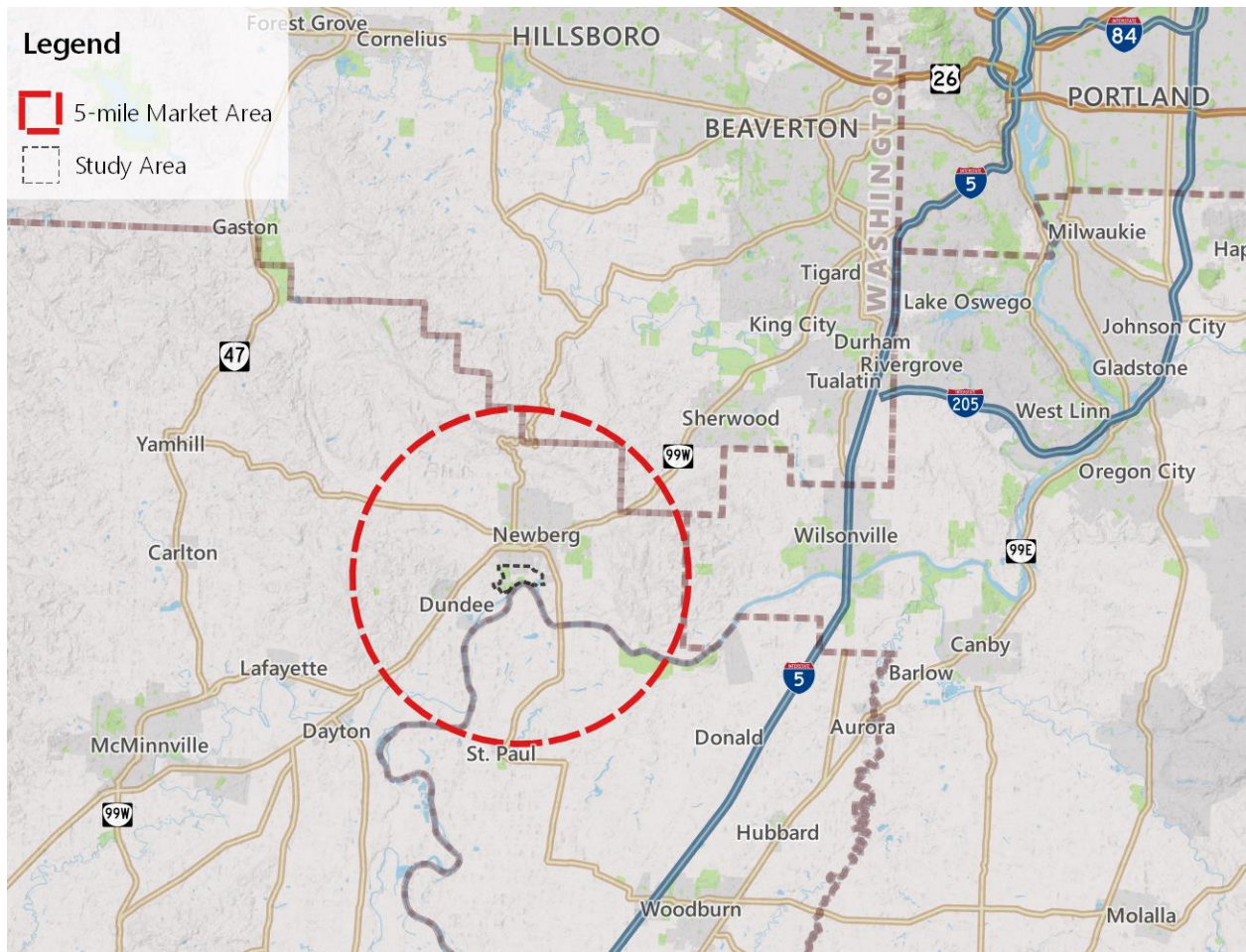
Figure ES- 1. Riverfront Master Plan Study Area



Source: TIGER, Leland Consulting Group

The market area, as defined in Figure ES- 2, represents the area from which the most demand for residential, commercial, and industrial growth will originate, and where most of the competitive development is located. Residents and businesses located in this area are the most likely groups to support retail on site, lease/utilize office space, and live in the study area. The market area is approximately defined as a five-mile radius around the study area—roughly a 15-minute drive time from the study area.

Figure ES- 2. Regional Overview and Market Area



Source: TIGER, Leland Consulting Group

Residential and Employment Forecasts

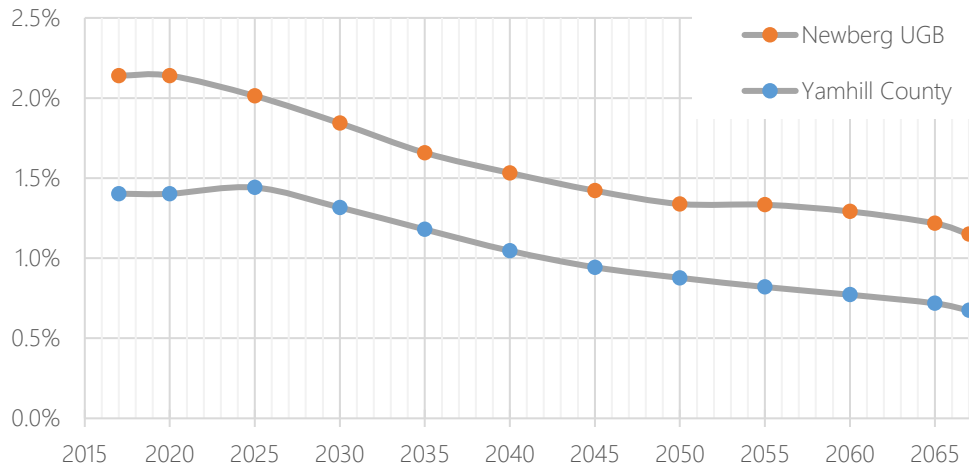
The Population Research Center at Portland State University (PSU) produces the annual Population Estimates for Oregon and its counties and cities, as well as the estimates by age and sex for the state and its counties. Population is projected to grow faster within the Newberg UGB than in Yamhill County as a whole.

Table ES- 1. Population Forecasts, 2017-2040

| Area / Year | 2017 | 2020 | 2025 | 2030 | 2035 | 2040 |
|----------------|---------|---------|---------|---------|---------|---------|
| Yamhill County | 106,555 | 111,101 | 119,339 | 127,404 | 135,096 | 142,311 |
| Newberg UGB | 24,296 | 25,889 | 28,602 | 31,336 | 34,021 | 36,709 |

Source: Portland State University

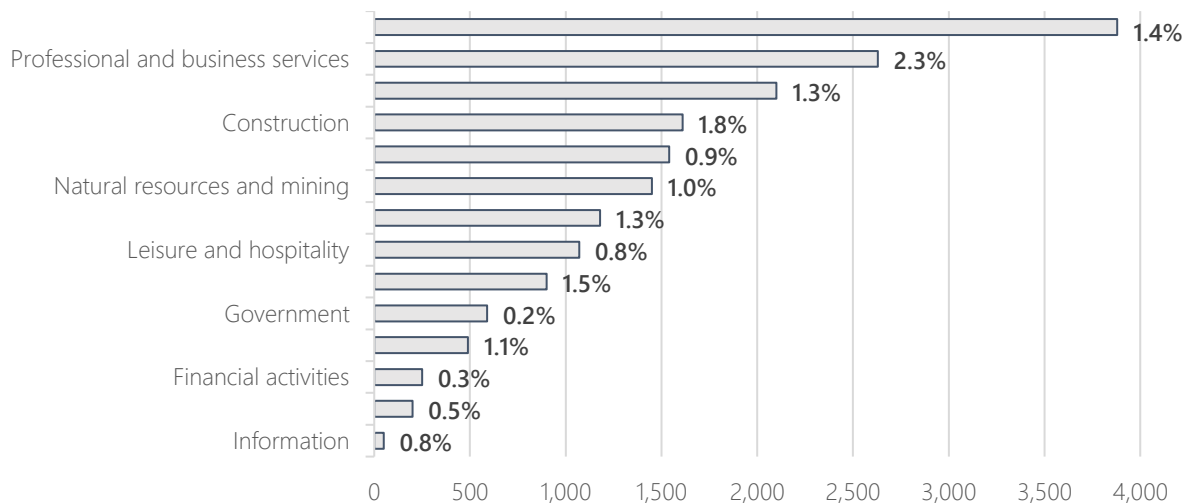
Figure ES-3. Annual Population Growth Rates, Newberg UGB and Yamhill County, 2017-2067



Source: Portland State University

In order to understand future employment, Leland Consulting Group (LCG) uses the State Employment Department’s 10-year projections for each industry. Almost half of all projected employment growth is expected to be in the industries of Educational and Health Services, Professional and Business Services, and Manufacturing. The fastest-growing industry is Professional and Business Services. Aside from manufacturing, these industries tend to drive the most demand for new office construction.

Figure ES-4. Projected New Employment Growth, Yamhill & Marion Counties, 2014-2024



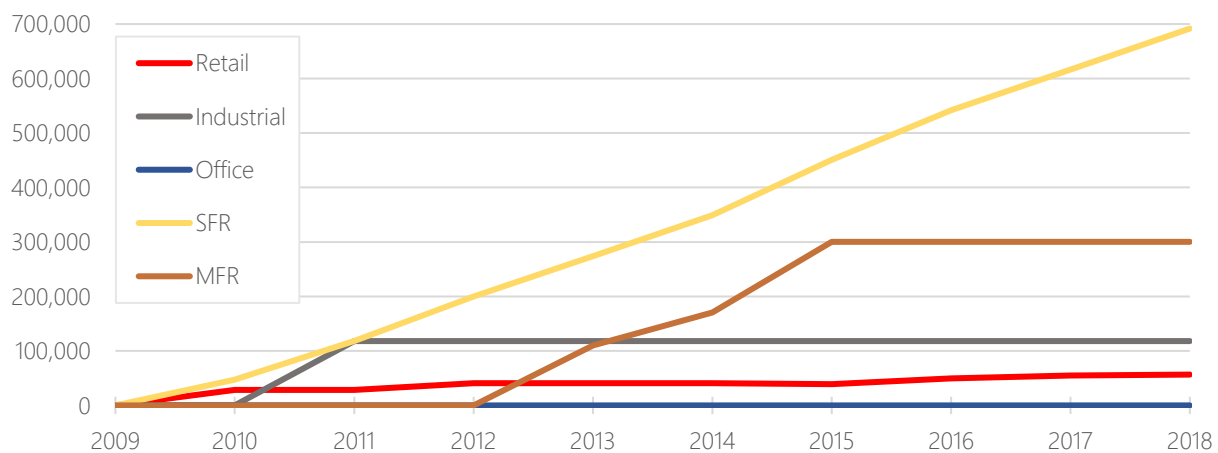
Source: Oregon Employment Department (QualityInfo.org).

However, caution is required with these projections. Not only do they apply to a more general area than the residential projections (two-county region of Yamhill and Marion versus the Newberg UGB), but the employment projections are given by industry, likely resulting in a significant margin of error.

All Development Types

Figure ES-5 shows all new real estate development that has taken place within the City of Newberg since 2009. This figure shows that single family and multifamily housing have comprised the vast majority of all development in the market area. Single family development has comprised 59% of all building area, and multifamily has comprised 26% of all building area, for a total of 85% in both housing categories. This is due to relatively rapid population growth and ongoing housing scarcity in Yamhill County and the Portland metropolitan region. If the Riverfront area were an undeveloped greenfield site, the highest and best use for most of the site would be a mix of single and multifamily housing. However, it is not a greenfield site, and therefore more nuanced development programs are appropriate.

Figure ES-5. Net New Development (square feet), City of Newberg, 2009-2018 YTD



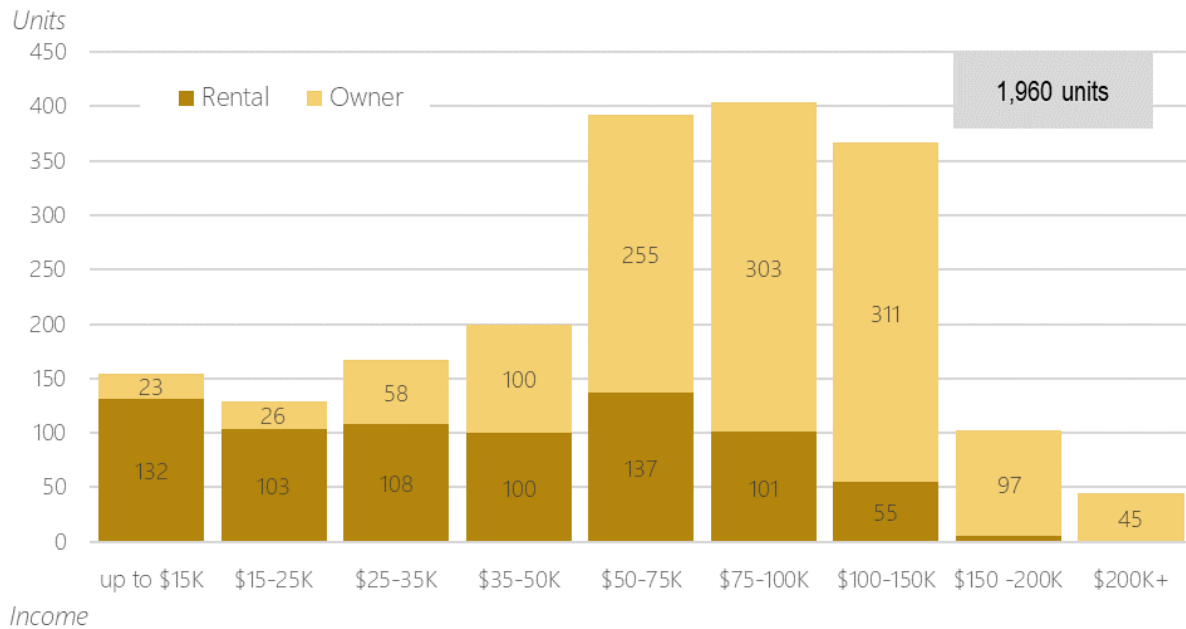
Source: Costar and Yamhill County Assessor

Residential Demand

For the residential and retail demand forecasts, we assume that actual household growth will be approximately 1.4%, which is closest to PSU’s projection for the County, and between the lower historic rate observed in the market area, and the higher PSU projection for the UGB. LCG views this 1.4% rate as reasonable and potentially conservative. Based on this household growth rate, we project market area demand for an additional 1,960 units over the next 10 years within the market area, or about 196 units per year. We anticipate that the most demand for new *rental* units will be from households with incomes less than \$75,000, and the most demand for new owner-occupied housing to be from households earning between \$50,000 and \$150,000. We expect about 38 percent of future housing demand to be for renter-occupied units, resulting in about 741 rental units and 1,218 owned units in the market area.

Feasible building forms are likely to include detached single-family homes, townhouses, and garden apartments, generally ranging from at 6 to 30 units per acre. “Urban garden apartments” (three to four stories, with tuck-under parking) require higher rents than are currently being achieved in Newberg but could be feasible in the medium- to long-term.

Figure ES-6. Residential Development, 10-Year Market Area Demand



Source: Costar and Yamhill County Assessor

Retail/Commercial Demand

LCG expects population and employment growth to drive demand for several hundred thousand square feet of retail throughout the market area, including demand for general merchandise, dining, grocery, building materials, and other commercial needs.

However, the Riverfront is a unique location and has significant challenges and strengths for retail/commercial development. Challenges include the fact that it is not well-known or highly visible from any major roadway, except for the “pass-through” visibility from the Newberg-Dundee Bypass. Traffic volumes are low, and it is not a convenient location for most residents and employees, who are located to the north, or visitors/passers-by. Its natural market-area of nearby residents is today virtually non-existent. Even if the Riverfront were to build out rapidly, it would still struggle due to a 180-degree, rather than 360-degree, potential market area. It is a weak “convenience retail” location.

However, the Riverfront also has strengths including special views and high usage during warm-weather months, when residents and visitors use Rogers Landing in much greater numbers. This suggests that retail and commercial uses here are likely to be “destination” uses, trends that can be seen in all of the case studies described in the market analysis. Commercial tenants in this category include restaurants, wine-tasting and wine sales, unique Willamette Valley food growers and vendors, other food and beverage vendors (coffee, ice cream, bakeries), and outdoor recreation suppliers. Secondary commercial tenants can fill space alongside these “anchor” tenants.

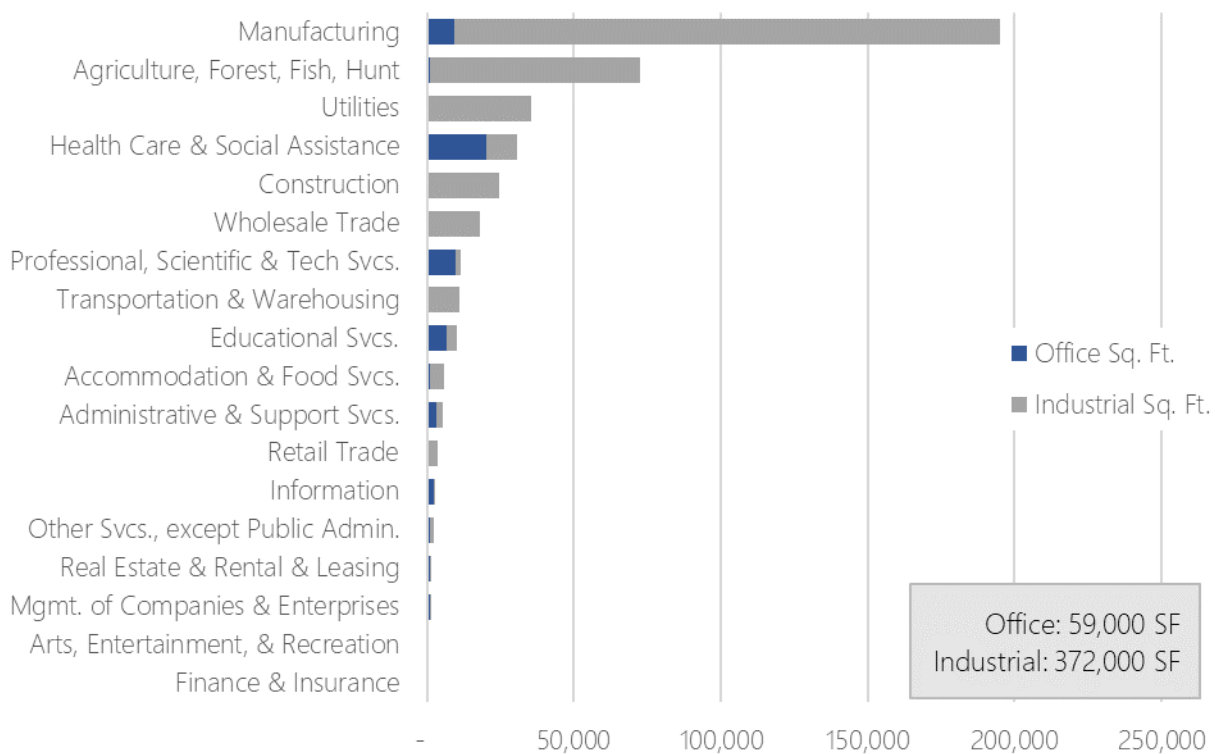
LCG’s assessment is that 5,000 to 20,000 square feet of destination retail/commercial space is achievable in the medium term.

Employment: Office and Industrial

The demand for new office and industrial space is more difficult to predict than the demand for housing. This is because, although employment growth has been strong in the market area over the past decade, very little office and industrial development has actually been built. In the past decade, 41,000 square feet of industrial development has been built, and no office development.

Figure ES-7 shows LCG’s projection for office and industrial development demand in the market area. This projection is based on State of Oregon job growth projections, and the amount of space needed for each employee. Industrial demand is expected to be significantly higher than office demand, with demand for manufacturing space leading all sectors. The manufacturing sector currently employs the most people in the market area, is projected to grow in the future, and typically requires relatively large amounts of space for each employee. Sources of office space demand include manufacturing, health care, professional services, and education.

Figure ES-7. Office and Industrial Development, 10-Year Market Area Demand



Source: Oregon Employment Department (QualityInfo.org).

Office at the Riverfront

The dearth of new office development in the market area is an indication that office rents are generally too low to justify the high costs of new, high-quality, speculative office development. Therefore, *speculative* office development is likely to be minimal in the Riverfront area in the near and mid-term. It is possible that build-to-suit office development could be completed for one or more tenants looking for a special site and campus environment, particularly on the WestRock campus. However, a majority of new office development built in the last decade has been in urban, mixed-use environments, close to Downtown Portland.

Industrial Development at the Riverfront

Some or all of the WestRock site is likely to continue as an industrial facility. The center and eastern side of the WestRock site are the most likely areas to remain in industrial use due to valuable, in-place buildings and infrastructure (center), and land uses that will be difficult to reuse (e.g., lagoons).

The planning team should investigate the potential to transition some of the property and/or WestRock buildings to “commercial industrial,” “craft industrial,” and/or makers space. These are concepts that combine industrial production and/or warehousing, with some commercial element. One local example is a winery with a tasting room at front; others include furniture makers with a sales area. The best location for such commercial/industrial uses is at the west end of the WestRock site, planned in combination with the River Street Terminus subarea.

Lodging

Near Term. Due to the area’s current industrial character, lack of commercial amenities on-site today, lack of major nearby employment clusters, and lack of visibility from major roadways, a hotel is not likely to be feasible in the near term.

Long Term. In the longer term, numerous amenities would improve prospects for hotel development, including: pedestrian and bicycle trails; additional parks, open spaces, and festival venues; restaurants and retail; wine tasting and wine-related uses; other residential and commercial development. The Riverfront will likely require a “destination hotel,” that is special and differentiated from the Hwy 99W hotels now in Newberg, and also has a higher price point in order to justify the higher level of amenities. Numerous cities have transitioned their waterfronts from industrial to mixed-use. The Hood River and Independence waterfronts are two local examples, and both include hotels. Hood River “set the stage” with restaurants, retail, office space, and an exceptional series of parks and open spaces. Therefore, if place making amenities are built, and commercial amenities added, a hotel could be feasible in the medium or long-term. The more that a hotel developer needs to create these amenities “from scratch,” the more difficult the economics will be.

Recreation and Open Space

Real estate developers and commercial tenants place a high value on quality of place and special amenities such as views, open space, and riverfronts (although these amenities can also limit visibility and access to larger market areas). In particular, restaurants, destination retail, housing, and lodging tend to pay a particular premium for these amenities, as seen in waterfronts around the Pacific Northwest such as RiverPlace in Portland, the Mill District in Bend, and First Street in Corvallis.

Quality bike and pedestrian facilities are increasingly important. *Active Transportation and Real Estate*, a recent report by the Urban Land Institute (ULI), states that, “active transportation infrastructure can catalyze real estate development. Trails, bike lanes, and bicycle-sharing systems can improve pedestrian and bicyclist access to employment centers, recreational destinations, and public transit facilities, thereby enhancing the attractiveness of developments along active transportation corridors. In some cases, former industrial districts and towns outside urban cores have benefited from active transportation infrastructure due to improved walking and cycling connectivity.”

Therefore, LCG recommends that the City and its partners look to include pedestrian and bicycle paths, parks and open space, community event spaces, and related recreational opportunities at the Riverfront to the greatest extent feasible.

Case Studies

LCG evaluated five case studies for this market analysis: Columbia Riverfront, Hood River, Oregon; Independence Landing, Independence, Oregon; Columbia Riverfront, Astoria, Oregon; Kendall Yards, Spokane, Washington; and Vintner's Village, Prosser, Washington. Some key takeaways of the case studies conducted for this market analysis are:

- **Employment and other uses can coexist.** The Hood River and Astoria riverfronts indicate that industry, employment, and other uses such as commercial, open space/recreation, and food and beverage, can coexist if all site users are respected, signage guides visitors away from private areas, and public spaces are thoughtfully designed. At the Hood River waterfront, industrial and retail uses have long been adjacent; now, reportedly, they will be accommodated in the same building.
- **Adaptive reuse.** As seen at the Astoria Riverfront, adaptive reuse is often a logical and cost-effective way to bring current modern commercial tenants to historic waterfronts. When done right, adaptive reuse is less expensive than new construction, and therefore enables new uses in markets where current rents cannot support the cost of new construction. While opportunities for adaptive reuse are limited at the Newberg Riverfront, reuse is certainly possible in some locations such as the WestRock warehouse, and some office buildings. Due to its size and height, however, the warehouse will require a very creative approach to renovation. Most tenants are small and will be overwhelmed by a five-acre building with almost no interior light. Future industrial or office users will probably look to repurpose and improve the office and other buildings near the center of the WestRock campus.
- **Housing is a key use at many waterfronts.** Multifamily and single-family development comprise the majority of development within the mixed-use projects at Kendall Yards and Independence, Oregon. Housing is integrated with retail/commercial, limited office, generous open spaces, and lodging (at Independence).

Subareas

LCG has divided the Newberg Riverfront into five subareas, which are shown in the diagrams on following pages. Each of these subareas differs from the others in significant ways, including existing land use and transportation conditions; property ownership; parcel size; access and visibility; natural features including proximity to the Willamette River, slope, floodplain, soil and geotechnical conditions; and other features. These differences mean that the types of development that make sense in one area may not make sense in another.

The five subareas are the Existing Neighborhoods (between 9th Street and the Bypass); New Residential Areas (towards the western edge of the study area, both north and south of the Bypass); the Riverside, which includes property owned by Yamhill County, Hardrock Enterprises, the City of Newberg, and some sloped and wooded property owned by SP Fiber (WestRock) but not used for mill purposes; the River Street Terminus, comprised of multiple small properties near the southern end of River Street; and the WestRock Mill property.

Preliminary Development Alternatives

Based on the market analysis and case studies summarized above, and input from stakeholders and the Riverfront consulting team, LCG has developed the three preliminary development alternatives that are summarized in this section.

These alternatives describe development *programs and concepts*, that is, the types and locations of land uses and new development that can help tap into the market and achieve Newberg's vision for the area. We provide

three different development programs here because there is no single, predetermined way in which the Riverfront will develop in coming decades. In addition to market forces, City policy and the input of the community, property owners, developers, and other stakeholders all will have some influence on the plan and its implementation.

The alternatives are quantified here only to illustrate development potential – the numbers are secondary to the *strategy* for transforming the Newberg Riverfront. LCG and APG team recommend that City’s strategy focus on a strong vision, identifying a range of potential uses in appropriate locations, planning and delivering needed infrastructure and amenities, and forging partnerships and identifying resources to implement the plan. The exact uses and amounts of development will play out over time, guided by the strategy and framework established in the Riverfront Master Plan.

The images below depict the rough size and locations of the preliminary development alternatives.

Figure ES-8. Preliminary Development Alternative A

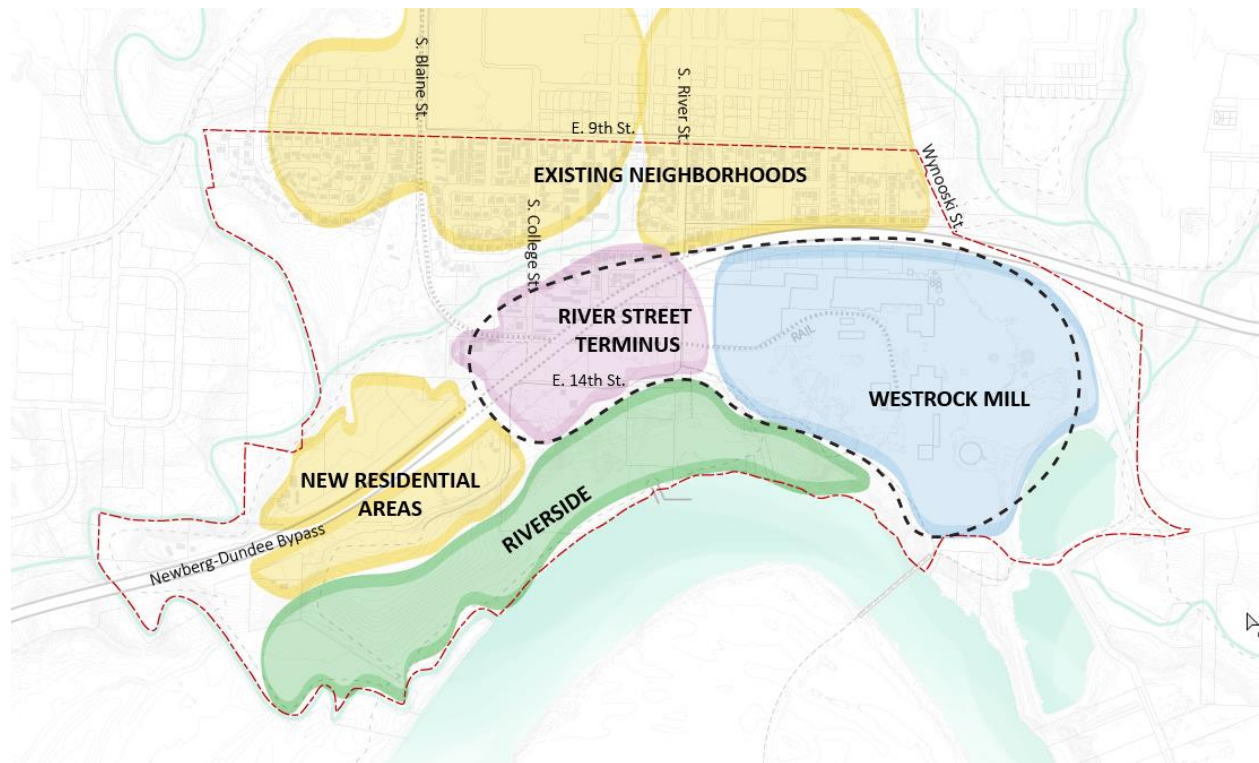


Figure ES-9. Preliminary Development Alternative B

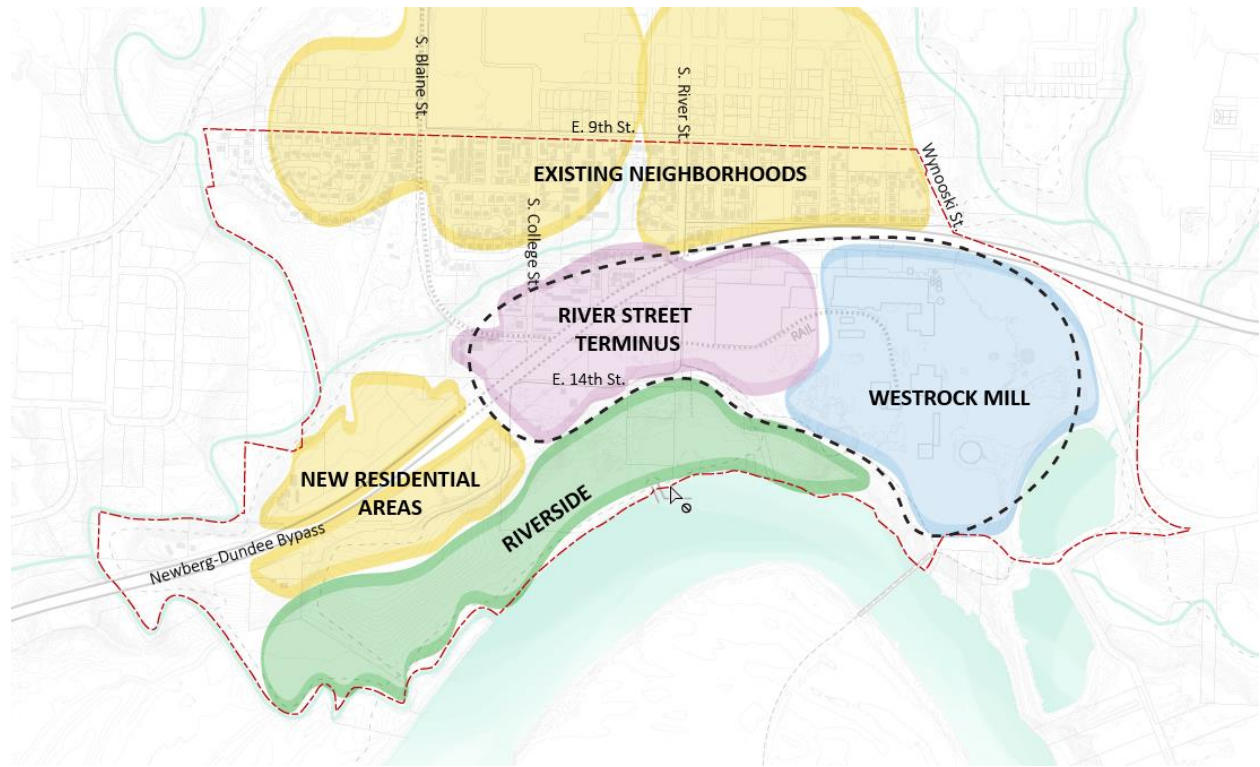
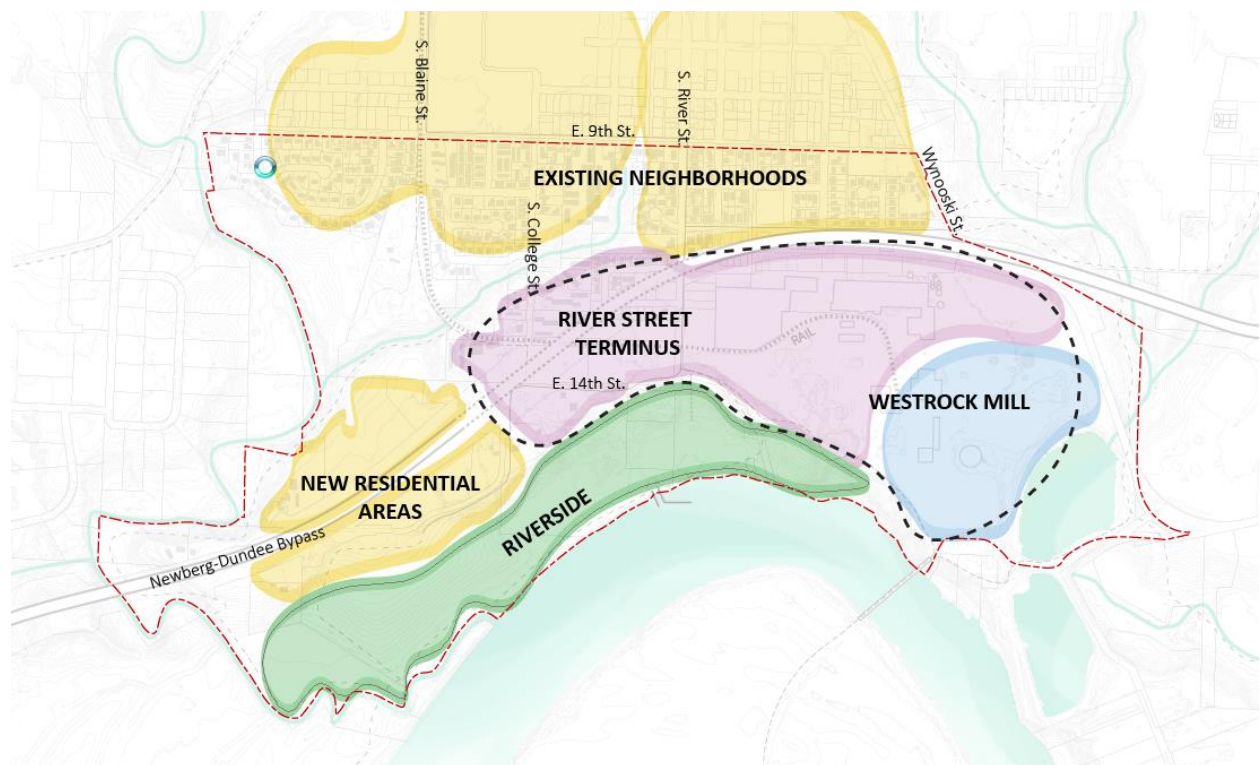


Figure ES-10. Preliminary Development Alternative C



Existing Neighborhoods, New Residential, and Riverside Subareas

The future land use programs for three of the subareas are the same in all three development alternatives. These subareas are the Existing Neighborhoods, New Residential Areas, and Riverside.

The table below summarizes the current and future land use program for these subareas, which are described in greater detail following the table. The net area shown below is the total area within all properties/tax lots in the subarea and does not include roads, natural areas, or other undefined acreage outside of tax lots.

Table ES-2. Subareas Summary: Existing Neighborhoods, New Residential, and Riverside

| Subarea Name | Net Area (Acres) | Current Land Uses / Program | Development Concepts and Future Program |
|------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing Neighborhoods | 115 | <ul style="list-style-type: none"> • Approximate 665 housing units • Mix of single family and multifamily • Commercial node near Ninth and Willamette Streets • Ewing Young Park • Chehalem Creek | <ul style="list-style-type: none"> • Incremental change; the existing pattern of single and multifamily housing remains, along with some infill • Additional dwelling units on vacant and/or underutilized properties over the long term • Addition of a small amount (3,000 to 10,000 square feet) of neighborhood-serving retail near Ninth and Willamette/River Streets |
| New Residential Areas | 18 | <ul style="list-style-type: none"> • Agricultural (orchards), bisected by Bypass | <ul style="list-style-type: none"> • 130 to 150 single family homes • Local streets • Small neighborhood parks |
| Riverside | 95 | <ul style="list-style-type: none"> • Rogers Landing Park: Parking, boat launch, parking, riverfront open space. • Industrial uses (HardRock Enterprises) • County Landfill | <ul style="list-style-type: none"> • Current uses, and: • Pedestrian and bicycle pathways, potentially connecting several miles up- and down-stream • Additional parks • Enhanced natural areas • Community gathering spaces for events, including potential concert space/amphitheater |

Existing Neighborhoods. Newberg’s Existing Neighborhoods are largely built out, with a mix of single and multifamily homes, and the built form of the majority of this neighborhood is unlikely to change. Incremental change will come through the residential infill development of vacant lots; potentially addition of accessory dwelling units; and potentially some small-scale multifamily redevelopment (lot sizes are too small to accommodate larger-scale multifamily development). The City should consider anti-displacement strategies to ensure that current residents can remain in place as improvements to the area take place. This Plan will also evaluate the potential for road and infrastructure improvements, wayfinding and signage, lighting, and other improvements that will connect existing neighborhoods to new amenities along the River.

New Residential Areas. The New Residential Areas (which are orchards today) are already seeing development interest for new single-family residential neighborhoods. Developers are planning two subdivisions which will result in 130 to 150 single family housing units, plus neighborhood streets, and small, neighborhood-scale parks.

Riverside. This sloped and natural area is treasured by the Newberg community and unlikely to be developed because of issues relating to floodplain, slope, geotechnical (County Landfill), and property ownership; as well as the community's desire for open space. However, this area can be enhanced and can become more of an asset for the entire Riverfront. It could be the location of future pedestrian and bicycle paths, active and passive park space, an amphitheater, event and festival space, etc.

The waterfront should be accessible to the general public to the greatest extent possible. The Project for Public Spaces (PPS) suggest that waterfronts with continuous public access are significantly more popular than those where public space is interrupted. Even small stretches where the waterfront is unavailable to people can greatly diminish the experience. Access also means that people can actually interact with the water in numerous ways—from swimming and fishing, to picnicking dockside and feeding the ducks.¹ This will ensure the Newberg Riverfront is a destination that can catalyze greater use and private investment in surrounding subareas.

The River Street Terminus and WestRock Mill Subareas





The Riverfront Vision and Goals statement calls for, “a mix of residences, public spaces, services, commerce, and industrial uses [that] will tie together through great design, creating a unique, mixed use setting on the Willamette River,” and “a mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces.”

The three development alternatives (A, B, and C) shown below, together with development concepts described above, provide different approaches to achieving the vision. Alternatives A, B, and C explore how redevelopment of the River Street Terminus and portions of the WestRock subareas could be integrated to establish a focal point and opportunity area. The key variables are how much of the WestRock Mill property would redevelop and what uses would be located there. Moving from alternative A to C, the amount of area in the River Street Terminus increases, while the WestRock Mill subarea decreases.

¹ <https://www.pps.org/article/stepstocreatingagreatwaterfront>

Table ES-3. Summary of Development Alternatives – River Street Terminus and WestRock Mill Subareas

| Development Alternative | Area (Acres) by Subarea | | | | |
|-------------------------|-------------------------|-----------------------|------------|-----------------------|----------------|
| | Existing Neighborhoods | New Residential Areas | Riverfront | River Street Terminus | West Rock Mill |
| A | 115 | 18 | 95 | 8 | 133 |
| B | 115 | 18 | 95 | 20 | 120 |
| C | 115 | 18 | 95 | 90 | 50 |

| Primary Land Uses | Residential | Residential | Open Space Recreation | Retail Craft Industrial Office/Campus/ Institutional Housing Lodging | Industrial Office/Campus/ Institutional |
|-------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| |  |  |  |  |  |
| |  |  |  |  |  |
| |  |  |  |  |  |

Source: Leland Consulting Group.

The **River Street Terminus** is envisioned as an active area that provides Newberg residents and visitors with a wide range of uses—including food and beverage (e.g. wine tasting), destination retail, general commercial, “craft industrial,” (e.g. small-scale wine production or makers space), housing, office, and lodging—and opportunities to socialize, shop, and conduct business, with views of the Willamette River, and easy pedestrian, bicycle, and auto access to the riverfront itself, downtown, and rest of Newberg. The Hood River, Independence, Astoria, and Kendall Yards (Spokane) waterfronts are examples of the potential River Street use mix and development concept. As one of the main thoroughfares that connects the Riverside area to downtown Newberg, River Street and the Terminus area is a key connection and natural activity center for the study area.

The WestRock Mill subarea is envisioned to accommodate industrial, office, campus/institutional (e.g. hospital, community college, major employer), potentially “craft industrial,” (e.g. small-scale wine production or makers space), and potentially other related employment uses. It is an employment subarea.

Some or all of the subarea is likely to remain industrial. The central and eastern parts of the site are the most likely to remain industrial, due to valuable, in-place buildings and infrastructure, and land uses that will be difficult to reuse (e.g., lagoons). There are also significant water rights associated with the property, which may be valuable to industrial users.

Alternative A envisions a 5 to 10-acre (8 acres is assumed here), mixed-use River Street Terminus node located entirely west of River Street (and south of the Bypass). Uses would be destination retail and a small amount (15-20 units) of housing. The 130+ acres to the east remain in industrial/ employment uses.

Alternative B envisions a 10 to 30-acre (20 acres is assumed here), mixed-use River Street Terminus node that includes the areas west of River Street, and also the areas west of the Pacific Street alignment, including the current WestRock warehouse. This larger area would allow destination retail, craft industrial, some office/institutional, and about 50 units of housing. The warehouse could be renovated/adaptively reused as office, institutional, craft industrial, or retail, or demolished and redeveloped. The 120+ acres to the east remain in industrial/employment uses.

Alternative C envisions a significant expansion of the River Street Terminus – to the WestRock property’s primary north-south road, or potentially further. With this larger amount of land, the River Street program can include all uses in Alternative B (including significantly expanded office/campus/institutional and housing components), and a hotel.

Development Programs

The estimated land use mix, gross and net areas, floor area ratios, residential densities (dwelling units per acre) and other metrics for the WestRock and River Street Terminus subareas are shown below for reference. As noted above, the alternatives are quantified here only to illustrate development potential – the numbers are secondary to the *strategy* for transforming the Newberg Riverfront. In all cases, LCG has made a 50% reduction when transferring from gross area to net buildable area, in order to take into account many areas on the WestRock site that are likely unbuildable today and in the future, including ponds, some structures, steeply sloped land, future roads, and other unbuildable lands.

Employment Demand and Development Alternatives

The WestRock site/subarea is large: about 130 gross acres today located within the UGB. This amount of land is likely to take a long time to absorb and develop or redevelop. Land uses with high levels of demand will be able to absorb this land more quickly; and faster development is typically associated with greater levels of profitability/feasibility for developers.

Based on past data and future forecasts, the Newberg industrial market appears to be considerably stronger than the office market. LCG estimates that the WestRock site could capture between 87 and 33 percent of all industrial development in the market area over the next 20 years. This is a high capture rate and suggests that buildout will take longer than 20-years. The parking lot at the site’s northeast edge alone is more than 60 acres and could accommodate several hundred thousand square feet of industrial development. The Newberg office market has been slower than the industrial market. LCG estimates that the WestRock site could easily

accommodate all office demand in the market area over a 20-year period, under Alternatives A and B. This also suggests a buildout of over 20 years.

Mixed Use Demand and Development Alternatives

LCG estimates the River Street Terminus' capture rate of retail uses to be very small. Most retail in the market area will be built in the Hwy 99W corridor and in central Newberg and Dundee. The +/- 30,000 square feet of destination retail proposed here should be slowly built-out and will need to succeed based on its ability to attract locals and visitors, capitalize on riverfront views and access, and quality products and services that compel people to go out of their way to dine and shop here.

Table ES-4. WestRock Mill Programs

| A | | | | | | |
|-------------------------|----------------|---------------------------|-------------------------|------------|--------------------|---------------------------------|
| Employment Area (Acres) | 130 | - | 135 | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | FAR | Square Feet | Market Capture (20 Year) |
| Industrial | 90% | 119 | 59 | 0.25 | 646,714 | 87% |
| Office/Institutional | 10% | 14 | 7 | 0.70 | 209,296 | 177% |
| Total | | 133 | 66 | | 856,010 | |

| B | | | | | | |
|-------------------------|----------------|---------------------------|-------------------------|------------|--------------------|---------------------------------|
| Employment Area (Acres) | 110 | - | 130 | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | FAR | Square Feet | Market Capture (20 Year) |
| Industrial | 90% | 108 | 54 | 0.25 | 585,703 | 79% |
| Office/Institutional | 10% | 12 | 6 | 0.70 | 189,551 | 161% |
| Total | | 120 | 60 | | 775,254 | |

| C | | | | | | |
|-------------------------|----------------|---------------------------|-------------------------|------------|--------------------|---------------------------------|
| Employment Area (Acres) | 20 | - | 80 | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | FAR | Square Feet | Market Capture (20 Year) |
| Industrial | 90% | 45 | 22 | 0.25 | 244,043 | 33% |
| Office/Institutional | 10% | 5 | 3 | 0.70 | 78,980 | 67% |
| Total | | 50 | 25 | | 323,023 | |

Gross to Net deduction for ROW, ponds, structures, and other unbuildable lands: 50%

LCG has projected demand for 1,960 housing units over 10 years (or 3,920 units over 20 years). Alternatives A through C therefore assume a 0 to 8% housing capture rate. This should be easy to achieve. A critical unknown is the level of environmental contamination on the WestRock site and the degree to which this would preclude single-family residential development. On the one hand, we know that housing has been developed at other industrial sites (including Independence Landing and Kendall Yards; and projects such as The Cove in Oregon City). On the other hand, environmental contamination can impose high remediation costs, and therefore preclude residential development in some cases. WestRock has not provided site-specific environmental analyses to the City or LCG. The concept of housing in the WestRock subarea, even in small amounts, is noted here based primarily on strong market demand. The City should examine the potential for housing from a policy perspective (what type of housing is needed for Newberg and whether this the right location), and, from an urban design perspective (the pros and cons for creating a walkable and desirable place to live). The policy discussion, and the urban design study, will occur as part of the Riverfront Master Plan process.

Table ES-5. River Street Terminus Programs

| A | | | | | | | |
|-------------------------------|----------------|---------------------------|-------------------------|----------------|-----------|-----------------------|-------|
| River Street Terminus (Acres) | 5 | - | 10 | | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | Density | | Area SF or Dus | |
| Destination Retail | 60% | 4.5 | 2.3 | 0.30 | FAR | 29,403 | SF |
| Craft Industrial | 0% | - | - | 0.40 | FAR | - | SF |
| Office/Campus/Institutional | 0% | - | - | 0.60 | FAR | - | SF |
| Housing | 40% | 3.0 | 1.5 | 12 | Du/Ac. | 18 | Dus |
| Lodging | 0% | - | - | 50 | Rooms/Ac. | - | Rooms |
| Total | 100% | 7.5 | 3.8 | | | 47,403 | SF |

| B | | | | | | | |
|-------------------------------|----------------|---------------------------|-------------------------|----------------|-----------|-----------------------|-------|
| River Street Terminus (Acres) | 10 | - | 30 | | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | Density | | Area SF or Dus | |
| Destination Retail | 20% | 4.0 | 2.0 | 0.30 | FAR | 26,136 | SF |
| Craft Industrial | 10% | 2.0 | 1.0 | 0.40 | FAR | 17,424 | SF |
| Office/Campus/Institutional | 30% | 6.0 | 3.0 | 0.60 | FAR | 78,408 | SF |
| Housing | 40% | 8.0 | 4.0 | 12 | Du/Ac. | 48 | Dus |
| Lodging | 0% | - | - | 50 | Rooms/Ac. | - | Rooms |
| Total | 100% | 20.0 | 10.0 | | | 169,968 | SF |

| C | | | | | | | |
|-------------------------------|----------------|---------------------------|-------------------------|----------------|-----------|-----------------------|-------|
| River Street Terminus (Acres) | 60 | - | 120 | | | | |
| Land Use | Use Mix | Gross Area (Acres) | Net Area (Acres) | Density | | Area SF or Dus | |
| Destination Retail | 6% | 5.4 | 2.7 | 0.30 | FAR | 35,284 | SF |
| Craft Industrial | 5% | 4.5 | 2.3 | 0.40 | FAR | 39,204 | SF |
| Office/Campus/Institutional | 25% | 22.5 | 11.3 | 0.60 | FAR | 294,030 | SF |
| Housing | 58% | 52.2 | 26.1 | 12 | Du/Ac. | 313 | Dus |
| Lodging | 6% | 5.4 | 2.7 | 50 | Rooms/Ac. | 135 | Rooms |
| Total | 100% | 90.0 | 45.0 | | | 769,468 | SF |

Gross to Net deduction for ROW, ponds, structures, and other unbuildable lands: 50%

Introduction

Project Description

The Newberg Riverfront Master Plan will update the 2002 plan and establish a desired mix of residential and employment uses; protect open space areas and other unique features; take advantage of a special location along the Willamette River; and plan for a multi-modal transportation network to provide internal access and connections to the rest of the City of Newberg.

Task Overview

This Market Analysis assesses conditions for residential, commercial, and industrial development as well as public recreational facilities. The report includes existing and future market conditions for development in the Project Study Area based on current forecasts for population and employment growth; published forecasts for expected growth and development trends; contact with industry professionals; and information provided by participants in Stakeholder Outreach Meetings, PAC and TAC meetings, and other public input.

The outline of the report is as follows.

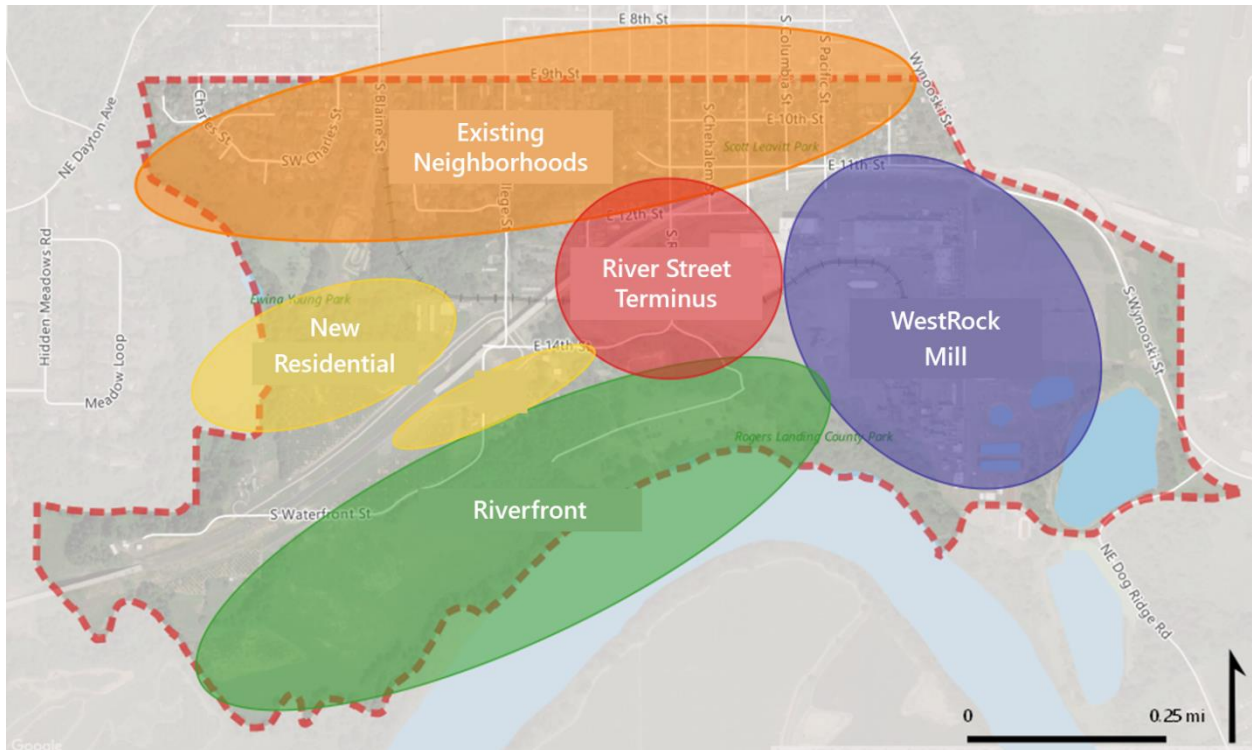
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Project Study Area

The project study area is located on the south side of Newberg, generally south of 9th Street, and is entirely within the City's Urban Growth Boundary (UGB). The study area is primarily composed of neighborhood-density residential uses (which includes single family detached homes, attached homes, and multifamily housing); undeveloped open space areas, developed neighborhood parks, Rogers Landing Boat Ramp and park, and the former WestRock paper mill site. An initial phase of the Newberg-Dundee Bypass has been completed and is elevated through much of the Project Study Area. Portions of the Bypass are elevated on structures that allow passage underneath, while other portions are at grade and create a barrier to movement to and from the study area at grade level. The Bypass is a limited-access facility with no access to or from the Bypass in the Project Study Area itself. The closest access to the Bypass from the Project Study Area is the Bypass intersection with Highway 219.

Leland Consulting Group (LCG) has prepared the conceptual map of the project study area in Figure 1 below based on conversations to-date with community stakeholders, City staff and elected leaders, and the consultant team. As we move through this market analysis and ultimately estimate future demand for new commercial and residential development it is important to remember where new development is likely to occur to maintain a sense of the market realities and the greater context. As such, the following map provides an overview of the basic characters within the study area.

Figure 1. Newberg Riverfront: Current Uses and Potential Future Use Scenario



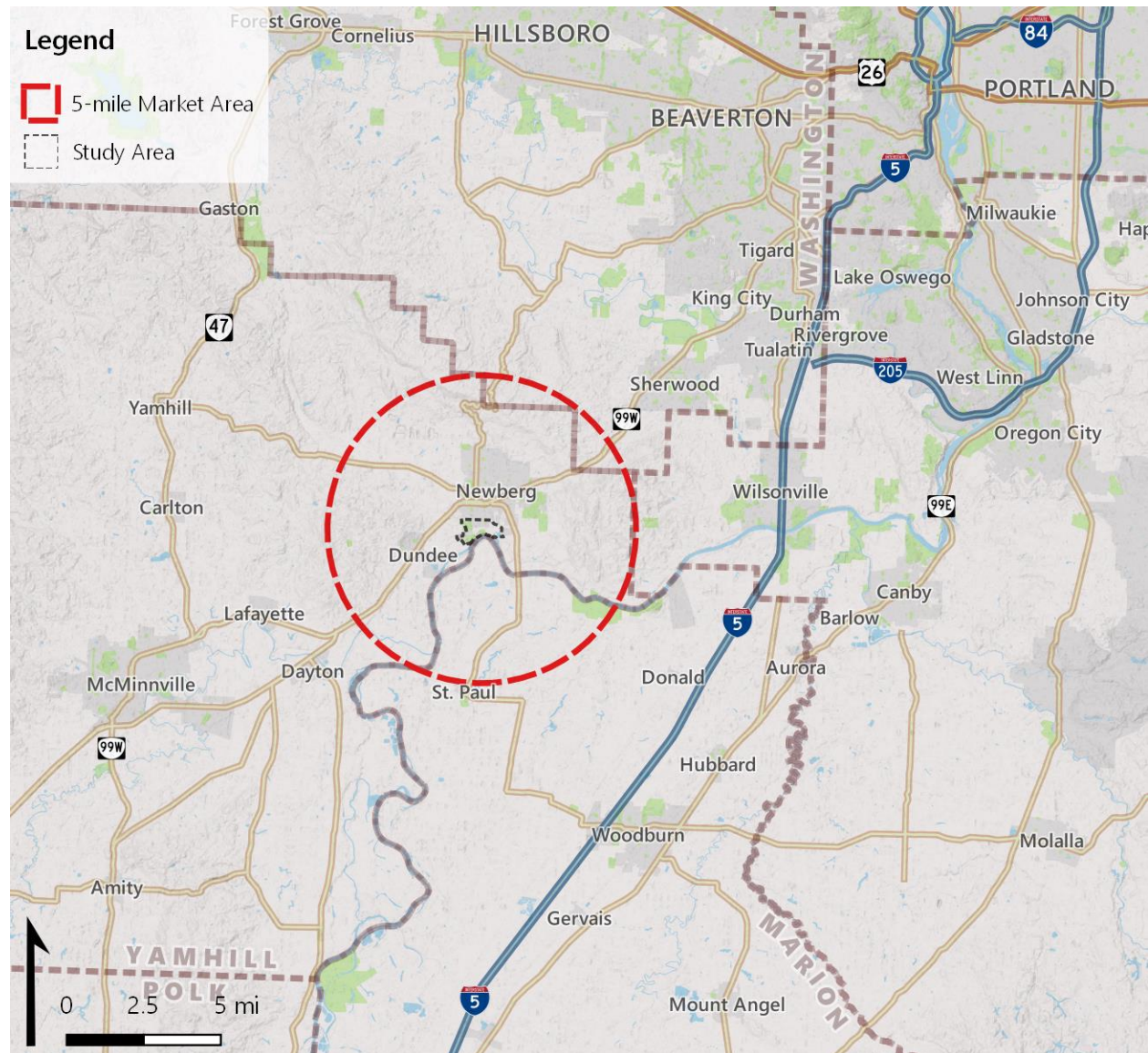
Source: Google, TIGER, Leland Consulting Group

The Market Area

The market area, as defined in Figure 2, represents the area from which the most demand for residential, commercial, and industrial demand will originate, and where most of the competitive development is located. Residents and businesses located in this area are the most likely groups to support retail on site, lease/utilize office space, and live in the study area. The market area is approximately defined as a five-mile radius around the study area—roughly a 15-minute drive time from the study area.

The boundaries of Newberg’s market area fall about halfway between Newberg and McMinnville to the west, and halfway between Newberg and Sherwood to the east. McMinnville and other cities located on the western periphery are likely to capture the majority of demand in the Western Willamette Valley, while Sherwood is closer to the Portland Metropolitan Area and more likely to capture housing, retail, office, and industrial demand for residents and businesses whose lives and livelihoods are oriented towards Portland.

Figure 2. Regional Overview and Market Area



Source: TIGER, Leland Consulting Group

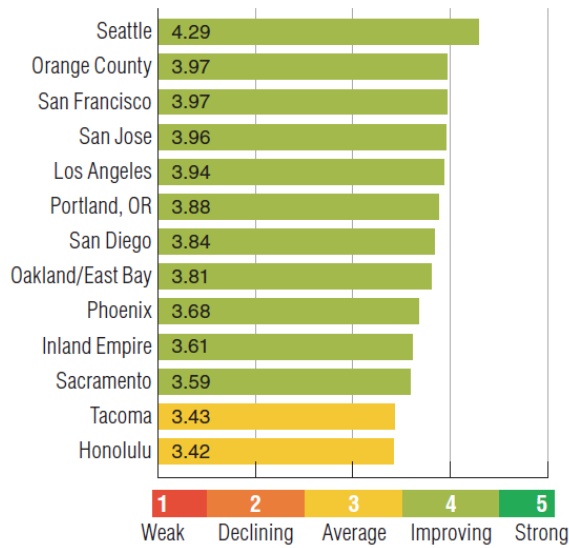
National and Regional Context

Development Context and Market Trends

Development and Land Use Types

This section includes excerpts from the Urban Land Institute’s (ULI) Emerging Trends in Real Estate report for 2018, an annual publication that assesses the state of real estate markets both nationally and locally. Both national and regional trends have an impact on future land uses in the study area: they set the stage for the types of investments that are desirable for real estate developers and investors.

Figure 3. Local Outlook: Pacific Northwest



Emerging Trends² suggests that access to talent (i.e., well-educated workers) is what drives the economies of many of the Pacific Northwest markets.

ULI describes Portland³ as a "solid 18-hour city" whose strengths include strong economic growth due to increased wealth in the market, a high quality of life and attractive outdoor activities, and a diverse workforce that helps to supply trained labor to industries.

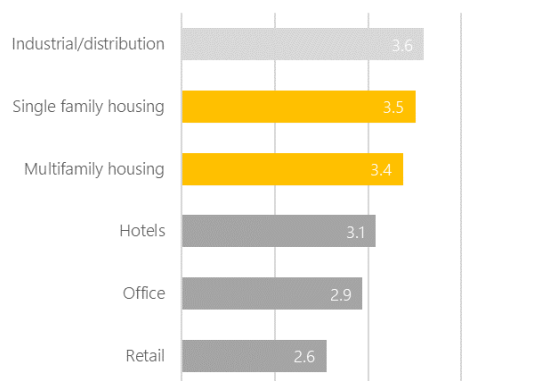
The Portland regional economy has experienced the benefit of being able to offer a more competitive cost structure to its more expensive neighbors (Seattle and San Francisco, for example) along with a high quality of life for residents. It is a prime example of how this can drive an economy as it continues to see job creation from firms

headquartered in other Pacific Northwest region markets. The main challenges in the Portland area are housing affordability and critical infrastructure enhancements.

Emerging Trends also provides guidance about the types of development that are likely to be most desirable in the coming years. While this is a national outlook, the guidance is relevant for most local markets, including in Newberg.

The following figure shows ULI's high-level summary of national development prospects for 2018 and coming years. Several notable features are described below.

Figure 4. Development Prospects, 2018



Desirable Development Types. Industrial and distribution are favored development types, largely because of the acceleration of online retailing, and the need for distribution points for these goods. However, developers will seek to locate online distribution centers near the center of metropolitan areas where the density of residents and businesses is greatest, therefore the impact of this trend in Newberg is likely to be modest. Single-

² <https://americas.uli.org/wp-content/uploads/sites/125/ULI-Documents/EmergingTrendsInRealEstate2018.pdf>

³ As ULI only includes major metropolitan markets, the local outlook for Newberg is not available.

family housing has picked back up significantly; for many years following the great recession the development of single-family housing was much slower. Multifamily housing is also seen as having fair to good development prospect. Hotel development is judged to be just above fair. LCG’s experience is that hotel development is a specialized form of development, which will continue to work in specific locations, often with an established base of major employers or a major tourism draw. Office development is less desirable, in part because the new generation of white-collar employees require less space: many hard-wall offices have been eliminated in favor of open floor plans, more employees are working remotely, and paper filing and other “analog” space requirements have become digitized. A majority of new office development has also taken place in close proximity to central business subareas (e.g., Downtown Portland), where many young professionals locate and where job growth has been fastest. Retail development is seen as the riskiest and least desirable, primarily due to the rapid expansion of Amazon and other online retailers who are capturing market share from mall anchors and commodity retailers. Sears, Macy’s, Toys R Us, Sam’s Club, J.C. Penny, and Payless Shoes are among the chains that have completed major store closures. The retrenchment of these traditional retailers and years of high vacancies that followed the great recession have made retail developers much more cautious.

Existing Conditions

This section provides an overview of existing demographic and employment conditions.

Demographics

Household and Population Characteristics

In 2017, the project study area was home to almost 1,700 residents—approximately seven percent of Newberg’s total population and five percent of the five-mile market area. The market area contains about one-third of Yamhill County’s population.

The study area’s population has grown very little since 2000, while the rest of Newberg has experienced significant population growth—particularly from 2000 to 2010.

Table 1. Population Counts

| | Study Area | Newberg | Market Area | Yamhill Co. |
|-----------------------|------------|---------|-------------|-------------|
| 2000 Total Population | 1,651 | 18,246 | 27,866 | 84,992 |
| 2010 Total Population | 1,718 | 21,980 | 32,491 | 99,193 |
| 2017 Total Population | 1,689 | 23,319 | 34,290 | 104,675 |
| 00 to 10 | 0.4% | 1.9% | 1.5% | 1.6% |
| 10 to 17 | -0.2% | 0.8% | 0.8% | 0.8% |
| 00 to 17 | 0.1% | 1.5% | 1.2% | 1.2% |

Source: ESRI and Leland Consulting Group

Selected household characteristics are provided in the following table. On average, existing households in the study area are slightly bigger, have lower incomes, and are significantly younger, more diverse, and less educated than Newberg and the wider region.

Table 2. Select Housing Characteristics, 2017

| | Study Area | Newberg | Market Area | Yamhill Co. |
|---------------------|------------|----------|-------------|-------------|
| Avg. Household Size | 2.74 | 2.68 | 2.71 | 2.72 |
| Median HH Income | \$46,251 | \$60,383 | \$66,939 | \$58,446 |
| Per Capita Income | \$19,457 | \$26,136 | \$29,676 | \$27,372 |
| Median Age | 31.7 | 34.3 | 37.5 | 37.9 |
| Non-white Pop | 22% | 14% | 12% | 15% |
| Bachelor's + | 26% | 31% | 31% | 25% |

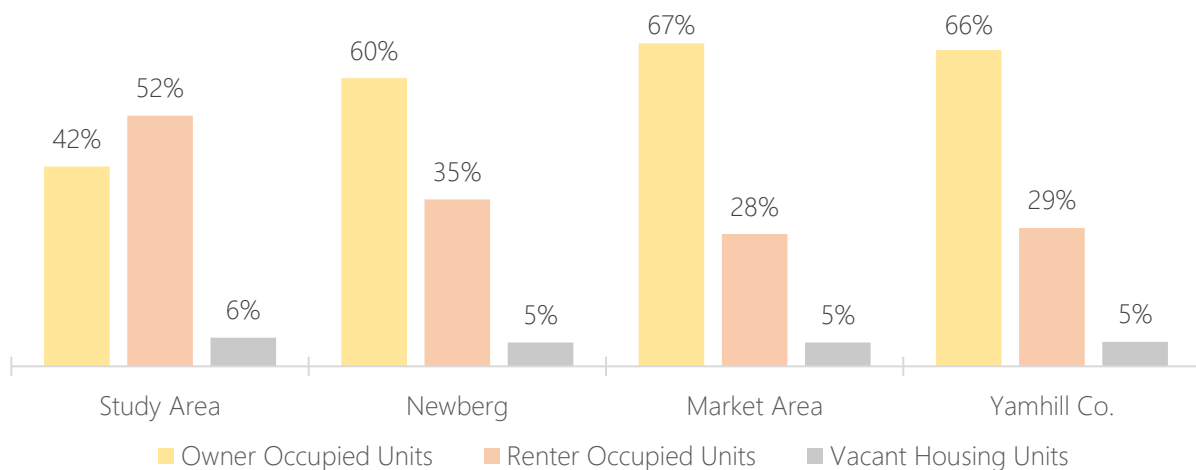
Source: ESRI and Leland Consulting Group

As shown in Figure 5, the study area has a significantly greater proportion of renters as compared to the city, market area, and county (where owner-occupied households are the norm). This is likely reflective of the higher proportion of younger and lower-income households in the study area.

The Pew Research Center indicates that certain demographic groups—such as young adults, nonwhites, and those with less educational attainment—have historically been more likely to rent than other groups, and rental rates have increased among these groups over the past decade. However, rental rates have also increased among some groups that have traditionally been less likely to rent, including whites and middle-aged adults.⁴

In fact, although renting is most common among young adults, nearly everyone rents at some point in their lives—whether by choice or by necessity. However, rental housing is particularly important for low-income and minority households, about half of whom are renters. As a result, supplying affordable units in a variety of structure types and neighborhoods is a critical housing policy priority.⁵

Figure 5. Tenure, 2017



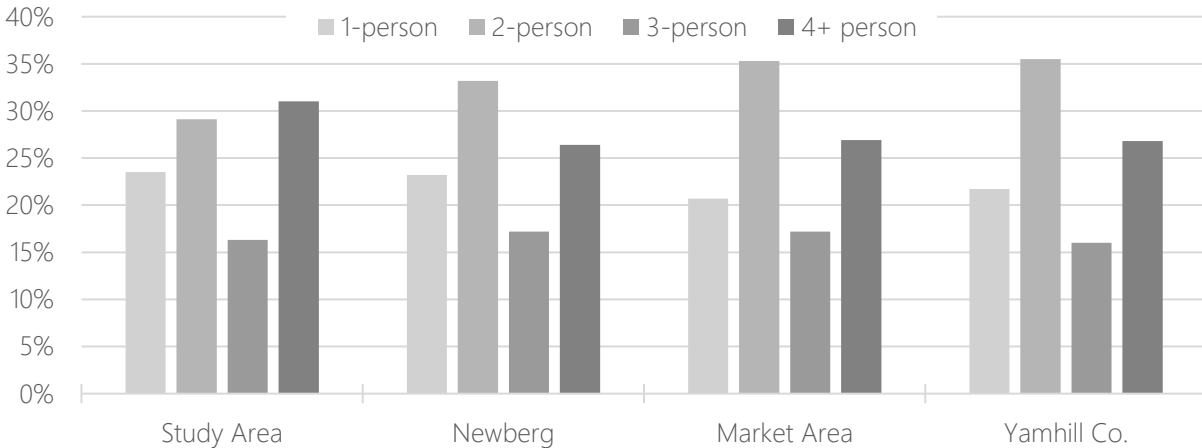
Source: ESRI and Leland Consulting Group

⁴ Pew Research Center, “More U.S. households are renting than at any point in 50 years,” 2017, [URL](#)

⁵ From “Renter Demographics” by the Joint Center for Housing Studies of Harvard University, [URL](#)

Figure 6 shows the proportion of households by size for each comparison area. The study area currently has the greatest proportion of large (four or more people) households, but also has the greatest proportion of one-person households. Generally, two-person households are the most common household size.

Figure 6. Households by Size, 2010



Source: ESRI and Leland Consulting Group

The WestRock Mill Properties

The WestRock paper mill properties, shown in the map below, are the largest collection of properties in the project study area by a large margin. They comprise about 218 gross acres, though the actual useable acreage (whether by future industrial or other uses) is considerably smaller. Some of this acreage is located outside the UGB and the study area, and some of the acreage is not useable because it is sloped, used as ponds, etc. The useable area may be 160 acres of flat land, an unusually large site. The site is served by a rail line. WestRock is actively marketing the site and looking to sell it. Colliers’ Portland office is representing WestRock, and some of the information summarized here was provided by Colliers.

As shown below, some buildings and machinery on the site are likely to be more valuable than others and therefore are more likely to remain intact. This includes the warehouse (a five-plus-acre building on the west side of the site); a series of offices, buildings, and machinery along the main north-south road, including the co-gen plant; and the hog fuel boilers just west of the co-gen plant. The co-gen and hog fuel facilities can be used to generate energy for future uses. There are a series of ponds/lagoons at the east end of the property that are unlikely to change. The site has rights to 19 million gallons of cool water from the Willamette River, which is unusual and valuable. This is of particular interest to heavy industrial users and data centers.

Figure 7. WestRock Paper Mill Properties



Source: Colliers

By contrast, the paper production building (approximately 100 feet east of the Warehouse) likely will not remain. The paper production machines are likely to be removed, which will open up large holes between the first and second floors, and it would be less expensive to demolish the building and rebuild than to renovate. Some future users, however, may want to retain this building. Any future development should stay about 75 feet away from the bluff due to erosion concerns.

Most or all of the property is outside Newberg city limits. Future users may or may not want to annex; large industrial users would be less likely to seek annexation, while smaller industrial uses would be more likely. This plan should consider whether annexation is desirable for the City.

A “waterline bridge” runs across the Willamette River near the WestRock property, however, WestRock does not own this bridge and does not output water or anything else across this bridge. The bridge is owned by the City.

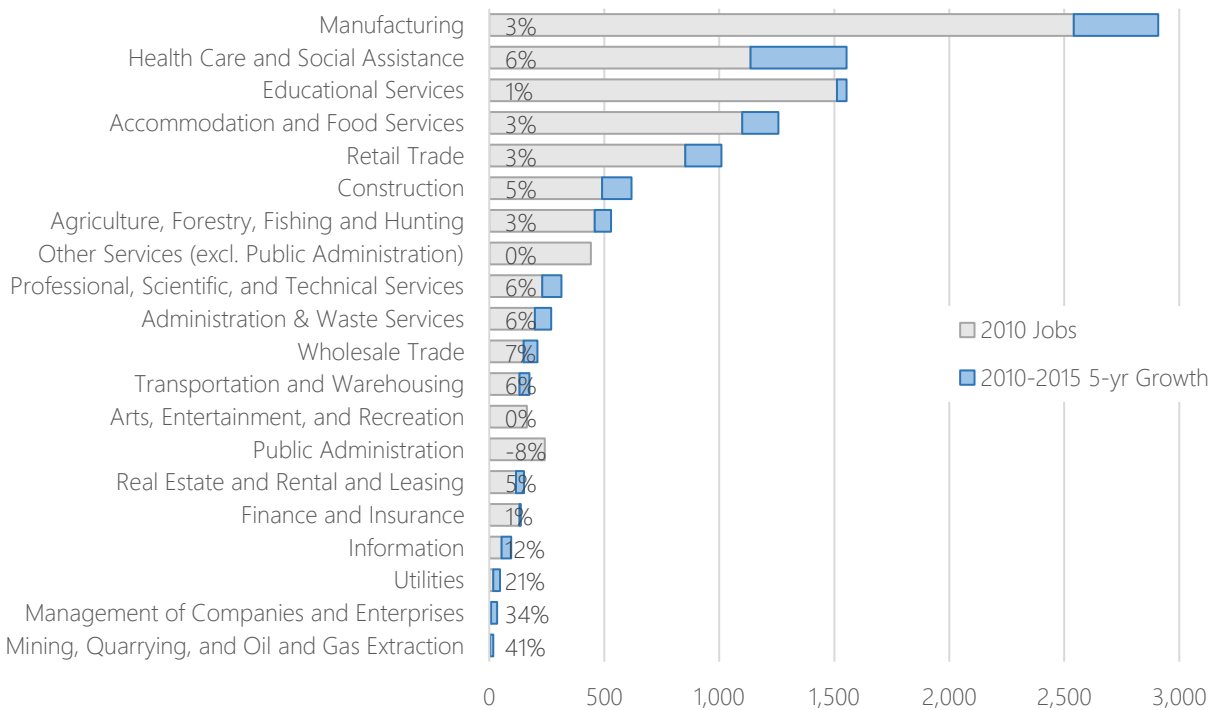
Employment

Total job counts for 2010 and 2015 and annual employment growth are shown in Figure 8. Employment in the Newberg market area predominantly consists of jobs in manufacturing, education, healthcare, accommodation and food services, and retail. These five industries were responsible for over 71 percent of all jobs in 2015. Approximately one-quarter of all jobs in 2015 were in the manufacturing industry. Of these top five industries, all but Educational Services experienced high annual growth of over two percent.

- The fastest growing industries between 2010 and 2015 were:

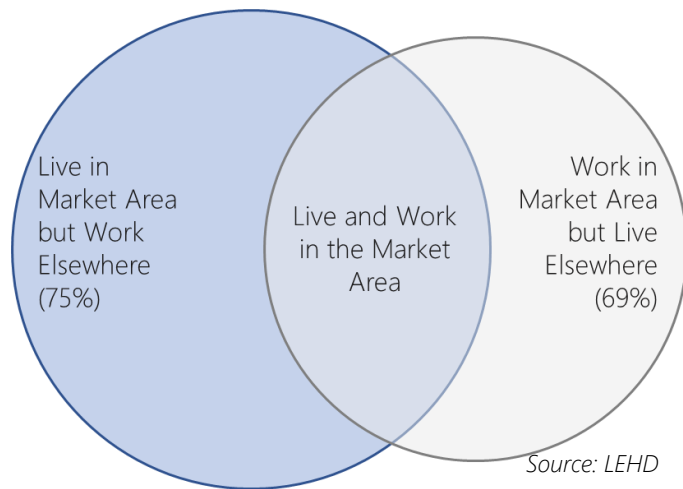
- Management of Companies and Enterprises (33.6% annually)
- Utilities (21.2% annually)
- Information (12.2% annually)
- Wholesale Trade (7.0% annually)
- Healthcare and Social Assistance (6.5% annually)
- Professional, Scientific and Technical Services (6.4% annually)
- Administrative & Support, Waste Management & Remediation Services (6.3% annual)
- Transportation and Warehousing (5.8% annually)
- The only industries to lose jobs in the five-year period between 2010 and 2015 were:
 - Public Administration (-8.0% annually)
 - Other Services (-0.4% annually)
 - Arts and Entertainment (-0.4% annually)

Figure 8. Employment Profile, Newberg Market Area



Source: LEHD. Percentages shown above are compound annual growth rates for the past five years.

Figure 9. Commute Patterns, Inflow-Outflow, Newberg Market Area, 2015



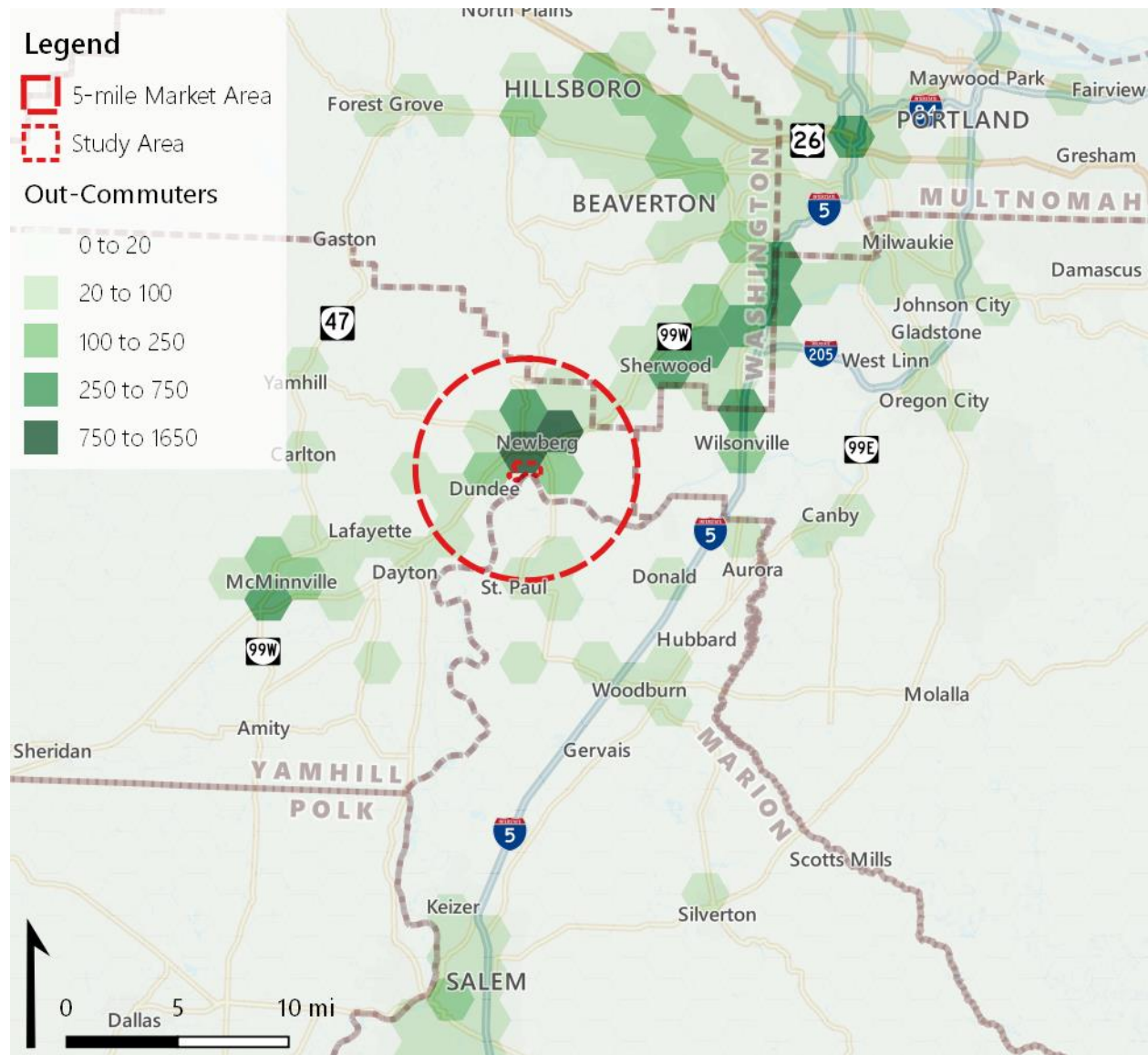
As of 2017, the Newberg market area included about 34,500 residents—17,500 of which were employed—and about 14,000 employees, indicating a greater number of out-commuters than in-commuters.

The number of people that both live and work in the Newberg market area decreased every year between 2005 and 2015, suggesting that Newberg may increasingly be becoming a bedroom community to employment centers elsewhere. Only about one-quarter of all residents also work in the area (down from 30

percent a decade ago) and only 31 percent of employees also live in the area (down from 38 percent a decade ago).

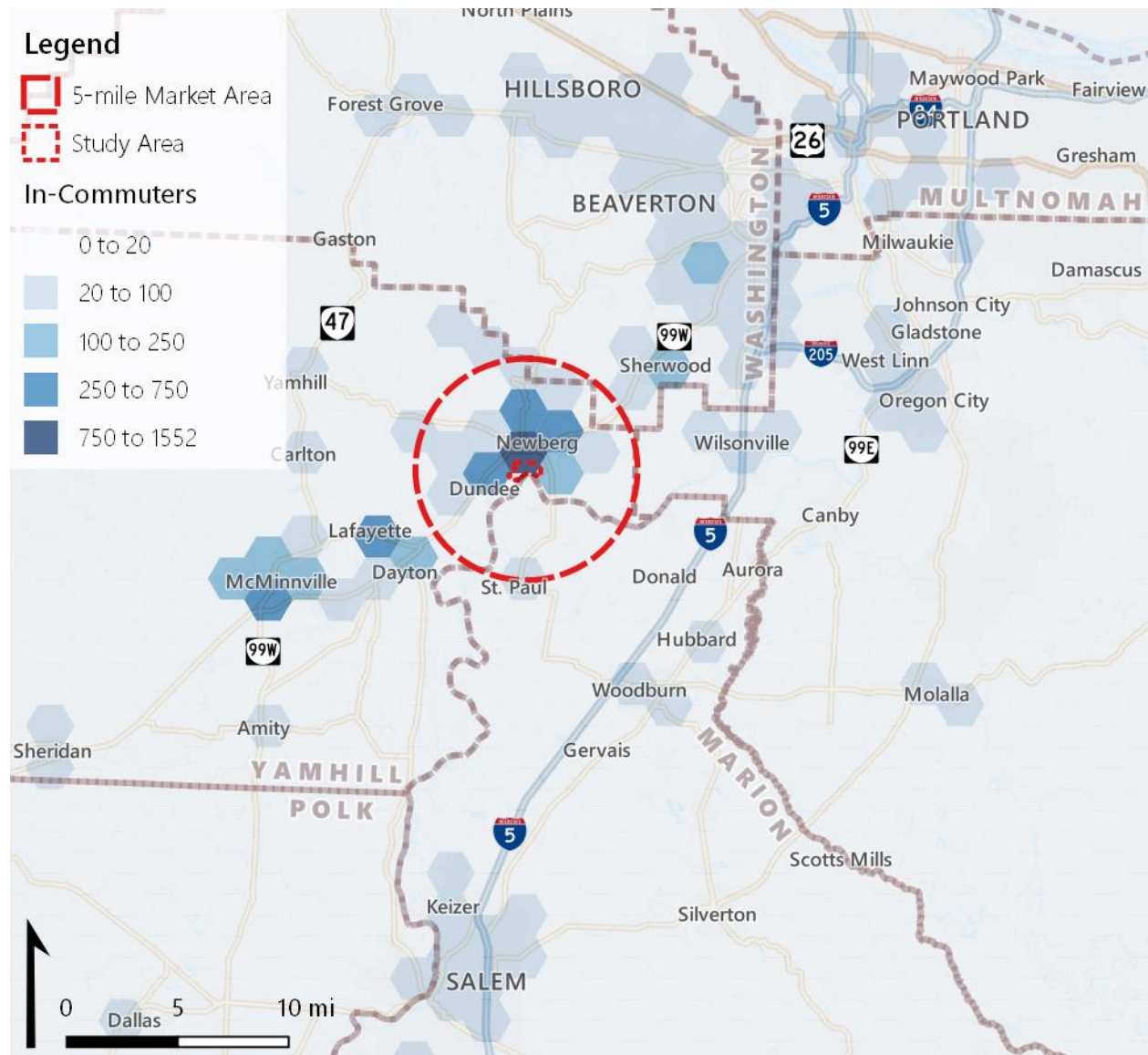
Figure 10 below shows where residents of the market area commuted to work in 2015. While there is a concentration of commuters within Newberg, significantly more residents commute north to various parts of the Portland Metropolitan Region. The highest concentrations of commute destinations are along the Highway 99W corridor, Beaverton, Hillsboro, downtown Portland, Wilsonville, and McMinnville. Commute destinations are also dispersed throughout other parts of the greater Portland area including Washington, Multnomah, and Clackamas counties. Residents also commute south to Woodburn and Salem. On the other hand, people who work in Newberg tend to be more concentrated in cities and towns to the southwest of Newberg (as well as residents of Newberg itself), as shown in Figure 11.

Figure 10. Where Market Area Residents Commute To, 2015



Source: LEHD OnTheMap and Leland Consulting

Figure 11. Where Market Area Employees Commute From, 2015



Source: LEHD OnTheMap and Leland Consulting

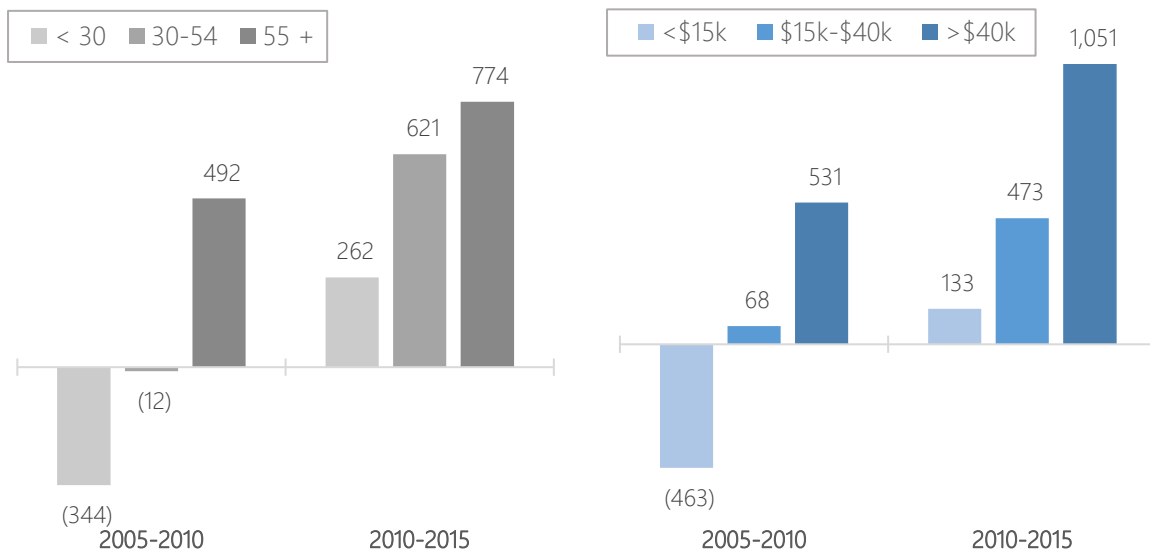
Table 3 and Figure 12 below show the proportion of market area employees by both age and annual income in 2005, 2010, and 2015. Generally, employees in the market area were significantly older in 2015 than in 2005 and earned significantly more annually. In fact, employment grew by almost 1,300 jobs in the 55-and-over age category. In this same period, there was no growth in the under-30 age category.

Table 3. Proportion of Employees by Age and Annual Income, Market Area, 2005-2015

| | 2005 | 2010 | 2015 |
|--------------------------|------|------|------|
| Workers by Age | | | |
| < 29 | 26% | 22% | 22% |
| 30-54 | 57% | 56% | 53% |
| 55 + | 17% | 22% | 25% |
| Workers by Annual Income | | | |
| <\$15k | 33% | 28% | 25% |
| \$15k-\$40k | 41% | 41% | 39% |
| >\$40k | 26% | 31% | 36% |

Source: LEHD

Figure 12. Change in Number of Employees by Annual Income (left) and Age (right), Market Area, 2005-2015



Source: LEHD

Forecasts

Population growth is a key indicator and driver of demand for both residential and commercial development, and therefore, population forecasts are critical in estimating future demand. The projected growth—or lack thereof—of population, households, and employment help to inform future growth rates which are used in the demand analyses presented later in this report.

Residential

The Population Research Center at Portland State University (PSU) produces annual population estimates for Oregon and its counties and cities, as well as the estimates by age and sex for the state and its counties.

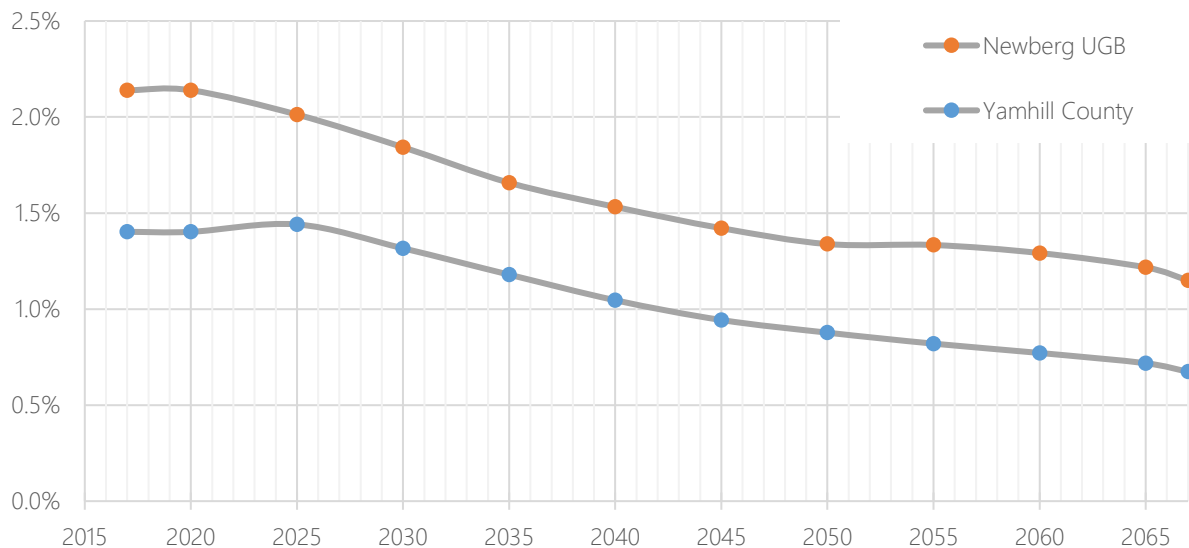
Population is projected to grow faster within the limits of the Newberg UGB than in Yamhill County as a whole. As such, an increasing share of the county’s population is expected to reside in Newberg over the next 40 years (23 percent in 2017 and 29 percent by 2067). Newberg is projected to be one of the fastest growing cities in the county at 1.81 percent, second only to Dundee (1.84 percent). Lafayette (1.7 percent), Carlton (1.6 percent), McMinnville (1.4 percent), and Yamhill (1.2 percent) are also projected to experience high annual growth within their UGBs over the next two decades.

Table 4. Population Forecasts, 2017-2040

| Area / Year | 2017 | 2020 | 2025 | 2030 | 2035 | 2040 |
|----------------|---------|---------|---------|---------|---------|---------|
| Yamhill County | 106,555 | 111,101 | 119,339 | 127,404 | 135,096 | 142,311 |
| Newberg UGB | 24,296 | 25,889 | 28,602 | 31,336 | 34,021 | 36,709 |

Source: Portland State University

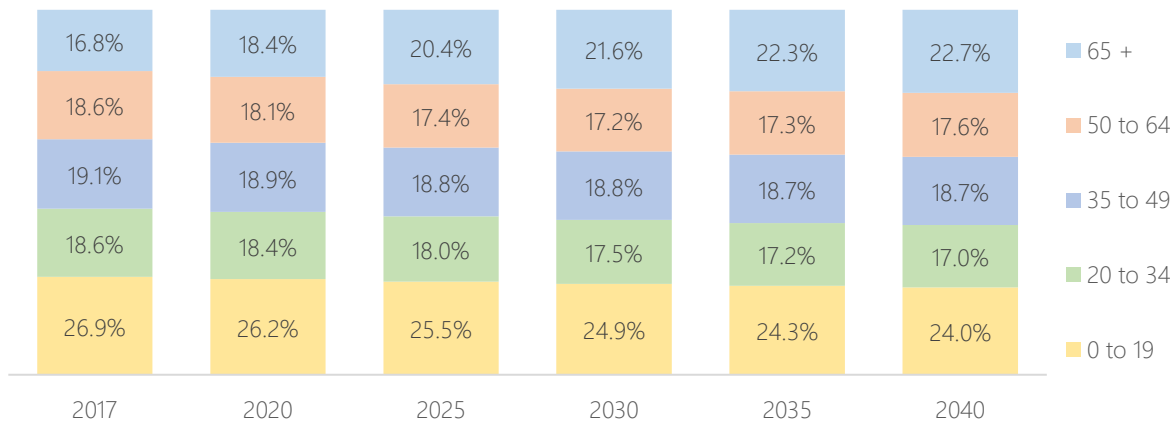
Figure 13. Annual Population Growth Rates, Newberg UGB and Yamhill County, 2017-2067



Source: Portland State University

The 65-and-over age group is projected to experience the most growth in the next two decades as the entire baby boomer generation enters retirement age. After 2030, the millennial presence is projected to significantly increase the proportion of the population aged between 50 and 64. Access to essential services and a sufficient range of appropriate housing options will be critical in accommodating these aging demographics.

Figure 14. Population by Age, Yamhill County, 2017-2040

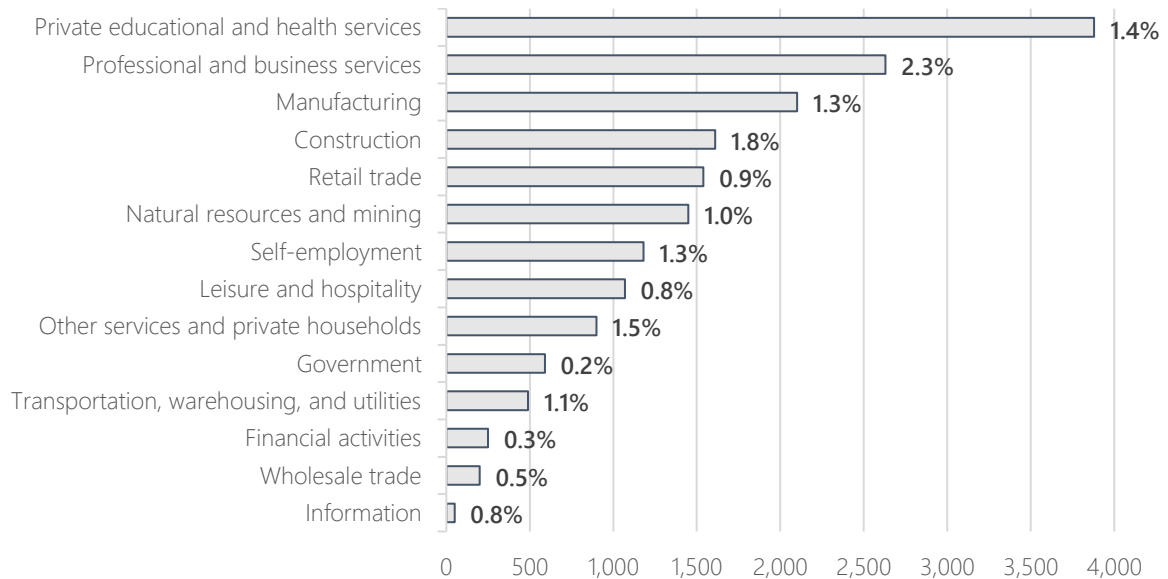


Source: Portland State University

Employment

For employment forecasts, we use the State Employment Department’s 10-year projections for each industry. Almost half of all projected employment growth is expected to occur in the industries of Educational and Health Services, Professional and Business Services, and Manufacturing. The fastest growing industry is Professional and Business Services. Aside from manufacturing, these industries tend to drive the most demand for new office construction.

Figure 15. Projected New Employment Growth, Yamhill & Marion Counties, 2014-2024



Oregon Employment Department (QualityInfo.org)

However, caution is required with these projections. Not only do they apply to a more general area than the residential projections (a two-county region of Yamhill and Marion versus the Newberg UGB), but the employment projections are given by industry, likely resulting in a significant margin of error. As such, it is likely to be just as instructive to consider historical trends (e.g. from the last five to 10 years) in projecting future

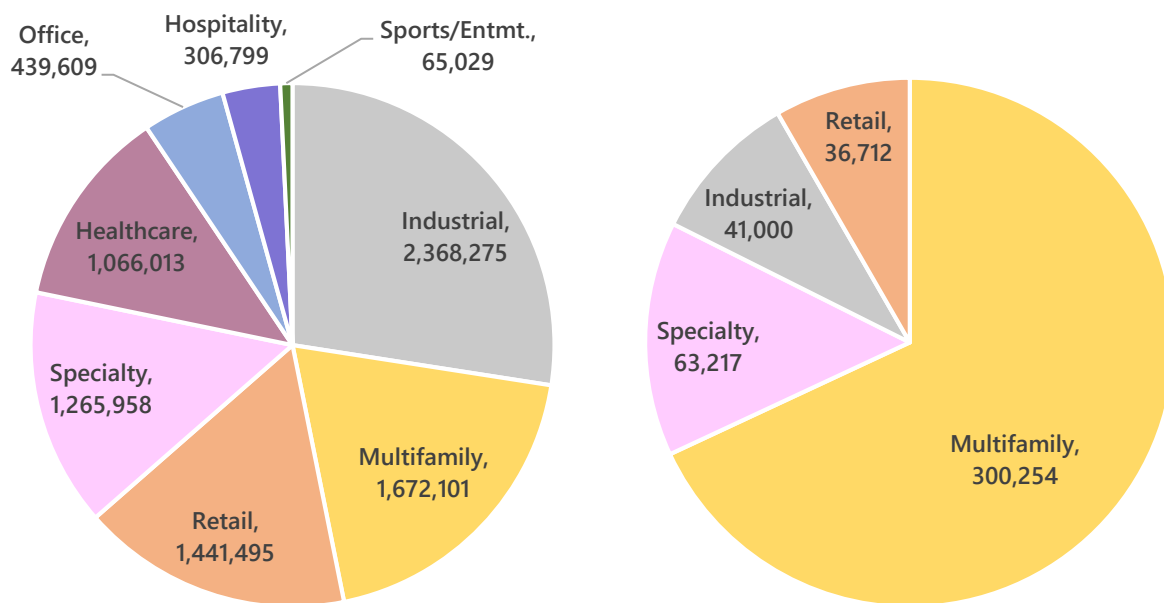
employment in the market area. The estimations of demand for new office and industrial development that occur later in this report are based on an average of historical and future growth rates.

Real Estate Market

This section covers the residential market, which includes both single-family and multifamily housing; the retail market; and the market for “employment” space, which includes both industrial and office uses. Market conditions—such as the development pipeline, building vacancies, rents, and other market trends—are critical to establishing the market’s strength and subsequent level of suitability for new development or financial feasibility.

Figure 16 shows commercial and multifamily real estate development by total square footage within the market area. The chart on the left shows all development (except institutional and single-family) built across all years. The land use mix is relatively evenly spread across many development types. However, more recent development has been mostly multifamily residential (predominately apartments), which is consistent with national trends. With growing demand among millennials and baby boomers for apartments and a changing commercial market in which office space use is declining every year and retailers are closing at an unprecedented rate in face of e-commerce, multifamily has generally become the go-to development type. This trend appears to be applicable to the Newberg market area as well.

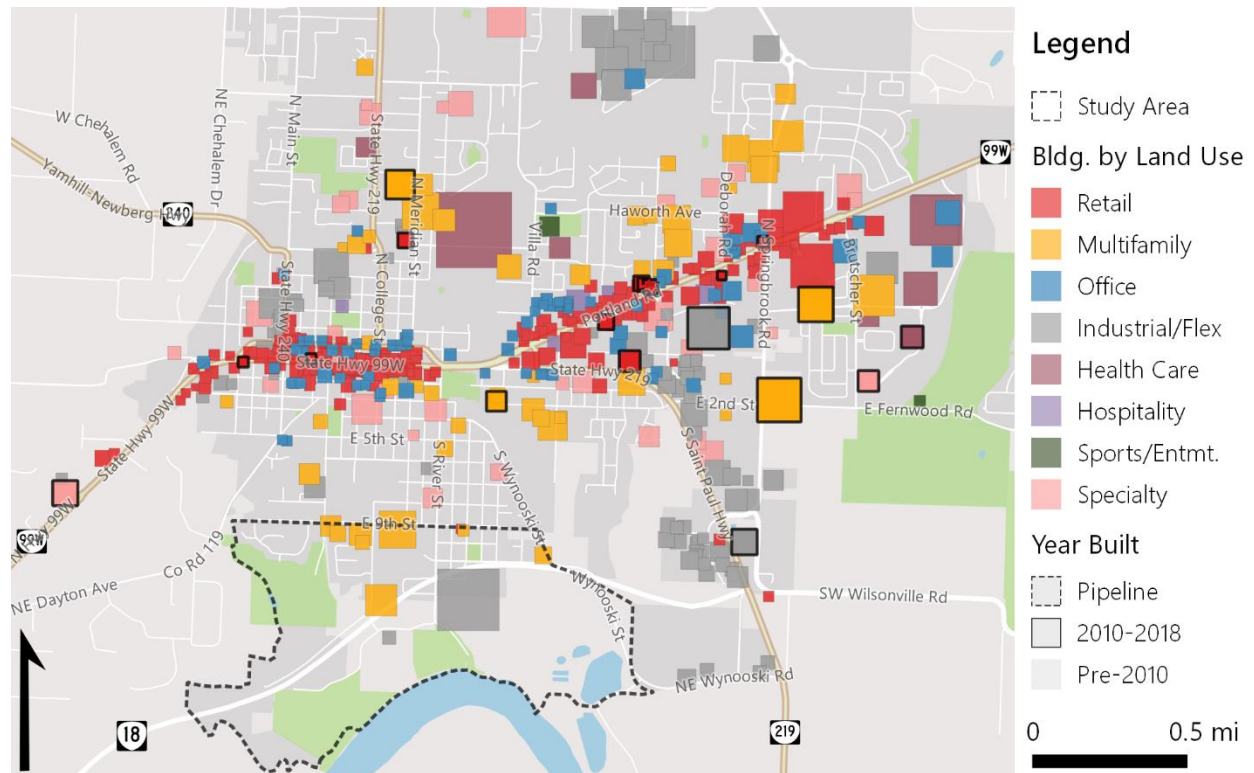
Figure 16. Market Area Land Use Mix, Commercial and Multifamily Development (left) Versus Development Built Since 2012 (right)



Source: Costar

Figure 17 shows the location and size (by total building square footage) for each land use. Squares with bold outlines indicate recent construction and 2018 deliveries, while squares with dashed or no outlines indicate existing or proposed projects expected from 2019 onwards (i.e. the “pipeline”). Almost all significant recent construction has occurred in the eastern sections of the city, with some smaller retail projects along the Highway 99W corridor.

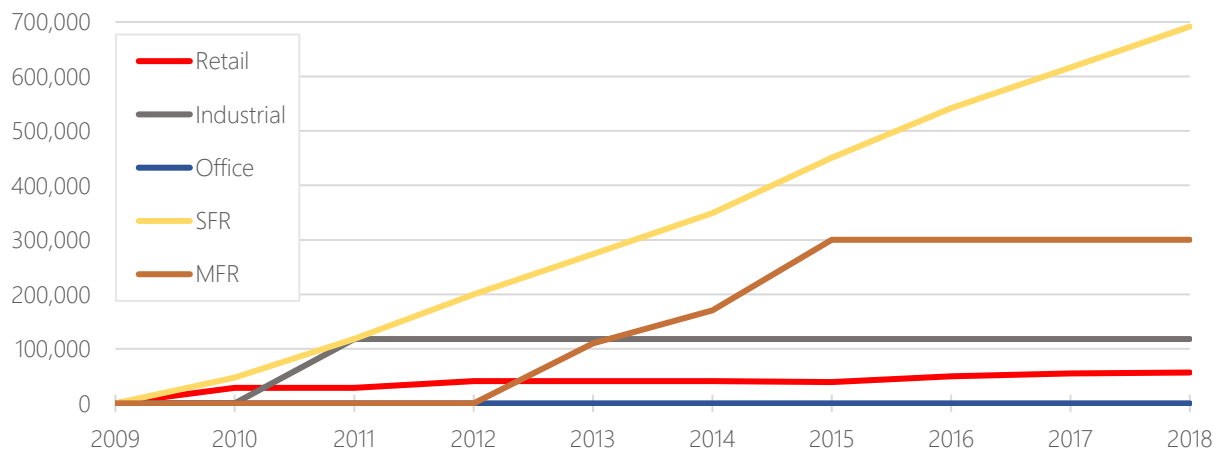
Figure 17. Development by Land Use* and Year Built, City of Newberg



Source: Costar and Leland Consulting Group
 *Excludes institutional and single-family residential land uses

When single-family residential data is included, it becomes apparent that residential development has been preferred over the course of the past decade.

Figure 18. Net New Development (square feet), Newberg, 2009-2018 YTD



Source: Costar and Yamhill County Assessor

Figure 19 shows improvement value to land value (I:L) ratios for the project study area and its surroundings. An I:L ratio is a general measure of land utilization and the likelihood of redevelopment. A very low ratio (<0.5) is indicative of a property with high potential for redevelopment as the parcel is likely to be vacant or have few existing buildings (or buildings in a state of disrepair). A high ratio (2+) is indicative of a property area with low

potential for redevelopment, typically because it is occupied by well-maintained and/or high-value buildings. This ratio does not take into account all factors that determine whether a property is likely to redevelop. For example, redevelopment to a more intensive use may not be permitted by zoning; property owners may have no interest in redeveloping or selling the property; and assessor’s data for properties held by public agencies or nonprofit institutions can be incorrect.

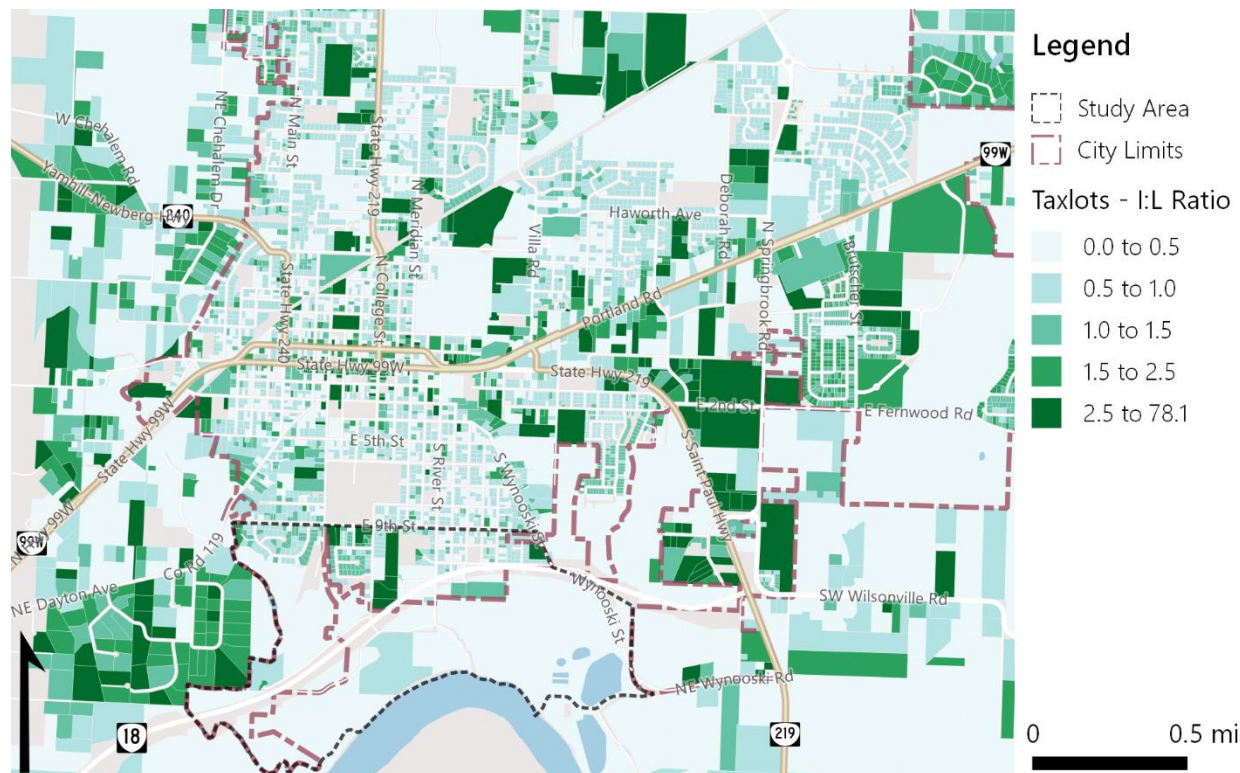
A summary table for the project study area’s I:L ratio for each utilization category is provided below. Most (60 percent) of the Riverfront is highly underutilized. However, this includes *all* natural and recreational land, parks, and the mill site. In reality, total “buildable lands” will be significantly fewer.

Improvement-to-land Ratio by Total Acres, Riverfront Study Area

| I:L Ratio | Total Acres |
|--------------------|--------------|
| <0.5 | 345.2 |
| 0.5 to 1.0 | 50.7 |
| 1.0 to 1.5 | 26.5 |
| 1.5 to 2 | 12.3 |
| 2 + | 22.4 |
| No Land Value | 112.2 |
| Grand Total | 569.3 |

Source: Yamhill County Assessor

Figure 19. Improvement to Land Ratio, City of Newberg



Source: Yamhill County, Leland Consulting Group

Residential Market

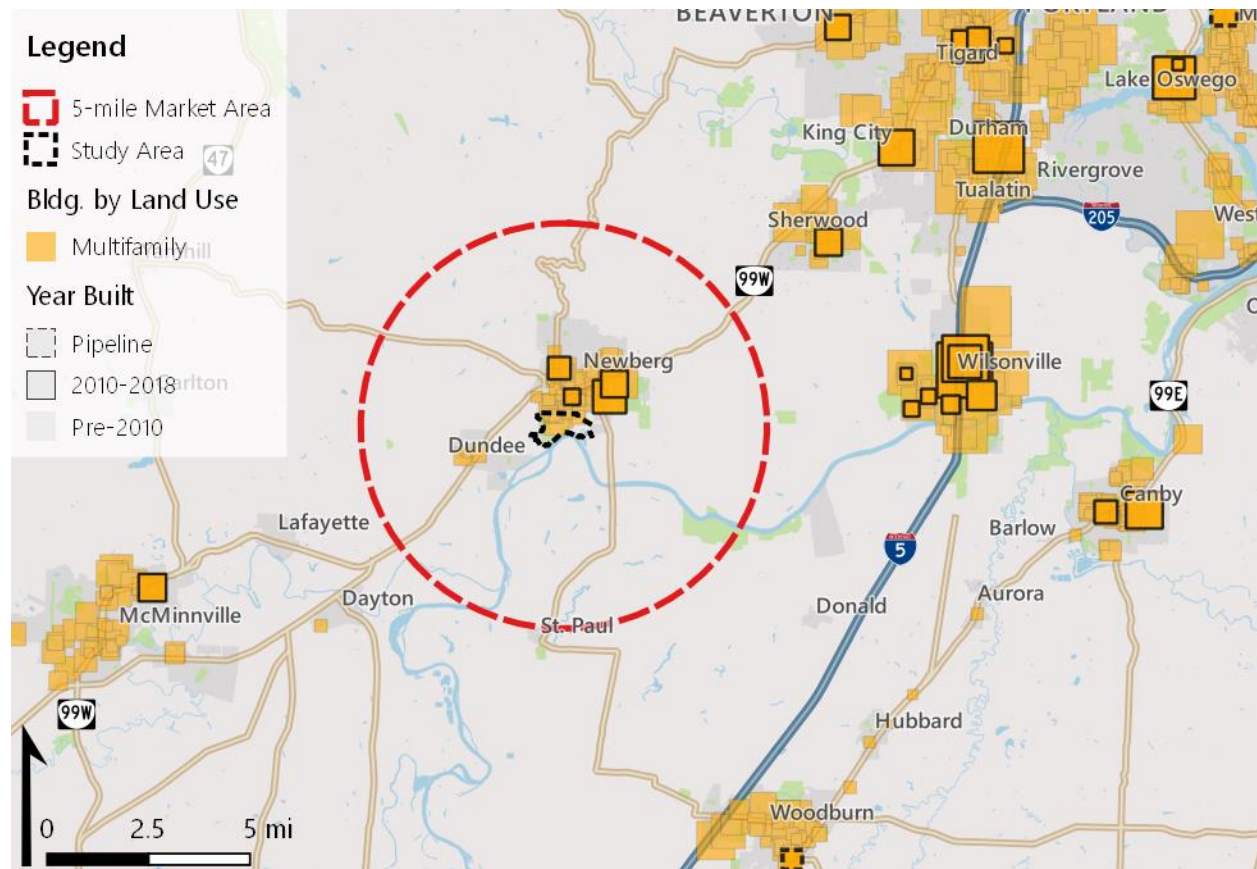
The residential market includes both single-family and multifamily development—renter-occupied and owner-occupied housing.

Multifamily Rental Market Summary

Nationally, apartment demand and occupancy remain strong and demographics are favorable to the apartment sector. However, apartment growth tends to be most apparent closer to the center of large metropolitan areas.

The Yamhill County market is largely rural and features a sizable proportion of renters, underpinned by demand from students at several local colleges and universities. Deliveries have been limited in this cycle, though lease-up has been rapid in new projects. The submarket features tighter vacancies and higher rent growth than in the wider Portland metro region. The primary inventory is for “workforce housing,” and there are no high-end communities (designated by CoStar as 4 or 5 stars) in the submarket. Investment in Yamhill County are limited, with fewer than 10 properties typically trading each year between primarily local firms and investors.

Figure 20. Regional Multifamily Residential Development



Source: Costar, Leland Consulting Group

Within the Newberg-Dundee market area, 11 of the 27 apartment buildings with 20 or more units are non-market-rate (senior or affordable). Market-rate apartments rent—on average—from about \$0.83 to \$1.50 per square foot. Vacancy is typically very low, with the only vacancies near or above 10 percent in buildings older than 1980. Units in newer buildings typically achieve higher rents.

Four apartment projects have been completed within the market area since 2010. All are also located within the City of Newberg. These projects are pictured below along with a summary of their key attributes.

215 Church Street: An 18-unit market-rate apartment project, completed in 2013, that is located northeast of study area, two blocks south of 1st Street. The buildings are wood-frame townhomes.



Deskin Commons: A 56-unit affordable/rent-subsidized project completed by the Housing Authority of Yamhill County in 2014. Located about one-half-mile north of downtown, just east of College Street. This project includes both the adaptive reuse of a historic home, and new construction.



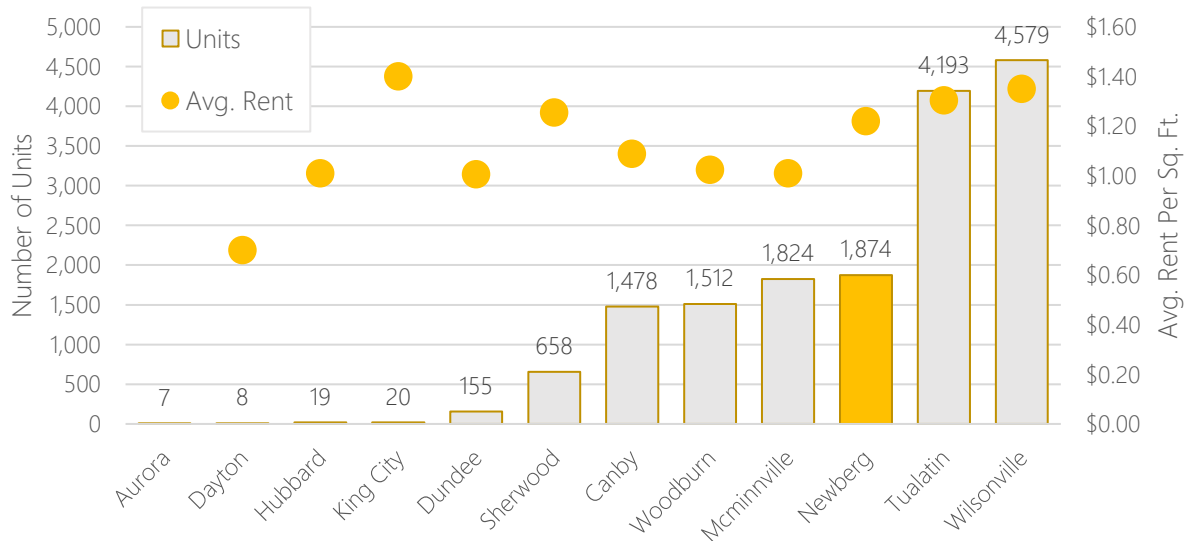
Oakgrove Apartments: An 84-unit market-rate garden apartment community located at 3411 Hayes Street and built in 2013.



Springbrook Ridge (not pictured): A 120-unit market-rate garden apartment community located at 3355 E Fernwood Road and built in 2015.

As shown in Figure 21 below, the greatest concentrations of multifamily housing (existing and under construction) is located in Wilsonville to the east of Newberg and in Tualatin to the northeast. There are about 1,900 apartment units in Newberg, similar to the amount in Canby, Woodburn, and McMinnville.

Figure 21. Regional Multifamily Residential Summary



Source: Costar, Leland Consulting Group

Table 5. Multifamily Properties, 20+ Units, Market Area

| Bldg. Name | Year Built | Size (SF) | Units | Rent PSF | Vacancy | Notes |
|-------------------------|------------|-----------|-------|----------|---------|------------------------|
| Astor House | 1980 | 122,859 | 121 | | 4.1% | Senior |
| Springbrook Ridge | 2015 | 140,000 | 120 | \$1.30 | 5.0% | |
| Oakgrove Apts. | 2013 | 84,520 | 84 | \$1.27 | 4.8% | |
| Woodside Park Apts. | 1970 | 97,328 | 84 | \$0.86 | 4.8% | Rent Subsidized |
| Woodview Village Apts. | 1990 | 67,168 | 70 | \$1.44 | 2.9% | |
| Colonial Village Apts. | 1968 | 46,822 | 63 | \$1.37 | 0.0% | |
| Canyon Ridge Apts. | 1990 | 58,050 | 61 | \$1.41 | 4.9% | |
| Springbrook Apts. | 1980 | 71,492 | 58 | \$1.19 | 5.2% | |
| Deskins Commons Apts. | 2014 | 54,651 | 56 | | 1.8% | Rent Subsidized |
| 1100 North Meridian | 1978 | 97,090 | 56 | | 0.0% | Senior |
| Trillium Square Apts. | 1994 | 51,144 | 52 | \$1.36 | 0.0% | |
| Rose Park Apts.* | 1996 | 32,000 | 45 | \$1.29 | 0.0% | Senior/Rent Subsidized |
| Vittoria Square | 1978 | 65,528 | 43 | \$1.09 | 2.3% | Senior/Rent Subsidized |
| Deborah Court | 1986 | 46,218 | 40 | \$0.68 | 5.0% | Rent Subsidized |
| Haworth Terrace | 1976 | 51,416 | 38 | \$0.68 | 2.6% | Rent Restricted |
| Chehalem Creek | 1980 | 24,628 | 32 | \$1.31 | 9.4% | |
| Newberg Village | 1978 | 45,028 | 32 | \$0.79 | 3.1% | Rent Restricted |
| Townhouse Village Apts. | 1972 | 29,845 | 32 | \$1.50 | 0.0% | |
| Dunhill Apts.* | 1983 | 30,176 | 28 | \$0.72 | 0.0% | Rent Restricted |
| Cedar Terrace Apts. | 1971 | 24,441 | 27 | \$0.83 | 7.4% | |
| Cherry Hill Apts. | 1970 | 29,380 | 26 | \$0.92 | 3.9% | |
| East Ninth Street Apts. | | 23,206 | 26 | \$1.49 | 7.7% | |
| Camellia Court | 1977 | 22,176 | 24 | \$0.85 | 12.5% | Rent Restricted |
| The Oaks | 1960 | 26,320 | 24 | \$1.15 | 0.0% | |
| Boston Square Apts. | 1980 | 13,500 | 20 | \$1.21 | 0.0% | |
| Rivercrest Apts. | 1963 | 11,300 | 20 | \$1.17 | 10.0% | |
| Typres Gardens | 1973 | 19,104 | 20 | \$1.22 | 10.0% | |

Source: Costar

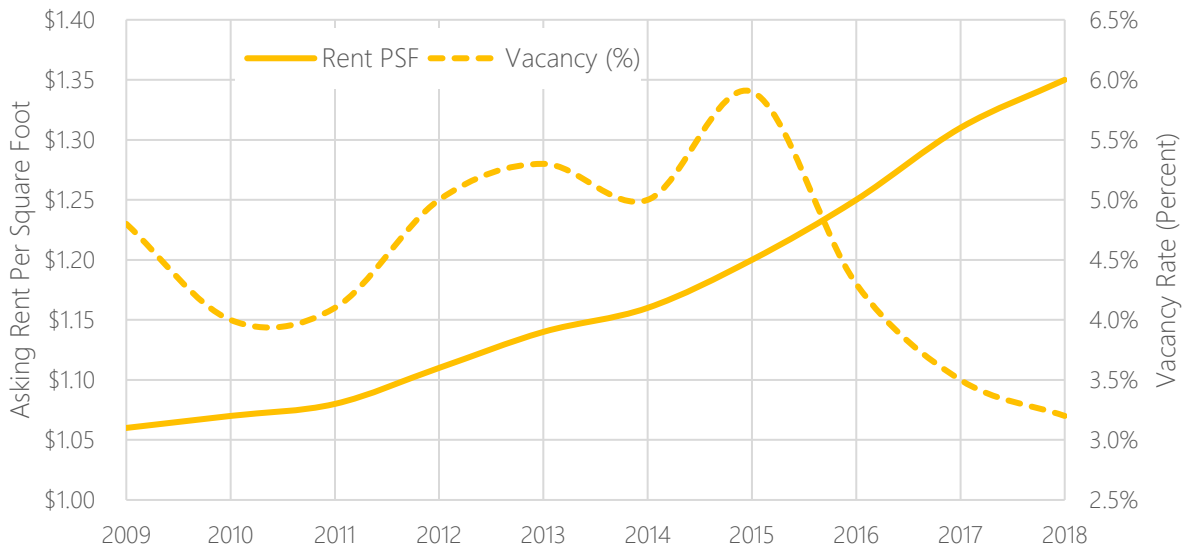
*Located in Dundee

There have already been suggestions of a strong, tight multifamily market in the Newberg-Dundee area. This is confirmed by Figure 22 below, which shows rent and vacancy trends for market-rate apartments. Average rents have been climbing over the last decade, while vacancies have been relatively low and have rapidly declined since 2015, indicating high demand for new multifamily construction.

In fact, this market strength and potential demand is underlined by the fact that Newberg's multifamily housing market experienced rent growth and declining vacancies during the recession—a period of time where most apartments in similar markets saw the exact opposite trends occurring.

The average rent per square foot for multifamily apartments in Newberg is comparable to those in Tualatin and Wilsonville, which are typically considered stronger markets as cities located in the Portland Metropolitan Area. Rents are significantly higher, on average, than non-metro cities with a similar unit inventory.

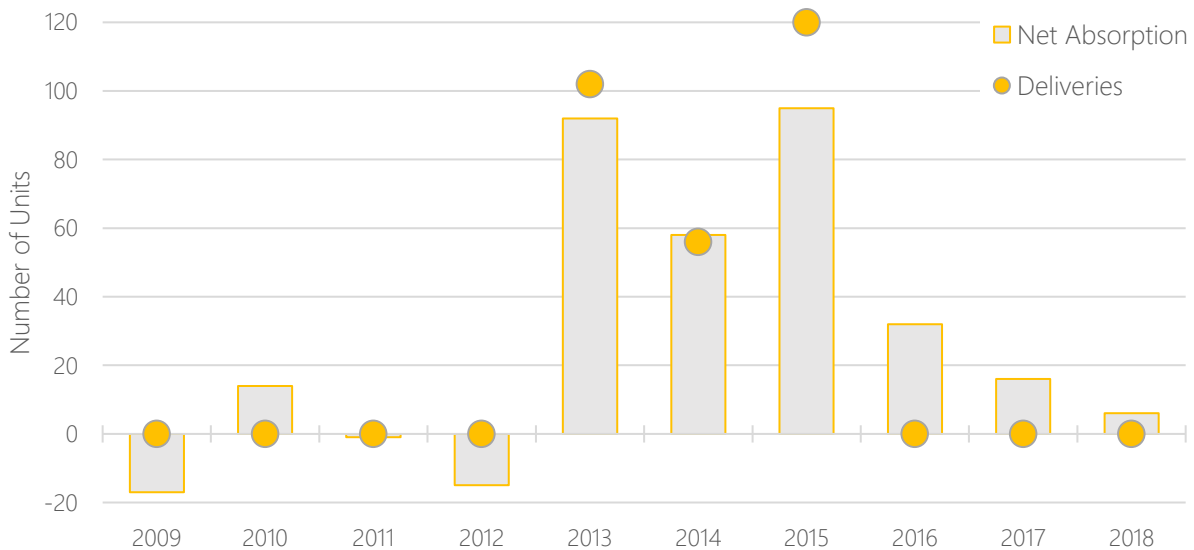
Figure 22. Market Area Multifamily Rent and Vacancy Trends, 2009-2018



Source: Costar, Leland Consulting Group

Vacancies appear to have increased between 2013 and 2015 due to the completion of 278 apartment units but trended quickly downward after 2015. There were not any more apartments built after 2015, and absorption has continued to be positive as these units were tenanted.

Figure 23. Market Area Multifamily Net Absorption and Deliveries (units), 2009-2018

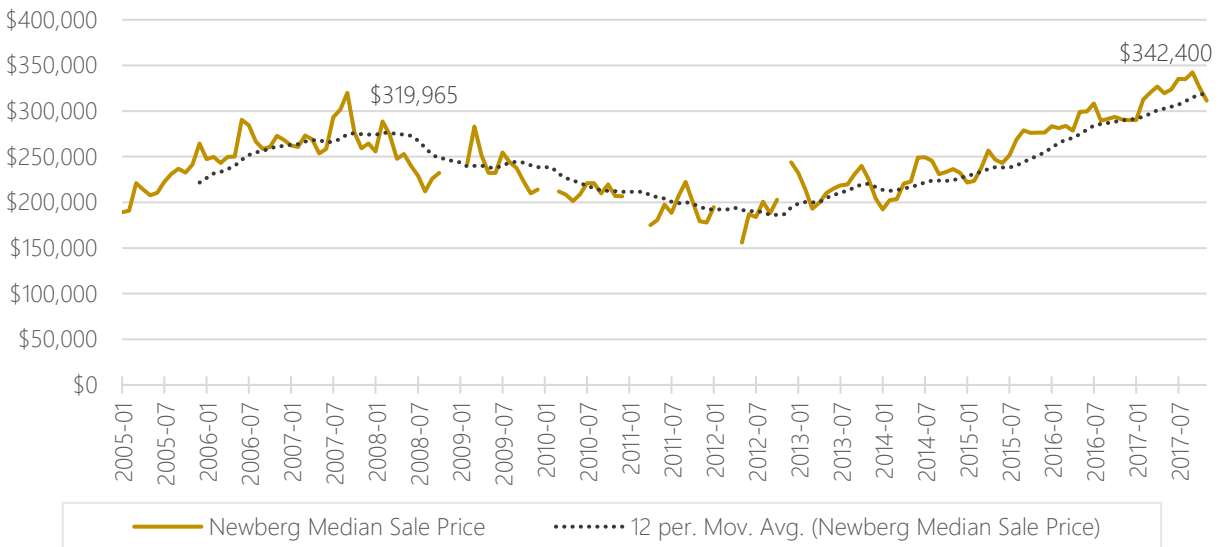


Source: Costar, Leland Consulting Group

Single Family Market Summary

Single-family home prices have only recently rebounded to pre-recession levels, which peaked at \$320,000 in mid-2007. Figure 24 illustrates the volatility in the market over the past 10 years.

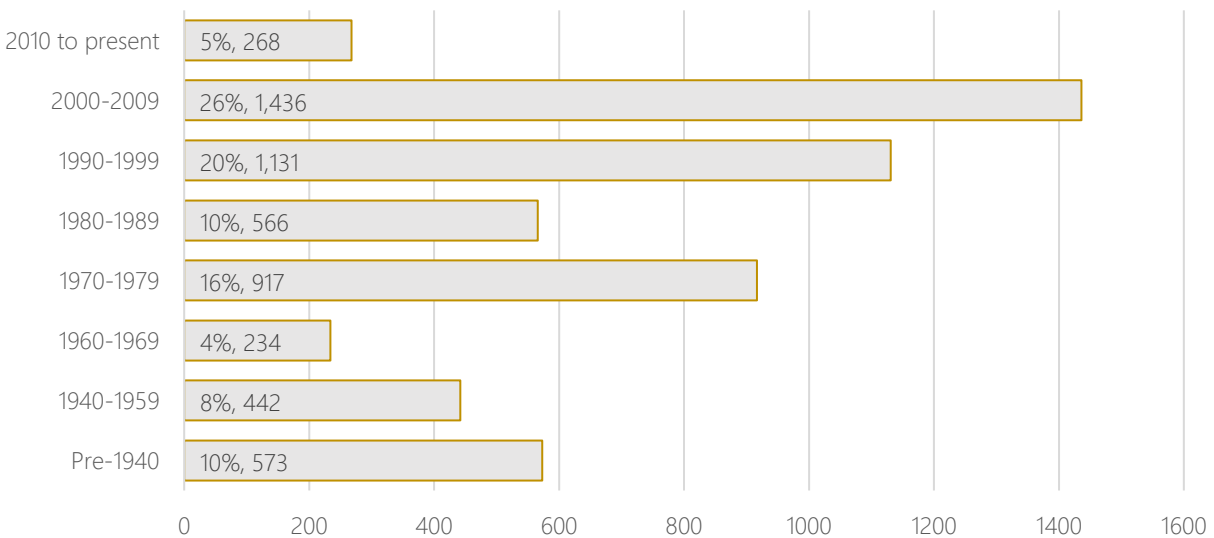
Figure 24. Newberg Single-Family Median Home Sold Price (2008 to 2017)



Source: Zillow Real Estate Research

On average, Newberg’s single-family housing stock is relatively new. More than one-quarter of Newberg’s single-family homes were built between 2000 and 2009, and one-fifth were constructed in the decade prior. Since 2010, 268 homes—or about five percent of all existing homes—have been constructed in the City.

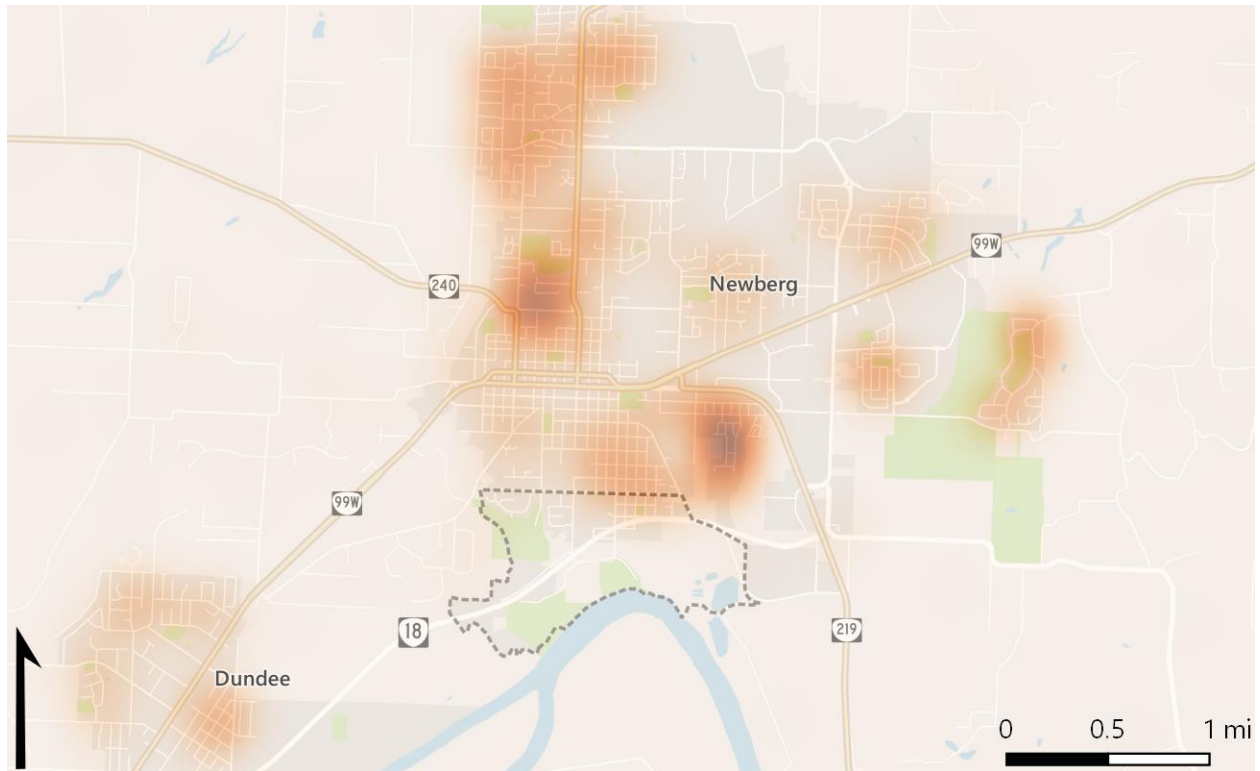
Figure 25. Single-family Homes by Year Built, City of Newberg



Source: Yamhill County Assessor, City of Newberg

Figure 26 shows the location density of residential sales for the past two years. Sales have been driven by new single-family construction in subdivisions, mostly in the west area of the city east of State Highway 240, in the northwest of the city, and northeast of the project study area.

Figure 26. Single-family Residential Sales, Past Two Years



Source: Redfin, Leland Consulting Group

Over the last 12 months, approximately 714 homes were sold (all new homes and resales), over 90 percent of which were single-family detached homes.

Table 6. Owner-occupied Housing Market Summary, 5-mile Market Area, 2017

| | Sales in Last Year | Percent of Total | Absorption (Units Sold per Month) | Listings | Months of Inventory |
|----------------------------|--------------------|------------------|-----------------------------------|----------|---------------------|
| Single-Family Homes | | | 0 | | |
| Under \$200k | 12 | 2% | 1 | 0 | 0.0 |
| \$200k to \$300k | 149 | 23% | 12 | 5 | 0.4 |
| \$300k to \$400k | 279 | 43% | 23 | 30 | 1.3 |
| \$400k to \$500k | 102 | 16% | 9 | 22 | 2.6 |
| \$500k to \$600k | 47 | 7% | 4 | 14 | 3.6 |
| \$600k + | 62 | 10% | 5 | 37 | 7.2 |
| Subtotal | 651 | | 54 | 108 | 2.0 |
| Attached Homes* | | | | | |
| Under \$200k | 10 | 2% | 1 | 2 | 2.4 |
| \$200k to \$300k | 36 | 6% | 3 | 2 | 0.7 |
| \$300k to \$400k | 11 | 2% | 1 | 1 | 1.1 |
| \$400k + | 6 | 1% | 1 | 0 | 0.0 |
| Subtotal | 63 | | 5 | 5 | 1.0 |
| All Housing | | | | | |
| Under \$300,000 | 207 | 29% | 17 | 9 | 0.5 |
| Over \$300,000 | 507 | 71% | 42 | 104 | 2.5 |
| Total | 714 | | 60 | 113 | 1.9 |
| Land | 32 | | 3 | 21 | 7.9 |

Source: Redfin and Leland Consulting Group

*Attached includes condominiums and townhomes

Table 7. Single-Family Sales Within the Last Two Years by Number of Bedrooms

| Number of Bedrooms | Percent of Sales | Avg. Price | Avg. Price per Sq. Ft. | Avg. Size (sq. ft.) | Avg. DOM | Avg. Year Built |
|-------------------------|------------------|------------------|------------------------|---------------------|------------|-----------------|
| All Construction | 100% | \$353,015 | \$199 | 1,866 | 368 | 1985 |
| 1 | 0.3% | \$193,333 | \$340 | 571 | 347 | 1928 |
| 2 | 6.1% | \$246,935 | \$241 | 1,053 | 372 | 1950 |
| 3 | 60.8% | \$324,067 | \$207 | 1,602 | 368 | 1987 |
| 4 | 27.6% | \$421,857 | \$180 | 2,381 | 365 | 1990 |
| 5 | 3.9% | \$459,257 | \$157 | 2,962 | 379 | 1986 |
| 6 | 0.9% | \$374,140 | \$131 | 2,795 | 404 | 1973 |
| 7 | 0.4% | \$599,000 | \$154 | 3,845 | 300 | 2002 |
| 8 | 0.1% | \$435,000 | \$99 | 4,384 | - | 1998 |
| Built Since 2010 | 16.7% | \$408,298 | \$203 | 2,029 | 313 | 2016 |
| 3 | 52.7% | \$375,617 | \$212 | 1,773 | 309 | 2015 |
| 4 | 43.5% | \$439,653 | \$194 | 2,274 | 313 | 2016 |
| 5 | 3.2% | \$501,353 | \$184 | 2,739 | 385 | 2015 |
| 6 | 0.5% | \$513,000 | \$165 | 3,102 | 293 | 2017 |

Source: Redfin, as of July 2018

Table 8. Active Listings by Number of Bedroom

| Number of Beds | Percent of Listings | Avg. Price | \$ PSF | Avg. Size | Avg. DOM | Avg. Year Built |
|-------------------------|---------------------|------------------|--------------|--------------|------------|-----------------|
| All Construction | 100% | \$623,198 | \$224 | 2,781 | 72 | 1988 |
| 2 | 1% | \$380,000 | \$318 | 1,195 | 138 | 1901 |
| 3 | 45% | \$418,446 | \$225 | 1,951 | 70 | 1998 |
| 4 | 37% | \$636,480 | \$212 | 2,970 | 51 | 1989 |
| 5 | 13% | \$1,087,655 | \$233 | 4,744 | 128 | 1966 |
| 6 | 1% | \$420,000 | \$182 | 2,310 | 28 | 1948 |
| 8 | 1% | \$2,700,000 | \$367 | 7,365 | 91 | 2006 |
| Built Since 2010 | 24% | \$437,174 | \$217 | 2,072 | 111 | 2016 |
| 3 | 75% | \$389,091 | \$223 | 1,774 | 113 | 2016 |
| 4 | 25% | \$581,423 | \$198 | 2,967 | 106 | 2017 |

Source: Redfin, as of July 2018

Planned and Proposed Residential Projects

A few projects are in the pipeline in the Newberg market area. **Multifamily projects** include:

Chehalem Pointe is a 140-unit complex of one-, two-, and three-bedroom apartments that will sit on a 5.9-acre site that formerly held a small farm on the SW corner of the intersection of E Park Lane and N Villa Road. The project is under construction now and expected to open in spring 2019. The project moved forward based on a zone change from low-density R1 to high-density R3 zoning. According to plans filed with the city, the project will include eight primarily three-story buildings, with some two-story sections on the west side of the site.



The applicant (KWDS, LLC) for the apartments completed an updated housing needs analysis through 2030 using then-current population projections. The study found that the city has met 91 percent of its projected low-density needs and 51 percent of its medium-density needs, but only 11 percent of its projected high-density needs over the next 15 years.

Single-family projects include several proposed subdivisions. Per the City of Newberg’s website, as of July 3 there were plans or proposals for approximately 127 new subdivided lots. Specifically, these subdivisions include:

- Nova Grace Subdivision. A 14-lot subdivision at 900 Wynooski Street (now complete).
- Columbia Estates Subdivision. A three-acre 29-lot subdivision between Columbia Street and Lynn Drive, west of Crater Lane (currently under construction).
- Dutchman Ridge Subdivision. A 46-lot subdivision at 25300 NE North Valley Road.
- South Park Newberg Subdivision. A 13-lot subdivision near E 6th Street between Columbia Street and Wynooski Street.
- Page Landing Subdivision. A 25-lot subdivision on E. Columbia Drive near the intersection with N. College Street.

Two single-family residential projects are currently proposed for the study area. Del Boca Vista (DBV) is the proposed developer of both projects.

- **“The Orchards.”** 130 to 150 single family homes are planned for this property. Located on the Weatherly and Wozniak properties in the western part of the study area, both north and south of the Bypass, served by Weatherly Way and Waterfront Street.
- **1303 River Street.** 16 bungalow-style single family homes are planned. This property (about 2.1 acres) is located in the heart of the project study area on the main access road to the Riverfront. The property is currently zoned for commercial use. DBV is seeking R-2 Planned Unit Development (PUD) zoning. These homes will be bungalow style, smaller single-family detached units. The homes will be smaller (less than 1,000 square feet) and will be marketed to people downsizing or first-time buyers. The lots are will be about 2,500, with PUD lot-size averaging. Pricing has not been finalized, but DBV expects to price the homes in the mid to high \$200s; if not, the low \$300s. DBV does not expect to create a homeowner’s association (HOA) as part of this project; it will not be “cottage cluster” housing in that regard.

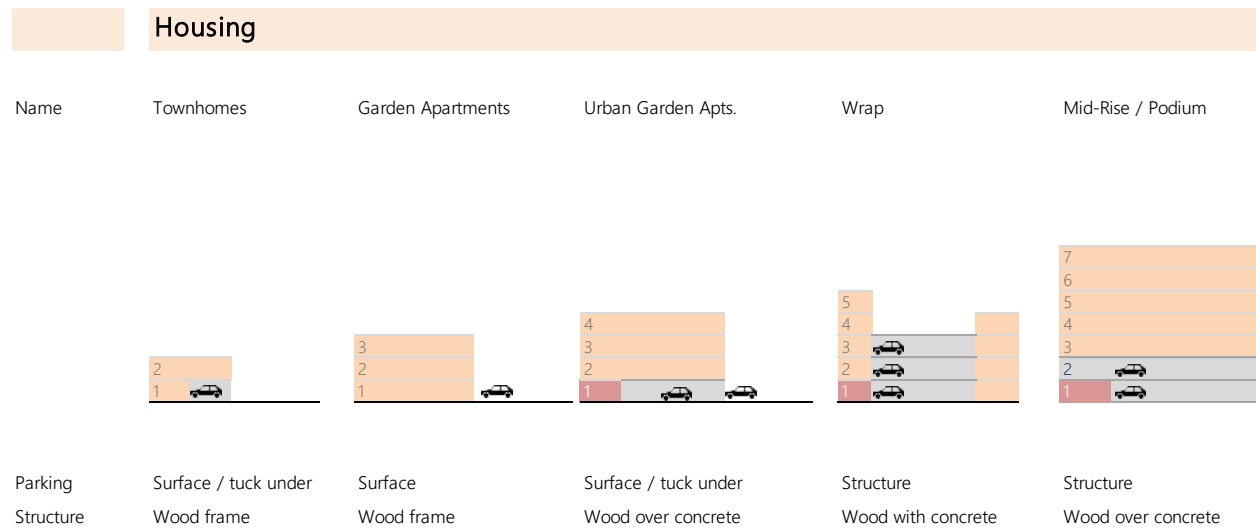
Housing Development Prototypes

Most housing can be categorized within a set of “prototypes,” which are shown below. The prototypes increase in scale and density moving from left to right. Parking is a key factor that affects housing density and financial feasibility. Typical types of parking are surface, tuck under, structured, and below-grade structured. Surface parking is the least expensive and below-grade structured parking is the most expensive. Structured parking can add tens of thousands of dollars of construction cost per housing unit, and thus, higher-density housing requires significantly higher rents (or sales) per square foot in order to be financially feasible. Construction materials also change as housing density increases. Townhomes, garden apartments, and Urban Garden Apartments are typically entirely wood-frame buildings; while wrap and mid-rise/podium structures require

concrete construction for parking areas; in addition, steel is sometimes used instead of wood for the apartment areas. The construction complexity and specialization required for these building types also increases costs.

Due to the housing rents documented in Newberg and the recent multifamily development, townhomes and garden apartments appear to be the most financially feasible housing development types in the near- and mid-term. Single-family homes will also be feasible. Urban garden apartments (which include tuck under parking and sometimes ground-floor retail) may be feasible in the mid- and long-terms. Wrap and mid-rise projects are only likely to be feasible after significant “place-making” improvements have been made, and/or if the market changes. Affordable and/or mixed-income projects can sometimes achieve higher densities than market-rate projects since they have access to additional public funding sources.

Figure 27. Housing Development Prototypes



Market Trends

The recession had a profound and lasting effect on the housing market, and while the recovery is now well underway, more people are renting than ever before. For many people, financial barriers such as rising student debts, access to credit, and large down payments have forced them to rent. For many others, the choice to rent is simply a choice. Indeed, it is well established that the two most populous generations—the Baby Boomers (ages 54 to 72) and the Millennials (ages 22 to 37)—are currently the primary drivers of demand for residential units in walkable, urban locations that offer flexibility and a range of amenities.

As Baby Boomers reach retirement age and see the last of their children leave home, they are increasingly attracted to smaller move-down or “lock-and-leave” housing which requires less maintenance and affords more flexibility. As such, age-restricted and senior multifamily housing has risen near the top of the list for best investment choices (per ULI’s “Emerging Trends in Real Estate 2018”).

For Millennials, the situation is more nuanced and difficult to forecast. The common rhetoric for many years was that Millennials desire urban living and will continue to reside in urban cities because of financial conditions and choice. However, while demand for urban rental apartments has remained high among Millennials, they are increasingly forming households and having children, looking at select suburbs and secondary markets because of the quality of life, lower cost, and space and yard availability. Indeed, 70 percent of Millennials expect to be homeowners by 2020, even though only 26 percent own today (per ULI’s “Gen Y and Housing”). With that said,

generational trends associated the next emerging generation—Gen Z (ages 21 and below)—are relatively unknown.

Other reports have recently documented important trends in housing. Findings include:

- Cost of housing, neighborhood safety; proximity to work; K-12 school quality; and community character, ambience, and visual appeal were the top five critical community features for survey respondents.⁶
- Urban setting; proximity to shopping, dining, and entertainment; walkability; and availability of mass transit are also important—but not critical—features in a community.⁷
- The more walkable the community, the more satisfied residents are with their quality of life.⁸
- Access to public transportation is much more important to those earning under \$50,000 per year, while walkability is also more important to those with lower incomes.⁹
- Sixty percent of residents would spend at least a little more for a house in a walkable community.¹⁰
- Four-in-ten people prefer a walkable community and a short commute. Millennials, in particular, are swayed by a shorter commute.¹¹

Talk of generational shifts, however, sometimes misses the point. Ultimately, people are waiting longer to make significant life choices, such as buying a home or having children, and quality of place has emerged as a primary desire for almost all prospective residents across all demographic groups. Quality of place is simply the components that make any given place enjoyable to live, such as availability of and access to good schools, parks, quality healthcare, transit, shops, entertainment, and cultural amenities.

Residential Demand

As noted earlier, projected growth rates vary significantly depending on the source and the geography in question. Therefore, it is important to carefully consider the “middle-of-the-road” option and note that actual demand is likely to change.

Figure 28 shows household projections using three data sources:

1. Portland State University’s projections for the Newberg Urban Growth Boundary—the highest growth rate projected.
2. Portland State University’s projections for Yamhill County.
3. The “baseline” growth rate, which applies the historical household growth rate from 2010 to 2017 in the market area to current households.

⁶ Urban Land Institute (ULI), *Gen Y and Housing: What They Want and Where They Want it*, 2015

⁷ Ibid.

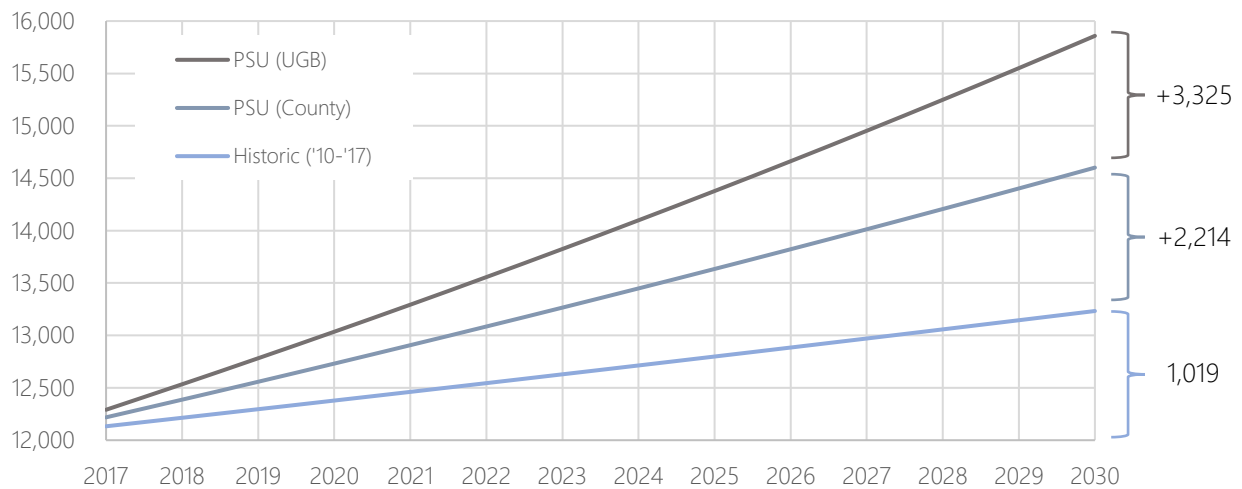
⁸ National Association of Realtors (NAR), *National Community and Transportation Preference Survey*, 2017

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

Figure 28. Household Projections, Market Area, 2017 to 2030



Source: ESRI, PSU, Leland Consulting Group

For the residential and retail demand forecasts, we assume that actual household growth will be approximately 1.4%, which is closest to PSU’s projection for the County, and between the lower historic rate observed in the market area, and the higher PSU projection for the UGB. LCG views this 1.4% rate as reasonable and potentially conservative. Based on this household growth rate, we project market area demand for an additional 1,960 units over the next 10 years within the market area, or about 196 units per year. We anticipate that the most demand for new rental units will be from households with incomes less than \$75,000, and the most demand for new owner-occupied housing to be from households earning between \$50,000 and \$150,000. We expect about 38 percent of future housing demand to be for renter-occupied units, resulting in about 741 rental units and 1,218 owned units.

Figure 29. 10-year Market Area Unit Demand

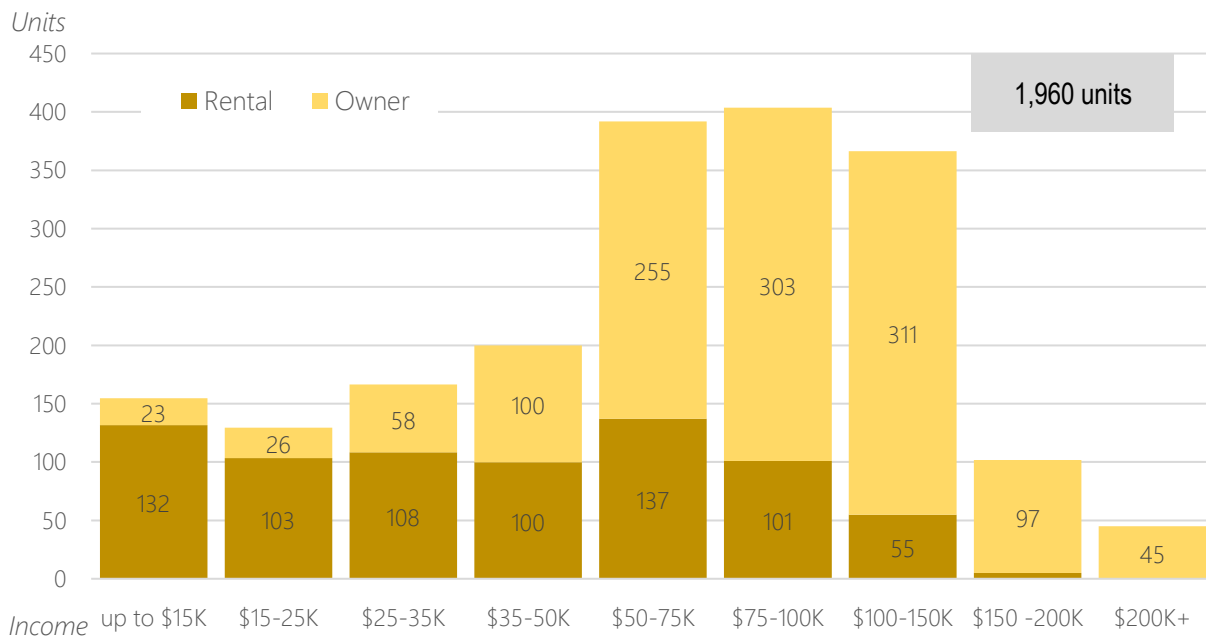


Table 9. Annual Income Range and Attainable/Affordable Monthly Rent and Housing Price

| HH Income | \$15k | \$25k | \$35k | \$50k | \$75k | \$100k | \$150k | \$200k | \$200k+ |
|-------------------------|-------|-------|--------|---------|---------|---------|----------|----------|----------|
| Attainable Monthly Rent | \$375 | \$625 | \$875 | \$1,250 | \$1,875 | \$2,500 | \$2,500+ | \$2,500+ | \$2,500+ |
| Attainable Home Price | \$45k | \$75k | \$105k | \$150k | \$225k | \$300k | \$450k | \$600k | \$600k+ |

Source: ESRI, Leland Consulting

Riverfront Study Area Absorption

With such a tight single-family and multifamily market, we expect the project study area to capture a significant amount of new residential demand over the next 10 years. However, the rate of new residential development will largely depend on the amount of buildable land within the study area. There are few remaining significant tracts of contiguous land, but opportunities for housing may arrive near or on the WestRock Mill site.

There are currently plans for 140 new rental units and 127 subdivision lots in the market area outside of the project study area, totaling 14 and 8 percent of 10-year residential demand for renter- and owner-occupied units, respectively. Within the study area, 150 to 170 new single-family homes are planned, which equates to about 10 percent of estimated 10-year demand for owner-occupied units.

For rental units, the River Street terminus area would be the most appropriate location for new development. A small cluster of apartments close to shops and other amenities could result in a capture rate of 20 to 30 percent of new rental demand (200 to 300 units).

For owned units, the study area is already absorbing about 10 percent of 10-year demand. An additional 10 to 15 percent may be possible under current constraints.

Retail Market

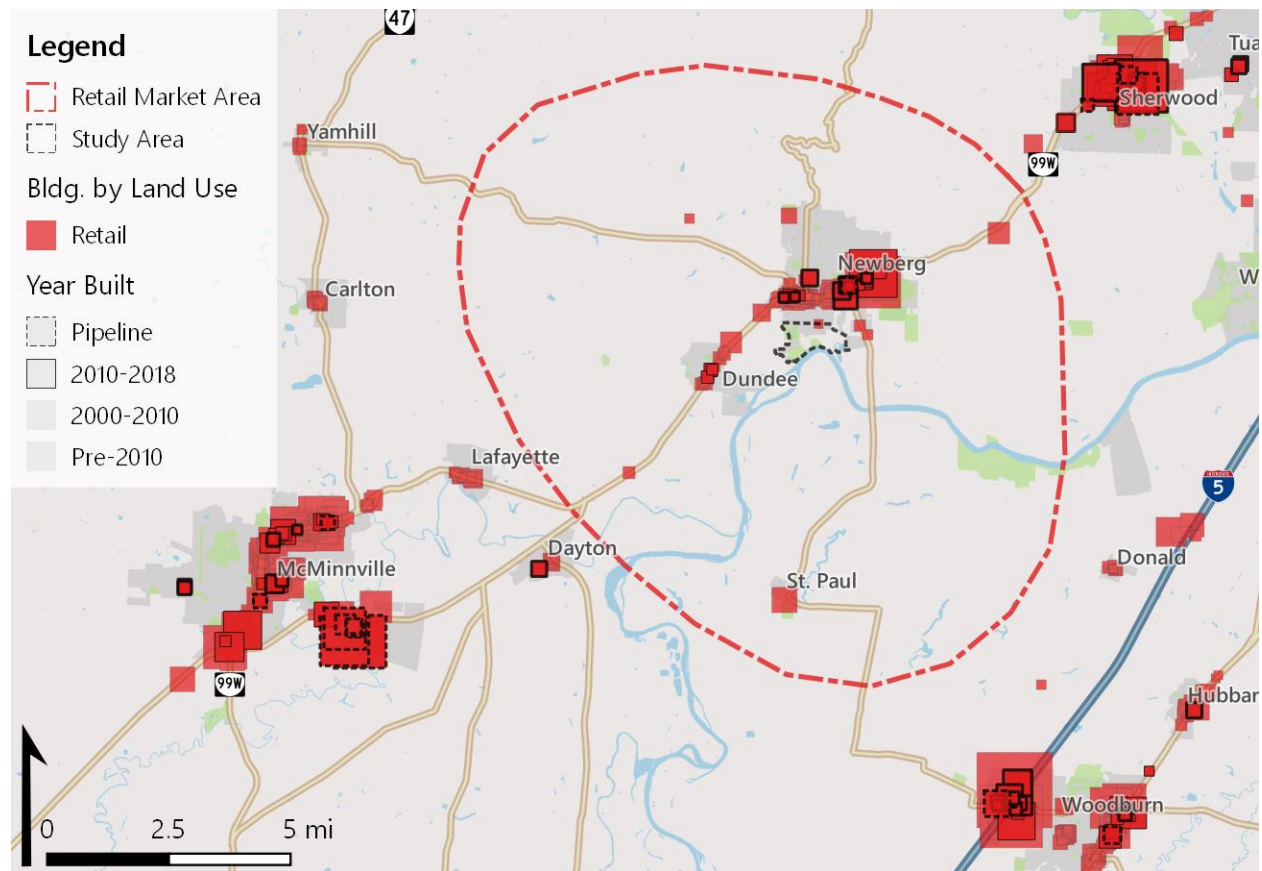
Market Summary

For retail, the analytic goal of defining a “market area” is generally to encompass likely customers whose spending power will fuel a significant majority of sales in future shops and eateries in the study area. Competitive supply (both existing and potential) will also, logically, tend to fall within that same market area. Neighborhood stores such as supermarkets tend to have much smaller market areas than big box stores, which in turn have smaller catchment areas than regional malls or other larger-scale projects.

CoStar reports that the Newberg market area has 222 buildings totaling 1.5 million square feet of retail space. The market has a low vacancy rate of 1.4 percent. Rents vary widely by retail property type, condition, and configuration. New retail pads along Highway 99W east of downtown achieve between \$13 to high \$20s. A few asking rents for new first-generation spaces are around the \$30s (such as the recently-built Starbucks).

Figure 30 illustrates the relative size of retail development by total square footage. Retail development is largely concentrated around State Highway 99W. Generally, retail is small-scale—especially along and near First Street—while larger neighborhood-serving retail—such as Fred Meyer, Safeway, and Dollar Tree—is located in the eastern section of city.

Figure 30. Regional Retail Development



Source: Costar, Leland Consulting Group

Understanding the pattern of retail spending within a community is critical. By looking at estimated demand from existing households and current estimated sales, we can identify the relative strength or weakness of each retail category. Retail sectors in which household spending is not fully captured are called “leakage” categories, while retail categories in which more sales are captured than are generated by existing residents are called “attraction” or “surplus” categories.

A retail sales surplus indicates that a community pulls consumers and retail dollars in from outside the trade area, thereby serving as a regional market. Conversely, when local demand for a specific product is not being met within a trade area, consumers are going elsewhere to shop, creating retail leakage.

Table 10 shows the current annual retail leakage for different retail categories. Almost all retail categories show a sales leakage occurring, with only Food and Beverage (grocery) showing a surplus. This indicates that the Newberg area is a weak retail market with a lot of spending potential leaving the area. General Merchandise shows the highest leakage, but these retailers—such as Walmart and Target—have large catchment areas and it’s very possible that Newberg residents travel to either McMinnville or Sherwood to shop at these stores.

While leakage usually presents an immediate opportunity to increase new retail development activity and capture some of the demand leaving the area, this may be unlikely for many of the retail categories in the table below given Newberg’s proximity to several regionally-significant retail centers. For example, both Bridgeport Village and the Woodburn Outlets—which provide an extensive range of low-cost, high-quality products—are within a 25-minute drive of Newberg.

Table 10. Retail Leakage Analysis

| | Current Est. HH Demand (ESRI) | Current Est. Sales (ESRI) | Current Leakage (\$) |
|-------------------------------------------------------------------|-------------------------------|---------------------------|----------------------|
| Furniture and Home Furnishings | \$14,987,271 | \$3,092,411 | \$11,894,860 |
| Electronics and Appliance | \$14,964,887 | \$5,543,575 | \$9,421,312 |
| Building Material, Garden Equip | \$32,339,209 | \$29,287,375 | \$3,051,834 |
| Food and Beverage (grocery) | \$74,881,457 | \$82,010,504 | -\$7,129,047 |
| Health and Personal Care | \$27,847,061 | \$25,132,973 | \$2,714,088 |
| Clothing and Accessories | \$23,231,029 | \$2,413,627 | \$20,817,402 |
| Sporting Gds, Hobby, Book, Music | \$16,338,579 | \$3,114,943 | \$13,223,636 |
| General Merchandise | \$79,726,991 | \$38,472,797 | \$41,254,194 |
| Misc. Store Retailers | \$21,548,471 | \$12,428,394 | \$9,120,077 |
| Foodservice and Drinking Places | \$48,815,388 | \$32,042,273 | \$16,773,115 |
| Other (including cinema, prof./med. office, consumer banks, etc.) | \$53,202,051 | \$35,030,831 | \$18,171,221 |
| | | Total | \$139,312,692 |
| | | Leakage only | \$146,441,739 |

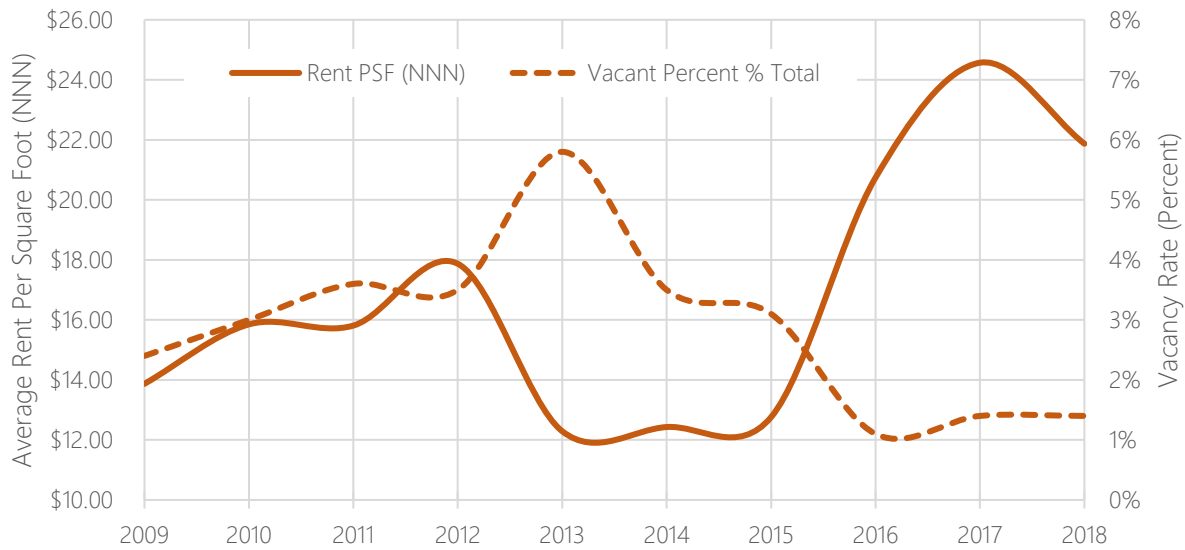
Source: ESRI

Figure 31 provides rent and vacancy trends for retail development in the Newberg-Dundee market area. Rents and vacancies tend to have an inverse relationship, and this has been the case with local retail development. The Newberg market experienced a slight spike in the overall vacancy rate in 2013, which triggered rents to drop. However, since 2014 vacancy rates have been dropping—to the extent that vacancy is now almost non-existent—and rents have nearly doubled.

Springbrook Plaza, one of the newer and larger retail centers in the area, boasts some of the highest rents at around \$20 to \$24 per square foot triple-net.

While such low vacancies typically suggest demand for new retail development, this may be small-scale. The changing face of the retail sector is resulting in record closures of national retailers, and other large regional retail centers—such as the Woodburn outlet mall and Bridgeport Village—are far more competitive and already established.

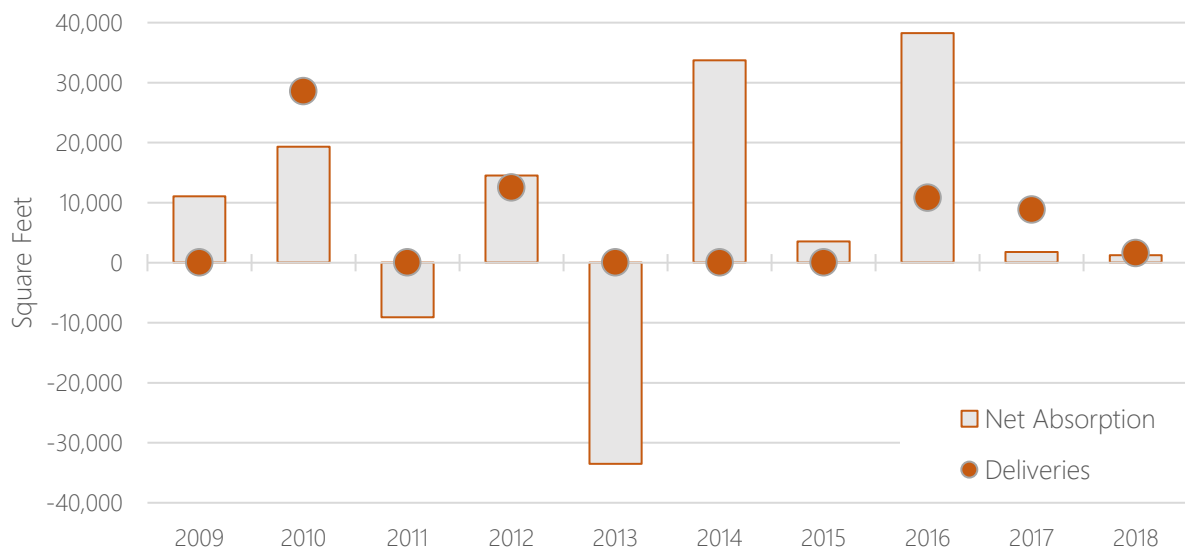
Figure 31. Market Area Retail Rent and Vacancy Trends, 2009-2018



Source: Costar

Figure 32, which shows the net absorption and total retail deliveries by year for the past decade, demonstrates why the spike in the vacancy rate occurred in 2013. Clearly, some major retail space was vacated in 2013, but this was immediately followed in 2014 by absorption that essentially cancelled out the negative absorption from the previous year. In terms of deliveries, there have been few significant developments over the past decade.

Figure 32. Market Area Retail Net Absorption and Deliveries (sq. ft.), 2009-2018



Source: CoStar

Planned and Proposed Retail Projects

There are no planned or proposed retail projects in the market area. As noted already, other larger retail centers in the region have absorbed most new retail development.

Market Trends

The goods-based consumer retail industry is undergoing a seismic shift and transformation. Big name retailers are declaring bankruptcy and closing hundreds of stores as online purchases grow and American buying habits change. Last year saw a record number of store closings. This is having a trickle-down effect on communities, as some see their brick-and-mortar retail bases slowly eroding, with impacts felt in shopping centers and along traditional Main Streets.



Planners in some cities and counties are taking proactive approaches to the shifting retail landscape. They're commissioning studies of the marketplace and developing new strategies to maintain and foster better retail environments. Also, many retail-only zoning classifications are being modified to allow a variety of new uses in ground-floor, street-fronting spaces. The idea is to liven up the street with pedestrian activity without relying on retail, with new uses ranging from offices to fitness facilities.¹²

Table 11 summarizes some of the key growing and declining retail types. This information is based on research conducted by commercial real estate company Cushman & Wakefield and reflects changing preferences. Online shopping is having a significant impact on “commodity retail.” Retailers selling products that can easily be ordered and shipped from Amazon or others face a challenging environment and must have a competitive advantage against online competition—whether that is convenience, experience, customer service, or something else. Commodity retailer categories include electronics, office supplies, and video stores.

By contrast, retailers offering a special experience, or offering services that cannot be procured online, have the potential to thrive. A prime example is dining—as one retail guru has said, “you can’t eat the internet;” and you certainly cannot dine with family and friends on the internet. Therefore, food and beverage establishments have become a larger and larger part of the retail experience, on both main streets and larger shopping centers. Another growing “retail” sector is healthcare. Small, neighborhood-scale providers are moving into both main street and retail center locations.

¹² <https://www.planning.org/planning/2018/jul/retailrealities/>

Table 11. Retail Trends: Growing and Declining Retail

| Growing | Declining |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |  |
| <ul style="list-style-type: none"> • Retail that offers a special experience • Food! • “Fast Casual,” i.e. Little Big Burger • Food Halls, artisanal markets • Trucks to Bricks • Grocery: Ranging from discount, to organic, to small format, and ethnic • Medical users, incl. ZoomCare • Apparel: Fast fashion, off-price, active sportswear • Sporting clubs • Fitness/Health Clubs • Marijuana dispensaries • Auto repair • Convenience stores • Car dealerships • Home improvement and home furnishings | <ul style="list-style-type: none"> • Commodity retail • Food: Casual dining, weaker fast food chains • Mid-priced apparel and shoes; children’s • Dollar Stores • Pet supplies • Electronics • Office Supplies • Bookstores • Toy Stores • Video stores • Bank Branches |

Source: Cushman & Wakefield, Leland Consulting Group.

The Rise of E-commerce

Between 2001 and 2015, total online retail sales grew at a 21.8 percent annual growth rate and accounted for 22 percent of total retail sales growth. During the same period, brick-and-mortar stores grew at a rate of only 3.7 percent annually, decreasing their share of the total retail market from 98 percent to 89 percent. While still only a small total market share, estimates indicate that up to 20 percent of total US sales will be attributed to e-commerce by 2019.

The rise of online retail has also had a major impact on the way retailers are doing business. As more people turn to the internet to do their shopping, traditional brick-and-mortar stores are altering their store formats and

incorporating an online platform into their business concepts. Omnichannel retail strategies, where a retailer operates through both physical locations and online sales, have proven to be a necessity in today's market.

The list of top online retailers reinforces this point, as many also have a significant brick-and-mortar presence. Of the top 25 companies with the highest online retail sales in 2016, 18 were more traditional brick-and-mortar retailers. These include companies such as Walmart, Best Buy, Macy's Inc., Nordstrom Inc., Target Corp., Gap Inc. and Neiman Marcus.¹³ That said, Amazon remains king among online retailers, with almost six times the sales volume of the second ranked retailer, Walmart.

Employment Market

The Newberg market area has 90 office buildings with a total of 444,000 square feet of rentable space. Typical to the Newberg office market are wood-framed Class B and C office buildings built between 1960 and 1990. Office vacancy stands at 3.5 percent according to CoStar; this is down from a 10-year high of almost nine percent in 2014. Gross office rents currently average around \$19.70 per square foot per year. Examining current listings, there are a few available spaces in buildings constructed in the mid-2000s along the 99W corridor northeast of downtown. These availabilities have asking gross rents that range from \$18 to \$25 square foot per year.

There are 76 industrial buildings with a total of 1.9 million square feet of rentable space. Industrial vacancy stands at 0.4 percent according to Costar, down from a 10-year high of about seven percent in 2012. Industrial rents average around \$8.50 per square foot.

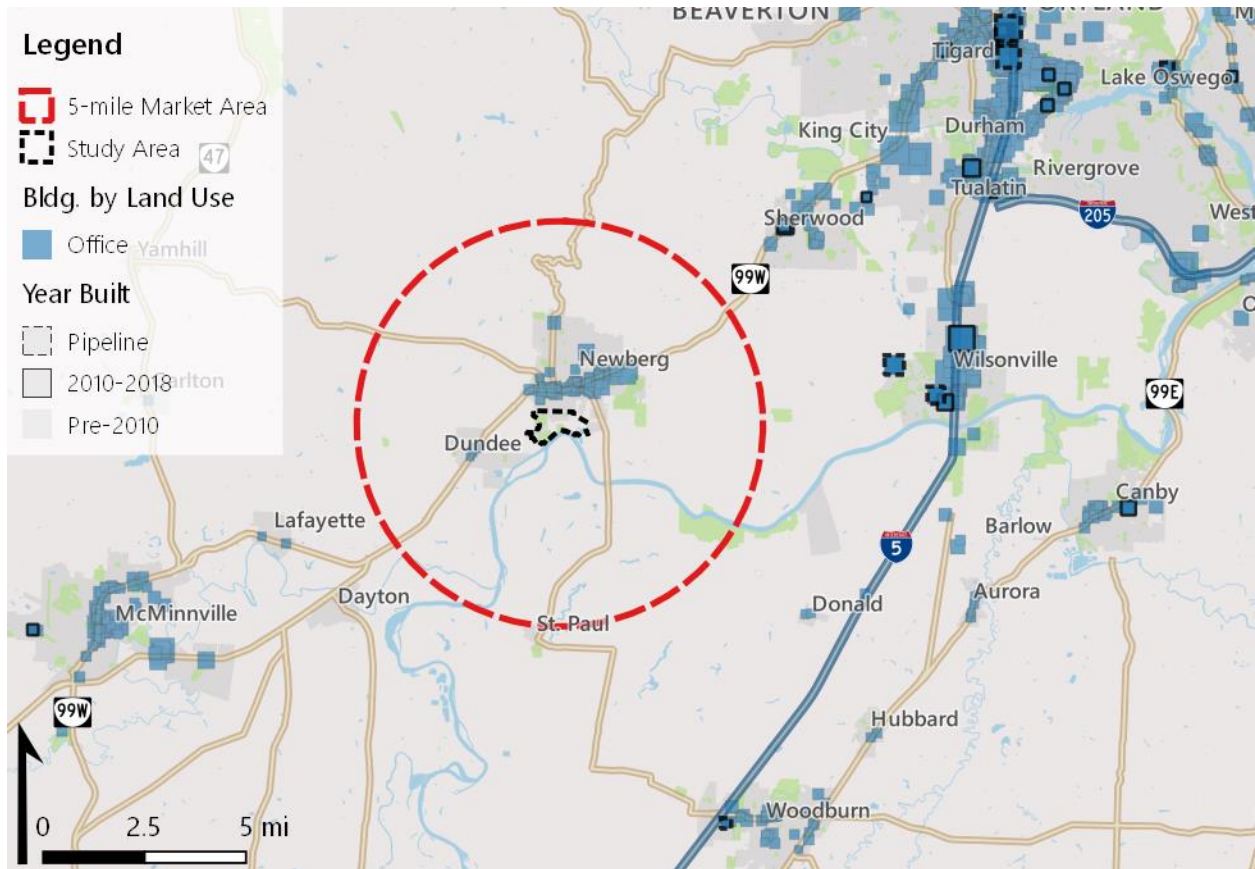
Market Summary

With an economy centered on agriculture, the Yamhill County office market is relatively quiet, and its tenants and investors are predominantly local. Vacancy is tight partially due to moderate absorption but mostly because of limited inventory. Rents experienced back-to-back years of growth in 2015 and 2016 but contracted in the past year. Over the cycle, the submarket has consistently posted minimal investment activity and nearly no new supply.

As shown in Figure 33, new office construction in the region has been limited to the Portland Metropolitan Area and other close-in cities.

¹³ www.wwd.com/business-news/financial/amazon-walmart-top-ecommerce-retailers-10383750/

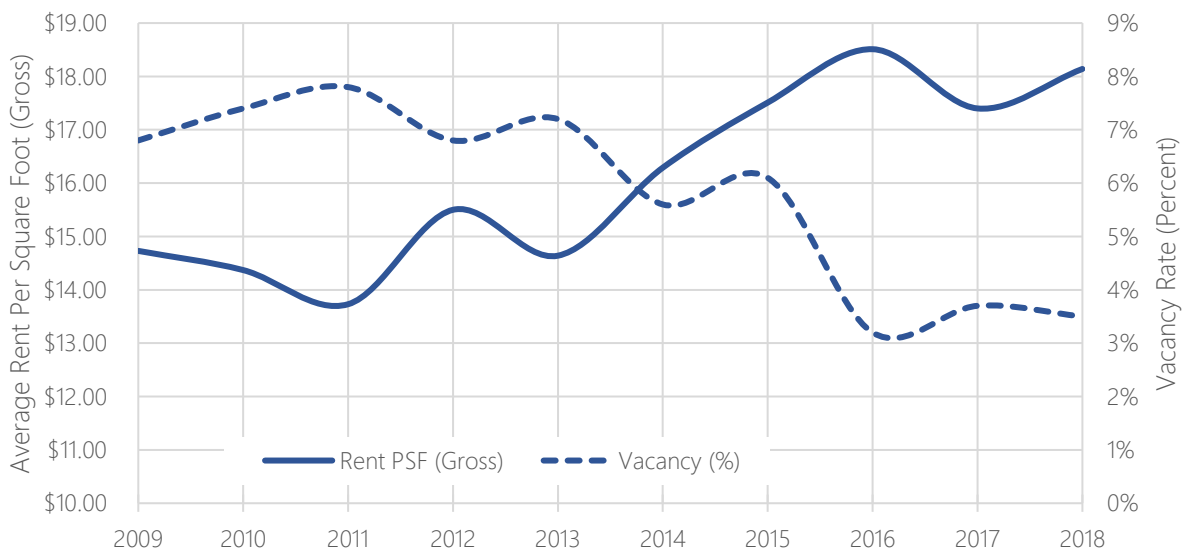
Figure 33. Regional Office Development



Source: Costar, Leland Consulting Group.

As noted already, the market area has experienced moderate rent growth over the past decade, and vacancy rates have been gradually declining during this same period, settling around 3.5 percent this year.

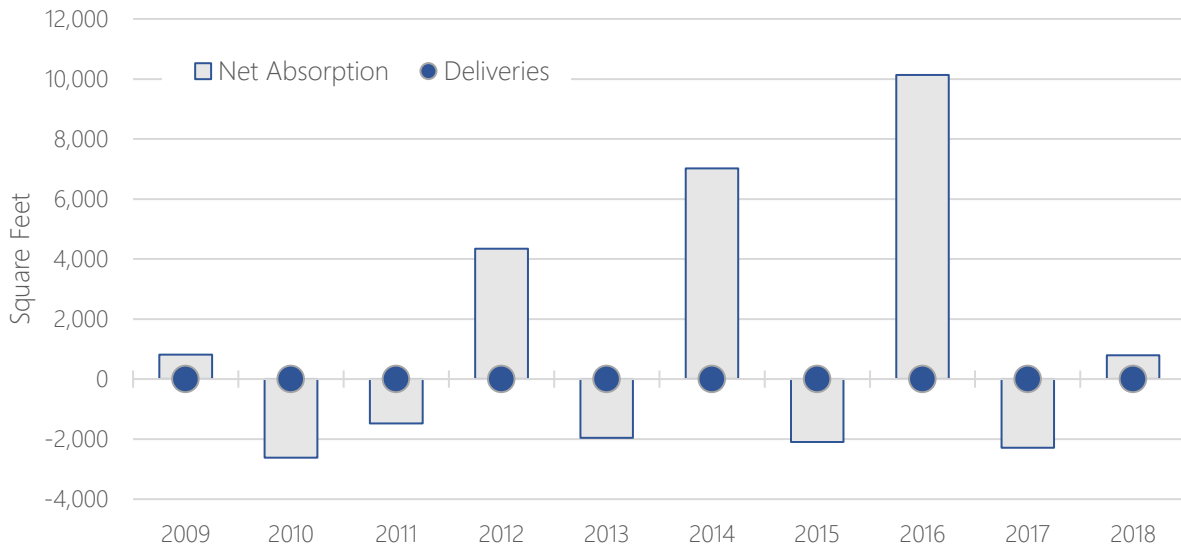
Figure 34. Market Area Office Rent and Vacancy Trends, 2009-2018



Source: Costar

Net absorption of office space has been largely positive, but it has been minimal, and no new office space has been constructed in the past decade. This is reflective of the fact that significant and more competitive employment clusters have developed throughout the Portland Metropolitan Area.

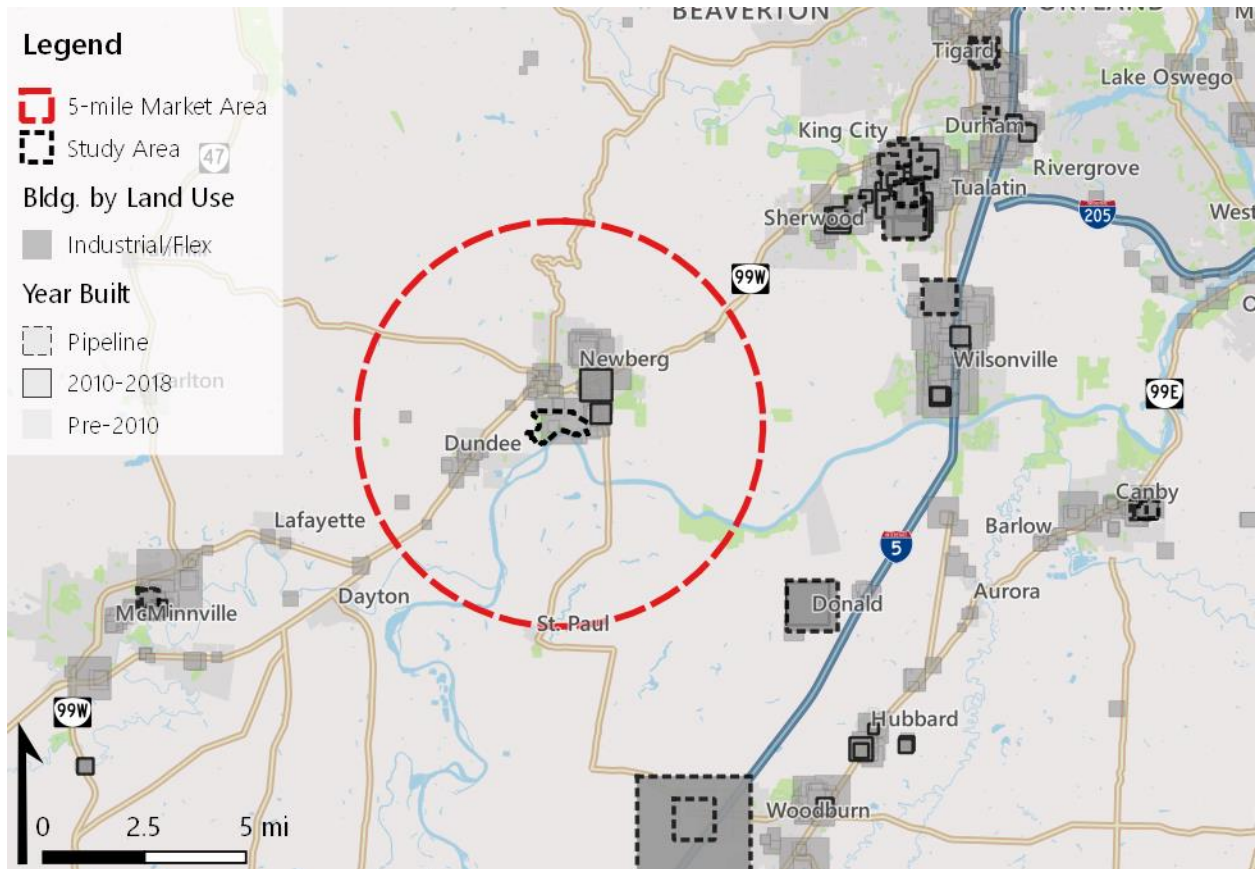
Figure 35. Market Area Office Net Absorption and Deliveries (sq. ft.), 2009-2018



Source: Costar

For industrial, the market is marginally stronger than for office. However, like office, industrial development has also clustered elsewhere in the region in locations that are arguably better suited for continued expansion. Locations such as the Tualatin, Tigard, and Wilsonville benefit from close proximity to Interstate-5 and access to talent in Portland. These locations have rapidly built up their manufacturing industries, among others. While Newberg has seen recent development, it is unlikely to compete with these other centers.

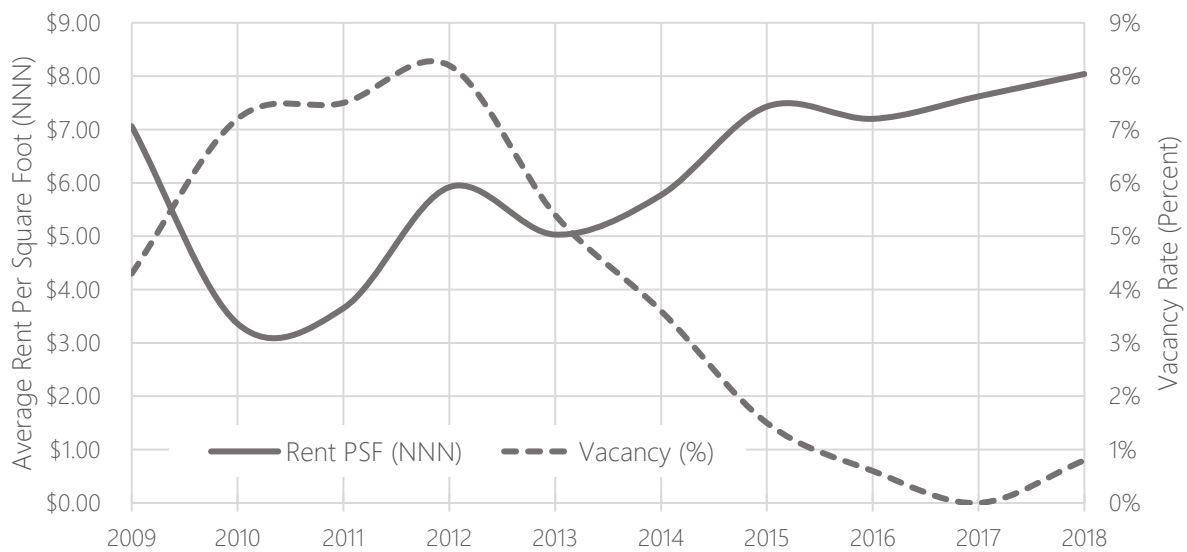
Figure 36. Regional Industrial/Flex Development



Source: Costar, Leland Consulting Group

While the industrial vacancy rate is virtually zero, rents have only just climbed to pre-recession levels.

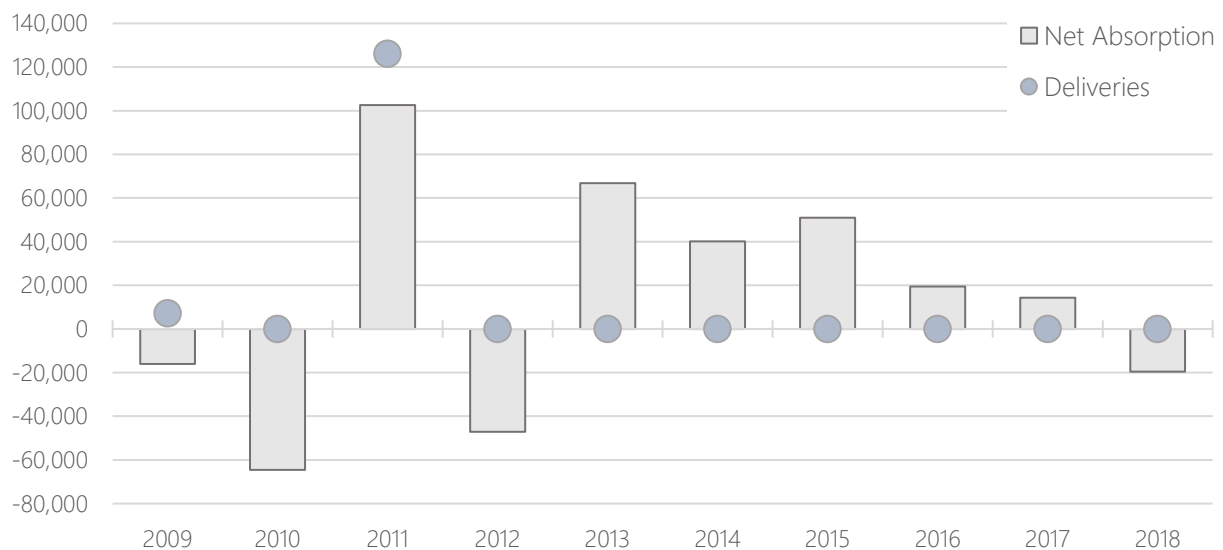
Figure 37. Market Area Industrial Rent and Vacancy Trends, 2009-2018



Source: Costar, Leland Consulting Group

Net absorption has been largely positive, albeit with no industrial deliveries since 2011.

Figure 38. Market Area Industrial Net Absorption and Deliveries (sq. ft.), 2009-2018



Source: Costar, Leland Consulting Group

Planned and Proposed Projects

Only one industrial building is currently in the pipeline, due for completion this year (2018): a 41,000-square-foot facility to the east of the project study area. The property is located in the Enterprise Overlay Zone, which covers a significant portion of the study area.

Figure 39. City of Newberg Enterprise Overlay Zone



Source: City of Newberg, Leland Consulting Group.

Market Trends

Across the United States, traditional office development is increasingly considered obsolete in today's shifting market. Tenant preferences are swinging toward mixed-use, walkable, live-work-play environments, as companies find it is tougher to recruit the emerging Millennial workforce to sterile, single-use buildings and in auto-dependent neighborhoods. There are many parallels with retail, although the office market is impacted more by location preferences and workplace trends than emerging technologies.

Location Preferences

While people once followed the jobs, corporations and professional firms are now following people back to the city. These companies have increasingly seen prospective employees choosing to live, work, and play in more interesting—often urban—locations, and now they have realized that attracting these employees requires them to be in these places too. As such, authenticity of place has become a sought-after commodity. Companies and workers now look for the genuine, the idiosyncratic, the unique and, most importantly, a personality of place that matches their own. In fact, a recent Newmark study identified a significant rent premium for office properties with transit access, dining operations, and open floor plans of around 50 percent higher than those with obsolescent characteristics.

For cities, this means that opportunity lies in attracting more investment and focusing on placemaking to make themselves the place where the best and brightest live, work, and shop. This might require updating office and industrial areas to reflect the way we now do business and work day-to-day. And, as the finance, utility, and even government sectors continue to consolidate, cities will need to backfill their buildings with new tenants to keep downtown an interesting and lively place.

For colleges and universities, the opportunity is drawing employers closer to their campuses in a way that will boost research funding, create jobs for graduates and consulting for faculty, and raise their overall visibility in the community. Institutions that do this creatively will also be able to tap new sources of financing for campus expansion. Investments in student housing will further boost the local experience.

Workplace Trends

General trends impacting the office workspace include a steady decline in the amount of square feet per employee, the increase in standardized work spaces and non-dedicated (shared) office space with more amenities, more tolerance for telecommuting and collaborative work spaces, and a greater emphasis on higher space utilization, innovation, and productivity. Within the private sector, "creative" office environments are becoming ever more popular. Real estate investors are wondering whether the office sector is next in line for a painful shakeup, as tenants continue to use office space more efficiently.

The impact of tenants' push for greater space efficiency has created winners and losers within the office market. Fitting more employees into less space has enabled office tenants to sign smaller leases or afford higher-end space. This is a particularly compelling tradeoff in the current market, as tenants are increasingly relying on amenity-rich office environments to help recruit the highly skilled workers who are now in short supply.

There are several examples of large companies moving to new space use models in their office environment. For example, P&G allows many workers to work anywhere and has been moving to standardized non-dedicated space, increasing their office work station utilization rate from 60 to 90 percent, and HP is targeting 120 to 150 square feet per employment and 85 percent utilization with standardization and highly shared space.

Innovation Districts

For the past 50 years, the landscape of innovation has been dominated by places like Silicon Valley—suburban corridors of spatially isolated corporate campuses, accessible only by car, with little emphasis on the quality of life or on integrating work, housing, and recreation.

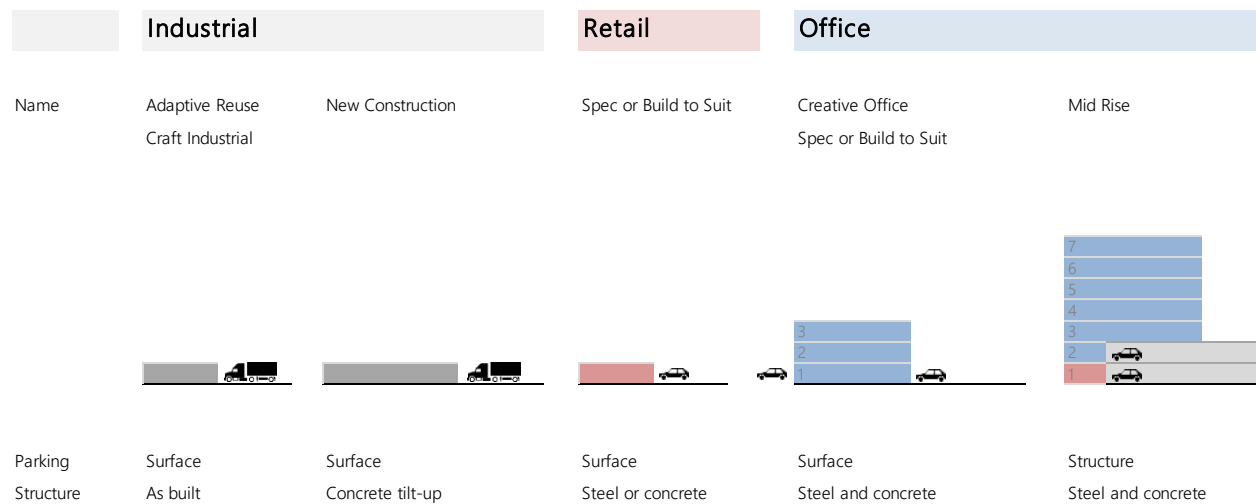
A new complementary urban model is now emerging, giving rise to “innovation districts.” Innovation districts are the manifestation of mega-trends altering the location preferences of people and firms and, in the process, re-conceiving the very link between the economy, placemaking, and social networking. These districts are geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail.

Innovation districts are still an early trend that, because of their multi-dimensional nature, has yet to receive a systematic analysis across the United States and other countries. Yet they have the unique potential during this pivotal post-recession period to spur productive, inclusive, and sustainable economic development.

Commercial Development Prototypes

Commercial development prototypes are shown below. Once again, parking is a major driver of building form. Only one commercial development prototype—mid-rise office—includes structured parking; this building type is unlikely to be feasible due to the high cost of structured parking.

Figure 40. Commercial Development Prototypes



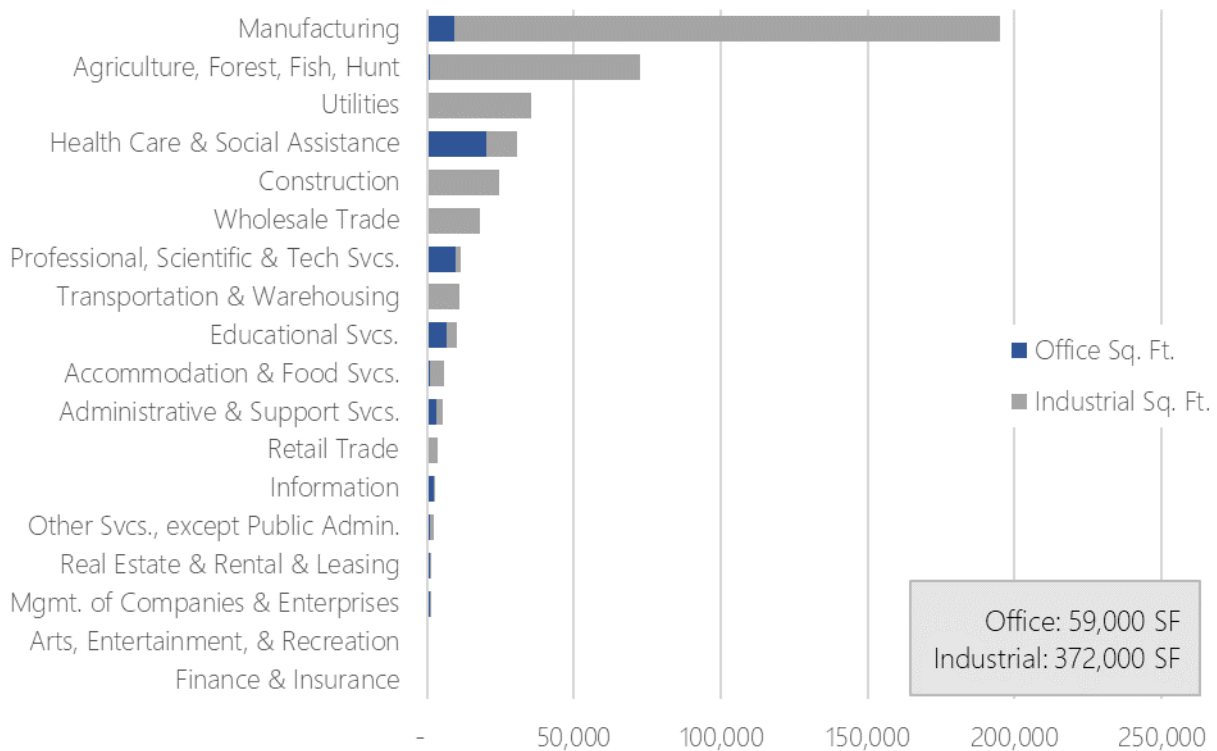
Demand for Commercial/Employment Development

This section provides an estimate of future 10-year market demand for residential development, office and industrial development, and retail development.

Employment Demand

Based on the respective strength of the office and industrial markets, most employment-based demand for new development is likely to be in the industrial sector, specifically manufacturing. With that said, this is largely dependent on Newberg’s ability to compete with other cities in the region where industrial development has been more prevalent. Figure 41 shows LCG’s office and industrial development forecast for the market area, based on job growth forecasts made by the U.S. Census.

Figure 41. Office and Industrial Demand



For office, employment growth in the industries of healthcare and social assistance, professional and business services, and educational services can expect to drive most of the demand for new office development.

However, the Census’ employment forecast likely overstates demand for industrial and office space. The table below shows historical employment growth rates along with historical office and industrial deliveries documented over the past decade. These data are used to project office and industrial deliveries over the coming decade, for the market area. Because no new office space has been built (despite the addition of several thousand new employees), it is possible that there will be little to no demand for office space in the next decade. Likewise, demand for new industrial space may be lower than would be projected using Census data.

Table 12. Historical and Forecasted Trends

| | Past Decade | Next Decade |
|---------------------------|-------------|-------------|
| Employment Growth | 2,322 | 2,139 |
| Annual Growth Rate | 3.1% | 1.8% |
| Population Growth | 2,904 | 5,748 |
| Annual Growth Rate | 1.0% | 1.7% |
| Net Office Absorption | 12,657 | 11,700 |
| Net Office Deliveries | 0 | 0 |
| Net Industrial Absorption | 146,932 | 135,400 |
| New Industrial Deliveries | 41,000 | 37,800 |

Riverfront Study Area Absorption

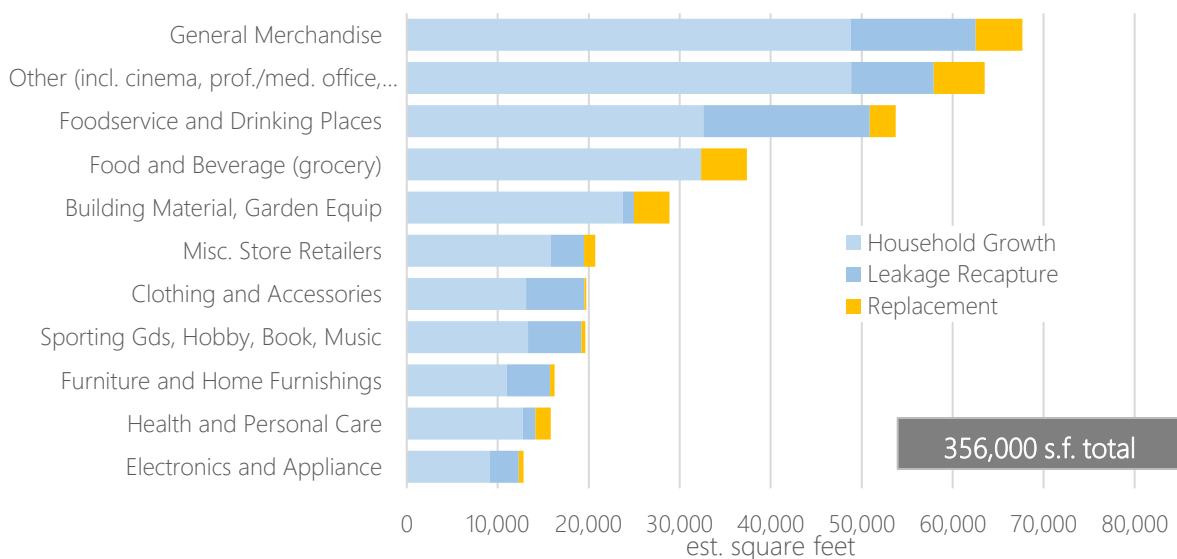
While employment is projected to continue to grow in the market area, no new office space has been built in the past decade. This is a clear indication that office rents are too low to justify the high costs of new, high-quality speculative office development. Therefore, *speculative* office development is likely to be minimal or nonexistent in the Riverfront area in the near- and mid-term. It is possible that build-to-suit office or healthcare development could be completed for one or more tenants looking for a special site and campus environment, particularly on the WestRock campus. However, a majority of new office development built in the last decade has been in urban, mixed-use environments rather than suburban campuses.

For the industrial capture rate, much depends on the future of the WestRock site and immediate surrounding area and whether it can continue to accommodate industrial users. If so, there are over 100 acres available for development and/or redevelopment.

Retail Demand

Using the household growth projections and leakage analysis described earlier, we forecast demand for approximately 356,000 square feet of additional retail development within the five-mile market area over the next decade. The general merchandise, “other” (cinema, medical and professional office, etc.), and foodservice and drinking places (restaurants and bars) retail categories are responsible for about half of total demand. Grocery demand would likely support one additional store.

Figure 42. 10-year Market Area Retail Demand by Source



Source: Leland Consulting Group

Riverfront Study Area Absorption

The Riverfront has challenges from a retail point of view: It is not well-known or highly visible from any major roadway, and its natural market area of nearby residents is today virtually non-existent. Even if the Riverfront were to build out rapidly with residential uses, retail would still struggle due to a 180-degree, rather than 360-degree, potential market area. It is a weak location for convenience and general merchandise retail and is not well positioned to capture a significant amount of market-area demand.

However, the Riverfront also has strengths including special views and high usage during warm-weather months, when residents and visitors use Rogers Landing Park in much greater numbers. This suggests that retail and commercial uses here are likely to be “destination” uses, trends that can be seen in all of the case studies below. Commercial tenants in this category include restaurants, wine-tasting and wine sales, unique Willamette Valley food growers and vendors, other food and beverage vendors (coffee, ice cream, bakeries), and outdoor recreation suppliers. Secondary commercial tenants can fill space alongside these “anchor” tenants. 5,000 to 30,000 square feet of retail/commercial space is achievable in the medium term.

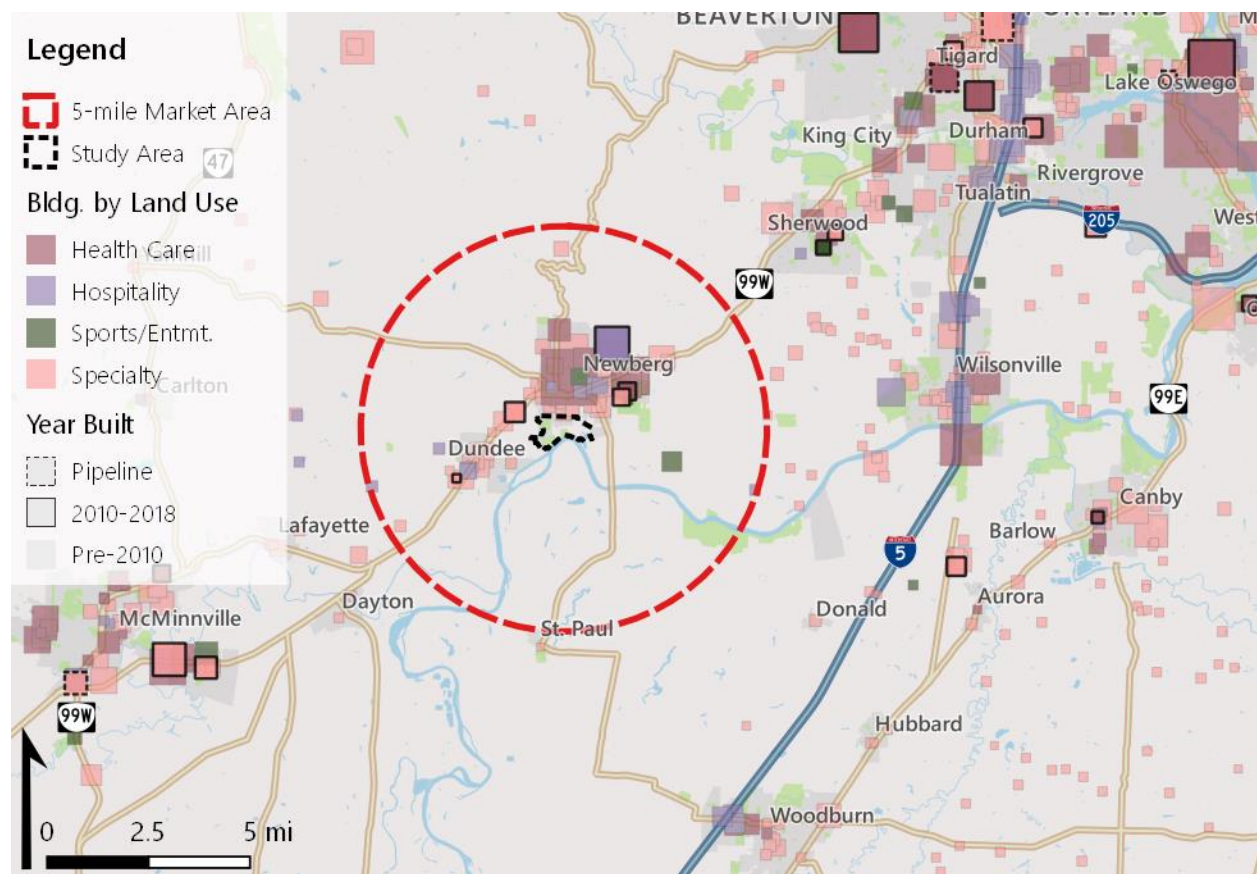
Lodging, Hospitality, Recreation, and Other Development

“Other” development includes health care, hospitality (hotel), sports and entertainment, and specialty.

Market Summary

Since 2010, there have been only a handful of new properties built in these categories, including one hotel (The Allison), one health care facility (assisted living), and two specialty properties (self-storage and PCC Newberg Center).

Figure 43. Regional “Other” Development



Source: Costar, Leland Consulting Group

Lodging & Hospitality

The primary demand driver for hotel development include:

- Tourism and tourist destinations

Newberg Riverfront Master Plan: Market Analysis

- Entertainment activities
- Business activity (number of jobs and businesses)
- Business conferences and conventions
- Travel patterns (visibility)

A selection of applicable new hotels is profiled below.



The Allison, Newberg, Oregon. The Allison is an 85-room, 5-star resort hotel in Newberg, Oregon which opened in 2010. Room rates average between \$435 and \$475 per night.

Located in the Willamette Valley in 35 acres of grounds, this luxury spa resort is within 10 miles of dozens of wineries and 2 miles from Chehalem Glenn Golf Course. Amenities include an upscale restaurant and wine cellar, a spa offering wellness treatments, an indoor pool and hot tub, and yoga classes.



Atticus Hotel, McMinnville, Oregon. Atticus is a new 36-room luxury boutique hotel in downtown McMinnville, at the corner of N.E. 4th St. and N.E. Ford St. The property—which takes the place of a vacant parking lot—is a 22,640 square-foot, four-story building, and was developed by the Odd Fellows Building (OFB) LLC. It is leased in its entirety by Live McMinnville LLC., which will operate the Atticus Hotel.

Eighteen wineries and tasting rooms are located within walking distance along the town's quaint and historic

downtown stretch. The Atticus offers a variety of studio and one-bedroom suites from \$300 per night, as well as a 2-bedroom 2.5-bath penthouse. The hotel features amenities including a conference room, exercise facility, business center, private dining space, and a restaurant and bar. Guests can expect a full accoutrement of services, including valet parking, in room dining, 24-hour concierge, and group sales coordination.



The Hotel at Independence Landing, Independence, Oregon.

A boutique hotel is expected to open in Independence, Oregon in May 2019. The developer, Tokola Properties, was selected by the City of Independence after they bought the waterfront property in 2015 and sent out a request for qualifications for developers to outline their vision for the site.

The Independence hotel, featuring "warm and contemporary" architecture that compliments the historic downtown area, will have 75 rooms.

Embarcadero Hospitality Group will manage the hotel. Seasonal rates for rooms will range from around \$125 on winter weekdays up to \$300 or more for certain suites during summer weekends, developers said.

Near Term Hotel Development Prospects.

In the near term (zero to five years and perhaps more), hotel development at the Newberg Riverfront will be difficult for several reasons:

- Even though the site may be visible from parts of the Bypass, it is not easily accessible or highly visible from a major thoroughfare such as 99W. It would need to be a destination hotel.
- Distance from downtown amenities. Visitors to the hotel would probably drive, not walk, to the restaurants, wine-tasting, boutiques, retail, and other amenities in downtown. There are no commercial amenities at the riverfront today and therefore a hotel at the riverfront would need to create its own sense of place and stand on its own. This would require a significantly higher level of investment, potentially in place making amenities, restaurants, meeting facilities, etc.
- The current setting is somewhat industrial, particularly to the east. This is not a highly desirable hotel setting. Uncertainty about what will happen west of River Street will also make hotel developers more reluctant to invest.
- There are no immediate comparables on which to rely. There is a cluster of existing hotels—including the Holiday Inn Express, Best Western, and Travelodge—along 99W, and any new hotel proposals at this location can rely on the room rates and occupancy at these properties. Most hotel development is low-risk and follows established leaders. Lenders will be cautious about applying the 99W economic assumptions to a new hotel at the riverfront.

Long Term Hotel Development Prospects.

In the long term, this could be an excellent site for a hotel.

- Numerous amenities would improve prospects for hotel development, including:
 - Pedestrian and bicycle trails, particularly those making regional connections, from Newberg to Dundee, and to the east, from Newberg across the waterline bridge, to Champoeg and the Willamette Valley Scenic Bikeway. A trail crossing the waterline bridge to the east would be a regional attraction and a postcard view.
 - Additional parks, open spaces, and festival venues.
 - Restaurants and retail.
 - Wine tasting and wine-related uses.
 - Other residential and commercial development.
- Numerous cities have transitioned their waterfronts from industrial to mixed-use. The Hood River and Independence waterfronts are two local examples, and both include hotels. Hood River “set the stage” with restaurants, retail, office space, and an exceptional series of parks and open spaces. The Independence waterfront is directly across the street from the historic downtown, so the sense of place and commercial establishments already existed.
- The more that a hotel developer needs to create these amenities “from scratch,” the more difficult the economics will be. Depending on the level of investment, a destination hotel is likely to require average room rates of \$275 to \$350 per night.

Tourism

The tourism region of Willamette Valley includes Benton, Linn, Marion, Polk, Yamhill and portions of Clackamas and Lane counties. The region stretches from the crest of the coast range to the crest of the Cascade Range.

The Willamette Valley offers more than 500 wineries in 150 miles, historic towns and cities, craft breweries, farm stands, and hiking, paddling, and cycling.

The Willamette Valley continues to be a big draw for locals and tourists alike, with tourism rates in Oregon rising 54 percent in the last three years¹⁴ (as of December 2017). In 2017, the Willamette Valley was the second-most visited destination in Oregon for overnight tourists, attracting almost 20 million visitors (Portland was first with 26.4 million, and the Oregon Coast was third with 17 million)¹⁵. New wine country restaurants and boutiques have made the area even more appealing.

Table 13. Willamette Valley, Direct Travel Impacts, 2012-2017

| | 2012 | 2017 | Change |
|---------------------------|---------|---------|--------|
| Direct Employment | 18,830 | 21,890 | 16% |
| Employee Earnings (\$M) | \$385 | \$522 | 36% |
| Visitor Spending (\$M) | \$1,423 | \$1,629 | 14% |
| Taxes (State/Local) (\$M) | \$59 | \$79 | 34% |

Source: Dean Runyan, *Oregon Travel Impacts*, May 2018

Per the Oregon 2015 Regional Visitor Report for the Willamette Valley Region¹⁶, approximately seven percent of all overnight trips in 2015 were for business, 53 percent were to visit friends or relatives, and 40 percent were considered “marketable” (i.e. leisure). Of these marketable trips, most people were visiting for the outdoors, a special event, or touring—and mostly during the spring and summer months. In terms of spending, 30 percent of the \$706 million spent in the region was on lodging, and 27% was on restaurant food and beverage.

The Willamette Valley attracts visitors that are typically older, higher-income, and often childless or retired individuals and couples. The average age of overnight visitors to the Willamette Valley was 49 in 2015, older than the state average of 46. A significantly greater proportion of visitors aged 45 and over visit the Willamette Valley (61 percent of all visitors versus 49 percent).

The City of Newberg has a thriving tourism industry. Located in Yamhill County’s wine country, there are over 200 wineries within a 20-minute drive from downtown Newberg. Other area attractions include the Chehalem Glenn Golf Course, art galleries, the Newberg farmers market, heritage sites, and museums. Newberg hosts a number of festivals over the course of the year including the Old-Fashioned Festival, the Newberg Camellia Festival, the Willamette Valley Lavender Festival, and the Oregon Truffle Festival. The 85-room Allison Inn & Spa resort located in Newberg is frequently ranked as one of the best hotels in the nation and attracts visitors from around the world to Oregon’s wine country.

¹⁴ <http://www.wweek.com/culture/2017/10/09/two-oregon-natives-are-opening-a-bougie-new-hotel-in-downtown-mcminnville/>

¹⁵ <http://industry.traveloregon.com/content/uploads/2018/05/Dean-Runyan-FINAL-2018.pdf>

¹⁶ <http://industry.traveloregon.com/content/uploads/2016/11/Oregon-Willamette-Valley-Region-2015-Visitor-Final-Report.pdf>

Downtown Newberg currently boasts wine tasting rooms, numerous restaurants, art galleries, and small retail shops. Both the Chehalem Valley Chamber of Commerce and the Newberg Downtown Coalition are active supporters of downtown tourism. Each advocacy group offers robust websites with detailed visitor information.

Recreation & Open Space

Infrastructure—the physical facilities and systems that support economic activity—is a key driver of real estate investment and development. Historically, real estate was influenced by the quality and location of roads, bridges, and other forms of auto-oriented infrastructure. The Interstate Highway System, for example, was a critical factor in the growth of suburban America.

More recently, transit-oriented development has become a common term in the lexicon of real estate and transportation officials. Transit-oriented development is characterized by compact, mixed-use, residential, and commercial development that is clustered around a transit stop or a rail station. Today, bike trails, bike lanes, bike-share systems, and other forms of active transportation infrastructure are helping spur a new generation of “trail-oriented development.” This trend reflects the desire of people around the world to live in places where driving an automobile is just one of a number of safe, convenient, and affordable transportation options. The Urban Land Institute’s America in 2015 report found that, in the United States, over half of all people (52 percent) and 63 percent of millennials would like to live in a place where they do not need to use a car very often; half of U.S. residents believe their communities need more bike lanes.

Active transportation was, until recently, an overlooked mode of travel. However, in recent years, investments in infrastructure that accommodates those who walk and ride bicycles have begun to reshape communities.

Shared themes among active transportation projects include the following:

Active transportation infrastructure can catalyze real estate development. Trails, bike lanes, and bicycle-sharing systems can improve pedestrian and bicyclist access to employment centers, recreational destinations, and public transit facilities, thereby enhancing the attractiveness of developments along active transportation corridors. In some cases, former industrial districts and towns outside urban cores have benefited from active transportation infrastructure due to improved walking and cycling connectivity.

Investments in trails, bike lanes, and bicycle-sharing systems have high levels of return on investment. Regions and cities have found that relatively small investments in active transportation can have outsized economic returns due to improved health and environmental outcomes and reduced negative externalities, such as automobile traffic congestion and poor air quality.

Bike-friendly cities and towns are also finding that bicycle facilities boost the tourism economy and encourage extended stays and return visits. Tourism is one of the world’s largest industries. The U.S. Travel Association explains that U.S. residents spend over \$800 billion a year on travel and recreation away from home.

Case Studies

Case studies can provide the Newberg Riverfront team with many lessons about how riverfronts and other special places have been revitalized in other cities. This includes what has been successful and why, and just as importantly, why other places have not achieved a community’s desired outcomes. Information about several

relevant case studies is included below. These case studies were selected because they are comparable in some (though often not all) of the following ways:

- Riverfront location
- Western United States
- Brownfield redevelopment of land that involves a change of use, often from a historically industrial to a mix of uses.
- Comparable market conditions. Achievable rents, absorption, and other factors have a significant impact on the types of real estate development that is possible. For example, riverfront redevelopment in large cities is not highlighted, because of the significant difference in market conditions in these locations.
- Public-private partnerships
- Wine- and/or tourism related

In addition to the case studies summarized below, LCG believes there are also lessons to be learned from these places:

- Willamette Falls Legacy Project, Oregon City, Oregon
- Waterfront Redevelopment Project, St. Helens, Oregon
- EWEB Riverfront, Eugene, Oregon
- Old Mill District and other riverfront areas, Bend, Oregon
- Waterfront Redevelopment Project, St. Helens, Oregon
- Waterfront and Terminal 1 projects, Vancouver, Washington
- Waterfront Place, Everett, Washington
- Old Sawmill District, Missoula, Montana
- Theater District and Downtown Revitalization, Petaluma, California
- Downtown revitalization, Oxbow Public Market, and riverfront, Napa, California

Riverfront, Hood River, Oregon

Location: Hood River, Oregon. On the Columbia River, about a half-mile north of downtown Hood River. Visible from Interstate 84.

Size: 100 acres+



History: The modern history of the Hood River waterfront dates to the 1950s, when a number of State and Federal agencies cooperated to fill more than 100 acres, extending from the Columbia River’s southern shoreline, into the river. In the 1970s, the core of the current waterfront area (just north of downtown Hood River) was an active industrial park. Tenants included food preparation and distribution, and Hood River Distillers (still on site). The first Port of Hood River waterfront plan was prepared in 1975. Through the 1970s and ‘80s, improvements continued, including a 1985 pedestrian bridge that was built across the Hood River to link Marina Park with downtown.

In the 1990s and 2000s, after several false starts at bringing about new, ground-up private development, the Port focused on a “business park” concept—focusing on technology, food processing, and outdoor recreation—which remains its strategy today. In 2008, the City created a waterfront urban renewal district, with a maximum indebtedness of \$5.75 million and the goal of building infrastructure, recreation facilities, habitat improvements, and conducting marketing, in order to augment the Port’s efforts.

In 2010, the Port built completed the Halyard Building, the first new building to be completed in the waterfront in 25 years. In the last decade, development has accelerated significantly, and has included multiple buildings totaling more than 200,000 square feet of development, including a mix of office, restaurant, retail, and industrial space. Key tenants include the headquarters of DaKine, an outdoor sporting gear and apparel company; numerous small professional service offices; Pfriem family brewers; and pizza, coffee, and ice cream vendors.

Parks and open spaces have been significantly improved and now host a wide variety of festivals and events, ranging from day-to-day use by residents, picnicking, jogging, swimming, windsurfing, and other water sports. Festivals at the waterfront include the Gorge Games (a world-class outdoor sports competition), Harvest Fest, and the Roy Webster Cross-Channel Swim.

Key Public Agencies: Port of Hood River and City of Hood River, Oregon. The State of Oregon: ODOT, State Parks, Fish & Wildlife, other; U.S. Army Corps of Engineers, and Bonneville Power Administration.

Private Developers: Key Development, others.

<https://portofhoodriver.com/waterfront-recreation/history-of-the-waterfront/>

Independence Landing, Independence, Oregon



Location: Independence, Oregon, adjacent to downtown between Main Street and the Willamette River.

Size: 18 acres (Valley Concrete property only)

History: The Valley Concrete site was an 18-acre, industrially-zoned property that was home to a ready-mix concrete operation (gravel site). The City's 1996 Downtown Development Plan and 2009 Vision 2020 Plan identified this site as a key redevelopment opportunity and proposed concepts for housing and mixed-use development that would bolster Independence's restored Downtown. When Oldcastle Materials,

the site's owner, expressed an interest in relocating Valley Concrete's ready-mix concrete operation and putting the property for sale, the City secured a State Transportation and Growth Management (TGM) Quick Response grant to further develop concepts for the site's future.

In 2005, the City completed Riverview Park, including an Amphitheater, which is located just north of the Valley Concrete site. The park is the largest in the City of Independence. The amphitheater now hosts numerous events including the eight-week River's Edge summer movie and concert series. Riverview Park is also the starting point for the Willamette River Trail, a 5k soft-surface path that loops north along the Willamette River providing excellent river views and birdwatching. In 2014 a disc golf course was installed in Riverview Park. In 2015, the Independence Biker/Boater Campground opened.

In 2015, the City purchased the Valley Concrete property for about \$800,000 and began working to bring the concept plan to fruition. The City's goal was to remove perceived risks for redevelopment of the site and to make it development-ready.

In Summer/Fall 2016, the City took further steps toward making the site - now renamed Independence Landing - development ready. A new Downtown Riverfront Zone was created which allows the mix of residential and commercial uses envisioned for the site, and the property was rezoned to this new designation.

Today: Gresham-based Tokola Properties is building a hotel and more than 120 apartments in the years following the hotel opening as part of a three-phase development. Plans also call for a series of townhouses.

Key Public Agencies: City of Independence; State of Oregon TGM grant.

Private Developer: Tokola Properties

Columbia Riverfront, Astoria, Oregon

Size: Large--approximately four miles long and a quarter to half-mile wide as defined in the 2009 Riverfront Vision Plan.

History:

Like Hood River, Astoria's connection to the Columbia River is as old as the City itself, so it is difficult to pinpoint a "beginning" to waterfront revitalization. The City completed waterfront planning process in the 1970s, '80s, and 90s. Beginning with the 1970s era "People Places Plan," the community intentionally sought to find ways for the historic "working waterfront" industrial uses to coexist with more "people places" for the general public, while acknowledging that the interests of water-related businesses must come first. The concept of a Riverwalk—a pedestrian and bicycle pathway—came out of the 1970s plan.

In 2009, the City completed the Riverfront Vision Plan, covering more than four miles of Columbia Riverfront. The goals of this plan were to promote access to the river; encourage a mix of uses and particularly "working waterfront" uses; new development of appropriate scale, that respects Astoria's historic character; and protecting the health of the river and natural areas. The Riverwalk remained an important priority.

In the past decade, Astoria has seen the ongoing operation of marine businesses along with the adaptive reuse of numerous historic riverfront buildings. Marine businesses include Fishhawk Fisheries and Northwest Sardines. Historic riverfront buildings have been renovated and reborn as breweries, restaurants, retailers, service businesses, and small inns. The Riverwalk and Trolley remain very popular with locals and visitors.

Key Public Agencies: City of Astoria.

Private Developers and property owners: Various.



Above: Astoria's trolley runs alongside businesses that continue to harvest and process fish, and restaurants and retailers serving locals and tourists. Below: Most of the "new development" in Astoria has involved the adaptive reuse of historic structures.



Kendall Yards, Spokane, Washington



From Kendall Yards HOA

Location: Spokane, Washington, on the opposite side of the Spokane River from downtown, and about ¼ mile downriver.

History: Kendall Yards is a 78-acre former railyard and industrial site perched above the Spokane River. Greenstone Corporation gained control of the site over a decade ago, but prior to that two previous owners spent many millions acquiring multiple parcels, removing contaminated soil and

relocating utilities. In 2006, the City of Spokane approved a plan for 2,600 residential units and about 1,000,000 square feet of non-residential commercial and office space.

Size: 78 acres

Key Public Agencies: City of Spokane.

Private Developer: Greenstone Corporation

Now. According the master plan, the neighborhood will “ultimately be home to 500,000 square feet of restaurants, shops and offices, over a thousand homes and 25 acres of parks and open space.”

Land use mix (at full build out):

- 1,296 residential units (single family, town homes, low, mid, and high rise multifamily, seniors housing)
- 215,000 sq. ft. retail / restaurants
- 200,000 sq. ft. hotel
- 290,000 office space

While Kendall Yards’ land use mix is largely residential at the moment, there are plans for near-term projects that will drastically increase the amount of commercial square footage in the area. One project, tentatively named “Podium” is currently going through the permitting process. One structure will be a four-story, 66,300-square-foot office building, and the other will be a six-story, 163,700-square-foot building with a total of 130 apartment units on the second through sixth floors. The apartment building will have retail space facing Summit

Parkway and residential amenities on the rest of the first floor. An 85,000-square-foot parking garage will have daylight exposure on the south side. It will have about 290 stalls, and the project also will include surface parking for about 22 vehicles. In addition to Podium, another multifamily project is proposed—the 89-unit Highline East.

Vintner's Village, Prosser, Washington



Location: Prosser, Yakima Valley, Washington. Vintner's Village is bordered on the north by Interstate I-82, on the west by Wamba Road, and on the south and east by private ownership.

Before: Prosser Vintner's Village (VV) is a 32-acre site located in north Prosser next to I-82, within the city limits. The land was owned by the Port of Benton, which had a business lined up to move in. When that fell through, the Port went another direction, creating space for wineries, complete with streets, electricity, water and other services.

Thurston Wolfe was the first winery to open to the public in The Village, in 2006.

Size: 32 acres

Key Public Agencies: Port of Benton (land developer).

Private Developers: Various.

Now: The site has 14 existing wineries, with additional lots ready for development. The Port of Benton is actively marketing properties within The Village for development activities to support agritourism.

The initial 32-acre site is seen as a great success and resulted in the Port's purchase of the adjacent 18.5-acre parcel to the south in order to pursue further development. The new property contains a historic residence that was sold and converted into a private bed & breakfast in support of agritourism in the region. The Port also purchased an additional 20 acres to the west along Wamba Road.

Instead of waiting for businesses to build their own places in Vintner Village II, the port is creating a \$2 million home for them to spur growth. Each of the bays in the new building will feature 500 square feet of office/retail space and another 2,000 square feet for manufacturing and storage.

The City of Prosser is also an example of successful efforts trying to capture the wine industry's production and tourism within the Vintner's Village area along with the Wine & Food Park, which is home to Hogue Cellars and Mercer Wine Estates.

Summary of Public Involvement

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 Wyooski/ Hess Creek
- Destination retail
- Protection of affordable housing **
- Brewery

WHAT SHOULD WE BUILD? ¿QUE CONSTRUIR?

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, Massachusetts' 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



PROTECTED NATURAL AREAS



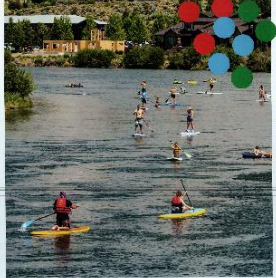
WHAT WATERFRONT ACTIVITIES WOULD YOU LIKE TO SEE MORE OF?

¿QUÉ OTRAS ACTIVIDADES ACUÁTICAS LE GUSTARIA VER?

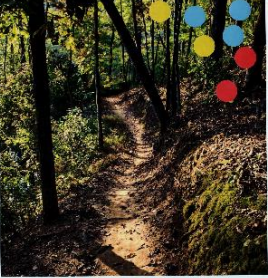
BOATING



NON-MOTORIZED BOATING



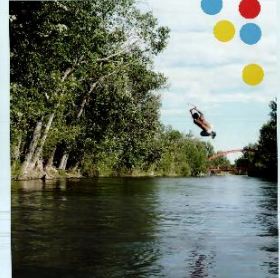
TRAILS



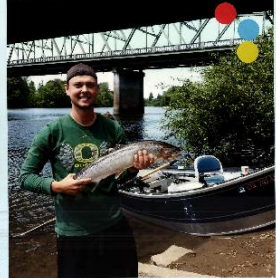
LARGE EVENTS (CONCERTS / PARTIES)



SWIMMING



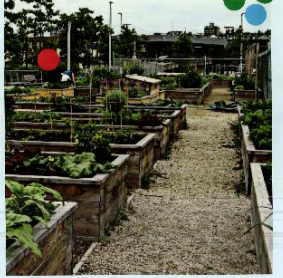
FISHING



PIQUE AREAS AND PLAYSPACES



COMMUNITY GARDEN



Summary of Public Event #1



Summary of Public Event #1



Summary of Public Event #1



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.

Summary of Public Event #1

- 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

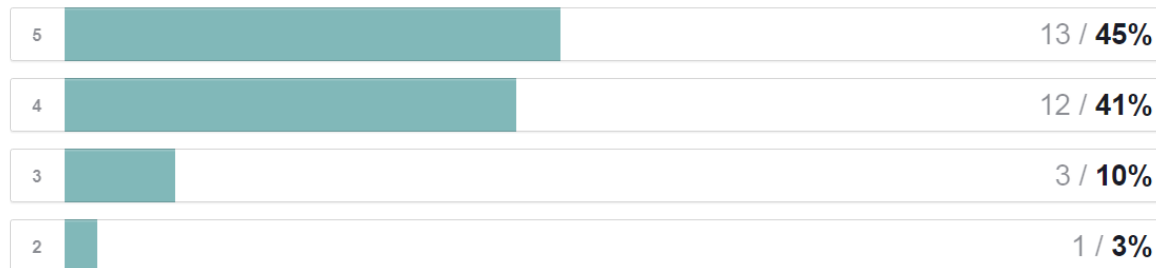
To what extent do you agree with the vision statement?

29 out of 29 people answered this question

Average: 4.28



► Hide detail



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

Summary of Public Event #1

- 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.

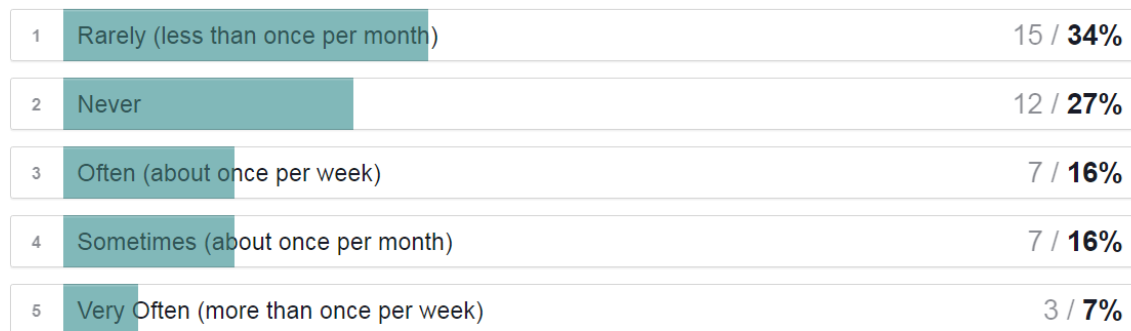
Question 1

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

How often do you visit the Newberg Riverfront today?

44 out of 45 people answered this question



Question 2

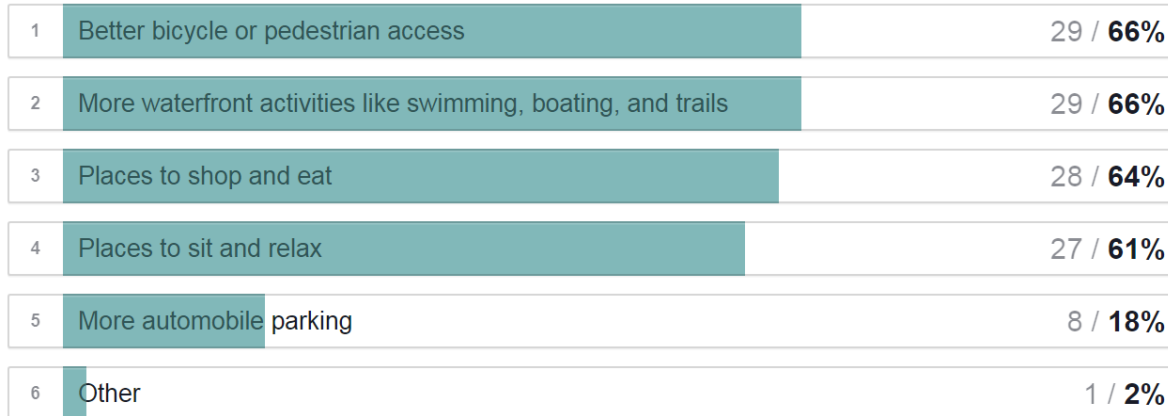
Of the 44 respondents, 66% (29) said they would visit the riverfront more often if there was better bicycle and pedestrian access; 66% (29) of respondents said they would visit if there were more waterfront activities like swimming, boating, and trails; and 64% (28) of respondents said they would visit 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.

Summary of Public Event #1

FIGURE 3. QUESTION 2 RESPONSES

What would make you visit the riverfront more often?

44 out of 45 people answered this question



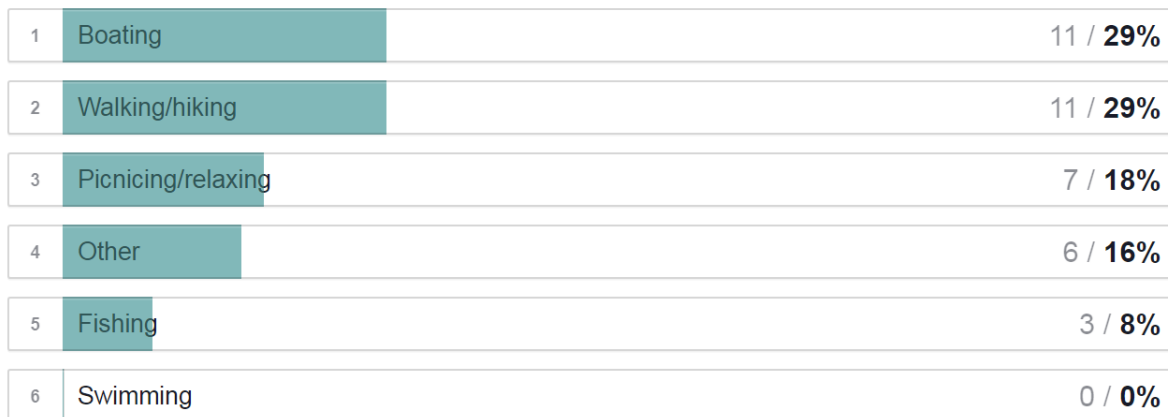
Question 3

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

What waterfront activities do you participate in at the riverfront today?

38 out of 45 people answered this question



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

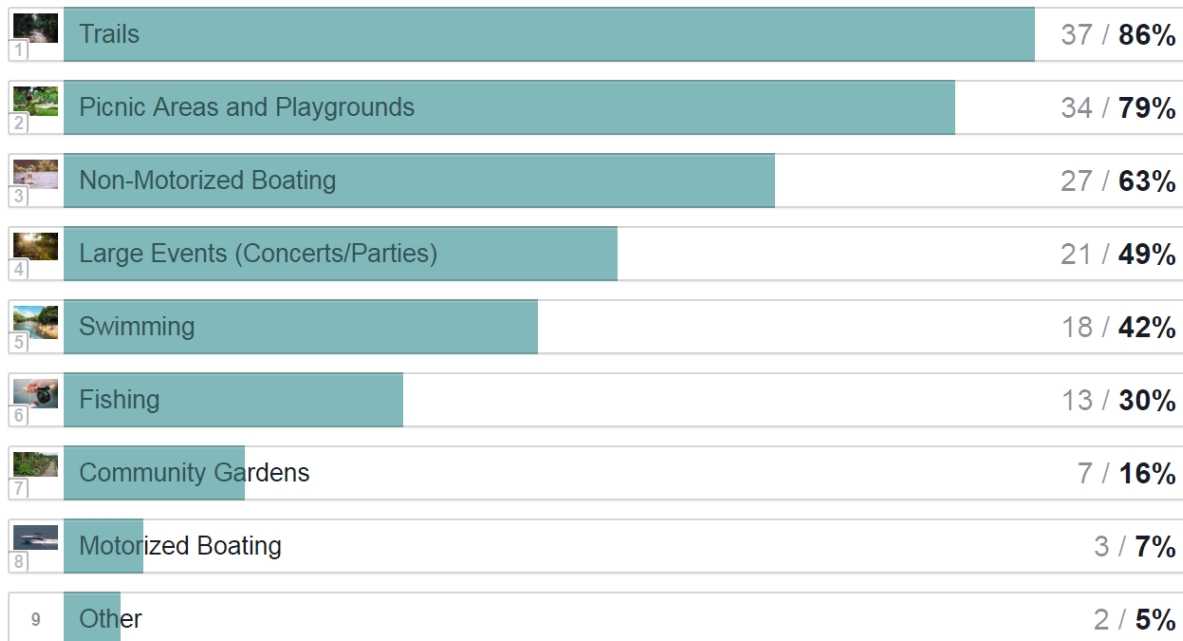
Summary of Public Event #1

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

What waterfront activities would you like to see more of along the Willamette River in Newberg?

43 out of 45 people answered this question



Question 5

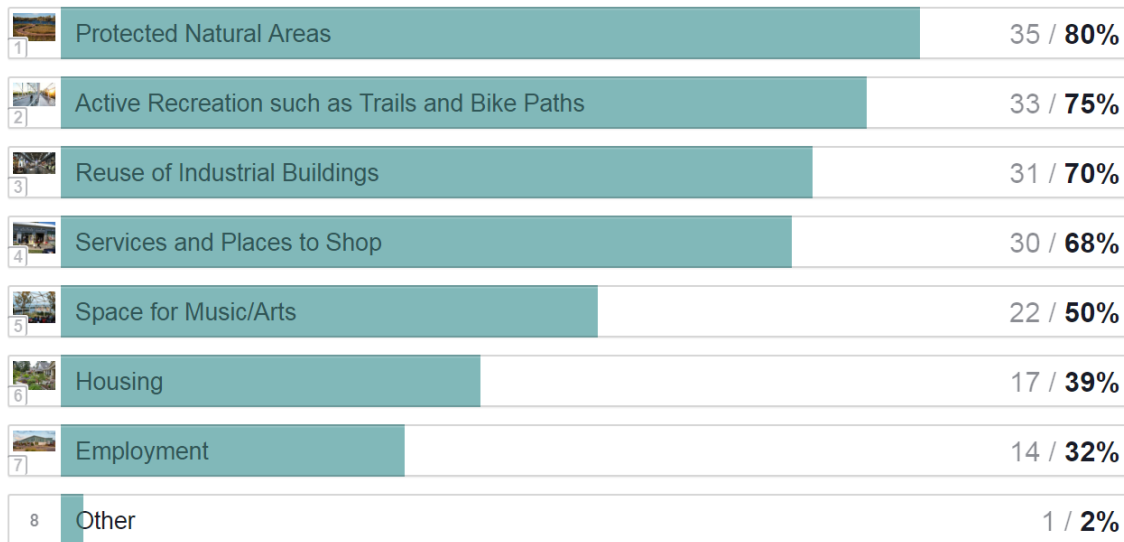
Of the 44 respondents, 80% (35) would like to see protected natural areas in the broader Riverfront Area; 75% (33) would like to see active recreation such as trails and bike paths; 70% (31) would like to see reuse of industrial buildings; and 68% (30) would like to see service and places to shop. 50% 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.

Summary of Public Event #1

FIGURE 6. QUESTION 5 RESPONSES

Think about the broader Riverfront Area - generally the area south of East 9th Street.
Which of these types of development or activities would you like to see?

44 out of 45 people answered this question



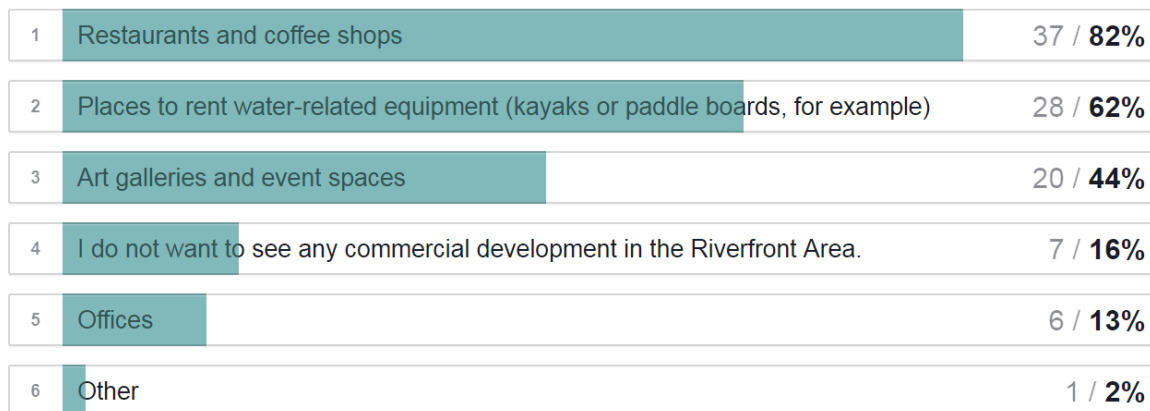
Question 6

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

What kinds of commercial development would you like to see in the Riverfront Area?

45 out of 45 people answered this question



Summary of Public Event #1

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

How important are improved BICYCLE CONNECTIONS from the Riverfront Area to Downtown?

45 out of 45 people answered this question



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

How important are improved PEDESTRIAN CONNECTIONS from the Riverfront Area to Downtown?

44 out of 45 people answered this question



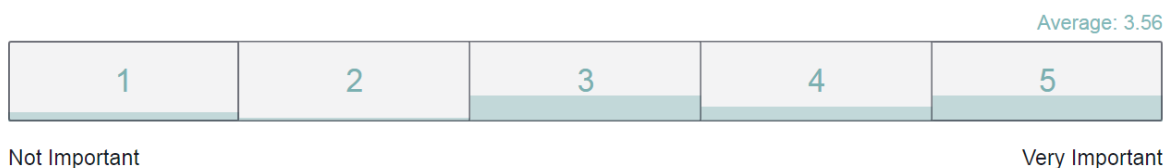
Question 9

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

How important are improved AUTOMOBILE CONNECTIONS from the Riverfront Area to Downtown?

43 out of 45 people answered this question



Summary of Public Event #1

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.

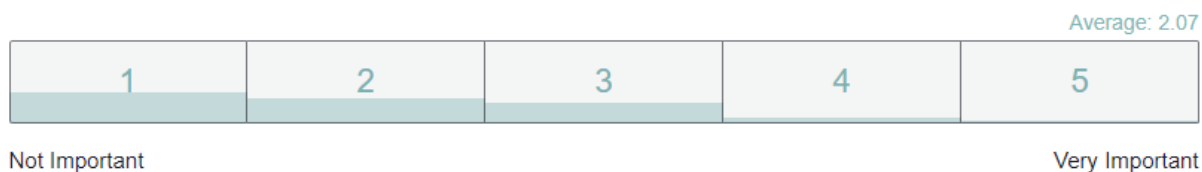
Question 10

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

A large portion of Newberg's riverfront has historically been used for employment and industry. How important is industrial development for the future of the Riverfront Area?

43 out of 45 people answered this question



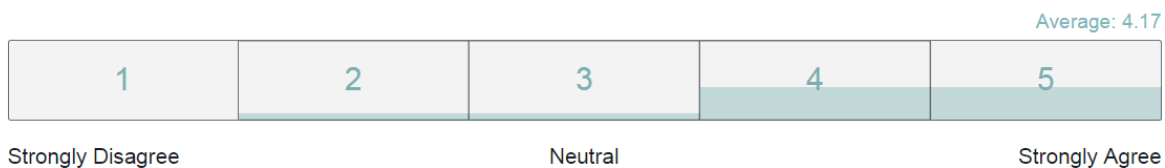
Development Programs (Share Your Ideas)

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

These three development alternatives represent a range of options for the future of the Newberg Riverfront, which will be evaluated in greater detail during the rest of this project. Do you agree that this is a good range of options for the team to evaluate?

12 out of 13 people answered this question



6 of the 13 respondents provided additional comments about why they agree or disagree with the options presented. There were a variety of 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)

Summary of Public Event #1

- 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

| | | |
|---|---------------------|----------|
| 1 | Facebook | 17 / 45% |
| 2 | Newspaper | 16 / 42% |
| 3 | Email from the City | 3 / 8% |
| 4 | Other | 2 / 5% |
| 5 | Word of Mouth | 2 / 5% |

What is your gender?

40 out of 40 people answered this question

| | | |
|---|---------------------------|----------|
| 1 | Female | 23 / 58% |
| 2 | Male | 17 / 43% |
| 3 | Other / Prefer Not to Say | 0 / 0% |

What is your age?

40 out of 40 people answered this question

| | | |
|---|----------|----------|
| 1 | 25-44 | 19 / 48% |
| 2 | 45-64 | 19 / 48% |
| 3 | 65+ | 2 / 5% |
| 4 | 18-24 | 0 / 0% |
| 5 | Under 18 | 0 / 0% |

Summary of Public Event #1

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% |

Summary of Public Event #1

What is your approximate average household income?

40 out of 40 people answered this question

| | | |
|---|-----------------------|----------|
| 1 | \$75,000 - \$99,000 | 12 / 30% |
| 2 | \$100,000 - \$149,999 | 9 / 23% |
| 3 | \$150,000 - \$199,999 | 8 / 20% |
| 4 | \$50,000 - \$74,999 | 7 / 18% |
| 5 | \$35,000 - \$49,999 | 2 / 5% |
| 6 | \$200,000 or more | 1 / 3% |
| 7 | Less than \$25,000 | 1 / 3% |
| 8 | \$25,000 - \$34,999 | 0 / 0% |

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

Summary of Public Event #2

- 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.

Summary of Public Event #2

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 Wyooski 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 Wyooski...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 Wyooski. 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

Summary of Public Event #2

- 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

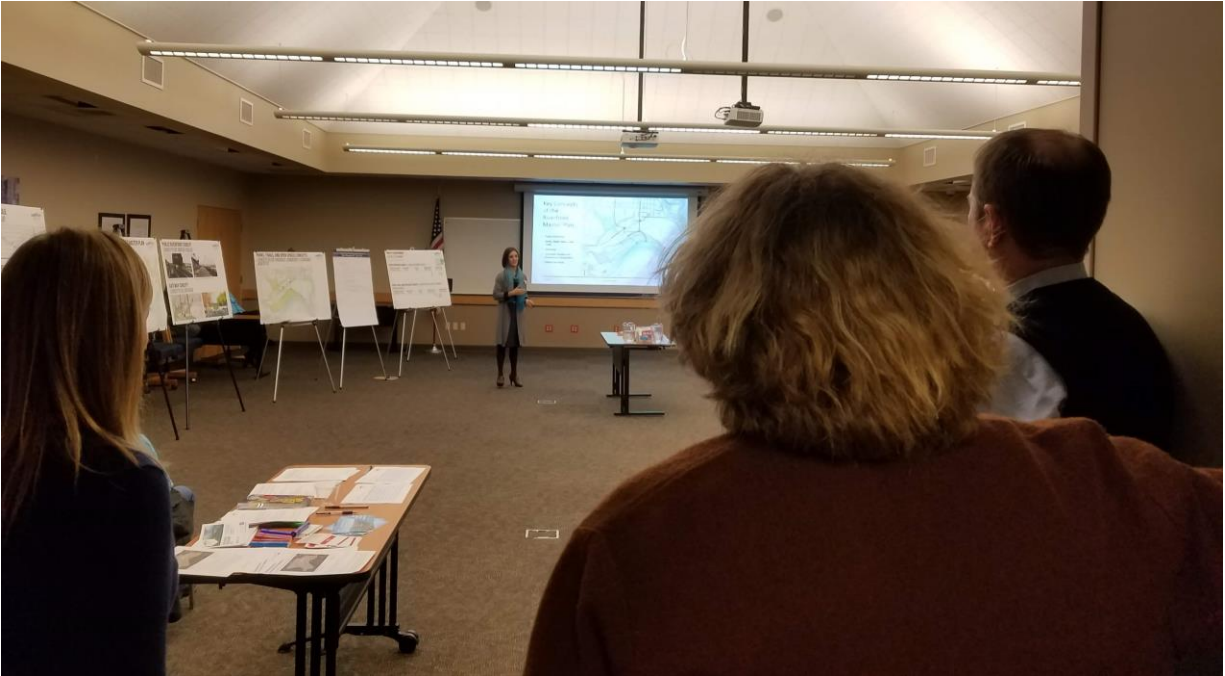
| Public Riverfront Concept | | | | |
|---------------------------------------------------------|----------------|----------|------------------|------------------|
| Strongly Do Not Support | Do not support | Neutral | Somewhat Support | Strongly Support |
| 0 | 1 | 2 | 5 | 8 |
| Parks, Trails and Open 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 |

Summary of Public Event #2

PHOTOS



Summary of Public Event #2



Summary of Public Event #2



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.

Summary of Online Open House #2

- 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.

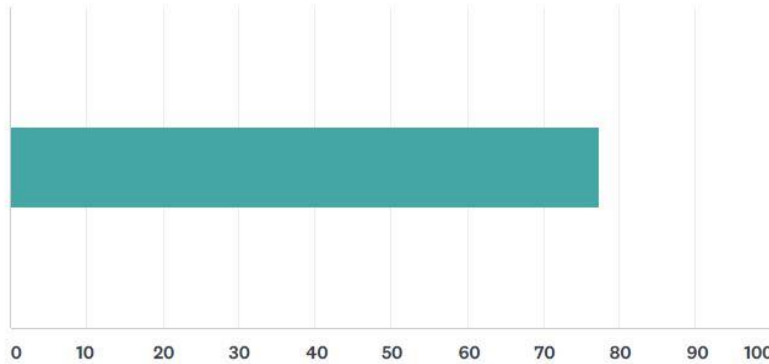


Public Riverfront Concepts

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

Q1 1. What is your level of support for the public riverfront key concept?

Answered: 67 Skipped: 6



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

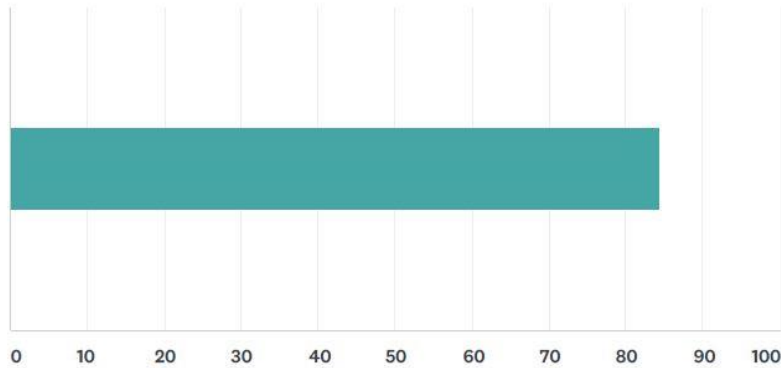
- Public space along the river is invaluable to community members
- Keep areas along the river natural with minimum development
- Support for mixed use properties in the riverfront area
- Keep the riverfront open to pedestrians and bikes, not vehicles
- Support for the pedestrian esplanade along the 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?

Q3 What is your level of support for the parks, open spaces, and trails key concept?

Answered: 60 Skipped: 13



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

Summary of Online Open House #2

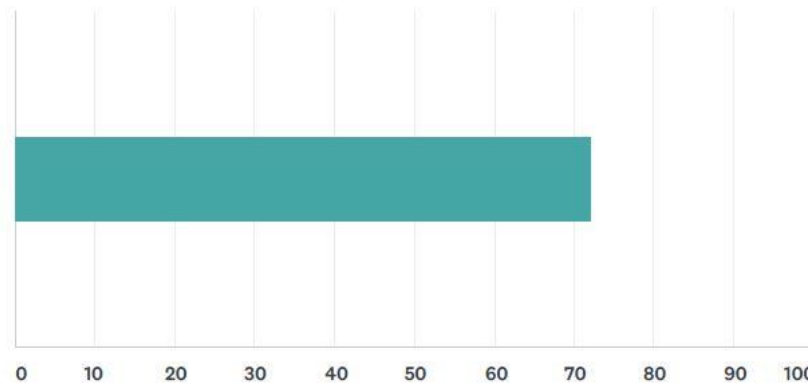
- One long trail along the river all the way to Dundee would be an asset to the regional community

Gateway Concepts

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

Q5 What is your level of support for the gateways key concept?

Answered: 54 Skipped: 19



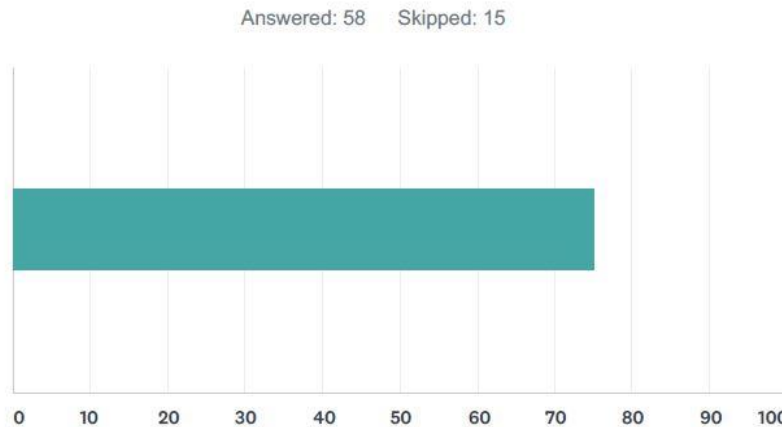
12 respondents provided additional comments about the public riverfront concept, including:

- 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?

Q7 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

Summary of Online Open House #2

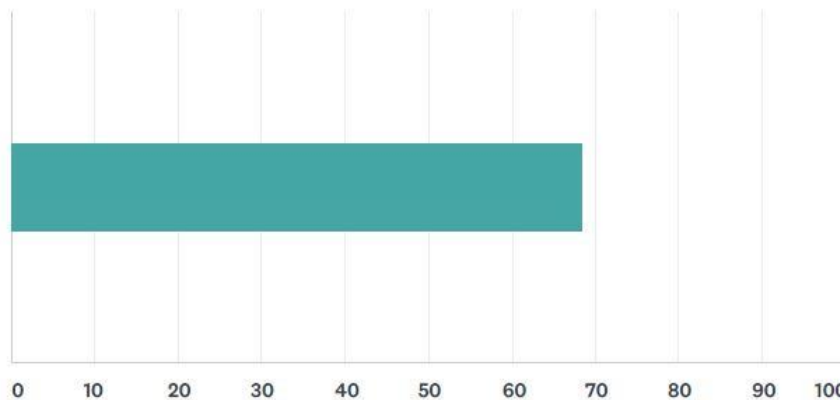
- Adding street lighting in the area is important
- Sidewalks are very important, especially for families with children
- Existing residents in this area do not want to see increased traffic flow in front of their homes
- Concerns that adding bike lanes means more bike on all roads, including rural roads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

Q9 What is your level of support for the mixed use node key concept?

Answered: 60 Skipped: 13



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

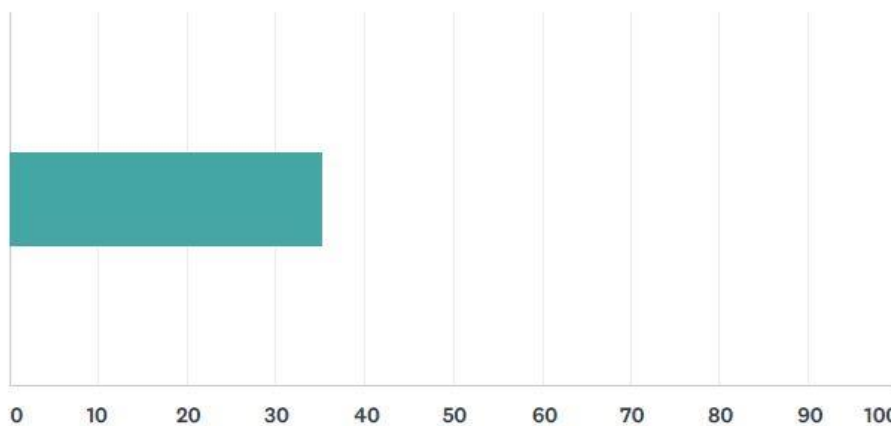
This section of the survey asked community members to rate their support for and provide feedback about the three land use alternatives. The figures below summarize the responses received for each alternative. As with the previous section, a score of 0 indicates that the respondent strongly does not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

Q11 What is your level of support for Alternative A?

Answered: 55 Skipped: 18



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

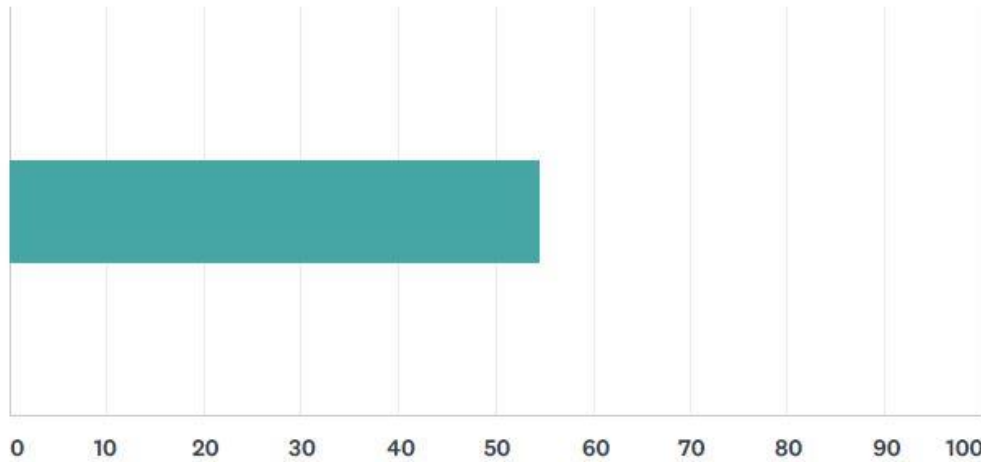
- Support for the pedestrian esplanade
- Support for the connection to Dog Ridge Road
- Concerns that industrial uses are no longer economically viable
- Need more commercial and employment land and less industrial
- Residential uses should be moved north of the bypass
- Need more high-density residential, 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 an 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?

Q13 What is your level of support for Alternative B?

Answered: 54 Skipped: 19



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

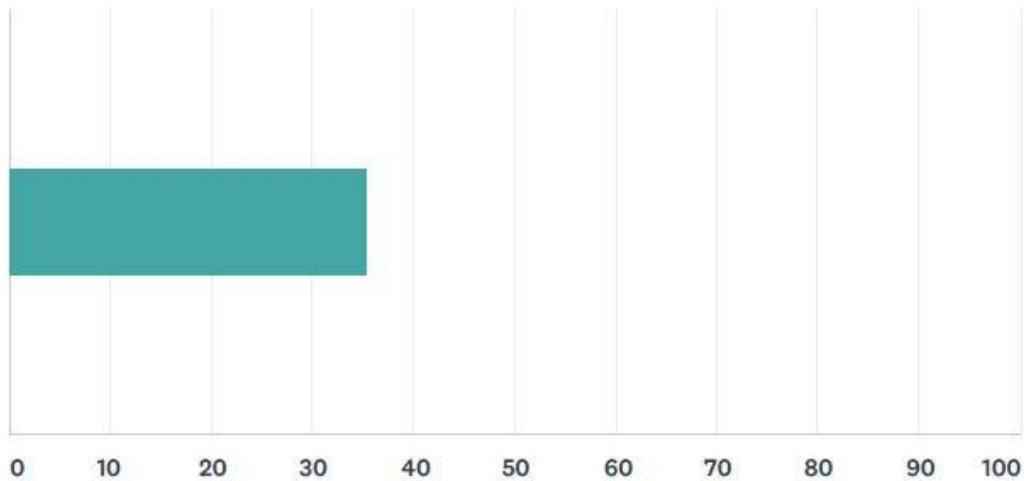
- The ability to live, work, and play in Newberg is very important
- Bringing a more diverse set of employers to the industrial area would be beneficial
- Support for the connection to Dog Ridge Road
- Preference for more natural areas and parks than businesses, residential uses, or industry
- Move residential 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?

Q15 What is your level of support for Alternative C?

Answered: 55 Skipped: 18



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:

Summary of Online Open House #2

- 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

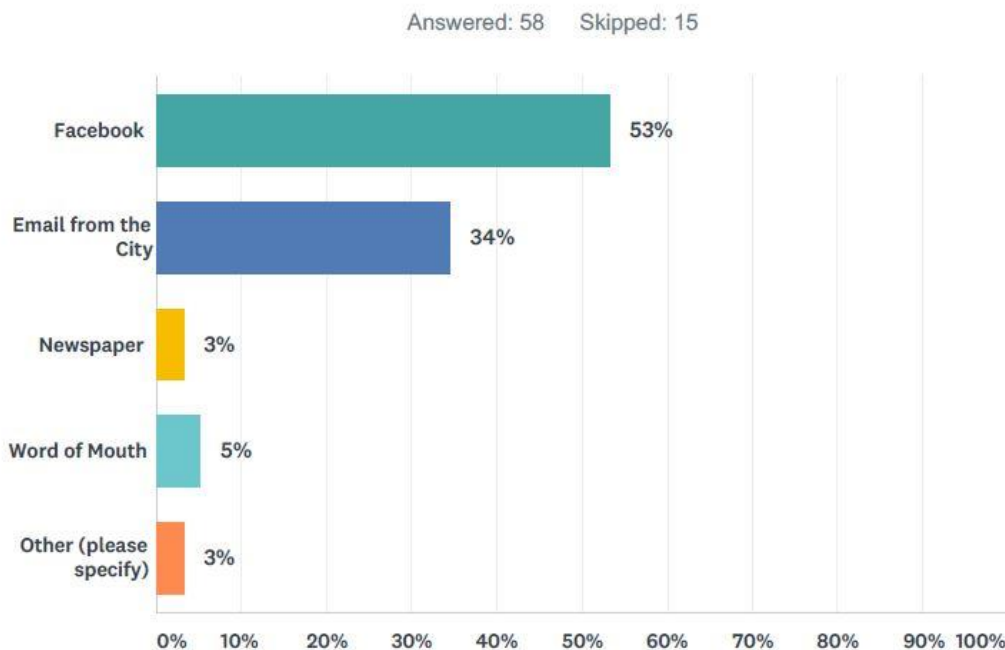
Implementation

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

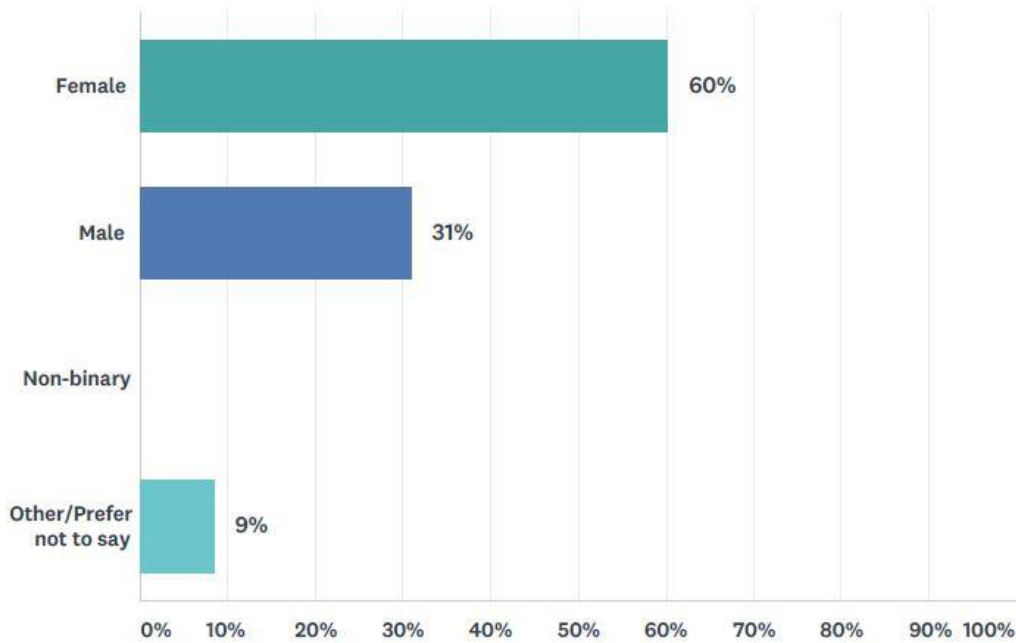
Demographics

Q19 How did you hear about this survey?



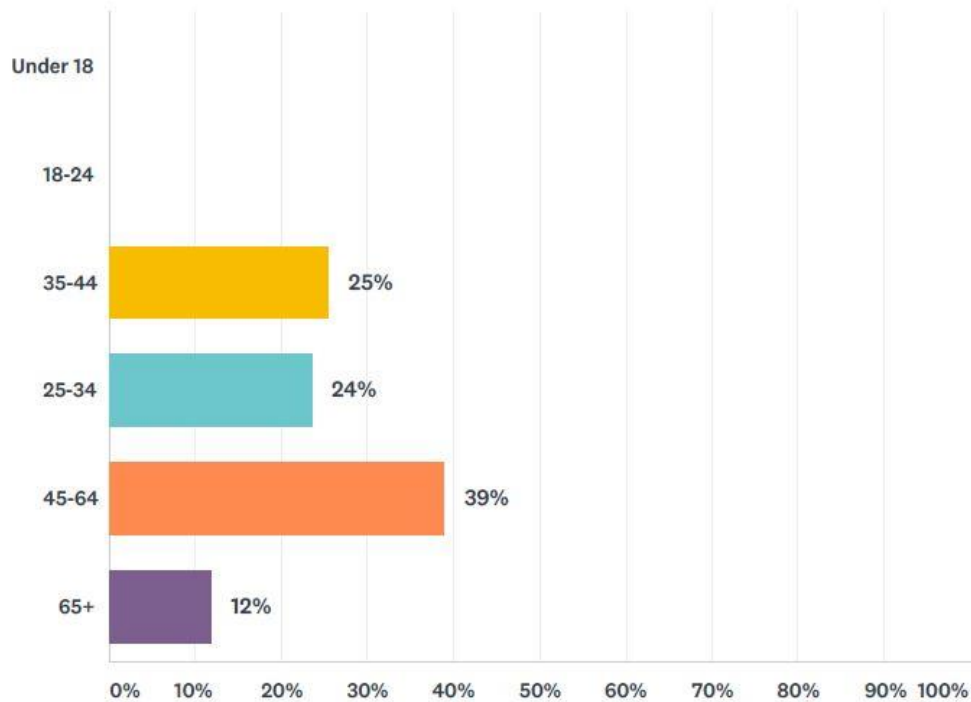
Q20 What is your gender?

Answered: 58 Skipped: 15



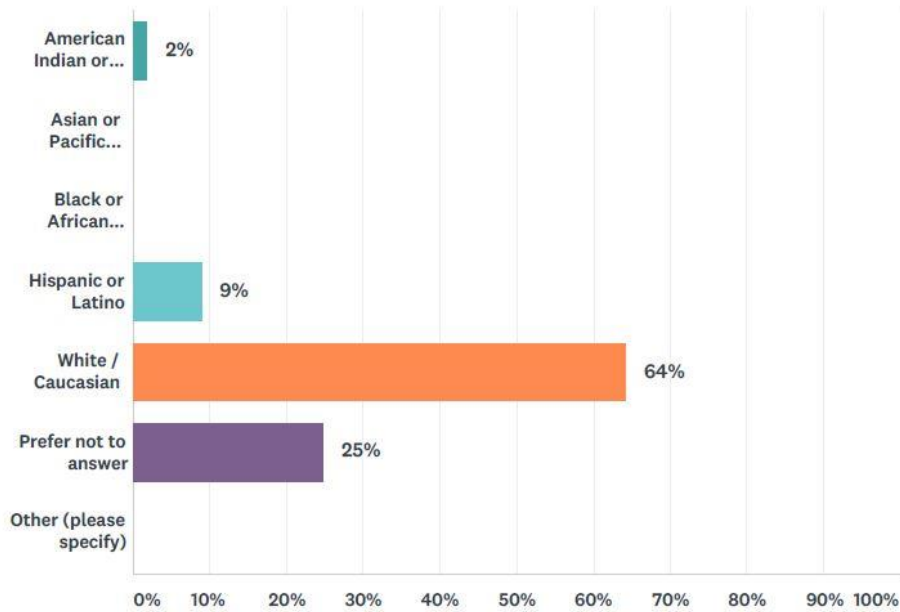
Q21 What is your age?

Answered: 59 Skipped: 14



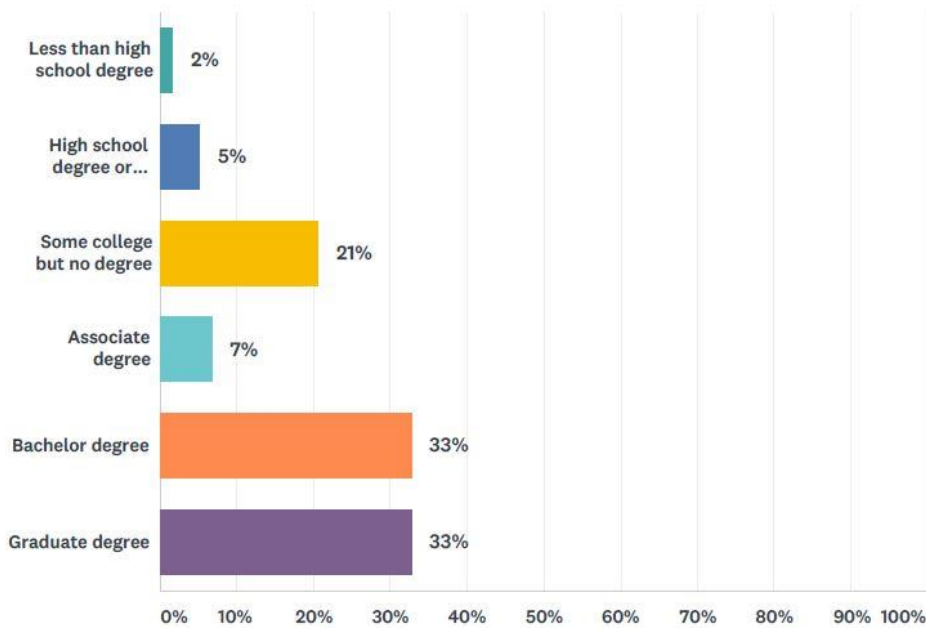
Q22 What is your ethnicity? (Please select all that apply.)

Answered: 56 Skipped: 17



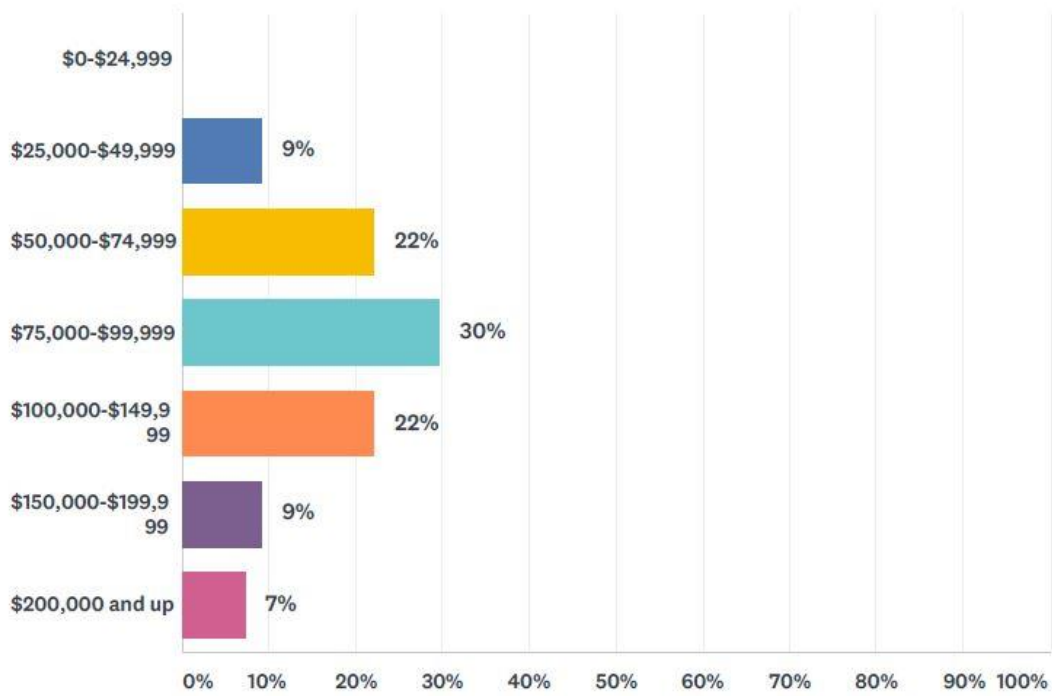
Q23 What is the highest level of school you have completed or the highest degree you have received?

Answered: 58 Skipped: 15



Q24 What is your approximate average household income?

Answered: 54 Skipped: 19



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

Resumen del evento público #2

- 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

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.

Resumen del evento público #2

- 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.

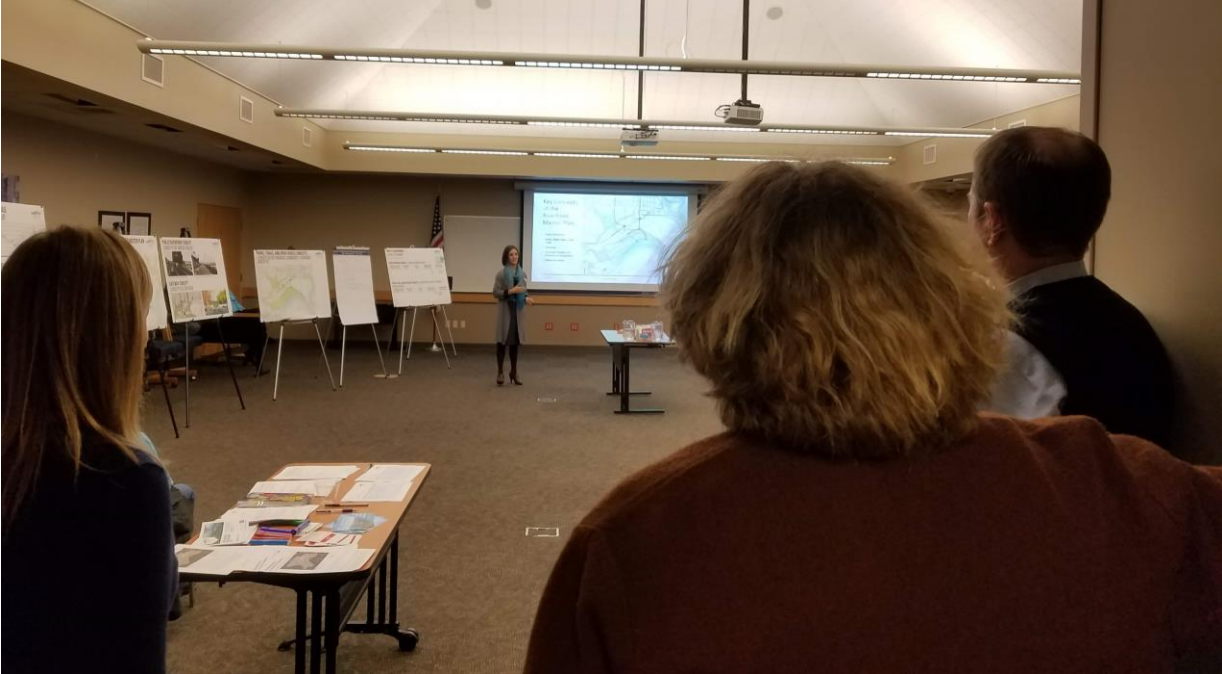
Tabla 1: Resultados de los ejercicios de puntos

| | | | | |
|-------------------------------------------------------------|----------|----------|------------------|-------------------|
| 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



Resumen del evento público #2





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.

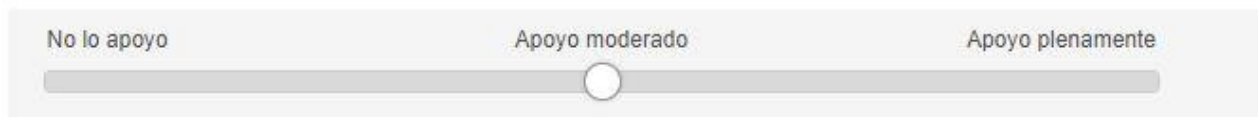
- En general, los encuestados apoyaron los conceptos clave, ya que los parques y los senderos son particularmente importantes para la mayoría de los miembros de la comunidad.
- Muchos miembros de la comunidad expresaron la necesidad de mejorar las calles existentes en el área del río, especialmente en 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 calificquen su apoyo a los cinco conceptos clave para el Plan Maestro de Riverfront:

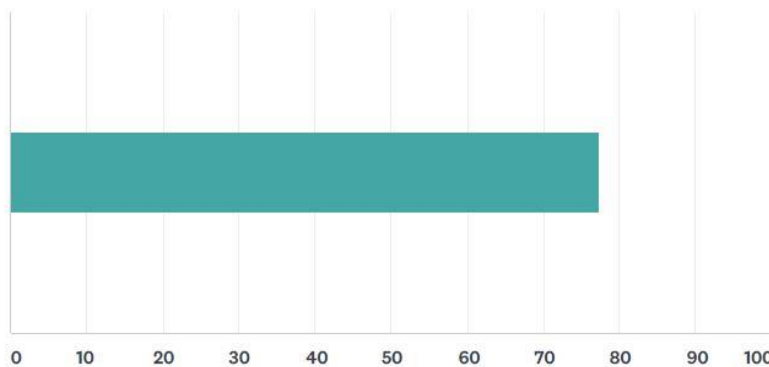
- Conceptos de ribera pública.
- Parques, espacios abiertos y conceptos de senderos.
- conceptos de pasarela
- Conceptos completos de conexiones a calles y al centro.
- Conceptos de nodos de uso mixto.

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?

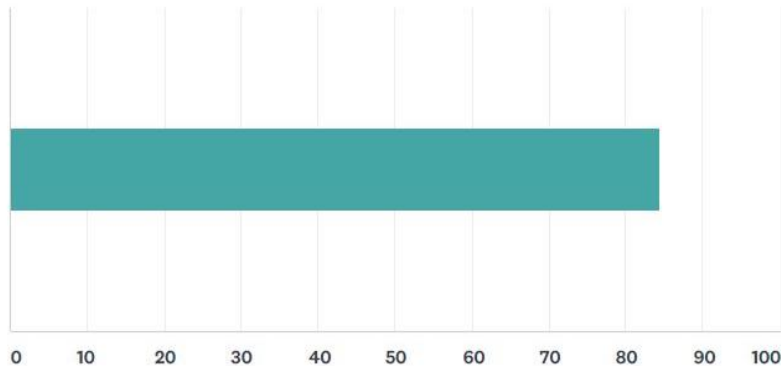


26 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- 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?

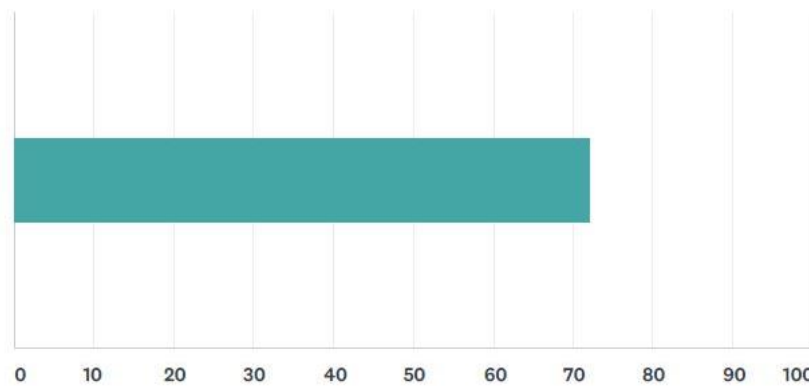


20 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- 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?

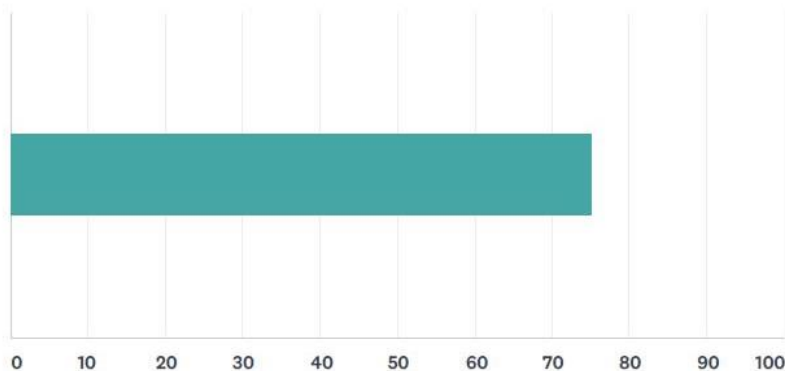


12 encuestados proporcionaron comentarios adicionales sobre el concepto de ribera pública, que incluyen:

- 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?

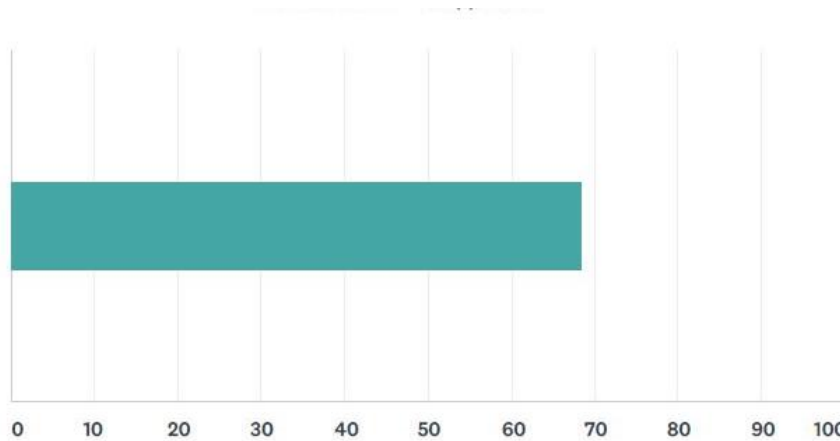


23 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- 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:

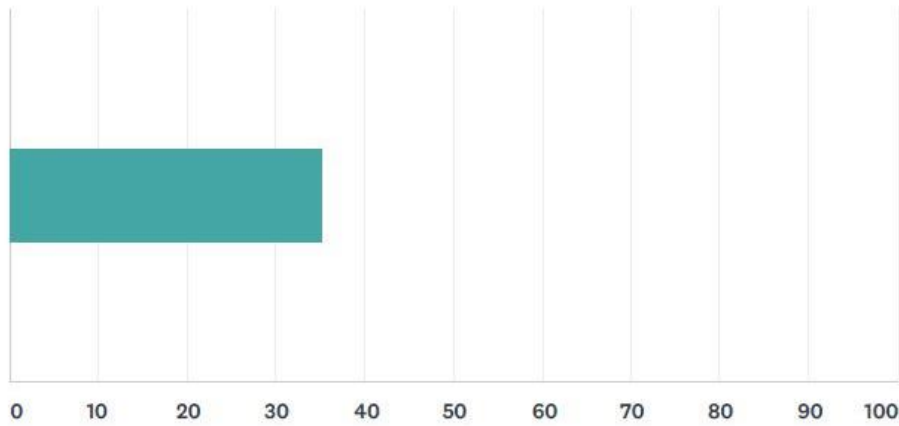
- No hagas que el desarrollo sea tan elegante que los locales no se sientan como en casa.
- Preocupaciones sobre el desarrollo de uso mixto que atrae a las personas sin hogar
- Preocupaciones sobre cómo el aumento del tráfico cambiará el carácter del vecindario residencial
- Apoyo para el desarrollo 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?

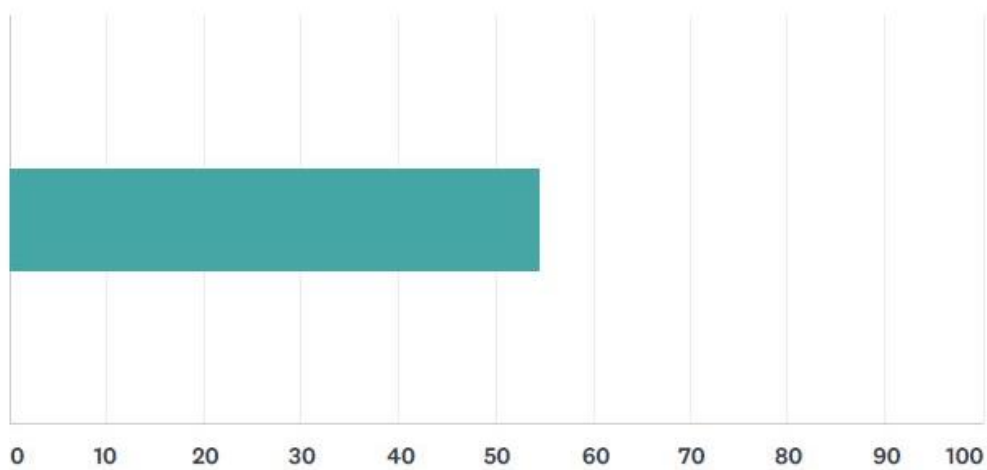


13 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- 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?

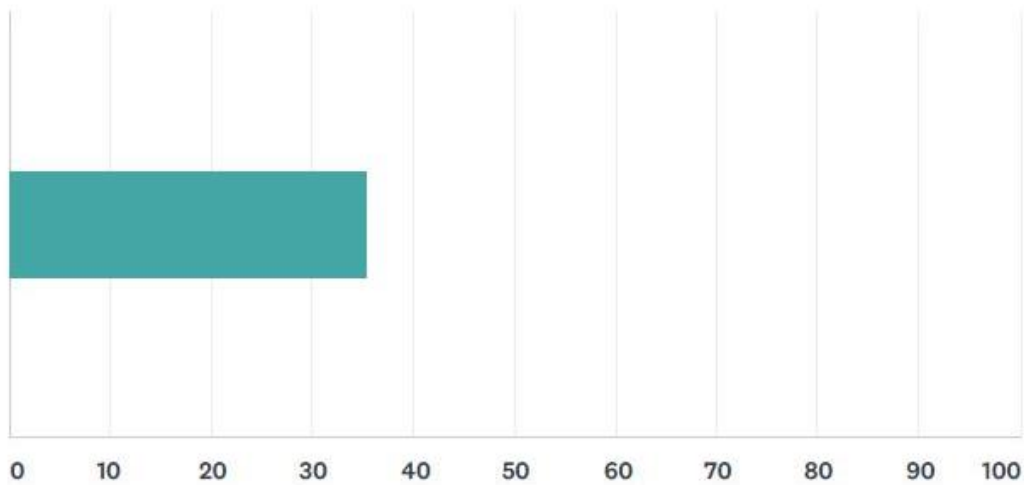


13 encuestados proporcionaron comentarios adicionales sobre el concepto de frente de río público, incluyendo:

- 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

Resumen de la casa abierta en línea #2

- 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.

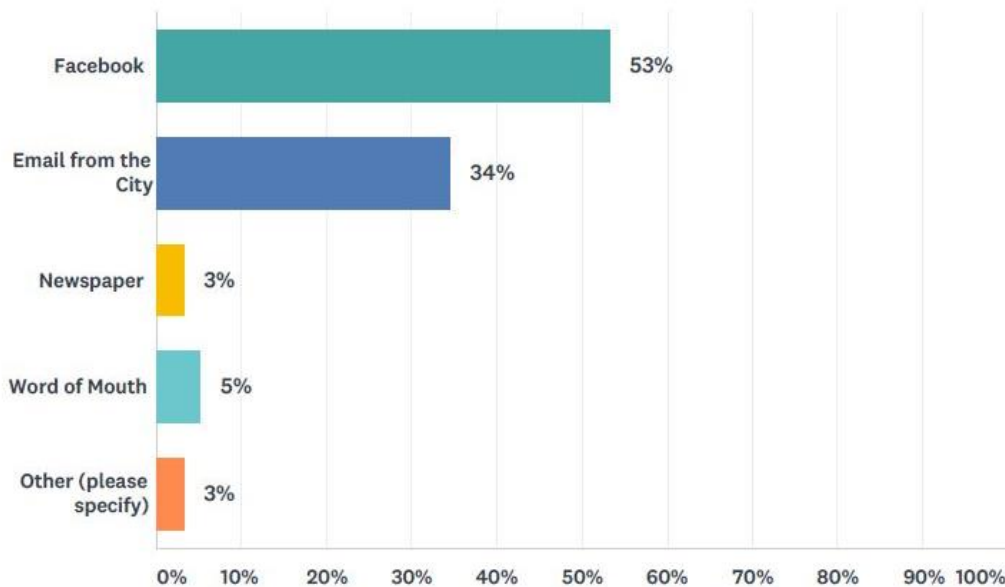
Implementación

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

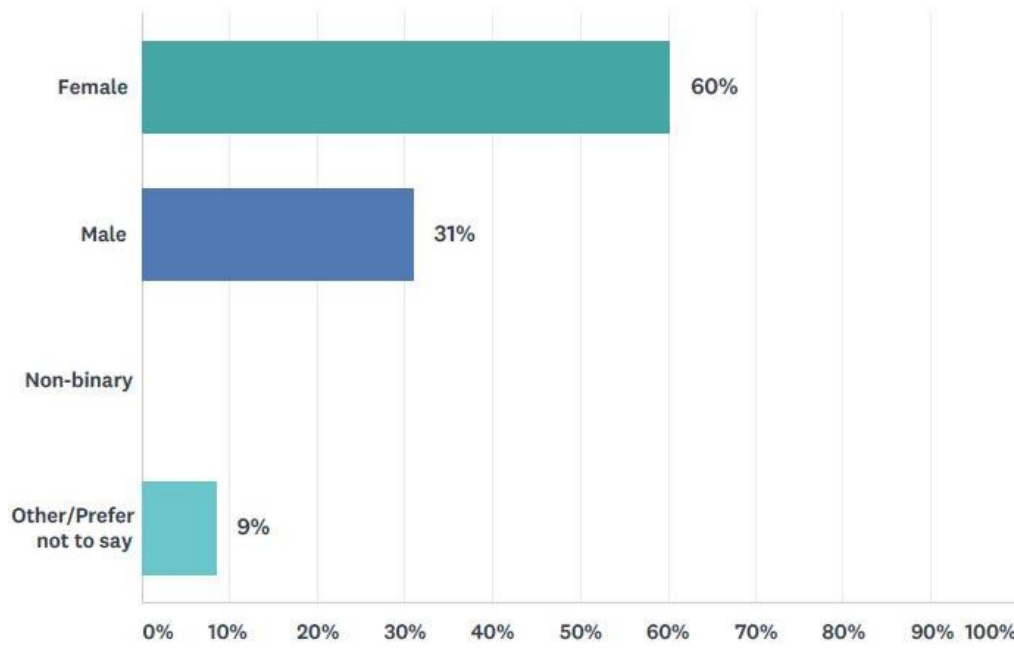
Demografía

¿Cómo se enteró de esta encuesta?

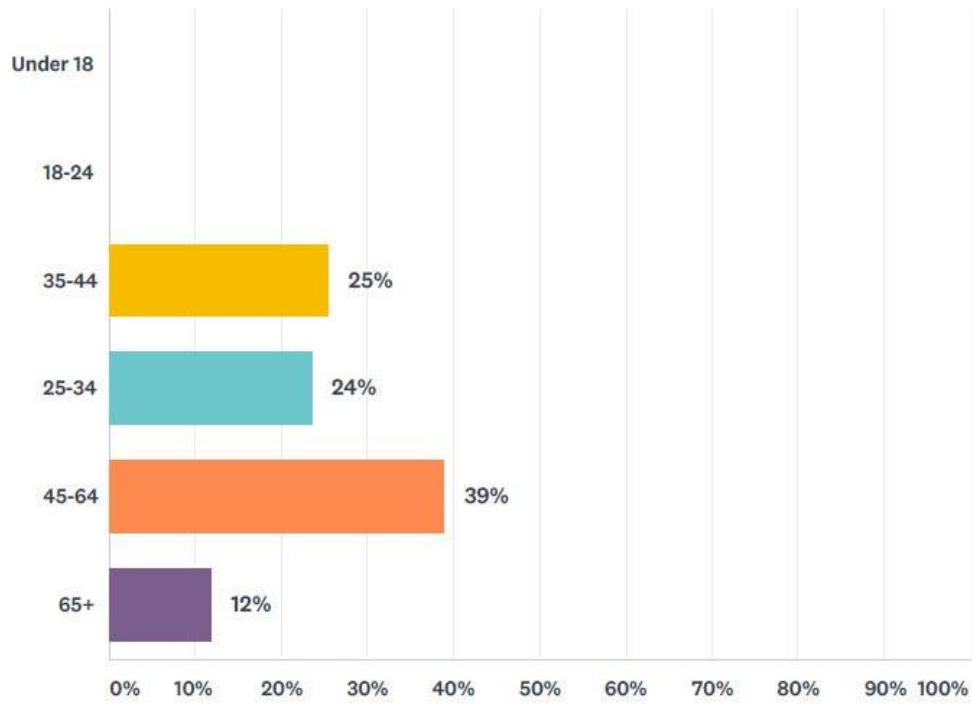


Resumen de la casa abierta en línea #2

¿Cuál es su género?

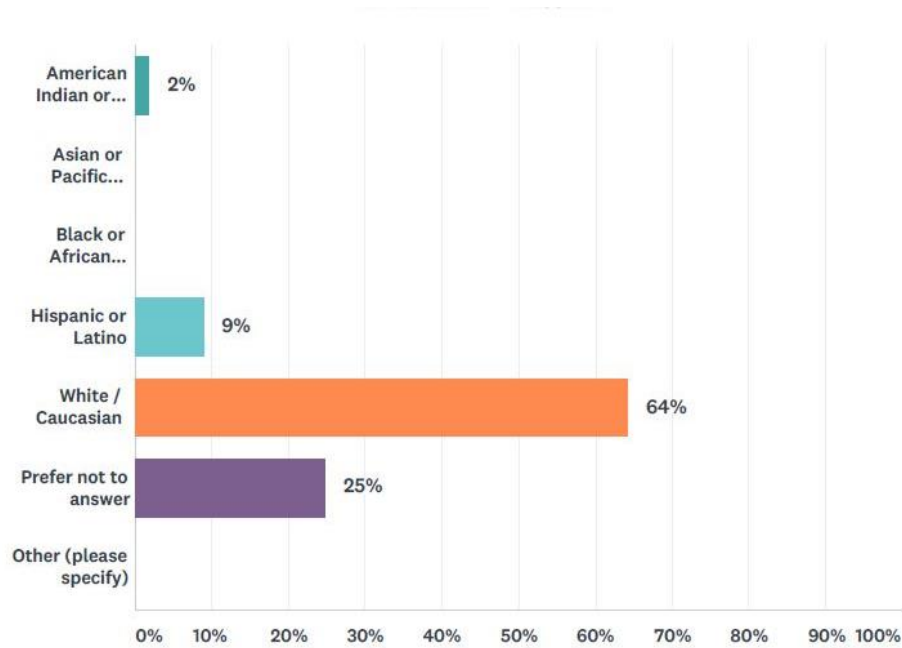


¿Cuál es su género?

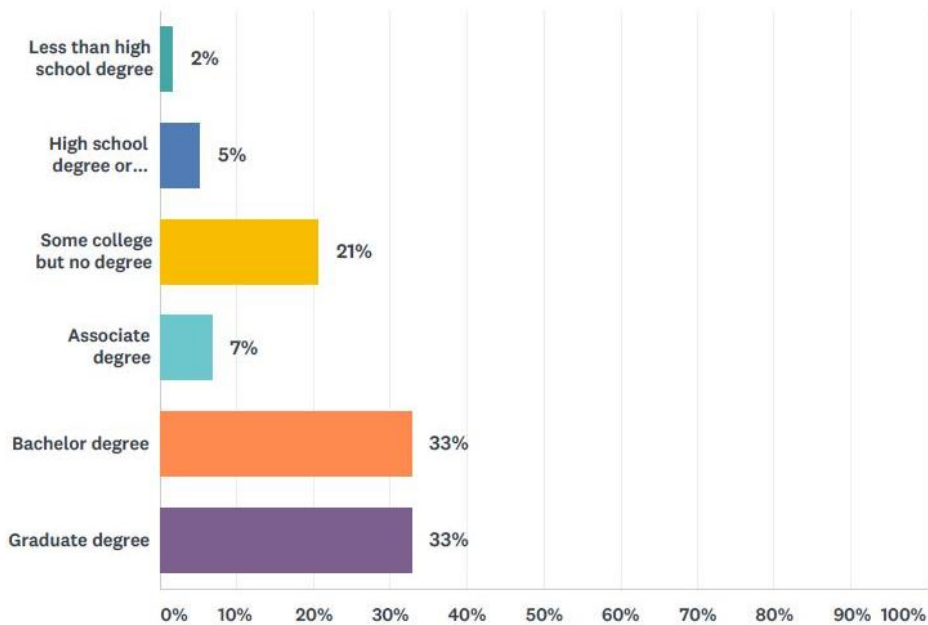


Resumen de la casa abierta en línea #2

¿Cuál es tu etnia?

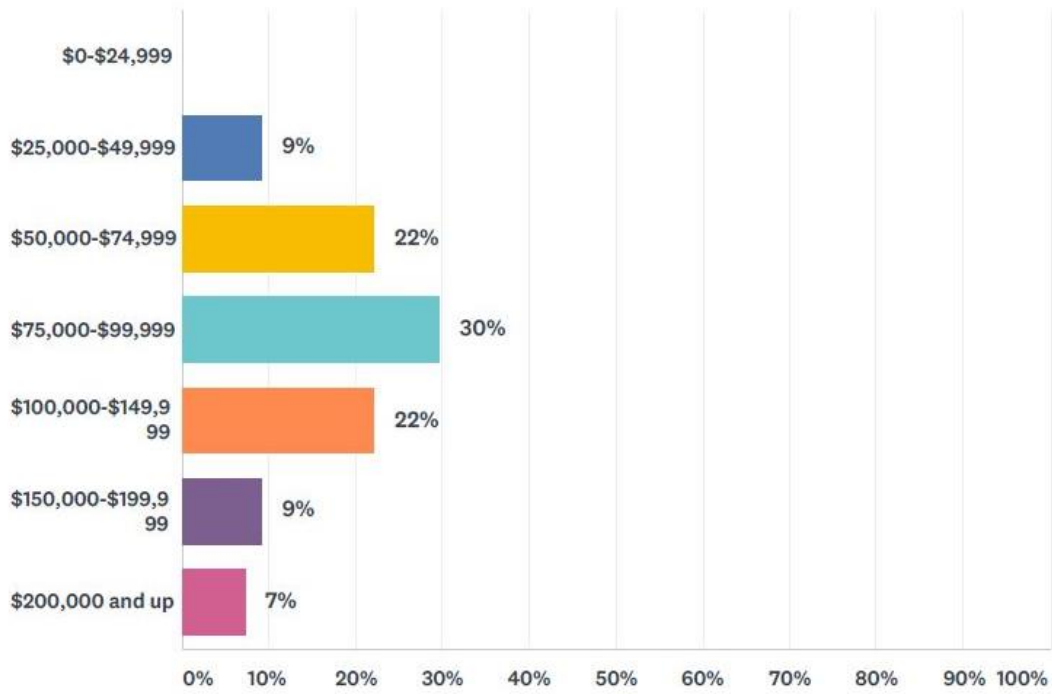


¿Cuál es el nivel más alto de la escuela que ha completado o el grado más alto que ha recibido?



Resumen de la casa abierta en línea #2

¿Cuál es su ingreso familiar promedio aproximado?



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

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, trails, 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

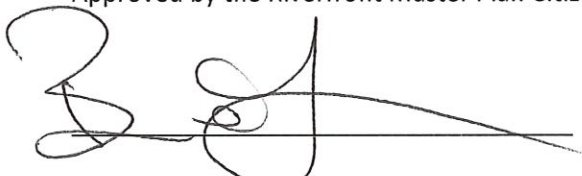
No public comment.

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, Senior Planner

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.
- Francisco 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.
- Francisco 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 comments. 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 workforce 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 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

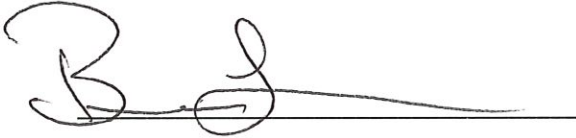
The following public comments were provided on the plan alternatives.

- 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

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.

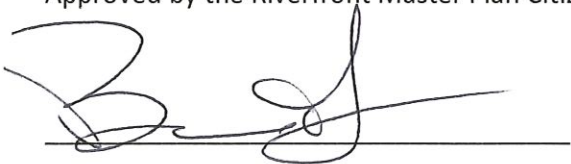
Mr. Parrish said that the extension of S Blaine Street would need to cross a deep canyon that would require a massive amount of fill or bridge. This project would cost millions of dollars to construct, which is a waste of tax dollars.

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, Senior Planner

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 Wyooski/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 Wyooski/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.

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.

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, trails, 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.

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 needed 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 discussed. 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.

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 Wyooski/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 Wyooski/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 be 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 plan's 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 alternative 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 | <p>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.</p> |
| Tunes on Tuesday | 7/10/2018 | <p>More recreation opportunities on the river. But make it safe. There are big pieces of concrete in the river.</p> |
| Tunes on Tuesday | 7/24/2018 | <p>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?</p> <p>Data center would make sense in the mill site location. It will never happen.</p> <p>No tall, dense housing next to existng smaller homes. A restaurant overlooking the river would be a nice amenity. Take out the mill and make an ampitheater.</p> <p>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.</p> |
| ODFF Intl Stage | 7/28/2018 | <p>The dock at Rogers Landing is not good for swimming. There should be a dock just for swimming.</p> |
| Tunes on Tuesday | 7/31/2018 | <p>Bring in commercial uses to liven up the area.</p> |

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 Street 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 the 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 Wisner, Wisner 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 Statutes 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
503.378.2629



SERVING OREGON'S BOATERS SINCE 1959.

ATTACHMENT 3

PUBLIC COMMENTS

RECEIVED

SEP 21 2020

Initial: _____

September 10, 2020

TO: City of Newberg, Community Development
FR: James Mueller, Property Owner
RE: Riverfront Master Plan

We are pleased with the progress being made with the Riverfront Master Plan. A long time in coming, the Planning Commission's efforts to address the myriad of issues that always accompany such a plan demonstrate a thoughtful and detailed approach. Thanks so much for your efforts on behalf of our community.

Just yesterday, my wife and I were visiting in Independence and we were absolutely impressed with the city's development of the downtown riverfront property. In conjunction with private developers, they have articulated a multi-phase plan that really enhances their downtown area and will contribute favorably to the communities growth over the next several years.

Included in the first phase is a a modestly sized "boutique hotel", several townhomes, a restaurant, apartments and a small commercial area. It is situated next to a city park which includes a variety of venues as well as river access, and a plan to further develop and expand an extensive walking and exercise path is currently underway.

Might we encourage you to visit Independence to see for yourselves? Michelle and I were so taken with what they have done and immediately could envision incorporating some of these same concepts in Newberg. Sometimes just being able to see something that's "real" as opposed to the abstract on a piece of paper can make such a difference and such a visit could even serve to get others "on board."

Thanks again for all you do and for giving consideration to the above.

Sincerely,



James and Michelle Mueller

714-335-5330



October 7, 2020

City of Newberg Planning Commission
414 E. First Street
Newberg, OR 97132

RE: CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002

Comprehensive Plan and Map changes, Development Code changes and Zoning Map changes to implement the 2019 Riverfront Master Plan.

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians.

Both HLA and FHCO are supportive of CPTA20-0001, CPMA20-0002, DCA20-0001 and ZMA20-0002, the changes to implement the 2019 Riverfront Master Plan. Furthermore, the Goal 10 findings are a good example of a conscientious planning staff and we appreciate their efforts. Good luck with the continuation of this project!

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Louise Dix".

Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

Cc: Gordon Howard, DLCD

1221 SW Yamhill Street, Portland, Oregon 97205

mFTGmPAP

| Do you have any comments about the proposed changes to the land uses in the riverfront area? | Name | Email Address (optional) | Phone Number (optional) | Start Date (UTC) | Submit Date (UTC) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------------|-------------------------|---------------------|---------------------|
| how do I make this harassment box go away? | joe schmoe | bob@hotmail.com | +18888888888 | 2020-09-12 17:26:39 | 2020-09-12 17:27:23 |
| Very excited for this to start | Keenan O | keenanohern@gmail.com | +15419051837 | 2020-09-12 00:18:46 | 2020-09-12 00:19:14 |
| Why is zoning being changed BEFORE any of the riverfront property (paper mill, rock quarry, etc) has been acquired? I see NO guarantee that that river front property will ever be acquired. | Andrew | beesbuzzin@gmail.com | +15035387545 | 2020-08-30 16:44:51 | 2020-08-30 16:53:02 |
| <p>Please don't over develop the water front. Nature trails and a bigger park are a good use for the area but the housing and business developments are going to ruin Newbergs natural beauty. It is turning into another generic suburb of Portland like Sherwood, Tualatin or Tigard. Newbergs small town life and natural beauty drew my family to settle here almost a decade ago. If the council doesn't respect Newbergs uniqueness and nature we will be forced to move. We already have had to deal with growing light and noise pollution. The roads have become over crowded with speeding drivers as our population swells.</p> <p>I am against annexing the land into the city and have voted before to not expand the city limits. This area is already so overcrowded on hot days with wake boats that it is not safe. I won't go to the park unless it is early AM, raining or cold out in the summer.</p> | Matthew Pruitt | blackglasscube@live.com | | 2020-08-28 21:36:41 | 2020-08-28 22:18:04 |

mFTGmPAP

I fish at Rogers landing a few days a week all year long and see what happens on a day to day basis. I won't get in the water or eat the fish because of the ODFW pollution warning for our stretch of the river. Any scratch you get turns red and painful instantly. The old city dump and industrial park visibly seep chemicals from the bank. People trash the area next to the life jacket stand and light fires at night. How is this development going to clean up the river and access areas?

This area already sees a lot of diverse use from duck hunters and fisherman to kayakers and wake boats. People hike and walk there dogs already. I hope you are being respectful of how this development will affect all of these groups. How will this development improve on the uses already going on?

Thank you to the council for this chance to comment and be heard. I feel like you have already made up your mind but I hope this will give you something to think about.

Respectfully from a long time resident who loves Newberg, Matthew Pruitt

ATTACHMENT 4

LIST OF PROPERTIES FOR COMPREHENSIVE PLAN/ZONE CHANGES

Newberg Comp Plan Map Zone Changes
Riverfront Master Plan CPMA20-0002/ZMA20-0002

| MapSufNumber | TRS | Taxlot | Acres | StreetAddress | City | Zip | Zip4 | PlanFromType | PlanToUseType | ZoneFrom | ZoneTo |
|--------------|----------------|---------------|-------|-----------------------|---------|-------|------|--------------|---------------|----------|--------|
| | WM3.00S2.00W20 | R3220CC 00600 | 0.13 | 1209 E 10TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 04300 | 0.13 | 1308 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W30 | R3230 01500 | 2.97 | 1824 NE WATERFRONT ST | NEWBERG | 97132 | | MDR/RD | MDR/RD | | |
| | WM3.00S2.00W20 | R3220CD 05100 | 0.14 | 1001 S PACIFIC ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00718 | 0.22 | 929 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 05200 | 0.14 | 1410 E 10TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01936 | 0.21 | 1101 JAMES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90024 | 0.02 | 810 E 9TH ST F24 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 00415 | 0.11 | 1010 MILL PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 00501 | 0.11 | 1514 MILL CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00703 | 0.27 | 219 CHARLES PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 01600 | 0.19 | 1006 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 03403 | 0.14 | 509 E 10TH ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3220CC 90023 | 0.02 | 810 E 9TH ST F23 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 00414 | 0.11 | 1014 MILL PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01931 | 0.14 | 504 ANDREW ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90027 | 0.02 | 810 E 9TH ST F27 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3220CC 90026 | 0.02 | 810 E 9TH ST F26 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3220CC 90025 | 0.02 | 810 E 9TH ST F25 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 05502 | 0.18 | 1101 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05508 | 0.17 | 1008 11TH CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 00416 | 0.11 | 1008 MILL PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90021 | 0.02 | 810 E 9TH ST E21 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 03000 | 0.16 | 1014 S PACIFIC ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W29 | R3229 00102 | 25.1 | 2301 WYNOOSKI ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05401 | 0.24 | 1117 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 80000 | 1.11 | 925 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00725 | 0.2 | 912 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05803 | 0.14 | 1000 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 04200 | 0.13 | 901 S COLUMBIA ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05801 | 0.14 | 1008 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 01100 | 0.13 | 900 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 03402 | 0.13 | 929 S SCHOOL ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3219DD 02102 | 0.15 | 915 S COLLEGE ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 05800 | 0.32 | 901 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 04400 | 0.13 | 1304 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90003 | 0.02 | 810 E 9TH ST A3 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3219DC 00713 | 0.25 | 214 CHARLES PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 03900 | 0.13 | 1414 E 9TH ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3220CC 90031 | 0.02 | 810 E 9TH ST G31 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 04902 | 0.12 | 1401 E 10TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05504 | 0.18 | 1005 11TH CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 03800 | 0.12 | 1110 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90012 | 0.02 | 810 E 9TH ST C12 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 02200 | 0.14 | 1000 S CHEHALEM ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05902 | 0.14 | 900 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 05400 | 2.14 | 1109 S RIVER ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 05503 | 0.18 | 1009 11TH CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01921 | 0.16 | 508 MICHELLE CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 05507 | 0.27 | 1004 11TH CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90016 | 0.02 | 810 E 9TH ST D16 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3220CC 90013 | 0.02 | 810 E 9TH ST D13 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 02700 | 0.14 | 1207 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 02800 | 0.14 | 1201 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90018 | 0.02 | 810 E 9TH ST E18 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 04900 | 0.16 | 910 S COLUMBIA ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 05000 | 0.14 | 915 S PACIFIC ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01927 | 0.16 | 601 ANDREW ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 80001 | 0.02 | 925 S RIVER ST 1 | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01928 | 0.16 | 605 ANDREW ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 01300 | 0.14 | 908 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 01200 | 0.14 | 904 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 02101 | 0.17 | 925 S COLLEGE ST | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 01000 | 0.21 | 901 S CHEHALEM ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00702 | 0.23 | 1015 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 00300 | 0.14 | 1210 E 9TH ST | NEWBERG | 97132 | | COM | COM/RD | C-1 | C-1/RD |
| | WM3.00S2.00W19 | R3220CC 90020 | 0.02 | 810 E 9TH ST E20 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 00902 | 0.11 | 1705 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 00900 | 0.16 | 915 S CHEHALEM ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DB 02902 | 0.25 | 907 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00731 | 0.18 | 924 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 00901 | 0.11 | 1713 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 00404 | 0.12 | 1519 MILL CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90006 | 0.02 | 810 E 9TH ST B6 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CD 00410 | 0.13 | 1015 MILL PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00732 | 0.18 | 926 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00728 | 0.34 | 918 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01914 | 0.16 | 513 MICHELLE CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01201 | 1.37 | 1200 S COLLEGE ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 03500 | 0.12 | 918 S PACIFIC ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 05600 | 0.16 | 1010 S COLUMBIA ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 01941 | 0.21 | 508 ANDREW ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 05400 | 0.14 | 1400 E 10TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 02400 | 0.14 | 1003 S WILLAMETTE ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 05500 | 1.15 | 1310 E 10TH ST | NEWBERG | 97132 | | P | CF/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00717 | 0.21 | 1001 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 02600 | 0.14 | 1211 E 11TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 04901 | 0.12 | 1407 E 10TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 03300 | 0.1 | 504 E 9TH ST 13&15 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W19 | R3219DC 00300 | 0.18 | 110 W 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DB 02700 | 0.13 | 300 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DD 00500 | 0.28 | 900 S COLLEGE ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 03703 | 0.28 | 300 LINDGREN CT | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3220CC 90028 | 0.02 | 810 E 9TH ST G28 | NEWBERG | 97132 | | HDR | HDR/RD | R-3 | R-3/RD |
| | WM3.00S2.00W20 | R3220CC 05804 | 0.14 | 920 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DB 03202 | 0.12 | 108 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 01400 | 0.14 | 918 S RIVER ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DB 02701 | 0.19 | 901 S BLAINE ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00716 | 0.22 | 1003 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DB 03000 | 0.32 | 116 E 9TH ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W19 | R3219DC 00730 | 0.18 | 922 CHARLES ST | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CD 00412 | 0.13 | 1017 MILL PL | NEWBERG | 97132 | | MDR | MDR/RD | R-2 | R-2/RD |
| | WM3.00S2.00W20 | R3220CC 047 | | | | | | | | | |

Newberg Comp Plan Map Zone Changes
Riverfront Master Plan CPMA20-0002/ZMA20-0002

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|----------------|---------------|-------|------------------------|---------|-------|--------|--------|-----|--------|
| WM3.00S2.00W20 | R3220CD 03001 | 0.16 | 1016 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00722 | 0.24 | 913 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00724 | 0.18 | 910 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 05700 | 0.11 | 1401 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03400 | 0.16 | 920 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05327 | 0.14 | 906 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05301 | 0.12 | 1005 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80010 | 0.02 | 925 S RIVER ST 10 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02702 | 0.19 | 905 S BLAINE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W30 | R3230 00401 | 2.16 | 1609 NE WATERFRONT ST | NEWBERG | 97132 | COM/RD | MDR/RD | | |
| WM3.00S2.00W20 | R3220CC 80016 | 0.02 | 925 S RIVER ST 16 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05302 | 0.12 | 1001 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80005 | 0.02 | 925 S RIVER ST 5 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05306 | 0.12 | 901 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05310 | 0.12 | 1211 S MERIDIAN ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01801 | 0.25 | 1211 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00407 | 0.12 | 1518 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219 00191 | 0.24 | | NEWBERG | 97132 | COM/RD | MDR/RD | | |
| WM3.00S2.00W19 | R3219DC 00741 | 0.24 | 1030 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W30 | R3230 01300 | 88.23 | 0 NE HAGEY RD | NEWBERG | 97132 | P/RD | P/RD | | |
| WM3.00S2.00W20 | R3220 00900 | 6.43 | 918 WYNOOSKI ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00100 | 4.04 | 802 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02901 | 0.23 | 906 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02800 | 0.14 | 913 S BLAINE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 04101 | 0.18 | 1110 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90000 | 3.24 | | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00600 | 0.19 | 208 W 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 03704 | 0.85 | 320 LINDGREN DR | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05701 | 0.12 | 917 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00701 | 0.14 | 1207 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00705 | 0.2 | 215 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00700 | 0.14 | 918 S CHEHALEM ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00501 | 0.01 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03800 | 0.31 | 904 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 05300 | 0.14 | 1402 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00739 | 0.15 | 1008 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01922 | 0.16 | 504 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90010 | 0.02 | 810 E 9TH ST C10 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W20 | R3220CC 04001 | 0.14 | 1106 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05505 | 0.27 | 1001 11TH CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00502 | 0.11 | 1515 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00719 | 0.2 | 925 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03100 | 0.16 | 1010 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90019 | 0.02 | 810 E 9TH ST E19 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00734 | 0.26 | 1002 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01000 | 0.31 | 1014 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01601 | 0.32 | 1215 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | M-1 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 03000 | 0.1 | 504 E 9TH ST 6&8 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 02400 | 0.23 | 514 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 03702 | 0.33 | 314 LINDGREN CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04801 | 0.14 | 1315 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04100 | 0.13 | 1400 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00707 | 0.19 | 209 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 01401 | 0.13 | 916 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80003 | 0.02 | 925 S RIVER ST 3 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01924 | 0.17 | 501 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01925 | 0.16 | 505 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01900 | 0.17 | 613 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01926 | 0.16 | 509 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 03400 | 0.13 | 909 S SCHOOL ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00709 | 0.26 | 201 CHARLES PL B | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02705 | 0.2 | 905 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02500 | 0.09 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05700 | 0.11 | 913 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00900 | 0.33 | 1006 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90001 | 0.02 | 810 E 9TH ST A1 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 01909 | 0.18 | 504 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00408 | 0.12 | 1520 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00100 | 0.12 | 902 S CHEHALEM ST | NEWBERG | 97132 | COM | COM/RD | C-1 | C-1/RD |
| WM3.00S2.00W19 | R3219DC 00735 | 0.27 | 1004 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01906 | 0.18 | 604 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01905 | 0.18 | 608 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 03200 | 0.1 | 504 E 9TH ST 9&11 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02904 | 0.08 | 909 CHARLES ST A | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03700 | 0.24 | 910 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 01901 | 0 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90007 | 0.02 | 810 E 9TH ST B7 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W30 | R3230B 04000 | 2.22 | 9550 NE GLEN HOLLOW DR | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W19 | R3219DD 00600 | 0.39 | 904 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00711 | 0.26 | 204 CHARLES PL B | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00715 | 0.19 | 1005 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00419 | 0.12 | 918 MILL PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00403 | 0.12 | 1521 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02900 | 0.08 | 909 CHARLES ST C | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01913 | 0.16 | 509 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01903 | 0.17 | 1007 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01938 | 0.21 | 1009 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02002 | 0.14 | 619 E 10TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 01100 | 1.78 | 1100 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01915 | 0.16 | 517 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02001 | 0.12 | 609 E 10TH ST A | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00729 | 0.2 | 920 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02500 | 0.14 | 1090 S WILLAMETTE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02300 | 0.14 | 1208 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90011 | 0.02 | 810 E 9TH ST C11 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01916 | 0.19 | 521 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00417 | 0.11 | 1002 MILL PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00710 | 0.25 | 200 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00700 | 0.34 | 910 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00500 | 0.18 | 204 W 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03501 | 0.12 | 916 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00405 | 0.13 | 1517 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 03200 | 0.11 | 110 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00402 | 0.03 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00723 | 0.22 | 911 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90005 | 0.02 | 810 E 9TH ST B5 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |

Newberg Comp Plan Map Zone Changes
Riverfront Master Plan CPMA20-0002/ZMA20-0002

| | | | | | | | | | |
|----------------|---------------|------|------------------------|---------|-------|---------|--------|--------|--------|
| WM3.00S2.00W30 | R3230B 04100 | 2.17 | 9500 NE GLEN HOLLOW DR | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W20 | R3220CC 00800 | 0.09 | 1111 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 03201 | 0.18 | 104 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05601 | 0.14 | 1001 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00201 | 0.12 | 716 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01802 | 0.36 | 1203 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01937 | 0.21 | 1013 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01940 | 0.24 | 1001 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00418 | 0.13 | 920 MILL PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00800 | 0.08 | 1701 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02706 | 0.2 | 904 CHARLES ST A | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05326 | 0.12 | 1208 S MERIDIAN ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05309 | 0.12 | 1207 S MERIDIAN ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01200 | 2.02 | 1210 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00300 | 2.33 | 917 NE WYNOOSKI RD | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05304 | 0.12 | 909 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80002 | 0.02 | 925 S RIVER ST 2 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05300 | 0.12 | 1009 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05303 | 0.12 | 913 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05305 | 0.12 | 905 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80006 | 0.02 | 925 S RIVER ST 6 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80014 | 0.02 | 925 S RIVER ST 14 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80009 | 0.02 | 925 S RIVER ST 9 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 04500 | 0.39 | 1212 S RIVER ST | NEWBERG | 97132 | IND | MIX/RD | | |
| WM3.00S2.00W30 | R3230B 01800 | 3.91 | 9600 NE MEADOW LOOP RD | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W29 | R3229 02800 | 2.81 | | NEWBERG | 97132 | P/RD | P/RD | | |
| WM3.00S2.00W30 | R3230B 01900 | 6.38 | 9550 NE MEADOW LOOP RD | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W19 | R3219DD 01904 | 0.17 | 1001 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01939 | 0.21 | 1005 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02401 | 0.14 | 1009 S WILLAMETTE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00409 | 0.12 | 1524 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02101 | 0.11 | 1007 S CHEHALEM ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 03700 | 0.5 | 323 W LINDGREN DR | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03301 | 0.08 | 1002 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 02001 | 0.09 | 921 S BLAINE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00720 | 0.39 | 921 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00736 | 0.22 | 1006 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00721 | 0.13 | 919 CHARLES ST B | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W29 | R3229 02201 | 8.55 | | NEWBERG | 97132 | P & IND | P/RD | | |
| WM3.00S2.00W30 | R3230 00502 | 0.31 | | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W30 | R3230 00300 | 0.92 | 1612 NE WATERFRONT ST | NEWBERG | 97132 | COM/RD | COM/RD | | |
| WM3.00S2.00W19 | R3219 00800 | 0.98 | 215 W 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05802 | 0.14 | 1004 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04600 | 0.11 | 904 S WILLAMETTE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05903 | 0.12 | 906 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90004 | 0.02 | 810 E 9TH ST A4 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00714 | 0.24 | 218 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00743 | 0.21 | 1014 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03901 | 0.13 | 1410 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02707 | 0.19 | 902 CHARLES ST A | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04800 | 0.14 | 1309 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00704 | 0.21 | 217 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90030 | 0.02 | 810 E 9TH ST G30 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00708 | 0.19 | 205 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90029 | 0.02 | 810 E 9TH ST G29 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W20 | R3220CC 01500 | 0.13 | 1000 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00500 | 0.14 | 921 S WILLAMETTE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02100 | 0.11 | 1001 S CHEHALEM ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05501 | 0.19 | 1009 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01920 | 0.16 | 512 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01918 | 0.18 | 520 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01923 | 0.16 | 1100 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 04000 | 0.11 | 1100 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01901 | 0.18 | 1101 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01919 | 0.16 | 516 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05904 | 0.13 | 912 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05901 | 0.25 | 816 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90015 | 0.02 | 810 E 9TH ST D15 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W20 | R3220CD 05801 | 0.14 | 1015 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00727 | 0.29 | 916 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 02000 | 0.09 | 1015 S CHEHALEM ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05500 | 0.24 | 1015 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 01700 | 0.19 | 1010 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90014 | 0.02 | 810 E 9TH ST D14 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3220CC 90022 | 0.02 | 810 E 9TH ST E22 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02708 | 0.13 | 312 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 03701 | 0.23 | 315 LINDGREN CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00706 | 0.19 | 213 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04000 | 0.13 | 1406 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02501 | 0.25 | 504 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02709 | 0.13 | 316 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02600 | 0.62 | 414 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02703 | 0.13 | 901 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80011 | 0.02 | 925 S RIVER ST 11 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80013 | 0.02 | 925 S RIVER ST 13 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 03700 | 0.1 | 1107 S CHEHALEM ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80015 | 0.02 | 925 S RIVER ST 15 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80012 | 0.02 | 925 S RIVER ST 12 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01935 | 0.21 | 1105 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01929 | 0.17 | 609 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00402 | 0.07 | 0 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00742 | 0.25 | 301 W LINDGREN DR | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 03100 | 0.1 | 504 E 9TH ST 5&7 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W20 | R3220CC 00200 | 0.18 | 904 S CHEHALEM ST | NEWBERG | 97132 | COM | COM/RD | C-1 | C-1/RD |
| WM3.00S2.00W19 | R3219DD 03401 | 0.13 | 919 S SCHOOL ST A | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 02100 | 0.11 | 905 S COLLEGE ST B | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 01910 | 0.19 | 1004 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 03200 | 0.16 | 1008 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00500 | 0.11 | 1510 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB 02704 | 0.19 | 903 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01908 | 0.18 | 508 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00726 | 0.22 | 914 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01907 | 0.17 | 600 E 10TH ST A & B | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04500 | 0.13 | 1300 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 00400 | 0.14 | 901 S WILLAMETTE ST | NEWBERG | 97132 | COM | COM/RD | C-1 | C-1/RD |
| WM3.00S2.00W29 | R3229 02700 | 1.85 | | NEWBERG | 97132 | COM/RD | P/RD | | |

Newberg Comp Plan Map Zone Changes
Riverfront Master Plan CPMA20-0002/ZMA20-0002

| | | | | | | | | | |
|----------------|---------------|--------|------------------------|---------|-------|---------------------|--------------------------|--------|--------|
| WM3.00S2.00W19 | R3219DD 02900 | 0.1 | 504 E 9TH ST 10&12 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 02903 | 0.07 | 909 CHARLES ST APT B | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90002 | 0.02 | 810 E 9TH ST A2 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DC 00738 | 0.2 | 1012 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00733 | 0.21 | 1101 FRONTIER LN | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01911 | 0.17 | 1008 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01912 | 0.16 | 505 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 01900 | 0.13 | 1115 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00401 | 0.12 | 1525 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 05800 | 0.14 | 1013 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05308 | 0.13 | 1203 S MERIDIAN ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00411 | 0.13 | 1519 E 11TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01932 | 0.22 | 500 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05506 | 0.2 | 1000 11TH CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02000 | 0.12 | 619 E 10TH ST A | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 01930 | 1.78 | 614 ANDREW ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00712 | 0.25 | 208 CHARLES PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02800 | 0.1 | 504 E 9TH ST 14&16 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3220CC 90017 | 0.02 | 810 E 9TH ST D17 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DB 03100 | 0.23 | 114 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00400 | 0.18 | 200 W 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00100 | 0.18 | 100 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00701 | 0.25 | 1024 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00300 | 0.21 | 708 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00200 | 0.18 | 106 W 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00200 | 0.12 | 800 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 04700 | 0.16 | 1303 E 10TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00400 | 0.16 | 704 E 9TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 00800 | 0.32 | 914 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00737 | 0.16 | 1010 CHARLES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00413 | 0.17 | 1016 MILL PL | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00406 | 0.13 | 1506 MILL CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90009 | 0.02 | 810 E 9TH ST C9 | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3219DD 01917 | 0.16 | 524 MICHELLE CT | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 90008 | 0.02 | 810 E 9TH ST B8 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CD 02700 | 4.8 | 1201 S PACIFIC ST | NEWBERG | 97132 | IND | IND/RD & MIX/RD | | |
| WM3.00S2.00W20 | R3220CD 01900 | 0.37 | | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W20 | R3220CC 80008 | 0.02 | 925 S RIVER ST 8 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01934 | 0.23 | 1109 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 02002 | 0.07 | 925 S BLAINE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00700 | 0.16 | 1207 S BLAINE ST | NEWBERG | 97132 | MDR | P/RD | R-2 | CF/RD |
| WM3.00S2.00W20 | R3220CC 80004 | 0.02 | 925 S RIVER ST 4 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 02003 | 0.08 | 929 S BLAINE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 80007 | 0.02 | 925 S RIVER ST 7 | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3220CC 05307 | 0.17 | 1201 S MERIDIAN ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01800 | 0.22 | 1209 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 04600 | 0.3 | 1218 S RIVER ST | NEWBERG | 97132 | IND | MIX/RD | | |
| WM3.00S2.00W30 | R3230B 02000 | 3.78 | 9500 NE MEADOW LOOP RD | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W19 | R3219DD 01500 | 0.67 | 1301 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 00744 | 0.13 | 919 CHARLES ST A | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01933 | 0.29 | 1113 JAMES ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3220CC 05390 | 0.41 | 1301 S RIVER ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 01400 | 1.34 | 1300 S COLLEGE ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 03800 | 1.46 | 606 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W20 | R3220CD 03300 | 0.08 | 1000 S PACIFIC ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DD 02700 | 1.24 | 406 E 9TH ST | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W19 | R3220CC 00LAP | 0.1 | | NEWBERG | 97132 | HDR | HDR/RD | R-3 | R-3/RD |
| WM3.00S2.00W30 | R3230 WATER | 38.75 | | NEWBERG | 97132 | COM/RD & P/RD | P/RD | | |
| WM3.00S2.00W20 | R3220CB ROADS | 10.49 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W20 | R3220CD 00LAP | 0.16 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W30 | R3229 ROADS | 2.65 | | NEWBERG | 97132 | COM/RD & MDR & P/RD | MDR/RD | | |
| WM3.00S2.00W19 | R3219DC ROADS | 3.08 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W19 | R3219DC 00GAP | 0.04 | | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DB ROADS | 4.44 | | NEWBERG | 97132 | P | MDR/RD | | |
| WM3.00S2.00W19 | R3219DA ROADS | 8.59 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W20 | R3220 ROADS | 0.2 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W29 | R3229 WATER | 23.1 | | NEWBERG | 97132 | P/RD | P/RD | | |
| WM3.00S2.00W30 | R3230 00402 | 1.08 | | NEWBERG | 97132 | MDR & COM | MDR/RD | | |
| WM3.00S2.00W20 | R3220CD 02100 | 0.91 | | NEWBERG | 97132 | MDR | IND/RD | | |
| WM3.00S2.00W30 | R3230B 02300 | 5.02 | 1828 NE WATERFRONT ST | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W20 | R3220CC 04400 | 0.3 | 1208 S RIVER ST | NEWBERG | 97132 | IND | MIX/RD | | |
| WM3.00S2.00W30 | R3229 02600 | 5.08 | 925 NE 14TH ST | NEWBERG | 97132 | COM/RD & MDR | COM/RD & HDR/RD & MDR/RD | | |
| WM3.00S2.00W29 | R3229 02100 | 1.52 | | NEWBERG | 97132 | IND | IND/RD | | |
| WM3.00S2.00W20 | R3220CD 00400 | 1.63 | 1005 NE WYNOOSKI RD | NEWBERG | 97132 | MDR | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W20 | R3220CD 02900 | 0.52 | 1500 E 11TH ST | NEWBERG | 97132 | MDR | IND/RD | | |
| WM3.00S2.00W30 | R3230 00200 | 0.9 | 1610 NE WATERFRONT ST | NEWBERG | 97132 | COM/RD | COM/RD | | |
| WM3.00S2.00W29 | R3229 02200 | 144.95 | 1301 NE WYNOOSKI RD | NEWBERG | 97132 | IND | IND/RD & MIX/RD | | |
| WM3.00S2.00W20 | R3220CC 05319 | 0.11 | 1006 E 13TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W19 | R3219DC 02000 | 5.2 | 1201 S BLAINE ST | NEWBERG | 97132 | MDR | P/RD | R-2 | CF/RD |
| WM3.00S2.00W20 | R3220CD 06200 | 0.16 | 1112 S WILLAMETTE ST | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W20 | R3220CC 04300 | 0.14 | 1114 E 12TH ST | NEWBERG | 97132 | IND | MIX/RD | | |
| WM3.00S2.00W20 | R3220CC 05328 | 0.21 | 916 E 12TH ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W20 | R3229 02500 | 1.39 | 1303 NE RIVER ST | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W20 | R3220CD 00900 | 0.17 | 1015 WYNOOSKI ST | NEWBERG | 97132 | MDR | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W30 | R3230B 06000 | 0.93 | | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W20 | R3220CD 06500 | 0.51 | 1415 E 12TH ST | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W19 | R3219 00300 | 2.67 | | NEWBERG | 97132 | P | MDR/RD | | |
| WM3.00S2.00W19 | R3219DD 01600 | 2.31 | | NEWBERG | 97132 | MDR | MDR/RD | | |
| WM3.00S2.00W30 | R3219 00200 | 2.81 | 603 NE 14TH ST | NEWBERG | 97132 | COM/RD | MDR/RD | | |
| WM3.00S2.00W30 | R3230B 06100 | 2.38 | | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W30 | R3219 00190 | 0.66 | 809 NE 14TH ST | NEWBERG | 97132 | COM/RD | HDR/RD | | |
| WM3.00S2.00W30 | R3230 00100 | 20.32 | 712 NE 14TH ST | NEWBERG | 97132 | COM/RD | COM/RD & P/RD | | |
| WM3.00S2.00W29 | R3229 00202 | 0.71 | 1400 NE WYNOOSKI RD | NEWBERG | 97132 | IND | IND/RD | | |
| WM3.00S2.00W20 | R3220CD 06400 | 0.2 | 1302 S COLUMBIA ST | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W20 | R3220CD 02300 | 0.95 | | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W20 | R3220CC 04200 | 0.01 | 1200 S RIVER ST | NEWBERG | 97132 | IND | MIX/RD | | |
| WM3.00S2.00W30 | R3230 01400 | 20.05 | 1835 WATERFRONT ST | NEWBERG | 97132 | P & MDR | P/RD & MDR/RD | | |
| WM3.00S2.00W20 | R3220CD 06300 | 0.28 | 1309 E 12TH ST | NEWBERG | 97132 | MDR | MIX/RD | | |
| WM3.00S2.00W29 | R3229 ROADS | 20.96 | | NEWBERG | 97132 | COM/RD & MDR | | | |
| WM3.00S2.00W19 | R3219DD ROADS | 0.85 | | NEWBERG | 97132 | COM/RD | MDR/RD | | |
| WM3.00S2.00W30 | R3219DD ROADS | 9.73 | | NEWBERG | 97132 | MDR & COM/RD | MDR/RD | | |
| WM3.00S2.00W20 | R3220 ROADS | 27.8 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W30 | R3230B ROADS | 3.71 | | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W19 | R3220CC ROADS | 12.76 | | NEWBERG | 97132 | MDR & IND | MDR/RD | | |
| WM3.00S2.00W20 | R3220CD ROADS | 12.2 | | NEWBERG | 97132 | MDR | MDR/RD | | |
| WM3.00S2.00W29 | R3229 ROADS | 0.26 | | NEWBERG | 97132 | | | | |

**Newberg Comp Plan Map Zone Changes
Riverfront Master Plan CPMA20-0002/ZMA20-0002**

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|----------------|---------|-------|-------|--------------------|---------|-------|------------------------|--------|----------|--------|
| WM3.00S2.00W19 | R3229 | ROADS | 0.66 | | NEWBERG | 97132 | | | | |
| WM3.00S2.00W30 | R3230 | 00403 | 4.58 | | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W30 | R3219 | 00301 | 11.14 | | NEWBERG | 97132 | P/RD | P/RD | CF/RD | CF/RD |
| WM3.00S2.00W30 | R3219 | 00700 | 23.13 | | NEWBERG | 97132 | P & MDR | P/RD | CF & MDR | CF |
| WM3.00S2.00W30 | R3230 | 01600 | 37.79 | 0 NE WATERFRONT ST | NEWBERG | 97132 | P/RD | P/RD | | |
| WM3.00S2.00W30 | R3230 | 00500 | 4.21 | 1829 WATERFRONT ST | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W30 | R3230 | 00404 | 2.03 | | NEWBERG | 97132 | MDR/RD | MDR/RD | R-2 | R-2/RD |
| WM3.00S2.00W30 | R3230 | 00400 | 12.8 | 0 WATERFRONT ST | NEWBERG | 97132 | MDR/RD | | | |
| WM3.00S2.00W30 | R3230 | 00600 | 5.28 | 0 NE WATERFRONT ST | NEWBERG | 97132 | MDR/RD | MDR/RD | | |
| WM3.00S2.00W30 | R3230 | ROADS | 48.55 | | NEWBERG | 97132 | MDR/RD & P/RD & COM/RD | MDR/RD | R-2/RD | R-2/RD |
| WM3.00S2.00W20 | R3220CA | ROADS | 5.03 | | NEWBERG | 97132 | | | | |



PLANNING COMMISSION RESOLUTION 2020-358

A RESOLUTION RECOMMENDING CITY COUNCIL ADOPT AN ORDINANCE APPROVING CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002

RECITALS

1. The City Council accepted the Riverfront Master Plan at an administrative public hearing on September 16, 2019 by Resolution No. 2019-3596.
2. The City Council adopted Resolution No. 2020-3682 on June 15, 2020, which initiated the comprehensive plan and map, and municipal code amendment and zoning map process.
3. The City Council and Planning Commission held a joint workshop on draft proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments on July 9, 2020.
4. After proper notice the Planning Commission held a legislative public hearing on October 8, 2020, took public testimony, and deliberated. They found that the proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments were in the best interests of the city.


The Newberg Planning Commission resolves as follows:

1. The Planning Commission of the City of Newberg recommends the City Council adopt an ordinance approving CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002.
2. This recommendation is based on the staff report, Exhibit "A" Comprehensive Plan and Map, and Development Code and Zoning Map Amendments, and the Findings in Exhibit "B".
3. The Comprehensive Plan Map is amended as shown in Exhibit "C".
4. The Zoning Map is amended as shown in Exhibit "D".

Adopted by the Newberg Planning Commission this 8th day of October, 2020.



 Planning Commission Chair

ATTEST:


 Planning Commission Secretary

List of Exhibits:

- Exhibit "A": Comprehensive Plan and Map, and Development Code and Zoning Map Amendments
- Exhibit "B": Findings
- Exhibit "C": Comprehensive Plan Map
- Exhibit "D": Zoning Map

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**Exhibit "A" to Planning Commission Resolution 2020-358
Comprehensive Plan and Map, and Development Code and Zoning Map Amendments –
File CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002 Newberg Riverfront
Master Plan Implementation**

Note: Existing text is shown in regular font.
Added text is shown in double underline
Deleted text is shown in ~~striketrough~~.

The Newberg Comprehensive Plan shall be amended as follows:

III. GOALS AND POLICIES

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

POLICIES:

1. Open Space & Natural Resources Policies

[...]

- f. ~~The Smurfit Newsprint processing plant~~ Riverfront Mill Site has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system is no longer in use; however, the lagoon has been in place for 35XX years and is not incompatible with the identified fish and wildlife habitat. ~~This system and~~ shall be permitted to continue, subject to applicable State and Federal environmental regulations.

[...]

2. Scenic Resources Policies

[...]

- c. The City will encourage the protection and enhancement of views of the Willamette River throughout the Riverfront District Plan Area. (Ordinance 2002-2564, April 15, 2002)

H. THE ECONOMY

POLICIES:

[...]

4. Riverfront District Policies

- a. The City will enhance commercial diversity and activity in the Riverfront ~~area~~ District by encouraging a business mix that provides goods and services to satisfy neighborhood and visitor needs and that also draws people from the greater region.
- b. The City will encourage development of the Riverfront District as a distinct river-oriented center that can help support a variety of local businesses.
- c. The City will encourage the development of commercial, ~~and retail,~~ industrial, and employment uses that have a strong reason for locating near the Riverfront and support the vision of the Riverfront District as a walkable and bikeable mixed-use area. (Ordinance 2002-2564, April 15, 2002)

I. HOUSING

[...]

2. Location Policies:

[...]

- c. The City will encourage medium- ~~to high-~~ high- density housing in and adjacent to the commercial core of the Riverfront District and ~~lower intensity-~~ medium-density residential uses in the western and northern portions of the Riverfront District. (Ordinance 2002-2564, April 15, 2002; Ordinance 2018-2826, May 7, 2018)

[...]

3. Mix Policies:

[...]

- n. The City will encourage housing development in commercial areas within the Riverfront District as part of mixed use developments. ~~on upper floors, above ground floor-~~ ~~commercial, office, or retail spaces.~~

J. URBAN DESIGN

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

[...]

6. Riverfront District Policies

- a. The City will encourage a mix of employment, housing, ~~and retail-commercial, and industrial~~ uses serving the neighborhood and the surrounding community to enhance the Riverfront District's identity as a vital and attractive City asset and to ensure an active, pedestrian friendly, and thriving Riverfront ~~area-District~~.
- b. Development and land uses will be encouraged that promote the Riverfront ~~area-District~~ as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole.
- c. The development of ~~storefront-scale-mixed~~ commercial uses will be encouraged in the Riverfront ~~area District~~ along E Fourteenth 14th, NE Waterfront, S College, and S River Streets.
- d. The City will encourage the use of ~~a-common language-of~~ design elements such as gateways, wayfinding signage, streetscape features, and building design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg.
- e. The City will permit land uses with design features along S River Street Between 12th and 14th Streets that are compatible with or provide a buffer to ~~SP Newsprint between residential and retail uses on the west side of the street and industrial and mixed employment uses on the Riverfront Mill Site.~~
- ~~f. The City will encourage new commercial and mixed-use development in the Riverfront District to step down in scale in the western and northern portions of the planning area in order to relate to the scale and character of the adjacent established neighborhoods.~~
- ~~g.f.~~ The City will encourage commercial structures within the Riverfront District that are small in scale with commercial sites and suitable for river-oriented businesses.
- ~~hg.~~ On-street parking will be encouraged on streets with commercial or mixed-use development to provide a buffer between pedestrians on the sidewalk and auto traffic.
- ~~ih.~~ Businesses and other property owners will be encouraged to minimize the number of off-street parking spaces and to share off-street parking facilities.
- ~~j. The City should re-evaluate the inclusion of the old municipal sewage treatment plant (tax lot 3219-2700) within the stream corridor overlay. (Ordinance 2002-2564, April 15, 2002; Ordinance 2016-2810, December 19, 2016)~~

[...]

GOAL 2: To develop and maintain the physical context needed to support the livability and

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unique character of Newberg.

[...]

- e. Measures should be taken to prevent having areas east and southeast of the ~~proposed-bypass-Newberg-Dundee Bypass~~ isolated from the rest of the City. Substantial development of complete neighborhoods should occur on both sides of the ~~proposed-bypass~~.

K. TRANSPORTATION

[...]

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

[...]

POLICIES:

[...]

- f. Within the Riverfront District Mixed Employment area, the City shall limit new retail development to up to 60,000 square feet and new office development to up to 60,000 square feet in order to mitigate traffic impacts identified in the 2019 Riverfront Master Plan (Appendix H).

[...]

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

[...]

- d. The City should develop a program in coordination with the rail line owner to operate a trolley on the rail line down Blaine Street to connect the downtown area to the Riverfront Mill Site.

[...]

GOAL 12: Minimize the negative impact of a Highway 99 the Newberg-Dundee Bypass on the Newberg community.

[...]

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- h. Pedestrian-and bicycle-oriented gateway features should be constructed on S River Street and S College Street at the Newberg-Dundee Bypass to improve connections to and from surrounding neighborhoods.

L. PUBLIC FACILITIES AND SERVICES

[...]

1. All Facilities & Services Policies

[...]

- g. Public facilities and services necessary to meet the special needs of industrial and mixed employment activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available.

III. PLAN CLASSIFICATIONS

1. Mixed Use (MIX)

The objective of this designation is to provide a compatible mixture of commercial, office, employment, light industrial, and high-density residential uses. Commercial uses are intended to include neighborhood-convenience commercial uses such as ~~convenience retail businesses, retail food establishments, personal service establishments, institutional uses, and professional offices, and convenience retail businesses, except in Mixed Employment areas where convenience retail uses are not permitted.~~ Office and employment uses may include office buildings, banks, theaters, and other similar types of facilities. ~~Residential uses will be primarily multi-plexes and low or medium rise multi-family dwellings.~~ Light industrial uses which are compatible with the general character of the area, such as light manufacturing, wholesale and industry sales, warehouse, storage, and distribution, may also be permitted.

High-density residential uses will be allowed in mixed use areas except when located within the Riverfront District. Residential uses in other mixed use areas will primarily be multi-plexes and low- or medium-rise multi-family dwellings.

~~Due to the area's location, d-~~Development should not be limited to a single type of use. Instead, this designation provides flexibility and recognizes that certain commercial, residential and industrial activities can be located together without conflicts. Proposals for the mixed use area shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands.

[...]

9. Industrial Areas (IND)

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The objective of this designation is to provide land for a variety of light industrial, heavy industrial and industrial park areas.

Heavy industrial uses should be located ~~in the area near Smurfit Newsprint, an existing pulp and paper mill~~ on the eastern portion of the Riverfront Mill Site along NE Wyooski Road. The western portion of the Riverfront Mill Site should be developed with light industrial uses to reflect its intended Mixed Employment zone, with the eastern portion developed as industrial or industrial park uses. Other industrially designated areas should be developed to light industrial or industrial park type uses.

[...]

13. Riverfront District (RD)

The riverfront provides a unique setting that, if properly developed, will elevate the quality of life for citizens of Newberg and the region. Development of the riverfront that provides the greatest benefit requires a flexible approach. Development should not be limited to a single type of use; residential, ~~and certain~~ commercial, mixed employment, industrial and park activities can be located together without conflicts. Commercial uses must have a demonstrated need to be located near the river. Appropriate zones include Riverfront Commercial District (C-4), High Density Residential (R-3), Medium Density Residential (R-2), Mixed Employment (M-E), Parks (P), Industrial (M-2), and Community Facilities (CF). Proposals for development shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands. Natural habitats and riparian areas should be protected and enhanced as much as is reasonable. ~~Good~~ Multi-modal transportation links, including bicycle and pedestrian trails, should be developed to connect the riverfront to the local community and the region.

The Newberg Development Code shall be amended as follows:

Chapter 15.302 DISTRICTS AND THEIR AMENDMENT

15.302.010 Establishment and designation of use districts and subdistricts.

In order to classify, regulate, restrict and segregate the uses of lands and buildings, to regulate and restrict the height and size of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, the following classes of use districts and subdistricts are established:

A. Use Districts.

[...]

18. M-E Mixed Employment District

[...]

B. Subdistricts of Use Districts.

[...]

6. RDF riverfront subdistrict.

[...]

15.302.032 Purposes of each zoning district.

[...]

I. C-4 Riverfront Commercial District.

1. The purpose of the C-4 riverfront commercial district is to allow a mix of uses that:

a. Provides a variety of retail, ~~and commercial service type,~~ and residential uses that benefit from proximity to the river.

b. Encourages access to and enjoyment of the Willamette River.

c. Ensures compatibility of development with the surrounding area and minimizes impacts on the environment.

2. Properties zoned in this district must comply with the development standards of the ~~R~~Riverfront Overlay sSubdistrict, as described in NMC 15.352.010 through 15.352.06~~50~~.

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3. The C-4 district is intended to be consistent with the eCommercial/rRiverfront eDistrict (COM/RD) designation of the comprehensive plan.

[...]

R. M-E Mixed employment District. The M-E mixed employment district is intended to create a mix of light industrial and limited commercial uses that provide employment opportunities for the City of Newberg while also creating a high-quality urban environment. This designation can provide a buffer between industrial uses with a high degree of external impact and other uses such as residential and recreational areas. The M-E designation is intended to be consistent with the industrial (IND) and mixed use (MIX) designations of the Comprehensive Plan.

15.302.040 Subdistricts.

[...]

F. RFRD Riverfront Overlay Subdistrict. The rRiverfront oOverlay sSubdistrict may be applied to R-1, R-2, R-3, M-1, M-2, M-3, M-E, C-1, C-4, and CF zoning districts. This subdistrict may be applied to lands south of Ninth Street within close proximity to the Willamette River. The overlay shall be designated by the suffix RFRD added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the RFRD overlay zone except as otherwise may be limited in this code. Where provisions of the subdistrict are inconsistent with the parent district, the provisions of the subdistrict shall govern.

Chapter 15.305 ZONING USE TABLE

15.305.020 Zoning use table – Use districts.

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------------|------|-----|------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|------|------|------|-----------------------------------------------------------------------|
| AGRICULTURAL USES | | | | | | | | | | | | | | | | | | | | |
| Horticulture | P | P | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | P(1) | |
| Livestock and poultry farming | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| Home gardening | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Home livestock and poultry raising | S | S | | | | | | | | X | | | | | | | | S | | NMC Title 6 |
| RESIDENTIAL USES | | | | | | | | | | | | | | | | | | | | |
| Dwelling, single-family detached | P(2) | P | P(3) | | P | | C(4) | C(5) | | X | | | | | | | P | P(6) | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, single-family attached | S(2) | S | S(3) | | S | | C(4) | C(5) | | X | | | | | | | P | P(6) | | NMC 15.41 5.050; subject to density limits of NMC 15.40 5.010(B) |
| Manufactured home on individual lot | S(2) | S | S(3) | P(7) | S | | | | | X | | | | | | | | P(6) | | NMC 15.44 5.050 – 15.445.070 ; subject to density limits of NMC 15.40 |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|-------------------------------|------|-----|-----|-----|----|------|------------|---------------|------------|-----|-----|-----|-----|-------|-------|----|---|----|------------|-----------------------------------------------------------|
| Manufactured dwelling park | | S | S | S | | | | | X | | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Mobile home park | | S | S | S | | | | | X | | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Manufactured home subdivision | | S | | S | | | | | X | | | | | | | | | | | NMC 15.44 5.075 – 15.445.160 |
| Dwelling, two-family (duplex) | P(2) | P | P | C | P | | C(4) | P(8)/ C(5) | | X | | | | | | | P | | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, multifamily | C | P | P | C | P | | C(4) | P(8)/ C(5) | | X | | | | | | | P | | | Subject to density limits of NMC 15.40 5.010(B) |
| Dwelling, accessory | S | S | S | | S | | C | C | | X | | | | | | | S | S | | Chapter 15.445 NMC, Article V |
| Dwelling, mixed use | | | | | | P(9) | P(10)) | P(8)/ C(5) | P(11)) | X | C | C | C | | | | | | | |
| Dwelling, caretaker | | | | | | | | | | X | P | P | P | C | | | | | P(12)) | Limited to one per lot, and allowed whenever the use requ |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-1 | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|----------------------------------------------------------|-----|-----|--------|--------|----|--------|--------|--------|--------|-----|--------|--------|--------|--------|--------|--------|---|--------|--------|-------------------------------------------|--|
| Dormitory | | C | P | | P | | | | | X | | | | | | | P | | | ires the on-site residence of such person | |
| Home occupation (no more than one outside paid employee) | S | S | S(13) | S | S | S(13) | S(13) | S(13) | S(13) | X | S(13) | S(13) | S(13) | S(13) | S(13) | S(13) | S | S | S(13) | NMC 15.41 5.060 | |
| Home occupation (more than one outside paid employee) | C | C | C(13) | C | C | C(13) | C(13) | C(13) | C(13) | X | C(13) | C(13) | C(13) | C(13) | C(13) | C(13) | C | C | C(13) | NMC 15.41 5.060 | |
| INSTITUTIONAL AND PUBLIC USES | | | | | | | | | | | | | | | | | | | | | |
| INSTITUTIONAL CARE AND HOUSING | | | | | | | | | | | | | | | | | | | | | |
| Family child care home | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | | P | P(13) | | ORS Chapter 657 A | |
| Day care | P | P | P | C | P | P | P | P | | P | C | C | C | C | P | | P | | P(14) | ORS Chapter 657 A | |
| Residential care home (5 or fewer people) | P | P | P(13) | P(13) | P | P(13) | P(13) | P(13) | P(13) | X | | | | | | | P | P(13) | | ORS 197.66 5 | |
| Residential care facility (6 - 15 people) | C | P | P | C | P | C | C | C | | X | | | | | | | P | | | ORS 197.66 5 | |
| Group care facility (16+ people) | C | C | C | C | C | C | C | C | | X | | | | | | | P | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-1 | M-4-C | CF | I | AR | AJ | Notes and Special Use Standards | |
|-----------------------------------------|-----|-----|-----|-----|----|-----|-----|-------|-----|-------|-----|-------|-----|-------|-------|-------|---|----|----|---------------------------------|--|
| Hospital | C | C | C | | C | | P | P | | C | | | | | | | P | | | | |
| Prison | | | | | | | | | | X | C | C | C | C | | | | | | | |
| ASSEMBLY | | | | | | | | | | | | | | | | | | | | | |
| Religious institution, place of worship | P | P | P | P | P | P | P | P | P | X | | P(29) | | | | C | P | | | | |
| Private club, lodge, meeting hall | | | C | C | | | P | P | C | X | | | | | | | P | | | | |
| SCHOOLS | | | | | | | | | | | | | | | | | | | | | |
| School, primary or secondary | P | P | P | | P | | | | | X | | | | | | C | | | | | |
| College | P | P | P | | P | P | P | P(15) | | P(15) | | | | | | C | P | | | | |
| Commercial educational services | C | C | C | | C | P | P | P | | P | | | | | | | C | | | | |
| PARKS AND OPEN SPACES | | | | | | | | | | | | | | | | | | | | | |
| Open space | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | | |
| Park | P | P | P | P | P | P | P | P | P | X | | | | P(16) | | P(17) | P | | | | |
| Golf course | P | P | P | | | | | | | X | | | | | | P(17) | | | | | |
| PUBLIC SERVICES | | | | | | | | | | | | | | | | | | | | | |
| Community services | C | C | C | C | C | | P | P | P | P | | | | | | C | P | | | | |
| Emergency services | P | P | P | P | P | P | P | P | P | X | P | P | P | P | P | P | P | P | P | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|----------------------------------------------------------------------------------------------------|-----|-----|-----|-----|----|-----|-----|--------|-----|-----|-----|-----|-----|-------|-------|----|---|----|----|---------------------------------|--------------------------------|
| Pound, dog or cat | | | | | | | C | C | | C | C | P | P | C | C | | | | | | |
| Cemetery | C | C | C | C | C | C | C | C | C | X | C | C | C | C | C | C | C | C | C | C | ORS Chapter 97.46 |
| TRANSPORTATION | | | | | | | | | | | | | | | | | | | | | |
| Transportation facilities and improvements | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Transit center | | | | | | | P | P | P | X | P | P | P | | | | | | | | |
| Parking facility | | | P | | C | C | P | P(18) | C | P | P | P | P | | P | | P | | | | |
| Airport, landing field | | | | | | | | | | X | | C | C | | | | | | | P | |
| Helipad, helipad | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | |
| Marina | | | | | | | | | C | X | | | | | | C | | | | | |
| Pilings, piers, docks, and similar in-water structures | | | | | | | | | C | X | | | | | | C | | | | | |
| UTILITIES | | | | | | | | | | | | | | | | | | | | | |
| Basic utilities | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | |
| Utility distribution plant or yard | | | | | | | | | | X | | P | P | P | | | | | | | |
| Wastewater treatment plant | | | | | | | | | | X | | C | P | C | | | | | | | |
| Telecommunication facility incorporated into existing structure/utility pole and no taller than 18 | C | C | C | C | C | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | Chapter 15.445 NMC, Article IV |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|-----|-----|--------|--------|-----|--------------|-----|-----|-----|--------|--------|-------|-------|----|---|----|----|---------------------------------|--------------------------------|
| feet above existing structure/utility pole | | | | | | | | | | | | | | | | | | | | | |
| Telecommunication facility, including radio towers and transmitters, which are 100 feet or less in height, except those incorporated into an existing structure no taller than 18 feet above that structure | C | C | C | C | C | C | C | C | | C | C | S(19) | S(19) | P | C | | C | | | | Chapter 15.445 NMC, Article IV |
| Telecommunication facility, including radio towers and transmitters, which are over 100 feet | C | C | C | C | C | C | C | C | | C | C | C | C | C | C | | C | | | | Chapter 15.445 NMC, Article IV |
| COMMERCIAL USES | | | | | | | | | | | | | | | | | | | | | |
| COMMERCIAL OFFICES | | | | | | | | | | | | | | | | | | | | | |
| Medical office | | | C | | P | P(20) | P | P(21) | | P | | | | | | | P | | | | |
| Local business office | | | | | P(22) | P(20) | P | P(21) | | P | | | | | | | | | | | |
| COMMERCIAL SALES AND RENTALS | | | | | | | | | | | | | | | | | | | | | |
| Retail sales – General | | | | | P(20) | P | P | P(15)/(21) | P | P | | P(23) | | | | | | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|-------------------------------------------|-----|-----|-----|-----|----|-------|-------|-------|-----|----------|-------|-------|-----|-------|-------|----|---|----|----|----------------------------------|-------------------------|
| Retail sales – Bulk outdoor | | | | | | | P | C | | <u>P</u> | | P | | | | | | | | | |
| Retail sales – Convenience | | | | | | P(20) | P | P(21) | P | <u>X</u> | | P(24) | | | P(25) | | | | | | |
| Temporary merchant | | | | | | | S | S(21) | | <u>S</u> | | | | | | | | | | NMC 5.15.050 et seq. | |
| Retail food and beverage production | | | | | | | S | S | | <u>P</u> | | | | | | | | | | Chapter 15.445 NMC, Article VIII | |
| EATING AND DRINKING ESTABLISHMENTS | | | | | | | | | | | | | | | | | | | | | |
| Eating and drinking – Alcohol-related | | | | | | | P | P(21) | P | <u>P</u> | | | | | | | | | | | Requires liquor license |
| Eating and drinking – Non-alcohol-related | | | | | | P(20) | P | P(21) | P | <u>P</u> | P | P | | | | | | | | C(26) | |
| COMMERCIAL SERVICES | | | | | | | | | | | | | | | | | | | | | |
| Personal services | | | | | | P | P(20) | P(21) | P | <u>P</u> | | | | | | | | | | | |
| Commercial services | | | | | | P(20) | P | P(21) | | <u>P</u> | | | | | | | | | | | |
| Commercial vehicle service | | | | | | | P | C | | <u>X</u> | P(27) | P | | | P(28) | | | | | | |
| kennel, commercial | | | | | | | C | C | | <u>X</u> | C | P | P | C | C | | | | | | |
| COMMERCIAL | | | | | | | | | | <u>I</u> | | | | | | | | | | | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-1 | M-4-C | CF | I | AR | AI | Notes and Special Use Standards |
|------------------------------------------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|----------|-------|-------|-----|-------|-------|----|---|----|-------|---------------------------------|
| RECREATION | | | | | | | | | | | | | | | | | | | | |
| Commercial recreation -- Indoors | | | | | | | P | P(15) | | <u>P</u> | P(29) | P(29) | | | | | | | | |
| Commercial recreation -- Outdoors | | | | | | P | | | | <u>X</u> | C | C | | | | | | | | |
| Commercial recreation -- Motor-vehicle-related | | | | | | | | | | <u>X</u> | C | C | | | | | | | C(33) | |
| COMMERCIAL LODGING | | | | | | | | | | | | | | | | | | | | |
| Vacation rental home | C | C | S | S | S | S(13) | S(13) | S(13) | S(13) | <u>X</u> | | | | | | | | | | Chapter 15.445 NMC, Article VII |
| Bed and breakfast (2 or fewer rooms) | C | S | S | S | S | S | S | S | S | <u>X</u> | | | | | | | | | | NMC 15.445.010 |
| Bed and breakfast (3 or more rooms) | C | C | C | | C | S | S | S | S | <u>X</u> | | | | | | | | | | NMC 15.445.010 |
| Hotel or motel | | | | | | P | P(15) | P | | <u>P</u> | | | | | | | | | C(26) | |
| Recreational vehicle park | | | | | | C | C | | C | <u>X</u> | C | C | C | | | | | | | NMC 15.445.170 |
| INDUSTRIAL USES | | | | | | | | | | | | | | | | | | | | |
| Traded sector industry office | | | | | P(30) | P(30) | P | P | | <u>P</u> | P | P | | P | | | | | P(33) | |
| Industrial services | | | | | | C | | | | <u>P</u> | | P | P | P | | | | | P(33) | |
| Wholesale and industry | | | | | | C(31) | | | | <u>P</u> | P(31) | P | P | P | | | | | P(33) | |

| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|-----------------------------------------------------------------------------|-------|-------|-------|-----|----|-------|-------|-------|-------|--------------|-------|-------|-------|-------|-------|----|---|----|----|---------------------------------|--|
| sales | | | | | | |) | | | |) | | | | | | | | |) | |
| Warehouse, storage, and distribution | | | | | | | | | | <u>P</u> | P(32) | P | P | P | | | | | | P(33) | |
| Self-service storage | | | | | | | P | | | <u>X</u> | P | P | P | P | | | | | | | |
| Light manufacturing | | | | | | | | | | <u>P</u> | P | P | P | P | | | | | | P(33) | |
| Heavy manufacturing | | | | | | | | | | <u>X</u> | | P(34) | P | C | | | | | | | |
| Waste-related | | | | | | | | | | <u>X</u> | | | C | C | | | | | | | |
| MISCELLANEOUS USE | | | | | | | | | | | | | | | | | | | | | |
| Accessory building and use incidental to other permitted uses in the zone | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P | |
| Uses similar to permitted uses in the zone and not defined or categorized | P | P | P | P | P | P | P | P | P | <u>P</u> | P | P | P | P | P | P | P | P | P | P | |
| Uses similar to conditional uses in the zone and not defined or categorized | C | C | C | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | C | |
| Medical marijuana dispensary | X | X | X | X | X | P(35) | P(35) | P(35) | P(35) | <u>X</u> | X | X | X | X | X | X | X | X | X | X | |
| Medical marijuana processor | X | X | X | X | X | X | P(38) | X | X | <u>P(37)</u> | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | X | |
| Medical marijuana grow | P(36) | P(36) | P(36) | C | C | C | C | C | C | <u>C</u> | C | C | C | C | C | C | C | C | C | C | |

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| Use | R-1 | R-2 | R-3 | R-4 | RP | C-1 | C-2 | C-3 | C-4 | M-E | M-1 | M-2 | M-3 | M-4-I | M-4-C | CF | I | AR | AI | Notes and Special Use Standards | |
|------------------------------------------|-----|-----|-----|-----|----|-----------------|-----------------|-----------------|-----------------|-------|-------|-------|-------|-------|-------|----|---|-------|----|---------------------------------|--|
| site |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) |) | |
| Medical marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | X | X | P(38) | X | | |
| Recreational marijuana processor | X | X | X | X | X | X | C(38) | X | X | P(37) | P(37) | P(37) | P(37) | P(37) | X | X | X | X | X | | |
| Recreational marijuana producer(indoor) | X | X | X | X | X | X | X | X | X | P | P | P | P | P | X | X | X | X | X | | |
| Recreational marijuana producer(outdoor) | X | X | X | X | X | X | X | X | X | C | C | C | C | C | X | X | X | X | X | | |
| Recreational marijuana retailer | X | X | X | X | X | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | P(38)/(39)/(40) | X | X | X | X | X | X | X | X | X | X | | |
| Recreational marijuana wholesaler | X | X | X | X | X | X | C(31)/(38) | X | X | P(38) | P(38) | P(38) | P(38) | P(38) | X | X | X | P(38) | X | | |
| Marijuana laboratories | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | X | P | X | X | | |
| Marijuana research certificate | X | X | X | X | X | P | P | P | P | P | P | P | P | P | P | X | P | X | X | | |

[...]

Notes.

[...]

(11): Must be located above ground floor commercial uses. The units must be located on the same lot as another use permitted or conditionally

permitted in the C-4 district and may not occupy the first-floor storefront area (the portion of the building closest to the primary street). There shall be no density limitation. Parking shall be provided for all new dwelling units in private parking areas or garages on the basis of a maximum of one parking space for each dwelling unit.

Chapter 15.352 RIVERFRONT (RFRD) OVERLAY SUBDISTRICT

15.352.010 Purpose.

The purpose of the ~~R~~Riverfront ~~o~~Overlay ~~S~~Subdistrict is to ~~provide for~~ create a unique identity ~~for the riverfront area because of~~ based on the district's special character as a result of its proximity to the Willamette River. The ~~R~~Riverfront ~~o~~Overlay ~~S~~Subdistrict is also intended to encourage access to and enjoyment of the Willamette River and to protect and enhance views of ~~the river and connections to the river.~~ Specific building design standards for commercial, ~~and residential, and industrial~~ buildings, streetscapes, and parking within the ~~R~~Riverfront ~~o~~Overlay ~~S~~Subdistrict are included to achieve development that is consistent with the vision identified in the ~~riverfront master plan~~ 2019 Riverfront Master Plan. This vision includes, but is not limited to, attractive pedestrian-oriented streets, ~~small-scale businesses, a connected network of streets and pedestrian ways, and cohesive residential neighborhoods;~~ an integrated mix of residential, commercial and industrial development; preservation of natural spaces along the riverfront; a network of off-street paths and trails; and space for large group activities such as concerts, cultural gatherings, or sporting events.
~~Cross-reference:~~ For Newberg Riverfront Master Plan—Proposed Newberg Zoning map, see Appendix B, Map 5.

15.352.020 Where these regulations apply.

The regulations of the chapter apply to the portion of any lot or development site which is within an ~~RFRD~~ RFRD ~~o~~Overlay ~~s~~Subdistrict. The delineation of the ~~RFRD~~ RFRD ~~o~~Overlay ~~s~~Subdistrict is described by boundary lines delineated on the City of Newberg zoning map indicated with an ~~RFRD~~ RFRD symbol.

15.352.030 The ~~R~~Riverfront ~~p~~Plan general provisions.

A. ~~Report Adopted-Accepted.~~ The 2019 Newberg Riverfront Master Plan Final Report, dated X June 29, 2001, is adopted by reference was accepted by the City Council on September 16, 2019 (Resolution No. 2019-3596). The development standards listed in this chapter shall take precedence over those listed in the report. If ambiguity exists, this code shall govern.

B. Permitted Uses and Conditional Uses. The permitted and conditional uses allowed under the ~~RFRD~~ RFRD ~~o~~Overlay ~~s~~Subdistrict shall be the same as those uses permitted in the base zoning districts, subject to the provisions of 15.352.030(I).

C. Street, Bike Path, and Pedestrian Walkway Standards. All development improvements shall comply with standards contained in the ~~circulation and transportation element of the~~ 2019 Newberg Riverfront Master Plan.

D. View Corridors. ~~Designated~~ Key views of the Willamette River shall be protected. Key views include the view from the top of the bluff ~~on parcel 12 as noted in Figure 2 of the riverfront master plan,~~ on the south side of the intersection of E Fourteenth Street and S River Street, and the view from the top of the bluff south of E Fourteenth Street generally between S College and S River

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Streets, and the view from the riverbank near the barge tie-up facility. These key views shall be protected as follows:

1. Any development on ~~parcel 12 as noted in Figure 2 of the riverfront master plan~~ the south side of the intersection of E Fourteenth Street and S River Street, E Fourteenth Street and S College Street, and NE Waterfront Street shall provide a public viewing area accessible from E Fourteenth Street and NE Waterfront Street that allows views from the top of the bluff to the river. Any viewing area at this location ~~shall~~ may be connected to the public esplanade or the E Fourteenth Street public sidewalk.

2. Development along the bluff on ~~parcels 14, 15, and 16 as noted in Figure 2 of the riverfront master plan~~ south of E Fourteenth Street and NE Waterfront Street shall protect views of the river by providing a public esplanade with a public walkway ~~easement~~. Standards for the esplanade are ~~identified in the circulation and transportation element~~.

3. Development on the Riverfront Mill Site shall protect views of the river from the top of the bluff along the southern edge of the site, including at the northern terminus of the waterline bridge. Developments shall provide a public viewing area accessible from the future extension of E Fourteenth Street that allows views from the top of the bluff to the river and connect to a public sidewalk.

~~3. Development in the vicinity of the barge tie-up facility shall protect views of the river by providing a public viewing area near the bank of the river. A public viewing area in this location may be combined with the Willamette Greenway Trail that will run through this location.~~

4. Additional ~~important~~ key views of the Willamette River may be identified through the land use approval process. Additional views identified through the land use process may be protected through conditions of approval.

E. Significant Tree Grove. ~~The area containing the Oregon White Oaks within the significant tree grove located north of E Fourteenth Street and between S College and S River Streets shall be preserved, with the exception of removal necessary for a public infrastructure project or removal of trees deemed hazardous by a certified arborist.~~

F. Visual/Noise Buffer. ~~A visual/noise buffer shall be developed along River Street in such a manner as to:~~

~~1. Promote the protection of SP Newsprint, or current owner of paper mill, from uses that may complain against or otherwise hinder the operation of this important industrial facility due to visual and noise impacts; and~~

~~2. Enhance the vitality and qualities of the land uses within the Newberg riverfront;~~

~~3. Hardscape designs such as sound walls and similar barriers should only be located on the east-~~

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~~side of River Street. Buffers located on the west side of River Street shall be designed in such a manner as to serve as a gateway to invite and attract people into the riverfront area.~~

GE. Separate Rail Traffic from Other Modes. Major Transportation improvements to collector and arterial streets shall be designed with considerations intended to separate rail traffic from other modes of transportation mitigate conflicts between rail traffic and other modes such as at-grade rail crossings.

HG. Esplanade Development. Prior to the development of the riverfront esplanade, a slope stability and flood study shall be performed.

H. Limits to the Floor Area of Commercial and Office Development within the M-E/RD Subdistrict. Within the ME/RD Subdistrict, limits to total floor area shall be imposed in order to (a) preserve the predominantly employment-focused nature of the district east of S River Street and (b) limit traffic impacts of development within the M-E/RD subdistrict on nearby intersections, as identified in the 2019 Riverfront Master Plan and its Transportation Planning Rule (TPR) findings. The limits are as follows.

1. Commercial Retail Development. Within the M-E/RD Subdistrict, the total combined floor area for development within the categories of Commercial Sales and Rental Uses, Eating and Drinking Establishments, Commercial Services, and Commercial Recreation shall not exceed 60,000 SF.

2. Commercial Office Development. Within the M-E/RD Subdistrict, the total combined floor area for development in the category of Commercial Office shall not exceed 60,000 SF.

15.352.040 Commercial design standards.

[...]

D. Building Maximum Square Footage Requirements. Except as otherwise may be approved through a conditional use permit, the ground floor of buildings shall not exceed ~~7,500~~ 15,000 square feet.

[...]

I. Screening.

[...]

2. Roof-Mounted Mechanical Equipment. All roof-mounted mechanical equipment, including satellite dishes and other communication equipment (e.g., air conditioning, heating, ventilation ducts and exhaust vents, swimming pool and spa pumps and filters, transformers and generators, communications equipment, and similar equipment, excluding solar panels), must be screened from public view in one of the following ways. Solar energy systems and heating panels are

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exempt from this standard:

- a. A parapet as tall as the tallest part of the equipment;
- b. A screen around the equipment that is as tall as the tallest part of the equipment; or
- c. The equipment is set back from the street-facing perimeters of the building three feet for each foot of height of the equipment.
- d. The review body may allow exemptions for equipment that contributes to the architectural design of the structure, such as piping in a brewery.

[...]

J. Building Design.

1. Building Height. Maximum building height ~~north of Fourteenth Street~~ in the C-4 zone in the Riverfront Overlay Subdistrict is 45 feet. Maximum building height ~~south of Fourteenth Street~~ in the C-1 zone in the Riverfront Overlay Subdistrict is 30 feet. Minimum building height for all commercial zones in the Riverfront Overlay Subdistrict is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

[...]

5. Ground-Floor Windows. Exterior walls on the ground level which face a street lot line or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, window sills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. See Figure 25.

[...]

15.352.050 Residential design standards.

[...]

~~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.~~

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~~1. For multifamily or attached housing, each dwelling unit shall be emphasized by providing a unique element on the street-facing elevation. Examples of such elements include roof dormers, roof gables, bay windows, porches, and balconies.~~

~~2. Each dwelling unit with windows facing the street frontage shall also have an exterior entrance on the street-facing elevation. Dwelling units on the corner of an intersection shall only be required to meet this standard on one street-facing elevation.~~

~~3. Individual units shall be articulated either with a change in roof line or in building plane at an interval of no more than 40 feet. Roof line offsets shall be a minimum four-foot variation vertically as measured from the gutter line. Gable ends facing the street shall be considered to provide a roof line offset. Building plane offsets shall be a minimum of three feet.~~

~~4. For multifamily dwellings and all nonresidential structures in residential districts, at least two of the following design features must be provided:~~

~~a. Covered front porch at least six feet in width and length for each individual unit that faces a public street. If a covered front porch is provided to serve two or more units, the porch must provide not less than 30 square feet of area for each unit served within a single building and have a minimum width of six feet.~~

~~b. Eaves (minimum 12-inch overhang).~~

~~c. Bay or bow windows.~~

~~d. Dormers.~~

~~e. Window shutters.~~

~~f. Cupolas.~~

~~g. Horizontal lap siding.~~

~~5. T1-11 and all other wood-based "full-sheet" or panel-type siding is prohibited on elevations visible from public rights-of-way.~~

CB. Standards for Garage Doors and Parking in Residential Zones.

1. Garage Location. All residential structures shall have a pedestrian entrance facing the street. When parking is provided in a garage attached to the primary structure, and garage doors face a street, the following standards must be met:

a. The garage must not be more than 40 percent of the length of the street-facing facade or 12

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feet wide, whichever is greater.

b. The front of the garage can be no closer to the front lot line than the front facade of the house.

c. Individual garage doors may be no more than 90 square feet in area for a single-car garage or 180 square feet in area for a two-car garage.

d. There may be no more than two individual garage doors located side by side without being separated by a space not less than 20 feet.

[...]

15.352.060 Mixed Employment design standards for commercial development.

A. General. The Mixed Employment (M-E) design standards for commercial development apply to any commercial uses located within the M-E zoning district within the Riverfront Overlay Subdistrict, including retail, commercial offices, sales, and commercial services. These standards are in addition to the standards and requirements of the Newberg Development Code. The development standards listed in this chapter shall take precedence over those listed elsewhere in this code.

B. Minimum Lot Size. There is no minimum lot size required, provided the other standards of this code can be met.

C. Lot Coverage. There is no maximum lot coverage.

D. Building Ground Floor Maximum Square Footage Requirements. Except as otherwise may be approved through a conditional use permit, the ground floor of buildings shall not exceed 20,000 square feet.

E. Setbacks.

1. Minimum. No minimum setbacks are required.

2. Maximum.

a. The maximum front yard setback shall be 10 feet for at least 50 percent of the length of the street-facing lot line. A building must be constructed within 10 feet of the street-facing lot line for at least 50 percent of the length of the street-facing lot line. If the development is on a corner lot, this standard applies to both street frontages.

b. The maximum front yard setback may be increased to 20 feet if the following criteria are met:

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i. Landscaping or a hard-surfaced expansion of the pedestrian path is provided between the front of the building and the sidewalk.

ii. For each 100 square feet of hard-surfaced area between the building and the street lot line, at least one of the following amenities must be provided:

(A) A bench or other seating that will accommodate at least three people.

(B) A tree with a minimum caliper of two and one-half inches.

(C) A landscape planter not less than 20 square feet in area.

(D) A drinking fountain.

(C) Similar pedestrian-scale amenities.

F. Vision Clearance. Development shall comply with NMC 15.410.060.

G. Signs. Signs shall comply with NMC 15.435.

H. Parking.

1. Off-Street Parking Lots. Within a development site, parking is not permitted between a building and a public street. Parking must be located to the side or rear of buildings.

2. Corner Lots. Parking may be located no closer than 40 feet from the intersection of two public streets.

3. Minimum Required Off-Street Parking. The minimum number of required off-street parking spaces is described in NMC 15.440.030.

4. Off-Site Parking. Required off-street parking is permitted to be located off-site, as long as the off-street parking is located within 400 feet of the development site. Off-site parking is subject the requirements to NMC 15.440.050(B).

5. Shared Parking. Shared parking facilities shall be exempt from setback and building square footage requirements, provided the parking facility does not abut E Fourteenth Street. An intervening building must be provided between E Fourteenth Street and the parking facility, or the parking facility must be set back a minimum of 40 feet from E Fourteenth Street. Accessways to E Fourteenth Street are permitted.

6. Bicycle Parking. Two bicycle parking spaces, or one per 5,000 square feet of building area, must be provided, whichever is greater.

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7. Loading. Except as permitted in this subsection, loading areas shall be set back at least 10 feet from property lines and screened from the street and neighboring properties. Loading areas that are directly visible from the street or neighboring properties shall be screened using one of the following ways:

a. The loading area shall be incorporated into the building design and located internally to the building, with a door to the exterior.

b. The loading area shall be screened by a hedge, fence, or wall at least six feet in height. A hedge must be 95 percent opaque year-round. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted as a form of screening loading areas.

I. Screening.

1. Refuse and Recycling. Refuse collection containers (dumpsters) and recycling areas shall be screened from the street and neighboring properties. Trash receptacles for pedestrian use are exempt from this requirement. One of the following standards must be met for refuse collection screening:

a. Refuse collection and recycling areas may be screened by being located completely within a building.

b. If located outside of a building, refuse collection and recycling areas must be located within an enclosure at least six feet in height. The enclosure shall be a sight-obscuring masonry wall or nonflammable sight-obscuring fence. The material selected for the enclosure must be consistent with the building materials permitted on the surrounding buildings. Slatted chain link fencing is not permitted.

2. Roof-Mounted Mechanical Equipment. All roof-mounted mechanical equipment (e.g., air conditioning, heating, ventilation ducts and exhaust vents, swimming pool and spa pumps and filters, transformers and generators, communications equipment, and similar equipment, excluding solar panels), must be screened from public view in one of the following ways:

a. A parapet as tall as the tallest part of the equipment;

b. A screen around the equipment that is as tall as the tallest part of the equipment; or

c. The equipment is set back from the street-facing perimeters of the building three feet for each foot of height of the equipment.

d. The review body may allow exemptions for equipment that contributes to the architectural design of the structure, such as piping in a brewery.

3. Ground-Mounted Equipment. Mechanical equipment on the ground must be screened from

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view by walls, fences, or vegetation as tall as the tallest part of the equipment. Any vegetation must be 95 percent opaque year-round. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted.

J. Building Design.

1. Building Height. Maximum building height is 45 feet. Minimum building height is 16 feet on the exterior elevation, and a parapet can be included in the measurement.

2. Building Facades. Facades shall be varied and articulated to provide visual interest to pedestrians.

a. Building facades shall extend no more than 30 feet without providing a variation in building material or building offsets. Building offsets must articulate at least two feet.

b. Building facades shall be articulated into planes of 500 square feet or less either by setting part of the facade back at least two feet from the rest of the facade, or by the use of fascias, canopies, arcades, windows, breaks in relief, or other similar features.

c. Buildings must include changes in relief on a minimum of 10 percent (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, setbacks of at least two feet, canopies, awnings, projecting window features, or porticos.

3. Building Length. Building length shall not exceed 400 feet without a pedestrian connection through the building or between buildings. This is applicable to both a single building and to a group of individual buildings connected by common walls.

4. Building Materials. Exterior building materials shall convey an impression of durability.

a. Masonry, stone, stucco, and wood are permitted as the primary material for exterior appearance. Metal is not permitted as a primary exterior building material but may be used as an accent or awning.

b. Where concrete masonry units (concrete block) are used for exterior finish, decorative patterns must be used, such as split-face concrete block or by incorporating layering or patterns.

c. Where brick, rusticated concrete block, or stone masonry is used as a veneer material, it must be at least two and one-half inches thick. Brick and stone street-facing facades shall return at least 18 inches around exposed side walls.

d. Wood or wood-look siding must be lap siding, board and batten, shingle siding or channel siding and is not permitted to be applied in a diagonal or herringbone pattern. T1-11 and all other wood-based "full sheet" or panel-type siding is prohibited. Lap siding, shingles, and

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shakes shall be exposed a maximum of six inches to the weather. In board and batten siding, battens shall be spaced a maximum of eight inches on center.

e. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be used for trim or accent colors but are not permitted as primary wall colors.

5. Ground-Floor Windows. Exterior walls on the ground level which face a street or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, windowsills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. See Figure 25.

6. Window Glazing. Any windows facing public rights-of-way on the ground floor shall have clear glazing. Restroom windows are exempt from this requirement. On any floor, tinted or reflective glass shall not be visible from public rights-of-way, other than ornamental stained-glass windows.

7. Main Building Entrance. The main building entrance shall connect to adjacent public rights-of-way with a paved concrete walkway at least six feet in width. For buildings with more than one major entrance, only one entrance is required to meet the main building entrance standard. The walkway must not be more than 120 percent or 20 feet longer than the straight-line distance between the entrance and the closest improved right-of-way, whichever is less.

K. Landscaping. Where 100 percent of a lot is covered by a building, no landscaping is required.

1. All setback areas and lands not otherwise developed shall be landscaped. Courtyards, plazas and pedestrian walkways, esplanades and natural riparian vegetation are considered to be landscaping.

2. Parking Lot Landscaping. In addition to other Newberg development code standards for interior parking lot landscaping, special screening standards shall apply to parking lots. Parking areas shall be screened from neighboring properties and public rights-of-way. Perimeter landscaping at least five feet in width shall be provided. The following standards must be met for the perimeter landscaping areas:

a. Enough low shrubs to provide a continuous screen at least three feet high and 95 percent opaque year-round.

b. One tree per 30 linear feet or enough trees to provide a tree canopy over the landscaped area.

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c. Ground cover plants, perennials, or shrubs must fully cover the remainder of the landscaped area.

d. A three-foot-high masonry wall may substitute for the shrubs, but trees and ground cover at the above-cited rates are still required.

L. Outdoor Storage and Display.

1. Outdoor Storage. Outdoor storage of merchandise or materials directly or indirectly related to a business is prohibited.

2. Outdoor Display. Outdoor display of merchandise is permitted during business hours only. A minimum pedestrian walkway of six-foot clear width must be maintained at all times.

M. Industrial Development. Industrial developments located in the Mixed Employment (M-E) zoning district within the Riverfront Overlay Subdistrict shall comply with the standards in NMC 15.220 of the Newberg Development Code.

15.352.070 Mixed Employment design standards for industrial development.

G.

H. A. General. Industrial developments located within the M-E zoning district within the Riverfront Overlay Subdistrict shall comply with the standards in Section NMC 15.220.

I.

Division 15.400 DEVELOPMENT STANDARDS

Chapter 15.405 LOT REQUIREMENTS

15.405.010 Lot area – Lot areas per dwelling unit.

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

[...]

4. In the M-1, M-2 ~~and~~ M-3, and M-E districts, each lot or development site shall have a minimum area of 20,000 square feet.

[...]

6. Within the commercial and mixed employment zoning district(s) of the ~~R~~iverfront ~~O~~verlay ~~S~~ubdistrict; there is no minimum lot size required; provided the other standards of this code can be met.

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[...]

Chapter 15.410 YARD SETBACK REQUIREMENTS

[...]

15.410.020 Front yard setback.

[...]

E. Mixed Employment. All lots or development sites in the M-E district shall have no minimum front yard requirements. The maximum allowable front yard shall be 10 feet. No parking shall be allowed in said yard. Said yard shall be landscaped and maintained. Lots or development sites within the Riverfront Overlay Subdistrict will comply with the front yard requirements described in NMC 15.352.060(E).

[...]

15.410.030 Interior yard setback.

[...]

C. Industrial and Mixed Employment. All lots or development sites in the AI, M-1, M-2, M-3, and M-4, and M-E districts shall have no interior yards where said lots or development sites abut property lines of commercially or industrially zoned property. When interior lot lines of said districts are common with property zoned residentially, interior yards of not less than 10 feet shall be required opposite the residential districts.

[...]

15.410.070 Yard exceptions and permitted intrusions into required yard setbacks.

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

[...]

D. Fences and Walls.

[...]

2. In any commercial, ~~or~~ industrial, or mixed employment district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

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a. Not to exceed eight feet in height. Located or maintained in any interior yard except where the requirements of vision clearance apply. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of an eight-foot fence on the property line.

b. Not to exceed four feet in height. Located or maintained within all other front yards.

[...]

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

[...]

3. In any commercial or industrial district, except C-1, C-4, and M-1, and M-E, public or private parking areas or parking spaces shall be permitted in any required yard (see NMC 15.410.030). Parking requirements in the C-4 district and the M-E district within the Riverfront Overlay Subdistrict are described in NMC 15.352.040(H).

[...]

Chapter 15.415 BUILDING AND SITE DESIGN STANDARDS

15.415.020 Building height limitation.

[...]

B. Commercial, and Industrial, and Mixed Employment.

[...]

2. In the AI, C-2, C-3, M-E, M-1, M-2, and M-3 districts there is no building height limitation, except, where said districts abut upon a residential district, the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 50 feet from the abutting boundary.

3. In the C-4 district, building height limitation is described in NMC 15.352.040(J)(1).

4. In the M-E district within the Riverfront Overlay Subdistrict, building height limitation is described in NMC 15.352.060.

Appendix A: Figures

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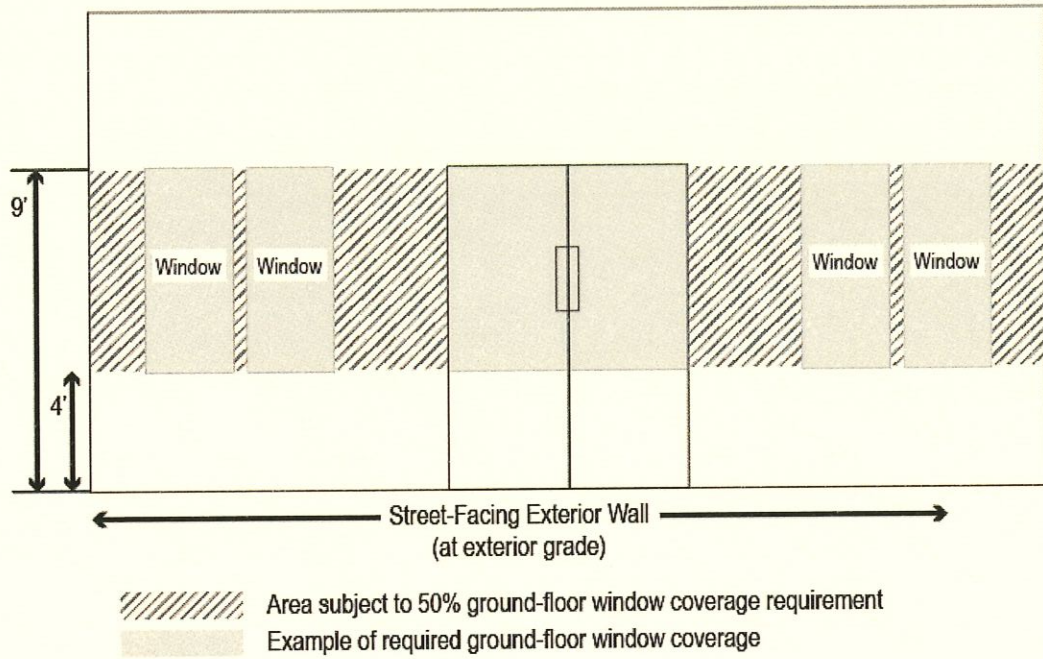
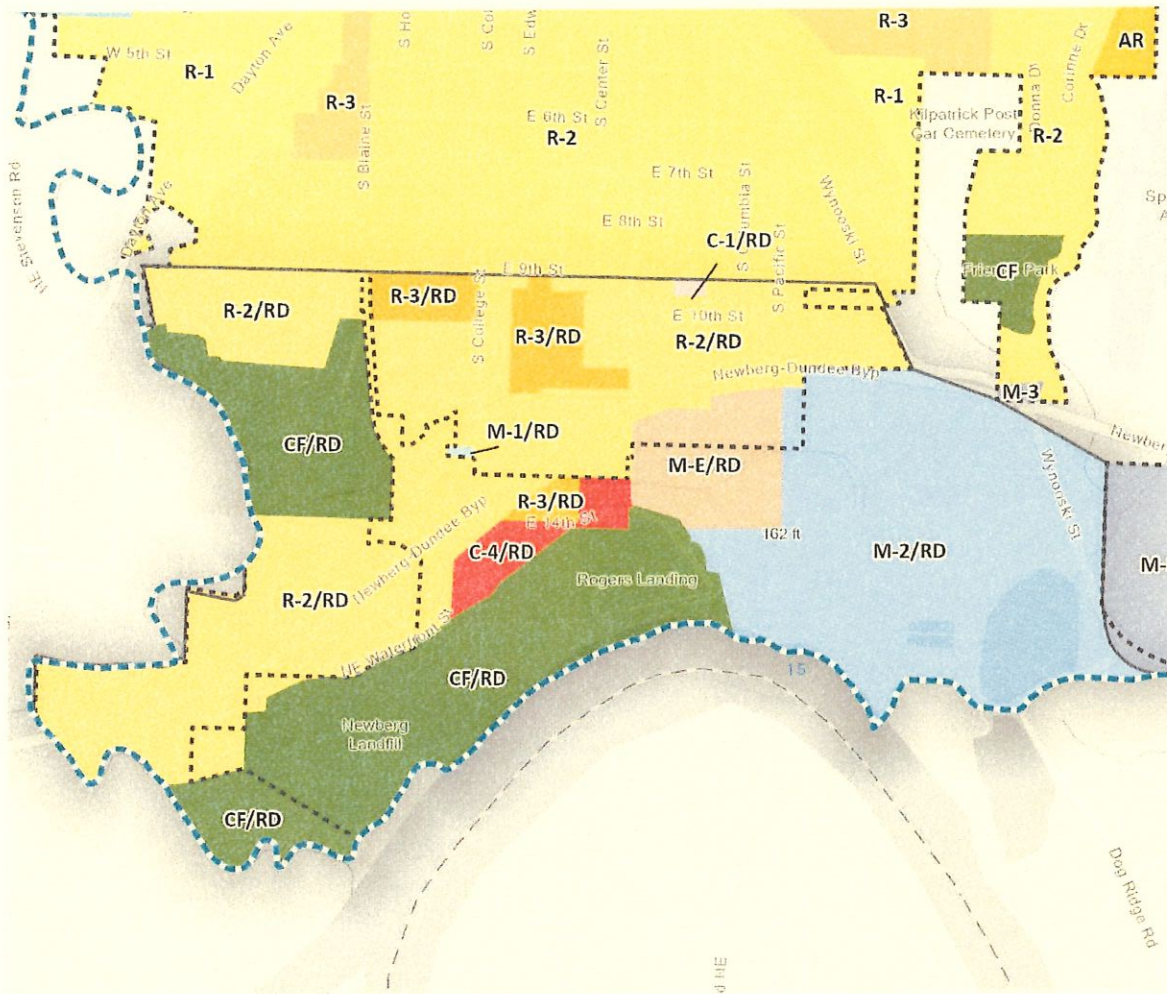


Figure 25. Ground Floor Window Coverage

Appendix B: Maps

Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning

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2019 RIVERFRONT MASTER PLAN

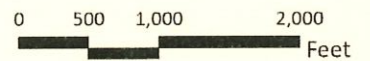
Proposed Zoning

- M-1/RD
- C-1/RD
- C-4/RD
- M-E/RD
- R-3/RD
- CF Community Facility
- CF/RD Community Facility - Riverfront District
- AI Airport Industrial District
- M-2 Light Industrial District
- M-2/RD
- M-3 Heavy Industrial District
- R-1 Low Density Residential
- R-2 Medium Density Residential
- R-2/RD Medium Density Residential - Riverfront District
- R-3 High Density Residential
- AR Airport Residential

- City Limits
- Urban Growth Boundary

Riverfront District Boundary

8/25/2020



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Z:\MISC\WPS\FILES\FILES\CPTA (Comp Plan TXT Amendment)\2020\CPTA20-0001 Riverfront Master Plan Implementation (see CPMA20-0002)\Planning Comission\CPTA20-0001 CPMA20-0002 DCA20-0001 ZMA20-0002 Staff Report to PC 10-08-20.doc

Exhibit “B” to Planning Commission Resolution 2020-358
Findings - Comprehensive Plan and Map, and Development Code and Zoning Map
Amendments – File CPTA20-0001/CPMA20-0002/DCA20-0001/ZMA20-0002
Newberg Riverfront Master Plan Implementation

APPROVAL CRITERIA

A. Statewide Planning Goals (the “Goals”)

GOAL 1: CITIZEN INVOLVEMENT

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

Finding: The Newberg Riverfront Master Plan planning process began in early spring 2018 and concluded in summer 2019. The planning process has been shaped and guided by the community through in-person and online input, and it included an extensive public involvement component. The outreach process built on the City’s existing network of community groups, including youth groups, schools, senior centers, Rotary Club, Hispanic/Latino community groups, and local advocacy groups. The overall process was guided by two advisory committees: a Technical Advisory Committee (TAC); and a Citizens Advisory Committee (CAC). The Planning Commission and City Council were also involved at key points throughout the planning process. This vision was ultimately cultivated by community members, with guidance from advisory committees and the project team. Newberg residents shared their aspirations for a socially, environmentally, and economically thriving riverfront area with a diversity of uses, public access to the river, a transportation network connecting the riverfront to Newberg’s downtown, and an extensive network of trails.

This application is subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with this Goal. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation.

GOAL 2: LAND USE PLANNING

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

Finding: This Goal requires that land use decisions 1) have an adequate factual base, 2) consider alternatives, and 3) include implementation measures that are consistent with and adequate to carry out Comprehensive Plan policies and land use designations. Development of the 2019 Riverfront Master Plan was based on an adequate factual base as documented in the Plan. Alternative land use arrangements were considered and a Preferred Alternative selected. Implementation measures

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proposed are consistent with and adequate to carry out Comprehensive Plan policies and designations, as noted in these findings. The proposed amendments to the Comprehensive Plan and Newberg Municipal Code comply with Goal 2.

GOAL 3: AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

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

GOAL 4: FOREST LANDS

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

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

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

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

Finding: The proposed amendments will not negatively impact inventoried Goal 5 resources because the amendments do not change protections that already exist in the Newberg Municipal Code to protect these resources. Newberg has an acknowledged Stream Corridor designation, inventoried historic resources, and identified open spaces in compliance with Goal 5. This proposal works within those parameters, will carry them forward within the Riverfront Master Plan boundary, and will comply with Goal 5.

At the heart of the 2019 Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg. The Master Plan Envisions:

- Regional trail connections both up- and down-river that take advantage of Newberg's natural geography and scenic views;
- Preserved natural areas around stream corridors that protect and enhance watershed health;
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river's location in the city;
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities;
- Space for large group activities, such as concerts, cultural gatherings, or sporting events;
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces;

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- A mix of open and covered spaces that provide opportunities for year-round activities; and
- A well-known destination that draws people from throughout the City and the region to Newberg's riverfront.

GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

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

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. Protections are already in place for air, water, and land resource quality. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with Goal 6.

GOAL 7: AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. This proposal does not modify the City's natural hazards requirements such as flood plain areas. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with Goal 7.

The Riverfront Area is roughly 460 acres in total, but it contains numerous natural and manmade features that limit development and connectivity to other areas. These unbuildable areas are shown in Figure 2 in the Master Plan. Steep slopes, stream corridors, and floodplains associated with the Willamette River, Chehalem Creek, and Hess Creek surround the area. Phase 1 of the Newberg-Dundee Bypass bisects the area, and ODOT has acquired right-of-way for a future expansion of the roadway that would double its width. There are also two large parks in the area (Ewing Young Park and Roger's Landing). A closed Yamhill County landfill and the Riverfront Industrial Site represent large areas that may be available for certain uses in the future.

GOAL 8: RECREATIONAL NEEDS

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

Finding: Newberg has an acknowledged comprehensive plan that complies with this goal. The Chehalem Park and Recreation District (CPRD) is the lead on developing recreation areas within the Newberg Urban Growth Boundary. CPRD owns Ewing Young Park and Scott Leavitt Park located within the Riverfront Master Plan boundary. This proposal does not impede CPRD's ability to plan and implement recreation areas. Yamhill County operates Rogers Landing Park for water recreation access to the Willamette River. The Riverfront Master Plan identifies park and open space along the Willamette River for future recreational purposes that are identified by the proposed Comprehensive Plan Ma changes. This proposal does not propose any destination resorts. Goal 8 compliance is met.

GOAL 9: ECONOMIC DEVELOPMENT

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

Finding: The Newberg Economic Development Strategy identifies economic prosperity as a need for the community. The proposal would provide for additional commercial and industrial development for the growing Newberg population base and growing economy.

The Riverfront Master Plan implementation steps (amendments) include modifying existing zoning standards to encourage more mixed-use development opportunities and to enhance urban design features within the area. The Plan also recognizes and protects existing industrial uses within the area and incorporates these uses in the Plan. Goal 9 compliance is met.

GOAL 10: HOUSING

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

Finding: Efficient development of residentially zoned land located within the City can provide the opportunity for additional housing to meet the needs of the citizens of Newberg.

The proposed Comprehensive Plan and Development Code amendments create the opportunity for a mix of housing types within the Riverfront Master Plan area. This will provide flexibility to accommodate a variety of housing types including those that can be utilized for affordable housing and rental housing and complies with the goal.

Amending the Comprehensive Plan Map, Zoning Map, and Development Code to reflect the intent of the Riverfront Master Plan includes the following code elements:

- Riverfront Commercial
- Mixed Employment
- Community Facilities
- Residential (R-2 & R-3)
- Implementation and regulation of the Riverfront Subdistrict Overlay design and development standards.

The proposal will assist in meeting housing density targets and complies with Goal 10.

GOAL 11: PUBLIC FACILITIES AND SERVICES

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

Finding: Newberg has acknowledged public facilities plans covering water, wastewater, transportation and stormwater. The Riverfront Master Plan identifies needed public facilities to support future development of the area. New public infrastructure will need to be extended to the planning area. The Master Plan identifies an Action Plan to incrementally provide the necessary public infrastructure improvements as development occurs. The Action Plan also notes where

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opportunities may exist for public / private partnerships to fund certain improvements.

In parallel with the Riverfront Comprehensive Plan and Map, and Development Code and Zoning Changes the City is updating its water, wastewater, transportation and stormwater master plans to be in alignment with the Riverfront Master Plan. These amendments will be brought forward for City Council consideration in the winter of 2020.

The proposal complies with Goal 11.

GOAL 12: TRANSPORTATION

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

Finding: A key goal of the Riverfront Master Plan is increased connectivity throughout the Riverfront Master Plan area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City's Capital Improvement Plan (CIP) and/or other funding plans, and construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those transportation systems not currently assigned a project number. Some projects were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates concluded that, with certain improvements and mitigation steps, compliance with Goal 12 can be achieved. The TSP update will be brought forward for City Council consideration in the winter of 2020.

GOAL 13: ENERGY CONSERVATION

To conserve energy.

Finding: Implementation of the Master Plan will assist the City's efforts to have a compact urban form for residential, commercial, and industrial development and as a result assists in conserving energy through an efficient land use pattern. The proposal complies with the goal and policy.

GOAL 14: URBANIZATION

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

Finding: The proposed amendments do not include an expansion of the Urban Growth Boundary. The Riverfront Master Plan area is within the City's Urban Growth Boundary (UGB). However, much of the area still needs to annex into the City Limits. Annexation of these properties will be critical to providing needed infrastructure and realizing the development vision for the planning area. The City has initiated discussions with property owners regarding annexation steps and timing. Implementation of the Master Plan will ensure the efficient use of the land within the Urban Growth Boundary for the projected population and employment opportunities within the City and meets the

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goal.

GOAL 15: WILLAMETTE RIVER GREENWAY

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

Finding: The Riverfront Master Plan has been designed to take advantage of its location along the Willamette River. The Riverfront Master Plan Area currently hosts a vibrant and robust combination of many of the City's amenities, including parks, open spaces, trails, and several other community assets. Moreover, the area's unique geography—situated along the Willamette River and close proximity to residential areas and downtown—helps lend itself to being a central pillar to the City's identity. Given the amount of redevelopment opportunities and vacant land on the Riverfront are, the opportunity to strengthen one of Newberg's cherished areas is ripe.

At the heart of the Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg. The Master Plan Envisions:

- Regional trail connections both up- and down-river that take advantage of Newberg's natural geography and scenic views
- Preserved natural areas around stream corridors that protect and enhance watershed health
- A place that connects visitors and residents to the history of this working waterfront and preserves historic infrastructure as a unique identifier of the river's location in the city
- Recreation activities that are accessible by various transportation modes and designed for people of varying ages and abilities
- Space for large group activities, such as concerts, cultural gatherings, or sporting events
- A mix of uses that seamlessly integrates residential, commercial, and industrial development while preserving natural spaces
- A mix of open and covered spaces that provide opportunities for year-round activities
- A well-known destination that draws people from throughout the City and the region to Newberg's riverfront

The proposed amendments do not impact the Willamette River Greenway protections already established by the Newberg Comprehensive Plan and development regulations. These protections will guide future growth and improvements within the greenway area.

B. Newberg Comprehensive Plan

II. GOALS AND POLICIES

A. CITIZEN INVOLVEMENT

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

Finding: These amendments are subject to the Type IV Legislative process, which requires public notification and public hearings before the Planning Commission and the City Council. This process has been established by the City and determined to be consistent with Goal I of the Oregon Statewide Planning Goals. The public hearing notice of the action and decision, and the hearings on this case before the Planning Commission and the City Council are all recognized as opportunities for citizen participation. The proposal complies with the goal.

B. LAND USE PLANNING

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

Finding: Development of the 2019 Riverfront Master Plan was based on an adequate factual base as documented in the Plan. Alternative land use arrangements were considered, and a Preferred Alternative was selected. Implementation measures proposed are consistent with and adequate to carry out relevant Comprehensive Plan policies and intended types of development for land use designations as noted in these findings, including the protection of natural and cultural resources. The proposed amendments to the Comprehensive Plan and Newberg Municipal Code comply with this goal.

C. AGRICULTURAL LANDS

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

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

D. WOODED AREAS

GOAL: To retain and protect wooded areas.

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

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

Finding: Newberg has an acknowledged Comprehensive Plan that complies with this goal and

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policy. Protections are in place for air, water and land resource quality. This proposal works within those parameters and will carry them forward within the Riverfront Master Plan boundary and will comply with this goal.

F. AREAS SUBJECT TO NATURAL HAZARDS

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

Finding: Not applicable because the proposal does not modify policies or regulations related to natural hazard areas such as floodplains or landslide areas.

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

GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.
2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.
3. To protect, conserve, enhance and maintain the Willamette River Greenway.

Finding: At the heart of the 2019 Riverfront Master Plan is solidifying the connection of the Willamette River waterfront to the City of Newberg through the provision of public open space. Changes in the Newberg Comprehensive Plan Land Use Map recommended by the 2019 Riverfront Master Plan create a continuous stretch of dedicated open space adjacent to the Willamette River. These changes ensure that adequate land is retained for park uses for existing and future residents as well as visitors, and that existing natural resources and the Willamette River Greenway are protected. The plan also envisions regional trail connections connecting Newberg's parks and nearby regional destinations, as well as a new park that takes advantage of the open space beneath the Newberg-Dundee Bypass to provide a covered recreation space for residents and visitors alike. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with these goals.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

Finding: The 2019 Riverfront Master Plan proposal envisions the riverfront as an economically thriving area with a mix of residential, commercial, industrial, and employment uses and enhanced transportation connections between the riverfront and Newberg's downtown. The proposed changes to the Comprehensive Plan Land Use Map includes increased medium- and high-density areas to provide more opportunities for affordable work-force housing. The plan also includes a new mixed use area on the Riverfront Mill Site that is intended to provide a flexible mix of light industrial and employment uses that will support the City's diverse employment opportunities. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with this goal.

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I. HOUSING

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

Finding: The preferred land use alternative for the 2019 Riverfront Master Plan recommends changes to the Newberg Comprehensive Plan Land Use Map that designates 180 acres of land for medium- and high-density residential uses in the core of the riverfront area to provide increased opportunities for diverse housing types at increased densities and affordable price points. The proposal also includes changes to housing policies to encourage housing as part of mixed use developments, as well as amendments to residential design standards in the Riverfront Overlay Subdistrict to reduce barriers to the development of missing middle and multifamily housing types. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with this goal.

J. URBAN DESIGN

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

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

Finding: The proposal includes amendments to the regulatory design standards urban design policies for the riverfront area to encourage urban design elements recommended in the 2019 Riverfront Master Plan such as wayfinding, gateway treatments, streetscape features, and building design elements that will help encourage a sense of place, support Newberg and the riverfront's unique character, and improve the livability and visual character of the City. The proposed amendments to the Newberg Comprehensive Plan and Map, and Development Code and Zoning Map comply with these goals.

K. TRANSPORTATION

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

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

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

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

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

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

GOAL 7: Minimize the capital improvement and community costs to implement the transportation plan.

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

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

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

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

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

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

GOAL 14: Coordinate with Yamhill County Transit Area.

GOAL 15: Implement Transit-Supportive Improvements.

Finding: A significant goal of the project is increased connectivity throughout the 2019 Riverfront Master Plan area and improved connections between the riverfront area and downtown Newberg. This proposal also includes a policy to explore the development of a trolley system along the existing rail line in the riverfront area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City's Capital Improvement Plan (CIP) and/or other funding plans, and construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those not currently assigned a project number. Some projects and amendments to commercial floor area in mixed use designations were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates (Appendix H of the 2019 Riverfront Master Plan) concluded that, with certain improvements and mitigation steps, compliance with statewide Goal 12 can be achieved. The proposal complies with this goal. The TSP update will be brought forward for City Council consideration in the winter of 2020.

L. PUBLIC FACILITIES AND SERVICES

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

Finding: Newberg has acknowledged public facilities plans covering water, wastewater, transportation, and stormwater. The Riverfront Master Plan identifies need public facilities to support future development of the area. New public infrastructure will need to be extended to the planning area. The Master Plan identifies an Action Plan to incrementally provide the necessary public infrastructure improvements as development occurs. The Action Plan also notes where opportunities may exist for public / private partnerships to fund certain improvements. The proposal complies with the goal.

M. ENERGY

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

Finding: The proposal will continue to assist the City's efforts to have a compact urban form for residential development and as a result assists in conserving energy through an efficient land use pattern. The proposal complies with the goal and policy.

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N. URBANIZATION

GOALS:

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

Finding: The proposed amendments do not include an expansion of the Urban Growth Boundary. The Master Plan area is within the City's Urban Growth Boundary (UGB). However, much of the area still needs to annex into the City Limits. Annexation of these properties will be critical to providing needed infrastructure and realizing the development vision for the planning area. The City has initiated discussions with property owners regarding annexation steps and timing. Implementation of the Master Plan will ensure the efficient use of the land within the Urban Growth Boundary for the projected population and employment opportunities within the City and meets the goals.

C. Newberg Municipal Code

Chapter 15.100 LAND USE PROCESSES AND PROCEDURES

15.100.060 Type IV procedure – Legislative.

A. Type IV Actions Are Legislative. The planning commission shall hold a public hearing and make a recommendation to the city council. The city council shall hold another public hearing and make a final decision.

B. Legislative actions include, but are not limited to:

1. Amendments to the Newberg comprehensive plan text;
2. Amendments to the Newberg development code;
3. The creation of any land use regulation.

C. The public hearing before the planning commission shall be held in accordance with the requirements of this code. Notice of a hearing on a legislative decision need not include a mailing to property owners or posting of property (refer to NMC 15.100.200 et seq.).

D. Interested persons may present evidence and testimony relevant to the proposal. If criteria are involved, the planning commission shall make findings for each of the applicable criteria.

E. The city council shall conduct a new hearing pursuant to this code. At the public hearing, the staff shall present the report of the planning commission and may provide other pertinent information. Interested persons shall be given the opportunity to present new testimony and information relevant to the proposal that was not heard before the planning commission.

F. To the extent that a finding of fact is required, the city council shall make a finding for each of the applicable criteria and in doing so may sustain or reverse a finding of the planning commission. In granting an approval, the city council may delete, add, or modify any of the provisions in the proposal or attach certain conditions beyond those warranted for the compliance with standards if the city council determines that the conditions are necessary to fulfill the approval criteria.

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G. The city council's decision shall become final upon the effective date of the ordinance or resolution.

Finding: Public hearings with the Planning Commission and the City Council will be required to finalize a decision regarding the application for the amendments to the Comprehensive Plan and Map, and Newberg Development Municipal Code and Zoning Map. This requirement can be met.

Chapter 15.302 DISTRICTS AND THEIR AMENDMENT

15.302.030 Procedures for comprehensive plan map and zoning map amendments.

This section describes the procedures and criteria that apply to any application to amend the land use designations identified on the comprehensive plan map, zoning map and land use regulations.

B. Type IV Plan and Zoning Map Amendments – Large Area of the City and Multiple Ownerships.

1. The city may initiate plan map amendments affecting large areas and multiple ownerships under the Type IV procedure. No public notice is required to initiate the amendment. Initiation must be done by resolution of the planning commission or city council. These map changes include those that have widespread and significant impact beyond the immediate area of change.

Finding: The City Council initiated the plan map amendment and zone change amendment on June 15, 2020 by Resolution No. 2020-3682. This action meets the requirement.

2. Amendment Criteria. The city must demonstrate:

a. The proposed change is consistent with and promotes the objectives of the Newberg comprehensive plan and this code;

Finding: The proposed changes promote the objects of the Comprehensive Plan and this code as addressed in the findings for compliance with Statewide Planning Goals and Newberg Comprehensive Plan Goals and Policies, and Findings for compliance with the Newberg Municipal Code (Title 15 Development Code). The proposed changes implement the Riverfront Master Plan as accepted by the City Council on September 16, 2019 by Resolution No. 2019-3596. This criterion is met.

b. There is a public need for a change of the kind in question;

Finding: The Riverfront Master Plan was accepted by the City Council on September 16, 2019. The City's adopted Comprehensive Plan includes several existing policies related to the Riverfront District, which was originally put into place by the 2002 Riverfront Master Plan. The 2019

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Riverfront Master Plan includes specific recommendations to update these policies to ensure that the Comprehensive Plan is consistent with and implements the current vision for the riverfront area. The specific Comprehensive Plan Amendments (1 – 14) noted above are the amendments to the Comprehensive Plan for City Council and Planning Commission consideration.

Newberg Development Code and Zoning Map - The City created the Riverfront Subdistrict (15.352) in 2002 with adoption of the 2002 Riverfront Master Plan. The subdistrict was intended to encourage access to the Willamette River and allow for specific design standards for development in the area. Implementation of the 2019 Riverfront Master Plan will include updating the existing Riverfront Subdistrict standards rather than developing entirely new code language. This approach will reduce the amount of new and unfamiliar material for the City to administer and minimize the number of changes to zoning designations on properties in the area. The specific Development Code Amendments (1 -8) noted above are the amendments to the Development Code Comprehensive Plan for City Council and Planning Commission consideration. These changes also amend the comprehensive plan map and zoning map for the riverfront area. The updated Comprehensive Plan Map and Zoning Map identify the recommended land use and zoning districts from the 2019 Riverfront Master Plan and will replace “Map 5. Newberg Riverfront Master Plan – Proposed Newberg Zoning” and update the Comprehensive Plan Map.

There is a demonstrated public need identified in the Riverfront Master Plan and as outlined in the findings of Exhibit “B” for the proposed Comprehensive Plan, Zoning Map, and land use regulations. This criterion is met.

c. The need will be best served by changing the classification of the particular piece of property in question as compared with other available property;

Finding: Not applicable because the Riverfront Master Plan area encompasses 460 acres of land and is made up of multiple properties. There is no other area in Newberg similar to the Riverfront and the unique vision that was established with the 2019 Riverfront Master Plan.

d. Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.

Finding: A significant goal of the Riverfront Master Plan project is increased connectivity throughout the Riverfront Master Plan area. Major streetscape projects will require design improvements and cost estimates, incorporating projects into the City’s Capital Improvement Plan (CIP) and/or other funding plans, and construction are the three main actions needed for streetscape improvements.

The Plan identifies the need to update the Transportation System Plan (TSP) to reflect needed changes and includes transportation improvements related to the Riverfront. The TSP must be amended to include those transportation systems not currently assigned a project number. Some projects were identified in the Transportation Planning Rule (TPR) analysis. The TPR Analysis prepared by DKS Associates (Appendix H of the 2019 Riverfront Master Plan) concluded that, with certain improvements and mitigation steps, compliance with Statewide Planning Goal 12 can be

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achieved. Those mitigation measures include a traffic signal at Hancock Street/Blain Street and First Street/Blaine Street. The TSP update will be brought forward for City Council consideration in the winter of 2020.

C. Amendment of Land Use Regulation. A change in requirements, general provisions, exceptions or other provisions of a land use regulation may be initiated by a resolution of the planning commission or the city council. No notice is required to initiate the amendment. Amendments to land use regulation shall be reviewed under the Type IV procedure.

Finding: The City Council initiated the plan map amendment and zone change amendment on June 15, 2020 by Resolution No, 2020-3682. This action meets the requirement. The proposed changes are being evaluated using the Type IV procedure as outlined in NMC 15.100.060.

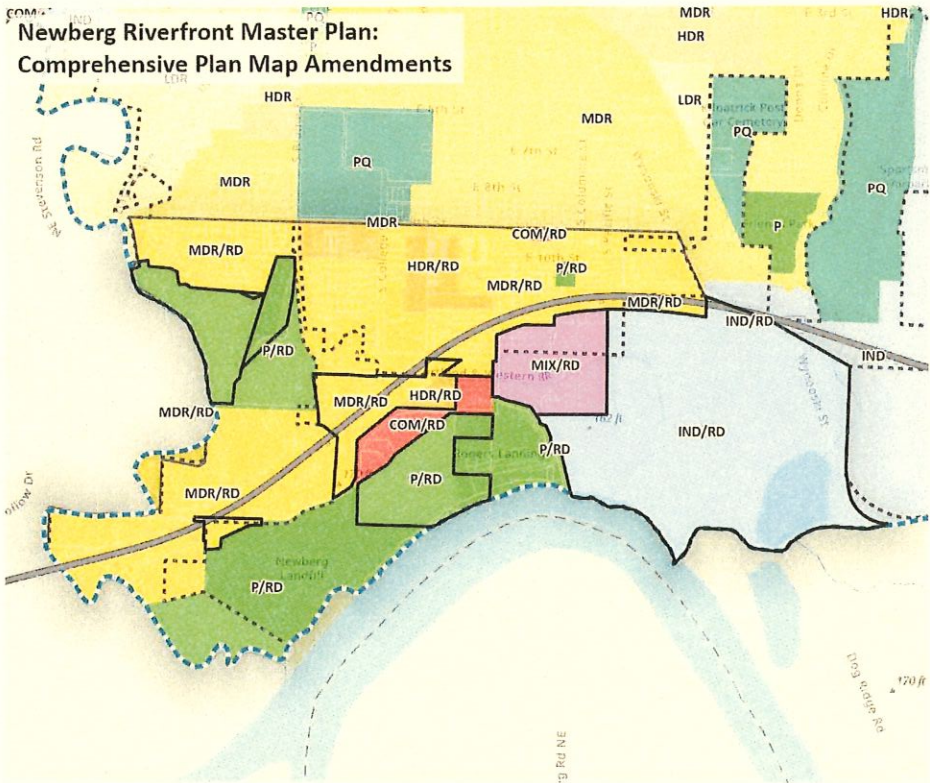
15.302.060 Establishment of districts and subdistricts by map.

The location and geographical boundaries of various districts and subdistricts shall be shown on a map or maps setting forth the district and subdistrict classifications applicable to the land and property contained in the zoning map.

Finding: The Zoning Map is amended as reflected in Exhibit "D" for districts and subdistricts to implement the Riverfront Master Plan.

Conclusion: The proposed Comprehensive Plan and Map, and Development Code and Zoning Map amendments meet the applicable requirements of the Statewide Planning Goals, and the Newberg Comprehensive Plan, and should be approved.

**Newberg Riverfront Master Plan:
Comprehensive Plan Map Amendments**

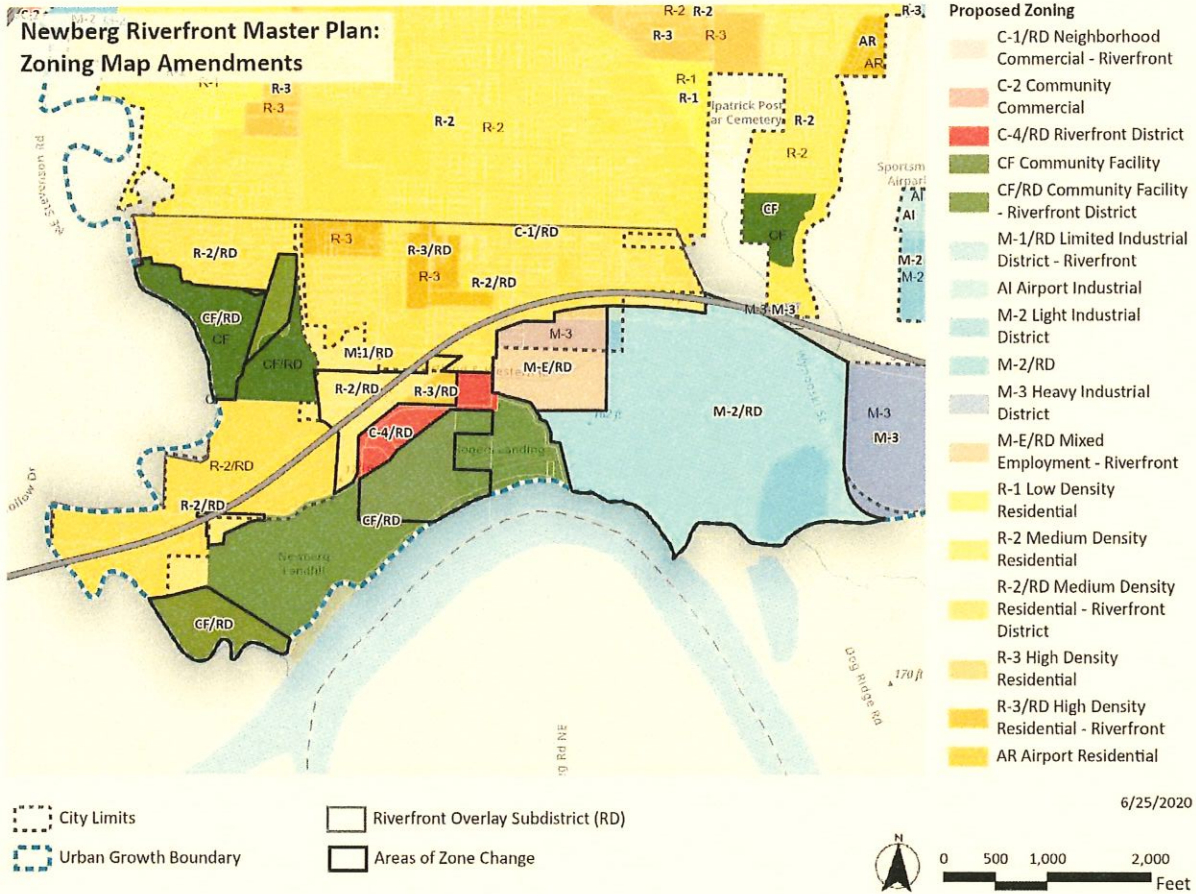


- Proposed Comprehensive Plan Designations**
- COM Commercial
 - COM/RD Commercial - Riverfront
 - IND Industrial
 - IND/RD Industrial - Riverfront
 - LDR Low Density Residential
 - MDR Medium Density Residential
 - MDR/RD Medium Density Residential - Riverfront
 - HDR High Density Residential
 - HDR/RD High Density Residential - Riverfront
 - P Parks
 - P/RD Parks - Riverfront
 - PQ Public-Quasi Public
 - MIX/RD Mixed Use - Riverfront

- City Limits
- Urban Growth Boundary
- Riverfront District Boundary
- Areas of Land Use Change

6/25/2020

0 500 1,000 2,000 Feet





RESOLUTION No. 2020-3682

A RESOLUTION INITIATING AN AMENDMENT TO THE NEWBERG COMPREHENSIVE PLAN AND MAP, NEWBERG MUNICIPAL CODE, TITLE 15 DEVELOPMENT CODE 15.05.110 ADOPTION OF ZONING MAP AND 15.300 - 15.500 FOR REGULATIONS RELATED TO THE RIVERFRONT MASTER PLAN

RECITALS:

1. On September 16, 2019 the City Council adopted Resolution No. 2019-3596 accepting the Riverfront Master Plan.
2. The Riverfront Master Plan is a long range plan that provides guidance on future actions, which are needed to carry out the plan vision. An implementation strategy was created that outlines short and long term actions for the Plan (Appendix E). The actions include additional planning, regulatory updates, infrastructure projects, and program/funding development.
3. The request is to consider initiating an amendment to the Newberg Comprehensive Plan and Map, and Newberg Municipal Code Title 15 Development Code (NDC).

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

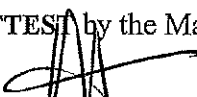
1. The City Council initiates an amendment to the Newberg Comprehensive Plan and Map, and Newberg Municipal Code, Title 15 Development Code to implement the Riverfront Master Plan. This starts the public process to study the proposed amendments.
2. By initiating this amendment, the City Council does not commit to taking any specific action on the proposal. It only wishes to give the amendment full consideration by the Planning Commission and City Council in public hearings.

➤ **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: June 16, 2020.

ADOPTED by the City Council of the City of Newberg, Oregon, this 15th day of June, 2020.


 Sue Ryan, City Recorder

ATTES by the Mayor this 18th day of June, 2020.


 Rick Rogers, Mayor



RESOLUTION No. 2019-3596

**A RESOLUTION ACCEPTING THE NEWBERG RIVERFRONT MASTER
PLAN AS A GUIDING DOCUMENT FOR FUTURE PLANNING EFFORTS AND
INVESTMENTS**

RECITALS:


1. In August 2016 the City received a grant from the Oregon Department of Transportation and the Department of Land Conservation and Development Transportation and Growth Management (TGM) program to develop an updated Newberg Riverfront Master Plan. The consultant team selected for the project was led by Angelo Planning Group.
2. The Newberg Riverfront Master Plan was developed through an extensive public involvement process that involved a Citizen Advisory Committee, Technical Advisory Committee, stakeholder interviews, and in-person and on-line public workshops.
3. The Newberg Riverfront Master Plan will be a guiding document for future Riverfront planning efforts and investments.
4. The Newberg Planning Commission held a public hearing on August 22, 2019 to consider the draft plan. The Commission considered testimony, deliberated, and adopted Planning Commission Resolution 2019-348 which recommended that the City Council accept the Newberg Riverfront Master Plan.
5. After proper notice, the Newberg City Council held a hearing on September 16, 2019, to consider the Newberg Riverfront Master Plan. The City Council considered testimony and deliberated.

THE CITY OF NEWBERG RESOLVES AS FOLLOWS:

1. The City Council hereby finds that accepting the Newberg Riverfront Master Plan would be in the best interests of the city. The proposed Newberg Riverfront Master Plan as shown in Exhibit "A" is hereby accepted as a guiding document for future Riverfront planning efforts and investments. Exhibit "A" is hereby accepted and by this reference incorporated.

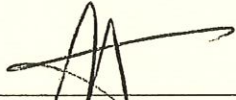
➤ **EFFECTIVE DATE** of this resolution is the day after the adoption date, which is: September 17, 2019.

ADOPTED by the City Council of the City of Newberg, Oregon, this 16th day of September, 2019.



 Sue Ryan, City Recorder

ATTEST by the Mayor this 19th day of September, 2019.



Rick Rogers, Mayor

List of Exhibits:

- Exhibit "A": Newberg Riverfront Master Plan with Appendices
- Appendix A - Visions and Goals
- Appendix B - Existing and Planned Conditions
- Appendix C - Land Use Alternatives
- Appendix D - Infrastructure Needs
- Appendix E - Incremental Implementation Strategy
- Appendix F - Comprehensive Plan Amendments
- Appendix G - Zoning Map and Development Code Amendments
- Appendix H - Transportation Planning Rule (TPR) Assessment
- Appendix I - Market Analysis
- Appendix J - Summary of Public Involvement



MEMORANDUM

DATE 10/16/2020
TO Doug Rux, City of Newberg
FROM Kyra Haggart and Frank Angelo, Angelo Planning Group
RE **Recommended Planning Commission Changes to Development Code Amendments**
CC Mimi Doukas, AKS Engineering

INTRODUCTION

The Newberg City Council accepted the 2019 Riverfront Master Plan at an administrative public hearing on September 16, 2019 (Resolution #3596). Amendments to the City's Comprehensive Plan and Development Code were recommended to implement the Plan; however, these amendments have not yet been adopted. The purpose of this memorandum is to identify the specific amendments to the Newberg Development Code that are needed to implement the vision and recommendations in the 2019 Riverfront Master Plan. The proposed amendments were shared with the public via the City's website and presented at a City Council/Planning Commission joint work session in July 2020. The package of recommended Comprehensive Plan amendments, incorporating recommendations from the July work session, was then considered by the Planning Commission at their hearing on October 8, 2020. The Planning Commission recommended several changes to the proposed amendments, which are described below, to be included in the final package of amendments recommended for City Council adoption.

RECOMMENDED AMENDMENTS

The Planning Commission recommended several changes to design standards for both commercial and mixed employment developments to clarify that all street-facing facades shall be regulated and that use of building materials are consistent for all sides of buildings with primary or secondary entrances (excluding loading zones). The proposed amendments, incorporating the Planning Commission recommendations, are shown in underline and ~~strikeout~~ format below.

Chapter 15.352 RIVERFRONT (~~RFRD~~) OVERLAY SUBDISTRICT

15.352.040 Commercial design standards.

J. Building Design.

[...]

2. Street-Facing Building Facades. ~~Street-facing facades~~ shall be varied and articulated to provide visual interest to pedestrians.

- a. BStreet-facing building facades shall extend no more than 30 feet without providing a variation in building material or building offsets. Building offsets must articulate at least two feet.
- b. BStreet-facing building facades shall be articulated into planes of 500 square feet or less either by setting part of the facade back at least two feet from the rest of the facade, or by the use of fascias, canopies, arcades, windows, breaks in relief, or other similar features.
- c. Buildings must include changes in relief on 10 percent (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, setbacks of at least two feet, canopies, awnings, projecting window features, or porticos.

[...]

4. Building Materials. ~~Exterior b~~Building materials for all exterior sides with a primary or secondary entrance, excluding loading zones, shall convey an impression of durability.

- a. Masonry, stone, stucco, and wood are permitted as the primary material for exterior appearance. Metal is not permitted as a primary exterior building material but may be used as an accent or awning.
- b. Where concrete masonry units (concrete block) are used for exterior finish, decorative patterns must be used, such as split-face concrete block or by incorporating layering or patterns.
- c. Where brick, rusticated concrete block, or stone masonry is used as a veneer material, it must be at least two and one-half inches thick. Brick and stone street-facing facades shall return at least 18 inches around exposed side walls.
- d. Wood or wood-look siding must be lap siding, board and batten, shingle siding or channel siding and is not permitted to be applied in a diagonal or herringbone pattern. T1-11 and all other wood-based “full sheet” or panel-type siding is prohibited. Lap siding, shingles, and shakes shall be exposed a maximum of six inches to the weather. In board and batten siding, battens shall be spaced a maximum of eight inches on center.
- e. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be used for trim or accent colors but are not permitted as primary wall colors.

[...]

15.352.060 Mixed Employment design standards for commercial development.

[...]

J. Building Design.

[...]

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