elements are in keeping with ECO's finding that the waterfront is very well-suited for recreational uses.

The Master Plan also includes a special commercial district on the upland above Rogers Landing. This commercial district has been developed specifically to be smaller scale and to complement recreation uses. The river-oriented and smaller scale commercial uses in the district are intended to complement but not compete with downtown. In addition, the Riverfront Commercial district offers the potential for mixed use development. Special design standards are proposed to ensure that development is built in the small-scale character the community wants, which is in keeping with ECO's comment about a neo-traditional mixed use center being a potential good use for the area.

The inclusion of residential areas on the western portion of the project area is also supported by the economic findings. These residential areas take advantage of the views and rural character offered by the proximity of the Willamette River, the Chehalem Creek corridor, and Ewing Young Park.

The potential for a southern bypass route to Highway 99 has been a major issue for the Riverfront Master Plan effort, even though consideration of the bypass is outside the scope of the project. Although the routing of the bypass is being determined through a separate transportation planning effort that will not be completed until after the Riverfront Master Plan is complete, the southern route would have major implications for the riverfront area. Within the Riverfront Master Plan, recommendations on the bypass are included with the intent of mitigating effects that a southern bypass could have on the riverfront. One of the recommendations is that any southern bypass have an at-grade access to provide connections with the riverfront area, which is directly related to ECO's findings. In addition, general siting recommendations have been included that are intended to mitigate adverse effects on the riverfront area and the barriers a bypass would create for connectivity in the community. Finally, a Riverfont Commercial zoning district and special design standards been developed to implement the community's vision for the riverfront. These codes will ensure that auto-oriented development will not take over the riverfront district if a southern bypass is constructed with an access, a potential outcome identified in the economic study.

As the above narrative indicates, ECONorthwest's economic findings support the concept for the Riverfront Master Plan.

Riverfront Master Plan

OVERVIEW OF THE RIVERFRONT MASTER PLAN

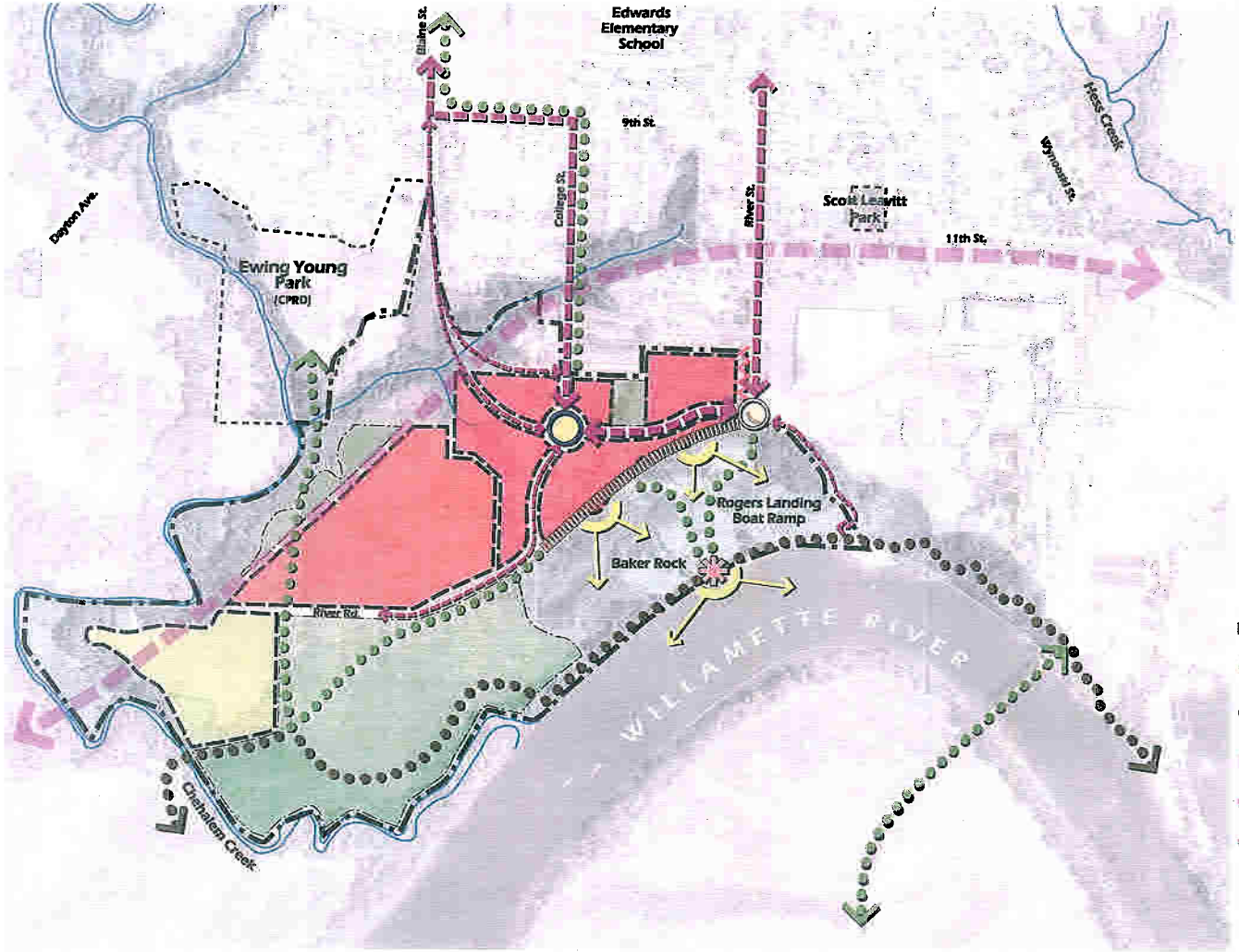
The Riverfront Master Plan, contained in Figure 19, puts a new focus on Newberg's riverfront and sets the stage for development of a vibrant neighborhood combining small scale commercial, housing of various types, and open space oriented toward the river. The proposed plan includes a new Riverfront Commercial District that provides for pedestrian-friendly, river-oriented commercial development. Low and medium density residential areas are included in the western portion of the project area. The former landfill site and the rest of the Willamette floodplain are designated for open space.

There is a regional trail connection through the project area that connects to Dundee and to Champoeg, and that becomes a pedestrian esplanade through the riverfront commercial area. Local trail connections throughout the project area link elements within the master plan area and provide connections to sites outside the project area, such as Ewing Young Park and downtown Newberg. An important part of the trail system is the pedestrian esplanade along the southern edge of the Riverfront Commercial District. The esplanade will be an integral link between the core commercial uses and the designated open space, and will provided an elevated vantage point for the best views of the Willamette River in the project area. The plan also calls for improved pedestrian facilities at Rogers Landing and strengthened connections between downtown and the riverfront.

Maintaining key views was identified as important during the planning process. The Master Plan identifies three key views for protection. The first is at the top of bluff, on the northernmost City of Newberg parcel. The second key view is along the edge of the bluff, passing through the Baker Rock parcel. The Esplanade is aligned with this view. The third key view is located on the river's edge, in the vicinity of the existing barge tie-up.

The Riverfront Commercial District, located in the center of the study area, will have a significant impact on the style and feel of the redevelopment area. The businesses and offices located in this district will be directly related to river-oriented activities and will be different from those of downtown Newberg. Geographically, the core Riverfront Commercial District sits on top of a bluff with expansive views of the Willamette River and Ash Island. The elevated location will assure a unique user experience and will provide for development that will take advantage of the visual and physical access to the river that the citizens of Newberg have never previously enjoyed. A birdseye view of the Riverfront Commercial District is depicted in Figure 20, and shows the relationship of the commercial area with the Esplanade and the riverfront open space.

Development in the Riverfront Commercial District will be different in scale and character from downtown and other commercial areas in Newberg. The buildings will be small scale



LEGEND

- Low Density Residential
- Medium Density Residential
- Riverfront Commercial
- Open Space
- Stream Corridor Zone
- Gateway
- Vessel Landing
- Key Views
- Visual/Noise Buffer
- Pedestrian Esplanade
- Pedestrian Connection
- Willamette GreenWay Trail
- Proposed Hwy 99W Bypass
- Vehicular Connection
- Potential Vehicular Connection
- Study Area Boundary

NEWBERG RIVERFRONT MASTER PLAN

Draft Master Plan

0' 200' 400'

CDA kpff GREENWORKS

Figure 19

Figure 20

Birdseye View of the Riverfront

commercial or mixed-use in nature. There will be one or two-story buildings facing River Street that will compliment but not emulate the historic feeling of downtown Newberg. Buildings will be developed facing onto Fourteenth Street, creating a small-scale commercial area with restaurants, ice cream parlors, and other such uses appropriate to the Riverfront Commerical District. The sidewalks will be wide, providing for safe pedestrian movement, and furnished with benches, trash receptacles, and plantings along with parking for the convenience and comfort of the local business customers. The buildings to the south of Fourteenth Street will have the added advantage of The Esplanade as a pedestrian connection, gathering space, amenity, and as a river overlook. The design of the buildings will provide for outdoor public spaces and dining terraces, where appropriate, along The Esplanade to take advantage of the spectacular views.

In combination with the Riverfront Commercial District, the master plan provides for different types of residential zones, from medium density mixed-use to low-density single-family lots. All of the residential areas will be connected to the Riverfront Commercial District, and other adjacent sites, by the trail connections. Many of these trails will be located separate from vehicular circulation providing a higher level of safety for pedestrians.

The last major land use zones are the open space and stream corridor designations. Much of the southern portion of the study area lies below the 100-year flood plain or within an Stream Corridor protection zone. These areas will be designated as with Community Facilities zoning to address planned open space uses, or will be located within a Stream Corridor overlay zone. Within the future Community Facilities Zone is the former landfill, the limitations of which have been discussed earlier in this report. The landfill could be redeveloped as a park when the DEQ post-closure process is complete.

Pedestrian connections are a major component of the Newberg Riverfront Master Plan. Throughout the public process, one of the most consistent and vocalized concerns was the lack of local and regional pedestrian connections. There has been much discussion about plans for a greenway along the Willamette River through this part of Newberg, and specifically through the study area. Site topography and natural systems make locating the greenway trail very difficult in some locations. To the east of Rogers Landing, the severe topography and land uses adjacent to the banks of the Willamette (SP Newsprint and Rogers Landing), make it very difficult and costly to build a greenway trail through this section. Because of these limitations, the trail is shown on the Master Plan in a meandering fashion, midway between the banks of the Willamette River and the top of the slope. Another option to consider in the constrained area east of Rogers Landing is a floating walkway. Although this option is costly and obtaining permits a lengthy and difficult process, the City of Portland successfully built a floating walkway on the Willamette in downtown Portland. Where topography and other constraints make a shore pathway difficult or costly, a floating walkway may make sense.

Rogers Landing will pose a different problem. Recently, the local Newberg boat launch has undergone a complete and expensive transformation into an amenity to be used by boaters from around the region. During the design and construction phase, creating pedestrian connections to sites other than the landing itself was apparently low priority. Because of the newness of the boat launch, and the expenses incurred to build it, it may be harder to justify spending additional

money to tear out some of the new construction in favor of creating a more pedestrian-friendly environment. However, improving pedestrian facilities through Rogers Landing is very important to the success of a greenway trail. The Master Plan includes an improved Greenway path through Rogers Landing to provide a strong greenway connection and an improved pedestrian experience at the park.

From Rogers Landing heading west, the greenway trail follows the Willamette through the former landfill site until it approaches the Chehalem Creek stream corridor. Chehalem Creek flows into the Willamette River at an acute angle, creating a triangle of land that should not be developed because of the high value habitat. Therefore, this segment of the trail was deliberately located several hundred feet north, where it can cross Chehalem Creek in a much narrower section and across a historic creek crossing. As the greenway trail approaches the confluence, it moves back from the stream corridor and remains outside the corridor until it crosses the creek further upstream. The path was specifically aligned in this way for several reasons. As the natural resources review indicated, the area around the mouth of Chehalem Creek has good quality habitat and the Creek is thought to be a resting place for salmon during the winter months. In addition, although there has been extensive disturbance of the historical landscape, there may be archeological and cultural sites near the mouth of the Creek that date back to the Kalaypuyas and the early fur traders. Locating the path outside the stream corridor avoids conflicts with key Chehalem Creek habitat areas and potential sites of cultural significance. In addition, the trail has been sited to take advantage of an historic creek crossing. At the point where the greenway trail crosses Chehalem Creek, the creek banks are steeper in this area, and the crossing distance is fairly narrow. In the past, there was a small crossing at this location for agricultural use. The greenway trail crosses at the historic crossing point to limit disturbance to the creek corridor.

In addition to the greenway, the Riverfront Master Plan shows many trails connecting the different land use zones and site amenities together in a safe and pleasant pedestrian environment. One of the most important connections will be from the study area to downtown, along College and River Streets. These connections will be developed in conjunction with the vehicular connections.

The vehicular connections to and from, and even through, the study area have caused much heated debate. Current vehicular access to the study area is limited at best. The Riverfront Master Plan shows, at minimum, improved connections along River and College Streets. These streets would be widened to allow for two way traffic and parking, and sidewalks, plantings, furnishings, and lighting when deemed appropriate. Further study of the vehicular access to the heart of the Riverfront Commercial District shows a potential connection from Blaine St. to River Rd., along the railroad tracks that currently support SP Newsprint. Because of the topography and the existing rail line, further development of this option would be expensive. However, the re-construction work underway on Highway 99W at the writing of this report will make access to River Street very difficult and convoluted from downtown, making this a less than ideal connection to the riverfront for visitors. Access via College Street will be confusing to visitors. Either visitors will turn down College from downtown, and find the street deadending at Edwards School; or visitors will first drive down Blaine Street from downtown, turn left on 9th Street, and then finally turn right on College Street before entering the Riverfront Commercial

District. Both of these vehicular connections using College are less than ideal. Many advantages come from making the vehicular link from Blaine Street via the railroad corridor to the center of the Riverfront Commercial District. Blaine Street has the widest right-of-way of the three streets, the best access from downtown and the Civic Corridor, and would provide the only direct connection to the site from Highway 99W and downtown, once the highway improvements are complete.

Throughout the riverfront project, numerous questions have been raised by community members about Highway 99W and the possibility of a bypass. At the writing of this report, the Highway 99W Bypass is still an unknown. There is an ongoing Environmental Impact Study to examine bypass alternatives, including a number of possible route corridors for the southern route. Although the EIS will result in the identification of a preferred alternative, much is still unknown about the bypass at this point – including location, timing, funding, and so forth. If a southern alignment is selected, the route will certainly have major impacts on the riverfront area. A general alignment for a southern bypass is shown on the Riverfront Master Plan to signify the potential location of a bypass through or near the project area. While it is outside the scope, budget, and timing of this project to address a Highway 99W bypass, some thought has been given to the effects of a southern bypass on the riverfront district. Recommendations have been developed that are aimed at minimizing the adverse effects of a southern bypass on the riverfront and the master plan area. These recommendations are included later in this narrative.

UTILITIES

Concept utility system plans for water, sewer, and storm sewer are included in Figure 21. More detailed utility engineering will be required when development occurs. Utility improvements are keyed on the map, and an explanation of each identified utility is provided on the following pages.

The infrastructure improvements are those deemed necessary to accommodate private development in the master plan area. Public utilities are typically not extended beyond the urban growth boundary, except for health hazards. Therefore, before the City invests in public infrastructure in the areas outside city limits, annexation will need to occur.

The phasing of the utility improvements is based on an understanding of which areas are likely to develop first. Phasing packages are listed in the order in which they will be constructed, and are intended for preliminary planning purposes. Actual infrastructure packages and costs will be refined as part of future implementation projects. Capital improvement costs area estimated in current 2001 dollars, and include direct construction costs only. For planning purposes, an additional 25% for design, administration, and financing should be added, with a contingency of at least 25%.

Water System

As with other city utility improvements identified in this master plan, these recommendations for water system improvements are provided for preliminary planning purposes.. Additional engineering studies will be necessary to refine the following recommendations. Water system elements are identified on the utilities plan with the letter "W".

W-1

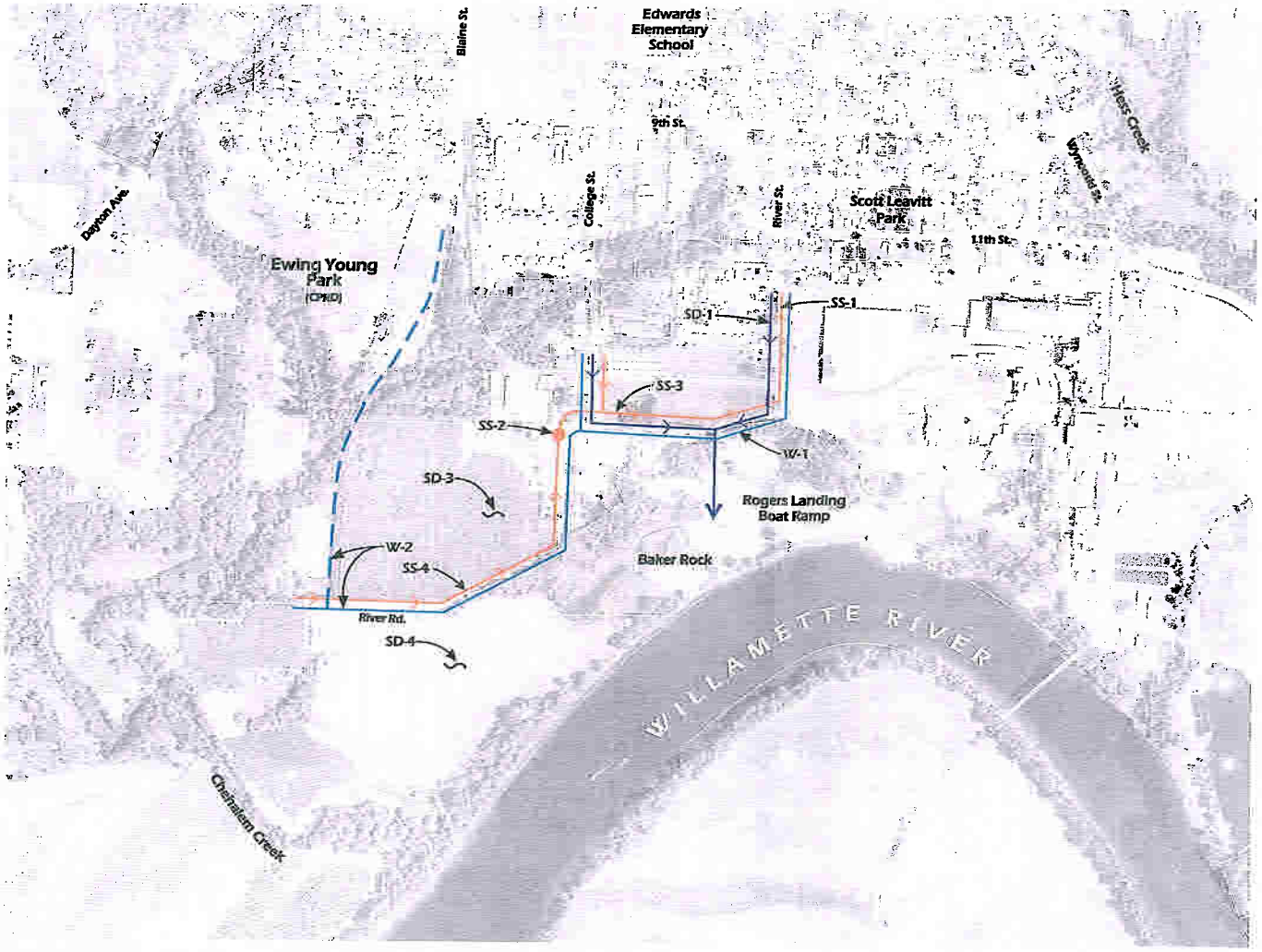
- Connect to existing 12-inch main in Twelfth Street.
- Construct 8-inch to 12-inch main in River Street south of Twelfth and in Fourteenth Street. Connect to existing main in College Street.

W-2

- Construct 8-inch to 12-inch main in River Road south and east of College Street. If necessary to provide adequate volume or pressure, construct 8-inch to 12-inch loop connection to existing system in vicinity of Ninth and Blaine along a future residential street alignment.

Sanitary Sewer System

The gravity sewer service area is assumed to lie west of the mid-point between College Street and River Street, along Fourteenth Street. The sewer service area east of the mid-point is assumed to be dependent on pumping. Sanitary sewer system elements are identified with the letters "SS".



NEWBERG RIVERFRONT MASTER PLAN

Utility Plan

0' 200' 400'

CDA kpff GREENWORKS

Figure 21

SS-1 River Road south and east of College Street

- Provide 8-inch sanitary sewer, with gravity flow to low area near College Street.
- *Construction cost: $35,000*

SS-2

- Provide pump station in low area on River Road, south of College Street, with a force main to the point on Fourteenth Street where gravity flow to the existing Twelfth Street sewer can be achieved.
- *Construction cost: $172,000*

SS-3 College Street and eastern portion of 14th Street

- Provide 8-inch sanitary sewer, with gravity flow to low area on River Road south of College Street.
- *Construction cost: $32,000*

SS-4 River Road South and East of College Street

- Provide 8-inch gravity sewer, with gravity flow to low area near College Street.
- *Construction cost: $96,000*

Storm Drain System

Surface stormwater treatment facilities will be located above the 100-floodplain or will be designed to withstand occasional inundation.

SD-1: River Street south of Twelfth Street; Fourteenth Street; College Street south of the railroad

- Improve to urban street standard with concrete curb and gutter. Provide catch basins as necessary to limit gutter flows to maximum 400-foot length.
- Provide 8-inch to 18-inch storm drain, with manholes at maximum 500-foot intervals, as necessary to convey storm runoff to stormwater treatment facility to be located south of Fourteenth Street.
- Develop stormwater treatment facility (e.g., biofiltration swale or pond).
- Infiltrate and / or discharge treated stormwater through existing outfall into Willamette River.
- *Construction cost: $220,000*

SD-2: River Road south and east of College Street

- Improve to rural road standard without curbs. Avoid concentrating stormwater.
- Provide culvert cross-drains only where necessary to convey ditch flows under road.
- *Construction cost: Project has not been scoped.*

SD-3: New streets in Medium Density Residential Zone and Tourism Commercial Zone

- Improve to urban street standard, as described in note SD-1, above.
- *Construction cost: Project has not been scoped.*

SD-4: New streets in Low Density Residential Zone

- Improve to rural road standard as described in note SD-2, above.
- *Construction cost: Project has not been scoped.*

CIRCULATION AND TRANSPORTATION

Circulation and transportation recommendations are intended to improve traffic and pedestrian circulation within the Newberg Riverfront Master Plan area. These improvements are those deemed necessary to provide the desired level of access and provide the appropriate visual character in the public rights-of-way. Street widths and sidewalk widths are intended to fit within existing curb-to-curb widths and existing right-of-way widths as much as possible. In some instances, existing available widths may not be sufficient to accommodate current design standards of the City of Newberg or other authorities. In the interest of minimizing cost and disruption, it is recommended that the current standards be adapted to fit existing widths to the extent possible. In most cases, the identified improvements are based on an assumption that the existing street improvements will be retained and expanded rather than being demolished and rebuilt. However, actual design decisions must be made on a case-by-case basis during the course of future projects.

This approach may be especially relevant to the width of traffic and bike lanes. Dedicated, striped bike lanes are typically five or six feet wide. Designated "shared facilities" are typically 14 feet wide. Shared facilities can work very well in lower volume areas, similar to what is proposed for the Riverfront District.

The phasing of the street improvements is based on an understanding of which areas are likely to be developed first. Phasing packages are listed in the order in which they will be constructed, and are intended for preliminary planning purposes. Actual infrastructure packages and costs will be refined as part of future implementation projects. Capital improvement costs area estimated in current 2001 dollars, and include direct construction costs only. For planning purposes, an additional 25% for design, administration, and financing should be added, with a contingency of at least 25%.

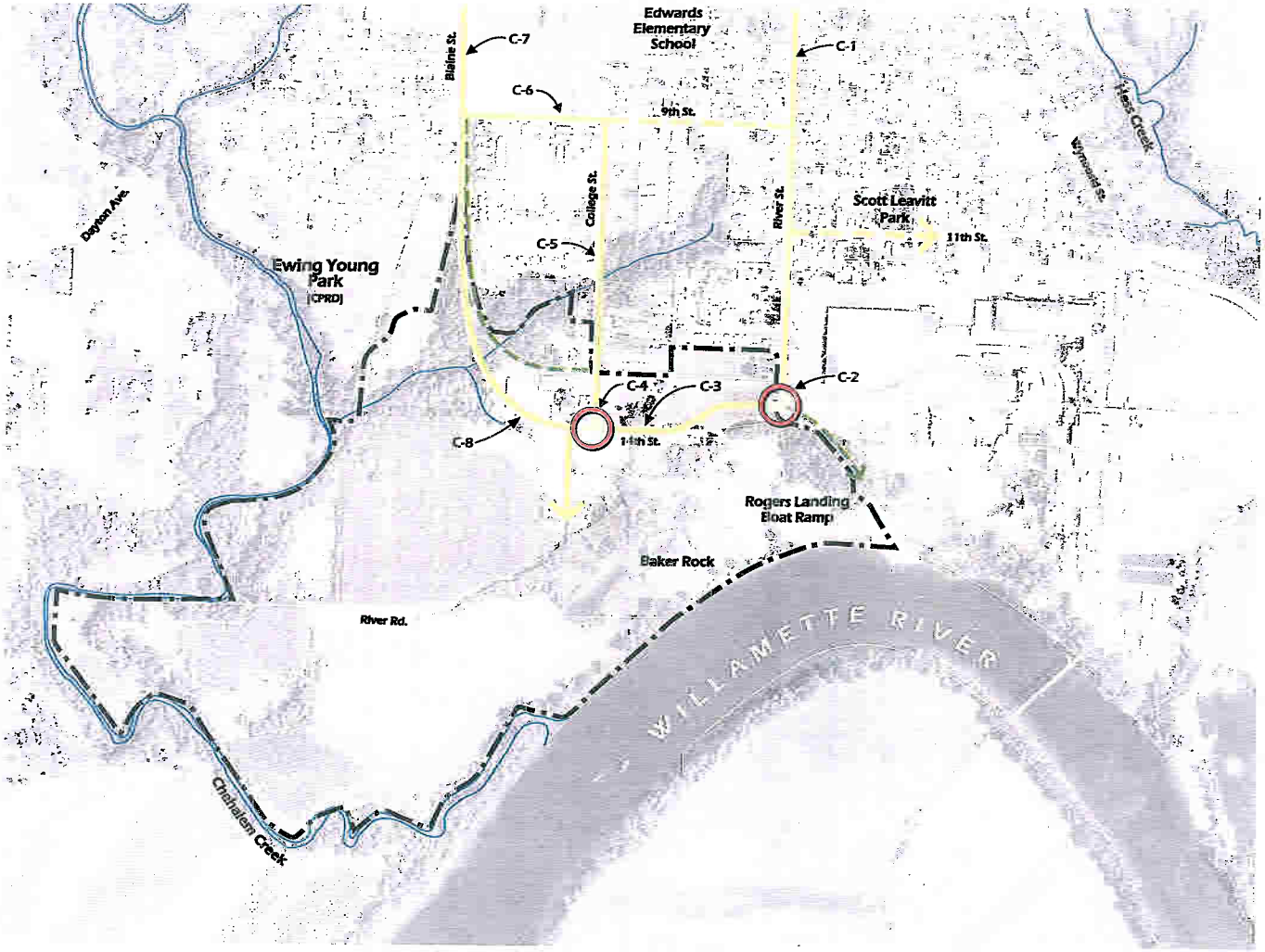
Vehicular Circulation System

A concept circulation plan is contained in Figure 22, with street circulation elements identified by number. These elements are individually described .

C-1: River Street

- River Street should be developed in the future to a collector capacity. However, any design for River between First and Eleventh Streets should be sensitive to the character of the street with its historic homes and large trees. Therefore, River Street will require special consideration and further study before improvements are made.

- River Street between First and Eleventh Streets: Leave River Street in its current configuration until there are capacity issues with the street. As an interim measure, when auto traffic and/or bicycle conflicts warrant changes additional traffic develops on River Street, look at selectively eliminating on-street parking to accommodate safer conditions. When the capacity of River is exceeded, or when new development is being constructed in the Riverfront Master Plan area, whichever comes first, River Street should be



LEGEND

- Primary Traffic Circulation from Downtown
- Regional Connection to Master Plan Area
- Proposed Pathway Route
- Important Intersection or Gateway

NEWBERG RIVERFRONT MASTER PLAN
Circulation Plan

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CDA kpff GREENWORKS

Figure 22

evaluated. At that time, a street design should be developed that accommodates anticipated traffic, while being sensitive to the existing neighborhood. Until such time as River Street can be redesigned, the following recommendations will address River Street multi-modal access needs between First and Eleventh:

- River Street / First Street intersection: Emphasize western gateway to Riverfront. Enhance pedestrian crossing of First Street.
  Construction cost: Project not yet scoped

- First Street south to Fourth: Designate as bike access street, with shared bike / traffic lanes. Retain existing 36-foot width, including two 11-foot shared bike / traffic lanes, two 7-foot parking lanes. Remove parking and add left-turn lanes if necessary to increase traffic capacity. *Construction cost: Minimal*

- Fourth south to Eleventh: Retain existing (substandard) 24-foot width, including one 7-foot parking lane, one 17-foot shared bike / traffic lane. Remove parking or existing planting strip on one side if necessary to increase traffic capacity.
  Construction cost: Project not yet scoped

- River Street from Eleventh south to Fourteenth: Widen street to 42-foot width, including curbs, two 14-foot shared bike / traffic lanes, two 7-foot parking lanes. Add pedestrian connections (sidewalks or pathways) on east and west sides.
  Construction cost: $450,000

C-2: Intersection of River Street, Fourteenth Street, Rogers Landing Road

- Emphasize southeastern hub of master plan area.
- Enhance pedestrian crossings.
- Accommodate trail connections: regional Willamette trail connection east to Wynooski Bridge and local trail connection to Rogers Landing.
- *Construction cost: $180,000*

C-3: Fourteenth Street from River Street to College Street

- Realign street to maximize development potential of adjacent properties. Designate as bike access street, with shared bike / traffic lanes.
- Widen street to 42-foot width, including curbs, two 14-foot shared bike / traffic lanes, two 7-foot parking lanes. Add minimum 12-foot-wide sidewalks both sides.
- *Construction cost: $450,000*

C-4: Intersection of Fourteenth Street, Waterfront Road and College Street

- Emphasize southwestern hub of master plan area.
- Enhance pedestrian crossings.
- Accommodate trail connection: pedestrian pathway along rail right-of-way from College Street west and north to Blaine Street.
- *Construction cost: $180,000*

C-5: College Street from Fourteenth Street north to Ninth Street

- Construct missing sections of curb and sidewalk to complete pedestrian connection from 14th to Ninth.
- Designate as bike access street, with shared bike / traffic lanes.
- *Construction cost: $110,000*

C-6: Ninth Street from College Street west to Blaine Street

- Designate as bike access street, with shared bike / traffic lanes.
- Emphasize continuity of riverfront access corridor.

Intersection of College Street and Ninth Street:

- Enhance pedestrian crossings.
- Designate pedestrian corridor through school campus.

Intersection of Ninth Street and Blaine Street

- Enhance pedestrian crossings.
- Improve traffic and pedestrian connections to Ewing Young Park.
- Accommodate trail connection: pedestrian pathway along rail right-of-way from Blaine Street south and east to College Street.

- *Construction cost: Project not yet scoped*

C-7: Blaine Street from Ninth Street North to First Street

- Intersection of Blaine Street and First Street
  - Emphasize main gateway from downtown to Riverfront.
  - Enhance pedestrian crossings.
- Emphasize Blaine Street as main access corridor from downtown to Riverfront and civic campus.
- Designate as bike access street, with shared bike / traffic lanes.
- Maintain existing 42-foot width, including existing curb and sidewalk improvements, two 13-foot bike / traffic lanes shared with railroad spur along centerline, two 8-foot parking lanes.
- Accommodate shared traffic / rail use.
- Remove parking and add left-turn lanes if necessary to increase traffic capacity.
- *Construction cost: Project not yet scoped*

C-8: Blaine Street Extension from Ninth Street Southeast to Intersection of College / Fourteenth

- Acquire right-of-way and environmental permits.
- Construct 42-foot-wide street, including curbs, two 14-foot shared bike / traffic lanes, two 7-foot parking lanes, sidewalks on both sides.
- *Construction cost: Project not yet scoped*

Pedestrian Facilities

In addition to the proposed circulation plan, specific pedestrian elements have been identified for the Riverfront Master Plan area. These pedestrian improvements will likely be constructed as condition of development approval, and as such no capital improvement estimates are included for the pedestrian improvements.

1. *Esplanade*

A multiple-use esplanade is included along the top-of-bank overlooking the floodplain, south of Fourteenth and west of River Road. General design and development criteria are provided below, with specific design standards and implementation procedures to be provided by the City of Newberg prior to development of the riverfront area. Specific design standards would address architectural and engineering pavement details, specifications for ornamental streetlights, and other design elements. Implementation procedures would describe how esplanade easements would be dedicated as part of the redevelopment or subdivision of properties along the Fourteenth Street Esplanade.

- Provide a typical width of 18-feet to 24-feet to accommodate pedestrians, cyclists and other modes of non-motorized transport, as well as portable furnishings such as café tables and chairs, signboards, benches and planters, that may be approved and permitted by the City of Newberg.
- Maintain a minimum clear width of 12-feet where portable furnishings are allowed. Allow a minimum paved width of 12 feet at critical locations where it may be impractical or undesirable to develop a greater width.
- Provide pavement consisting of six-inch-thick concrete with architectural scoring and jointing patterns.
- Provide ornamental streetlights spaced at intervals of approximately 150 feet, aligned with pavement joints.
- Provide trees, tree wells and planting areas at locations that are coordinated with the scoring and jointing pattern.
- Provide 42-inch-high architectural handrail along south side of Esplanade.
- Design individual sections of the Esplanade to conform to an overall alignment designated by the City of Newberg. The overall alignment shall conform generally to the existing top-of-bank, or be cantilevered over it, but shall consist of straight tangents and circular curves.
- Provide pedestrian access to and a door facing the esplanade for buildings located on properties adjacent to the esplanade.

2. *Sidewalks in the Riverfront Commercial District*

- Provide concrete sidewalks with a minimum width of 12 feet along Fourteenth Street and River Road in the vicinity of the Esplanade where high volumes of pedestrian traffic and intensive pedestrian-oriented development are anticipated.
- Provide architectural scoring and jointing patterns.
- Provide ornamental streetlights spaced at intervals of approximately 150 feet, aligned with pavement joints.
- Provide trees, tree wells and planting areas at locations that are coordinated with

3. *Sidewalks on Connecting Streets*
   - On streets that connect the Riverfront Master Plan Area with downtown Newberg (College Street and River Street), provide concrete sidewalks with a typical width of 4 – 6 feet, to match existing nearby sidewalks. This standard is intended to provide complete, continuous pedestrian routes in areas where sidewalks are missing.

4. *Greenway Pedestrian Walkway*

   The Greenway Pedestrian Walkway is the segment of the Willamette Greenway Trail that passes through Rogers Landing, along the top-of-bank overlooking the river, south of the Rogers Landing parking lot.

   - Conform to applicable criteria for the Fourteenth Street / River Road Esplanade

5. *Willamette Greenway Trail*
   - Provide multiple-use asphalt pathway with a typical width of 8 – 12 feet.
   - Conform to Willamette Greenway standards.
   - Conform to AASHTO and US Forest Service standards for design and construction.

6. *Local Connecting Pathways*
   - Provide multiple-use pathway with a typical width of 6 - 8 feet.
   - Provide surface of asphalt, gravel or compacted earth.
   - Conform to US Forest Service standards for trail design and construction.

7. *Pedestrian Crossings*

   Pedestrian crossings of driveways, roads, and parking lots shall be marked by paving of a contrasting material with a smaller scale of paving material.
   - Paving units in pedestrian crossings shall not exceed 3' in length or width.
   - Crossings shall be a minimum of 6' in width.
   - Brick, unit pavers, stone, concrete scored with a pattern, or decorative concrete are acceptable materials for pedestrian crossings.
   - Striping does not qualify as a contrasting material.

Additional Transportation and Circulation Elements

Pedestrian and Bicycle Access from the Riverfront at College Street to Downtown

Pedestrians and bicyclists need a safe, convenient connection between the riverfront at College Street and downtown. Currently, there is a Newberg School District site located between 6th Street and 8th Street. College Street does not exist within this school property, and continuing the street or a path through at this location would severely conflict with current and future school use of the site. As plans for a future middle school on the property are developed, the City and District should cooperate to identify and

travel and meets security and program needs of the schools. In no case shall the proposed path programmatically separate the elementary school from the middle school or separate school play fields from the school buildings. Prior to final design and construction, the City and District shall enter into an agreement regarding right-of-way, construction, maintenance, and cost responsibilities. The intention of that agreement shall be to limit the District ' s financial liability to an amount equal to that which would normally be required for sidewalk construction on the property.

Newberg Trolley

A trolley was previously identified in the downtown vision effort as a future element. Through the riverfront project, community members also expressed support for a trolley running between downtown and the riverfront. The existing railroad tracks down Blaine Street offer a potential route for recreational trolley service. A different alignment could be selected, but would require the expense of laying track. A trolley could be geared to tourists and kids, and run on weekends and festivals. Such a service could be expanded if it proved to be popular.

There are similar trolleys and railways in operation in other cities. Two examples are in Seattle and Portland. Seattle has a trolley that runs along the waterfront below the Public Market. In Portland, there is a trolley that links Tom McCall Waterfront Park with Lake Oswego, and another line between OMSI and Oaks Park, a small amusement park.

The City should evaluate the use of the Trolley as a transportation element through the Transportation System Plan update.

Pedestrian and Bicycle Bridge Across the Willamette

Through the Riverfront Master Plan project, it has become clear that a bike and pedestrian bridge is necessary to link Newberg with the other side of the Willamette. This has been an idea suggested many times in the past. A key aspect of the Master Plan is linkages upstream and downstream, including across to the French Prairie.

Whether the bike and pedestrian bridge uses the existing old Wynooski bridge, another existing crossing, or an entirely new crossing, it is a key aspect of the Riverfront Master Plan and is identified as a transportation element. The City should place a pedestrian/bicycle route across the Willamette connecting to the French Prairie in the Transportation System Plan.

A preliminary review of the old Wynooski bridge for suitability as a crossing is included as Appendix C to this document.

Looped Access to Rogers Landing

Rogers Landing is currently accessed by a single drive with no pedestrian facilities. Looped pedestrian and bike access to Rogers Landing is recommended, with emergency service access permitted on the pedestrian and bike trail. The looped connections are shown on the Master Plan.

NEWBERG COMPREHENSIVE PLAN

Comprehensive Plan Map

Comprehensive Plan map changes are intended to implement the Riverfront Master Plan because the former Comprehensive Plan designation for almost the entire master plan area was IND, or Industrial. The changes are depicted on the Comprehensive Plan map in Figure 23. The Comprehensive Plan map designations include Commercial (COM), Park, Low Density Residential, and Medium Density Residential. Future parks are designated by a star. The Comprehensive Plan map changes were designed to be compatible with Newberg's existing Plan map.

Newberg's Comprehensive Plan designation of "Park" is only permitted on publicly owned land. Even though Yamhill County has a long-term lease on the Rogers Landing site, SP Newsprint retains ownership. For this reason, the Rogers Landing site is not shown as "Park" on the proposed Comprehensive Plan map even though it is planned to remain as a park.

Comprehensive Plan Goals and Policies

The Riverfront Master Plan project has resulted in a more detailed vision for the riverfront. As a result, the following Comprehensive Plan text changes have been made, which are intended to implement the vision identified in the Riverfront Master Plan.

NOTE:	*Italicized text*	=	Proposed change instructions.
	Plain text (including bolded)	=	Amended text

▸ *Add the following Goals and Policies:*

E. AIR, WATER, AND LAND RESOURCE QUALITY

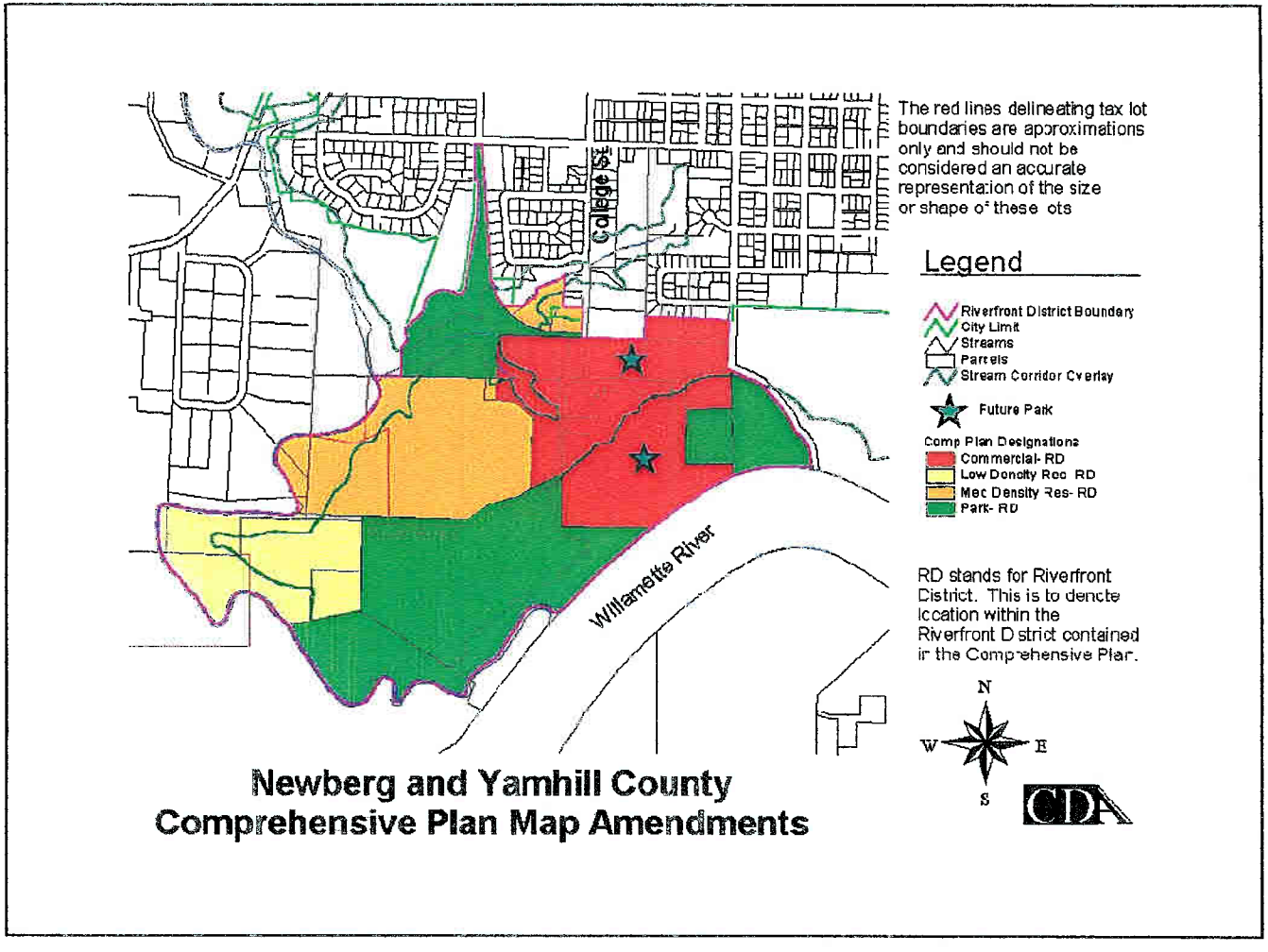
12. The City will require development to establish and maintain adequate levels of natural area buffers between new development and the waterways in the Riverfront District.

13. The City will discourage the development of uses that will generate or import quantities of hazardous substances into the Riverfront District.

14. Development in the Riverfront District will be encouraged to retain existing native vegetation that contributes to habitat functions and values.

F. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

4. The City will discourage development on hazardous slope areas and natural resource areas in the Riverfront District.



igure 23: Newberg and Yamhill County Comprehensive Plan Map Amendments

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

Goal 2-

c. The City will encourage the protection and enhancement of views of the Willamette River throughout the Riverfront Plan Area.

d. The City shall seek to protect identified key views of the Willamette River that are identified through area plans, specific plans, and other planning processes.

Goal 4-

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

n. The City will encourage the development of a regional Riverfront pedestrian/bicycle path connection, including connections to Champoeg State Park, the French Prairie, and Dundee.

Goal 5-

- *Replace point "f" with the following:*

f. Recreational access to the Willamette River for pedestrians, boaters (motorized and non-motorized), and other users who wish to appreciate the River from its banks should be provided.

- *Replace point "i" with the following:*

i. Existing waterfront parklands should be developed to maximize their water orientation and provide for a variety of active and passive recreational uses, including motorized and non-motorized boating, picnicking, walking, hiking, and other activities that make use of the waterfront and waterways.

- *Replace point "j" with the following:*

j. The City will encourage the development of a pedestrian esplanade in the Riverfront District to provide views of the river and connections to the riverfront.

- *Remove point "l".*

H. THE ECONOMY

Goal 1-

- *Replace point "j" with the following:*

j. A mixed-use river-oriented commercial area should be encouraged to be developed near the Willamette River.

- *Add the following 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 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.

I. HOUSING

Goal 2-

b. The City will encourage medium 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.

Goal 3-

n. The City will encourage housing development in commercial areas within the Riverfront District on upper floors, above ground floor commercial, office, or retail spaces.

J. URBAN DESIGN

- *Renumber* Specific Plans *policy from Policy 6 to Policy 7. Insert the following Riverfront District Policies as Policy 6.*

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

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.

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 shall re-evaluate the inclusion of the old municipal sewage treatment plant (tax lot 3219-2700) within the stream corridor overlay.

▸ *Add the following policies:*

K. TRANSPORTATION

Goal 5-

i. Enhance the pedestrian and cyclist environment on streets leading to the Riverfront District and, where possible, provide a pedestrian/cyclist connection between downtown Newberg and the Riverfront District.

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

a. If the Southern bypass route is chosen, it should be no closer to the Willamette River than 11th Street.

b. If the Southern bypass route is chosen, an at-grade intersection should be considered in the Riverfront District to give auto access to the area at the outside edge of the riverfront area beyond the below-grade area.

c. If the Southern bypass route is chosen, 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 pedestrian-friendly, and should provide a reasonably direct route.

d. If the Southern bypass route is chosen, transportation routes with pedestrian facilities within and connecting to the Riverfront District should include pedestrian-friendly amenities, such as benches, decorative lighting, decorative walkway paving materials, and special landscaping.

e. If the Southern bypass route is chosen, the bypass route should not bisect the medium or low density zones in the Riverfront District.

f. If the Southern bypass route is chosen, the bypass should be below grade through the riverfront area.

g. If the Southern bypass route is chosen, structures such as concrete work, including retaining walls, control structures, and overpass supports, should be artfully designed.

h. If the Southern bypass route is chosen, significant landscaping should be located along the bypass, including trees.

i. If the Southern bypass route is chosen, measures should be taken to minimize noise in adjacent residential, tourist commercial and recreational areas.

L. PUBLIC FACILITIES AND SERVICES

Goal 2.

f. Additional sewer and water connections should be discouraged in the floodplain. Any new sewer and water connections in the flood plain will be required to be flood proofed in order to prevent innundation.

▸ *Change the current description of the Riverfront District to the following:*

Chapter IV - Plan Descriptions
Section G - Plan Classifications
Sub-section 13 - Riverfront District

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

Medium Density Residential (R-2), Low Density Residential (R-1), 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 transportation links should be developed to connect the riverfront the local community and the region.

NEWBERG DEVELOPMENT CODE

Riverfront Commercial District

As part of the master plan implementation efforts, a new commercial district called the Riverfront Commercial district has been developed. This special commercial district is intended to provide a vibrant commercial area that is distinct from downtown and that is a focus for a variety of retail and commercial types that benefit from proximity to the river. This district includes permitted uses, conditional uses, and prohibited uses.

In the Riverfront Commercial district, a broad range of uses is permitted outright, within the framework of river-oriented commercial development. Those types of commercial uses that are clearly unrelated to river- and recreation-oriented uses are not included. Uses that may be appropriate for the Riverfront Commercial district, but that could create impacts, are identified as conditionally permitted. These are uses that warrant additional review and may require special conditions to ensure compatibility.

In addition, a list of prohibited uses is included for the Riverfront Commercial district to ensure that incompatible uses are not permitted. The prohibited uses are mainly auto-oriented. Throughout the Riverfront Master Plan process, community members clearly indicated they didn't want an auto-oriented character, and that there was plenty of commercial space elsewhere in Newberg to accommodate these types of uses, such as along Highway 99. Specifically prohibiting certain uses seemed to be appropriate for the riverfront because the uses identified as prohibited are not dependent on the river, there is sufficient land area elsewhere zoned C-1 and C-2 to accommodate these uses, and the riverfront district is limited in size meaning that the presence of incompatible uses could limit the development of the types of development that the community does want to see.

Through this plan, the following changes are made to the Newberg Development Code:

NOTE:	*Italicized text*	=	Change instructions.
	Plain text (including bolded)	=	Amended Text

- *Add map titled "Newberg Riverfront Master Plan - Proposed Newberg Zoning" in the* Appendix B: Maps *section of the Newberg Development Code (FIGURE 24)*

- **§ 151.120 - Establishment and Designation of Use Districts an Sub-District**
  Sub-section (A) - Use Districts

  Add the district **RD Riverfront District**

  Sub-section (B) - Sub-districts of use districts

  Add the sub-district **RF Riverfront Sub-district**

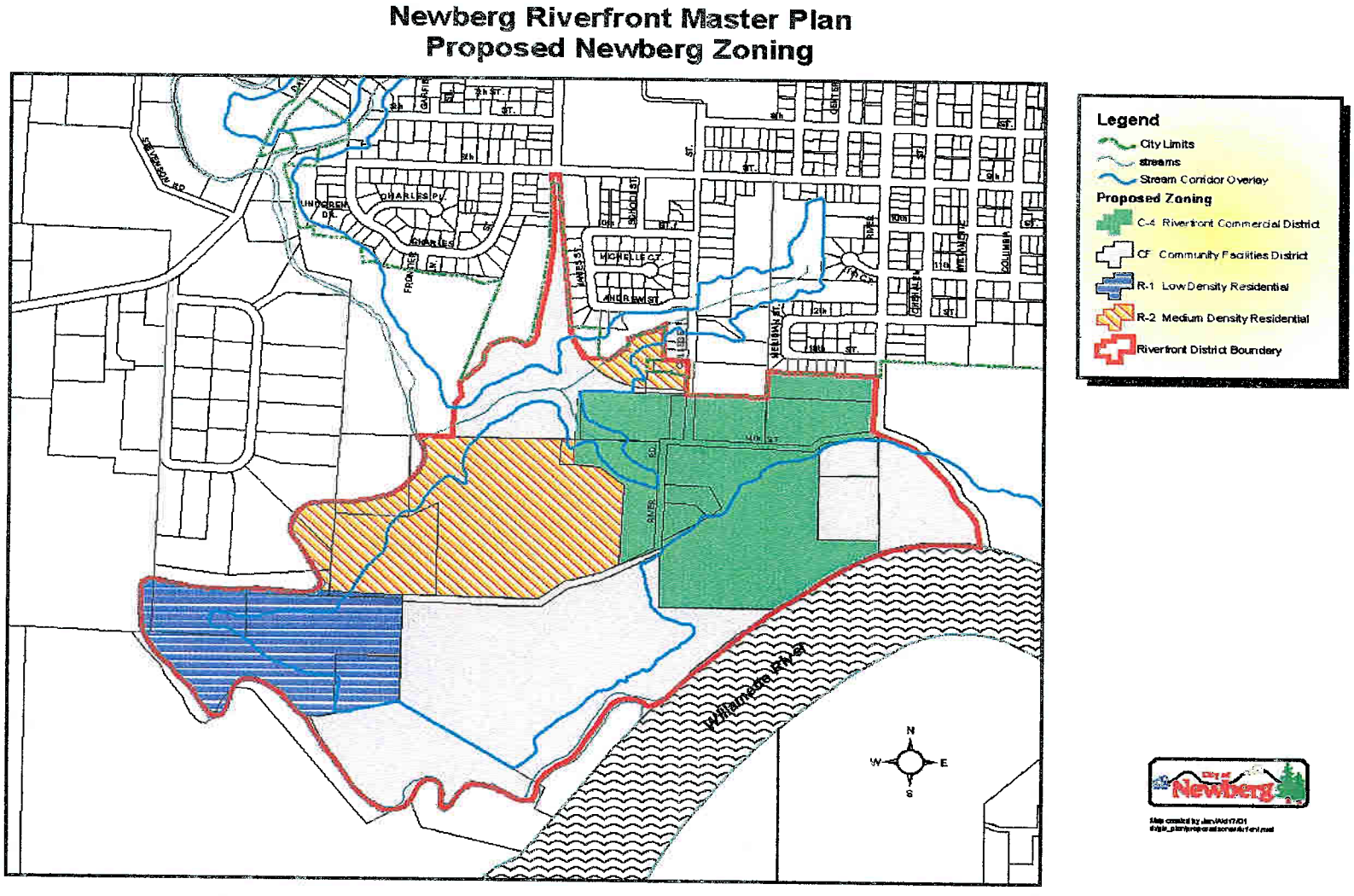


Figure 24: Proposed City of Newberg Zoning

♦ **§ 151.123 - Sub-districts**

Add the following:

(F) RF Riverfront Overlay Sub-district. The Riverfront Overlay Sub-district may be applied to R-1, R-2, C-4, and CF zoning districts. This Sub-district may be applied to lands within close proximity to the Willamette River. The overlay shall be designated by the suffix "RF" added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the "RF" overlay zone except as otherwise may be limited in this Code. Where provisions of the Sub-district are inconsistent with the parent district, the provisions of the Sub-district shall govern.

Change sub-section (E) Stream Corridor Overlay Sub-district *to sub-section* (G). *Change sub-section* (F) SP Specific Plan Sub-district *to sub-section* (H).

♦ *Add Sections 151.375 through 151.378 (C-4 RIVERFRONT COMMERCIAL DISTRICT)*

C-4 RIVERFRONT COMMERCIAL DISTRICT

§ 151.375 Description and Purpose:

The purpose of the Riverfront Commercial District is to allow a mix of uses that:

A. Provides a variety of retail and commercial types 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.

Properties zoned in this district must comply with the development standards of the Riverfront Sub-district, as described in §§ 151.526 through 151.530 of the Newberg Development Code.

§ 151.376 Permitted Uses

- accessory buildings and uses
- apartments, lofts, condominiums, and similar dwelling units located above ground floor commercial uses.
- antique shops
- ATM facilities
- bakeries
- barbers and beauty shops
- bed and breakfast establishments
- bicycle shops
- biking and hiking facilities and trails
- boat charter services

- breweries and brew pubs
- clothing and apparel shops
- confectionary stores – walk-up windows permitted
- convenience markets without fueling facilities
- curio shops
- delicatessen stores
- equestrian trails
- galleries
- gift shops
- jewelry stores
- marine sales offices. No outdoor display permitted.
- museums
- music stores
- offices for accountants, attorneys, engineers, architects, landscape architects, surveyors and those engaged in the practice of drafting or graphics, insurance brokers, real estate brokers
- open space
- parks
- pharmacy or drug stores
- public and semi-public buildings
- restaurants, no drive-through permitted
- single dwelling residential located above permitted ground floor retail or commercial uses
- sporting goods stores
- studios for interior decorators, photographers, artists
- studios for manufacturing of pottery items, metal sculpture, and other artistic products
- taverns
- toy stores
- travel agencies
- variety shops
- water-oriented recreation facilities
- wine-tasting rooms or wine shops
- any other building or uses determined to be similar to those listed in this section. Such other uses shall not have any different or more detrimental effect upon the adjoining neighborhood area than the buildings and uses specifically listed in this section

§ 151.377 Buildings and Uses Permitted Conditionally

- banquet facilities
- boat launching or moorage facility or marina, including marine gas facilities accessory to a marina use
- chapels or churches, provided that the combined gross square footage on any single lot does not exceed 10,000 square feet in area.

- hotels, motels, or inns
- pilings, piers, docks, and similar in-water structures
- resorts
- shared parking facilities
- trolley or transit utility facilities
- In order to evaluate visual and sound buffers, lot and design review, architectural features and the compatibility of land uses in an area that will serve as a gateway to the riverfront area, buildings and uses on lots located within 75 feet of River Street on the following properties shall be evaluated through a conditional use permit:
  - J. properties described as lot 10 and lot 11 within the Newberg Riverfront Master Plan; and,
  - K. that portion of the industrial property located adjoining and east of River Street, between 12th Street and 14th Street.

§ 151.378 Buildings and Uses that are Specifically Prohibited

- car washes
- convenience markets with fueling facilities
- drive-through uses
- marine or boat repair
- marine sales with outdoor display
- mini storage or warehousing
- motor vehicle or equipment repair and painting
- outdoor storage or sales, except for as accessory to a primary use or for temporary vendors
- quick vehicle servicing
- service stations and uses involving with hazardous substances or materials
- single dwelling residential, except where above another permitted use
- vehicle sales

♦ *Add §§ 151.526 through 151.529 (RIVERFRONT (RF) SUB-DISTRICT)*

Part 18. RIVERFRONT (RF) SUB-DISTRICT

§ 151.526 PURPOSE

The purpose of the Riverfront Overlay district is 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 design standards for commercial and residential 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. 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.

§ 151.526.1 WHERE THESE REGULATIONS APPLY

The regulations of the Chapter apply to the portion of any lot or development site which is within a RF Overlay Sub-district. The delineation of the RF Overlay Sub-district is described by boundary lines delineated on the City of Newberg Zoning Map indicated with a RF symbol.

§ 151.527 THE RIVERFRONT PLAN GENERAL PROVISIONS

(A) Report Adopted. The Newberg Riverfront Master Plan Final Report dated June 29, 2001 is hereby adopted by reference. The development standards listed in this Chapter shall take precedence over those listed in the report. If ambiguity exits, this Code shall govern.

(B) Permitted Uses and Conditional Uses. The permitted and conditional uses allowed under the "RF" Overlay Sub-district shall be the same as those uses permitted in the base zoning districts.

(C) Street, Bike Paths, and Pedestrian Walkway Standards. All development improvements shall comply with standards contained in the Circulation and Transportation Element of the Newberg Riverfront Master Plan.

(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, the view from the top of the bluff south of Fourteenth Street generally between College and 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 shall provide a public viewing area accessible from 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 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 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.

(4) 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.

(E) Significant Tree Grove. The area containing the significant tree grove, located north of Fourteenth Street and between College and River Streets, shall be preserved.

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

(1) To promote the protection of SP Newsprint from uses that may complain or otherwise hinder the operation of this important industrial facility due to visual and noise impacts;

(2) To enhance the vitality and qualities of the land uses within the Newberg Riverfront; and,

(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.

(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.

§ 151.528 COMMERCIAL DESIGN STANDARDS

(A) General. The Commercial Design Standards apply to any development located within the commercial zoning district(s) within the Riverfront Overlay Sub-district. 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. Within the commercial zoning district(s) of the Riverfront Overlay Sub-district, there is no minimum lot size required, provided the other standards of this Code can be met.

(C) Lot Coverage. The development site is permitted to have 100% 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 7,500 square feet.

(E) Setbacks

(1) Minimum: No front yard setbacks are required.
No side or rear yard setbacks are required, except where adjacent to residentially zoned property. Where interior lot lines are common with residentially zoned property, setbacks of not less than 10 feet shall be required.

(2) Maximum: The maximum front yard setback shall be 10 feet for at least 50% 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% of the length of the street-facing lot line. If the development is on a corner lot, this standard applies to both streets.

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

- Landscaping or a hard-surfaced expansion of the pedestrian path must be provided between the front of the building and the sidewalk.
- 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 bench or other seating that will accommodate at least 3 people.
  - A tree with a minimum caliper of 2.5 inches.
  - A landscape planter not less then 20 square feet in area.
  - A drinking fountain.
  - Similar pedestrian-scale amenities.

(F) Vision Clearance. There is no vision clearance requirement within the commercial zoning district(s) located within the RF Overlay Sub-district.

(G) Signs. Signs shall comply with sign standards Code for the C-3 zone under this Code, §s 151.593 through 151.601.

(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 shall be 50% of the number required by NDC

(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 Fourteenth Street. An intervening building must be provided between Fourteenth Street and the parking facility, or the facility must be set back a minimum of forty (40) feet from Fourteenth Street. Accessways to Fourteenth Street are permitted.

(6) Bicycle parking. Two (2) bicycle parking spaces, or one (1) per 5,000 square feet of building area must be provided, whichever is greater.

(7) Loading. Except as permitted in this paragraph, loading areas shall be set back at least ten (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 6 feet in height. A hedge must be 95% opaque year around. 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 6 feet in height. The enclosure shall be a sight-obscuring masonry wall or non-flammable 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 parapet as tall as the tallest part of the equipment;
- A screen around the equipment that is as tall as the tallest part of the equipment; or
- The equipment is set back from the street-facing perimeters of the building 3 feet for each foot of height of the equipment.
- 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% opaque year around. Fences or walls must be totally sight-obscuring. Slatted chain link fencing is not permitted.

(J) Building Design.

(1) Building Height. Maximum building height north of Fourteen Street is forty-five (45) feet. Maximum building height south of Fourteenth Street is thirty(30) feet. Minimum building height is sixteen 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 (2) 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 (2) 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% (in area) of facades facing public rights-of-way. Relief changes include cornices, bases, arcades, set backs of at least 2 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 2½ 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 6 inches to the weather. In board and batten siding, battens shall be spaced a maximum of 8 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 9 feet above the finished grade. To qualify as ground floor windows, window sills must be no more than four (4) 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

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. Within the Riverfront Commercial district, the main building entrance shall connect to adjacent public rights-of-way with a paved walkway at least 6 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% or 20 feet longer than the straight line distance between the entrance and the closest improved right-of-way, whichever is less.

(8) Pedestrian Access to Esplanade. Buildings on properties adjacent to the esplanade shall provide pedestrian access to and a door facing the esplanade.

(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 (5) 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 3 feet high and 95% opaque year around.

(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 3 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 6 foot clear

(M) Outdoor seating. Outdoor seating is encouraged on public sidewalks and the esplanade. A minimum pedestrian walkway of 6 foot clear width must be maintained at all times.

§ 151.529 RESIDENTIAL DESIGN STANDARDS

In addition to the development standards of the base zone, the following standards shall apply:

(A) Single Family Dwellings.

(1) For single family dwellings, including manufactured dwellings on individual lots, at least two of the following design features must be provided on the street-facing facade:

(a) Covered front porch at least 6 feet in width and length.
(b) Eaves (minimum 12 inch overhang)
(c) Bay or bow windows
(d) Dormers
(e) Window shutters
(f) Cupolas
(g) Horizontal lap siding

(2) T 1-11 and all other wood-based "full sheet" or panel-type siding is prohibited on elevations visible from public rights-of-way.

(B) Attached and Multi-family Dwellings.
The intent of the standards is to provide for multi-family 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 multi-family 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

shall be a minimum 4 foot variation vertically as measured from the gutter line. Gable ends facing the street shall be considered to provide a roofline offset. Building plane offsets shall be a minimum of 3 feet.

(4) For multi-family dwellings and all non-residential structures in residential districts, at least two of the following design features must be provided:
- (a) Covered front porch at least six (6) feet in width and length for each individual unit that faces a public street. If a covered front porch is provided to serve 2 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 6 feet.
- (b) Eaves (minimum twelve (12) inch overhang)
- (c) Bay or bow windows
- (d) Dormers
- (e) Window shutters
- (f) Cupolas
- (g) Horizontal lap siding

(5) T 1-11 and all other wood-based "full sheet" or panel-type siding is prohibited on elevations visible from public rights-of-way.

(C) 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.
- (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.

(2) Surface parking areas shall be located behind or to the side of residential structures.

(3) If carports are provided on surface lots, they must be of an architectural design that is compatible with the dwelling structure, and be constructed of similar materials.

► *Change the existing NDC language in § 151.536 to the following:*

§ 151.536 BUILDING HEIGHT LIMITATION

(A) Residential.

(1) In the R-1, R-2 and RP districts, no main building shall exceed 2 ½ stories, or 30 feet in height, whichever is lesser. Accessory buildings in the R-1, R-2, R-3 and RP districts are limited to one story, or 16 feet in height, whichever is lesser.

(2) In the R-3 district, no main building shall exceed three stories or 45 feet in height, whichever is lesser, except where an R-3 district abuts upon an R-1 district, the maximum permitted building height shall be limited to 2 ½ stories or 30 feet, whichever is the lesser, for a distance of 50 feet from the abutting boundary of the aforementioned district.

(3) Single family dwellings permitted in commercial or industrial districts shall not exceed 2 ½ stories or 30 feet in height, whichever is the lesser.

(B) Commercial and Industrial.

(1) In the C-1 district no main building or accessory building shall exceed 2 ½ stories or 30 feet in height, whichever is the lesser.

(2) In the C-2, C-3, M-1, M-2, and M-3 districts there is no building height limitation, except when 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 § 151.529(J)(1) of this Code.

(C) The maximum height of buildings and uses permitted conditionally shall be stated in the Conditional Use Permits.

(D) Institutional.

(1) The maximum height of any building or structure will be 75 feet except as follows:

(a) Within 50 feet of an interior property line abutting a C-1, R-1, R-2 or R-P district, no main building may exceed 30 feet.

(b) Within 50 feet of an interior property line abutting an R-3 district, no main building may exceed 45 feet.

(c) Within 100 feet of a property line abutting a public street or railroad right-

R-2, R-3, R-P, C-1, C-2, C-3, M-1, M-2, or M-3 zoning designation, no main building may exceed 50 feet in height.

(d) To utilize the maximum permitted height standard, at least 80% of the building's ground coverage must be beyond the setback area designated in (c) above. The maximum encroachment may not exceed 25 feet.

▸ *Change the existing NDC language in § 151.551 to the following:*

§ 151.551 FRONT YARD SETBACK (FIG. 10)

(A) Residential.

(1) R-1 and R-2 districts shall have a front yard of not less than 15 feet. Said yard shall be landscaped and maintained.

(2) R-3 and RP districts shall have a front yard of not less than 12 feet. Said yard shall be landscaped and maintained.

(3) The entrance to a garage or carport, whether or not attached to a dwelling, shall be set back at least 20 feet from the nearest property line of the street to which access will be provided. However, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.

(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 developments sites in the C-2 district shall have a front yard of 20 feet.

(3) All lots or development sites in the C-3 district shall have no front yard requirements.

(4) All lots or development sites in the C-4 district will comply with the front yard requirements described in § 151.528(E) of this Code.

(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.

(D) Institutional and Community Facility.

All lots or development sites in the I district shall have a front yard of 25 feet. Outdoor activity facilities, such as pools, basketball courts, tennis courts, or baseball diamonds including any accessory structures and uses are not permitted within the required setback.

► *Change the existing NDC language in § 151.552 to the following:*

§ 151.552 Interior Yard Setback

(A) Residential.

(1) All lots or development sites in the R-1, R-2 and R-3 districts shall have interior yards of not less than 5 feet, except that where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.

(2) All lots or development sites in the RP district shall have interior yards of not less than eight feet.

(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 yards requirements.

(3) All lots or development sites in the C-4 district will comply with the interior yard requirements described in § 151.528(E) of this Code.

(C) Industrial.

All lots or development sites in the M-1, M-2 and M-3 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.

(D) Institutional.

All lots or development sites in the I district shall have interior yards of not less than 10 feet, except outdoor activity facilities, such as pools, basketball courts, tennis courts, or baseball diamonds including any accessory structures and uses shall have an interior yard

► *Change the existing NDC language in § 151.555 and § 151.556 to the following:*

§ 151.555 VISION CLEARANCE SETBACK

The following vision clearance standards shall apply in all zones: (Fig. 9).

(A) At the intersection of two streets, including private streets, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of fifty (50) feet in length.

(B) At the intersection of a private drive and a street, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of twenty-five (25) feet in length.

(C) Vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line. Where curbs are absent, the edge of the asphalt or future curb location shall be used as a guide, whichever provides the greatest amount of vision clearance.

(D) There is no vision clearance requirement within the commercial zoning district(s) located within the Riverfront (RF) Overlay Sub-district.

§ 151.556 YARD EXCEPTIONS AND PERMITTED INTRUSIONS INTO REQUIRED YARD SETBACKS

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

(A) Depressed areas. In any district, open work fences, hedges, guard railing or other landscaping or architectural devices for safety protection around depressed ramps, stairs or retaining walls, may be located in required yards, provided that such devices are not more than 3 ½ feet in height.

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

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

(1) Eaves, cornices, belt courses, sills, awnings, buttresses or other similar features.

(3) Porches, platforms or landings which do not extend above the level of the first floor of the building.

(4) Mechanical structures (heat pumps, air conditioners, emergency generators and pumps).

(D) Fences and walls.

(1) In the residential district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

(a) Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six (6) foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in 10.50.132.

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

(2) In any commercial or industrial district, fences or walls not to exceed eight feet in height may be located or maintained in any yard except where the requirements of vision clearance apply.

(3) If chain link (wire-woven) fences are used, they are manufactured of corrosion proof materials of at least 11 ½ gauge.

(4) The requirements of vision clearance shall apply to the placement of fences.

(E) Parking and service drives. (Also refer to §§ 151.610 through 151.617)

(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

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 the parking table and diagram (Diagrams 1-3).

(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, public or private parking areas or parking spaces shall be permitted in any required yard. (See § 151.552). Parking requirements in the C-4 district are described in § 151.528(H)of this Code.

(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 5 feet.

(F) Public telephone booths and public bus shelters. Public telephone booths and public bus shelters shall be permitted, provided that vision clearance is maintained for vehicles requirements for vision clearance.

▸ *Change the existing NDC language in § 151.565 to the following:*

§ 151.565 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.

(1) In the R-1 district, each lot or development site shall have a minimum area of 7,500 square feet or as may be established by a sub-district.

(2) In the R-2, R-3, RP, C-1, C-2, and C-3 districts, each lot or development site shall have a minimum of 5,000 square feet or as may be established by a sub-district.

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

(4) Institutional Districts shall have a minimum size of five (5) contiguous acres in order to create a large enough campus to support institutional uses; however, additions to the district may be made in increments of any size.

(5) Within the commercial zoning district(s) of the Riverfront Overlay Sub-district, there is no minimum lot size required, provided the other standards of this Code can be met.

(B) Lot or development site area per dwelling unit.

(1) In the R-1 district, there shall be a minimum of 7,500 square feet per dwelling unit.

(2) In the R-2 and R-P districts, there shall be a minimum of 3,750 square feet of lot or development site area per dwelling unit.

(3) In the R-3 district, there shall be a minimum of 1,500 square feet of lot or development site area per dwelling unit.

(C) In calculating lot area for this section, lot area does not include land within public or private streets.

▸ *Change the existing NDC language in § 151.580 to the following:*

LANDSCAPING AND OUTDOOR AREAS

§ 151.580 REQUIRED MINIMUM STANDARDS

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

(1) Private Areas. Each ground level living unit in a residential development subject to a design review plan approval shall have an accessible outdoor private space of not less than 48 square feet in area. The area shall be enclosed, screened or otherwise designed to provide increased privacy for unit residents, their guests and neighbors.

(2) Individual and Shared Areas. Usable outdoor recreation space shall be provided for the individual and/or shared use of residents and their guests in any duplex or multi-family residential development, as follows:

(a) One or two bedroom units: 200 square feet per unit.

(b) Three or more bedroom units: 300 square feet per unit.

(c) Storage areas are required in residential developments. Convenient areas

such as bicycles, barbecues, luggage, outdoor furniture, etc. These shall be entirely enclosed.

(B) Required Landscaped Area. The following landscape requirements are established for all developments except single family dwellings.

(1) A minimum of 15% of the lot area shall be landscaped; provided however, that computation of this minimum may include areas landscaped under Subpart (C) of this subsection. Development in the C-3 (Central Business District) zoning district is exempt from the 15 % landscape area requirement of this section. Additional landscaping requirements in the C-4 district are described in § 151.528(K) of this Code.

The remainder of § 151.580 would remain the same.

▸ *Change the existing NDC language of § 151.600 to the following*:

SIGNS

§ 151.600 SIGNS WITHIN THE PUBLIC RIGHT-OF-WAY

(A) Public signs are permitted in the public right-of-way as permitted by the governmental agency responsible for the right-of-way.

(B) For lots in the C-3 and C-4 zones, the one allowed portable sign per street frontage may be located, without permit, in the public right-of-way fronting that lot provided it meets the following standards:

(1) The sign may not be less than 2 feet nor more than 4 feet high.
(2) The sign may not be located within the vehicular path.
(3) If located on a sidewalk, the sign must leave a clear area of at least 5 feet measured horizontally, and may not be located on a wheel chair ramp.
(4) If the sign is located adjacent to a striped on-street parking area, the sign must be located adjacent to the stripe.
(5) The sign may not be located within 3 feet of a fire hydrant.
(6) The sign must be removed during non-business hours or hours the adjoining property is uninhabited.
(7) The property owner abutting the right-of-way shall grant permission for any sign, other than a public sign, that is placed within that right-of-way fronting his or her lot.
(8) If more than one sign is located in the right-of-way fronting one lot, all signs may be forfeited as per subsection (E) below.

(C) For lots in other zones, the one portable sign per street frontage may be allowed in the public right-of-way provided:

(1) The applicant first obtains a sign permit from the Director approving the location of the sign. Approval is at the sole discretion of the Director. The permit shall be affixed to the sign.

(2) The standards (1) through (6) in subsection (B) above are met.

(D) No other signs shall be placed within the public right-of-way except as specifically permitted by this Code.

(E) Any sign installed or placed in the public right-of-way, except in conformance with the requirements of this Code, shall be forfeited to the public and subject to confiscation. In addition to other remedies hereunder, the City shall have the right to recover from the owner or person placing such a sign the full costs of removal and disposal of such sign.

▸ *Change the existing NDC language of § 151.610 to the following*:

OFF-STREET PARKING REQUIREMENTS

§ 151.610 REQUIRED OFF-STREET PARKING

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. Off-street parking is not required in the C-3 district, except for dwelling units. Within the C-4 district, the minimum number of required off-street parking spaces shall be 50% of the number required by § 151.612 of the code, except that no reduction is permitted for residential uses.

▸ *Change the existing NDC language of § 151.617 (A) to the following*:

§ 151.617 OFF-STREET LOADING

(A) Buildings to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use.

(1) The following standards shall be used in establishing the minimum number of berths required:

Gross Floor Area of the Building in Square Feet	Number of Berths
Up to 10,000	1
10,000 and over	2

(2) A loading berth shall contain a space 10 feet wide and 35 feet long, and

loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(3) Additional off-street loading requirements within the C-4 district are described in § 151.528(H)(7) of this code.

▸ *Change the existing NDC language of §§ 151.625.1 through §§ 151.625.2 to the following*:

BICYCLE PARKING

§ 151.625.1 PURPOSE

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

§ 151.625.2 BICYCLE PARKING FACILITY REQUIREMENTS

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

	Use	**Minimum Number of Bicycle Parking Spaces Required**
(1)	New multiple dwellings, including additions creating additional dwelling units	One bicycle parking space for every four dwelling units.
(2)	New commercial, industrial, office, and institutional developments, including additions that total 4,000 square feet or more	One bicycle parking space for every 10,000 square feet of gross floor area. In C-4 districts, two (2) bicycle parking spaces, or one (1) per 5,000 square feet of building area must be provided, whichever is greater.
(3)	Transit transfer stations and park and ride lots	One bicycle parking space for every 20 vehicle parking spaces
(4)	Parks	Two bicycle parking spaces within 50 feet of each developed playground, ball field, or shelter.

YAMHILL COUNTY COMPREHENSIVE PLAN

Under this plan, a change is made to the Yamhill County Comprehensive Plan by adding Policies 'e' and 'f' under Section I. A Policies. Existing Comprehensive Plan language is shown in plain text. The new policies 'e' and 'f' are shown in italicized text.

SECTION I. URBAN GROWTH AND CHANGE AND ECONOMIC DEVELOPMENT

A. URBAN AREA DEVELOPMENT

SUMMARY

Growth in Yamhill County is being most heavily influenced by spillover from the Portland metropolitan area. The northeast section of the county has been absorbing the brunt of this growth pressure and will continue to do so in the future.

Due to a vigorous policy to attract additional industry into the city, McMinnville should also see rapid population growth in coming years.

Future growth pressures will increase the potential for sprawl development, a condition which results in higher costs in providing public facilities and services due to the extension, then under-utilization, of those services.

Economic, energy, and environmental considerations point to the need for containing urban growth to existing urban centers.

An established urban growth boundary for each city of Yamhill County will assist in the orderly and efficient transition from rural to urban land uses.

GOAL STATEMENT

1. To encourage the containment of growth within existing urban centers, provide for the orderly, staged, diversified and compatible development of all of the cities of Yamhill County, and assure an efficient transition from rural to urban land use. (60)

POLICIES

a. Yamhill County will, in cooperation with the cities and special districts of the county, encourage urban growth to take the form of a series of compact, balanced communities, each with its own business and community center and each related to industrial areas and other centers of employment.

b. Yamhill County will cooperate and coordinate with each of the cities in the development of urban growth boundaries and will adopt an urban area growth management agreement

c. Yamhill County will recognize the lands within established urban growth boundaries as the appropriate and desired location for urban development.

d. Yamhill County will coordinate with the City of Newberg to adopt an Urban Reserve Area (URA). The URA identifies high priority lands to include with the Newberg UGB to meet long-term urban growth needs to the year 2030. Interim rural development within the Urban Reserve Area will be regulated with tools such as corridor plans, shadow plats, clustering and redevelopment plans to ensure that long term options for urban development are protected. (Ord. 596)

e. Yamhill County shall coordinate with the City of Newberg to implement the Newberg Riverfront Master Plan. The purpose of the Newberg Riverfront Master Plan is to limit current development in such a way that it does not preclude future implementation of the master plan. Yamhill County shall pursue, in cooperation with the respective property owners, changing the zoning designation of Tax Lots 3219-200 and 3219-100 to match Newberg's Comprehensive Plan designation as identified in the Newberg Riverfront Master Plan.

f. Nothing in the Newberg Riverfront Master Plan should be construed to restrict the continuing legal use of the properties in the plan area at the time that the plan is approved. Specifically, tax lots 3219-200 and 3230-100 may continue their current legal uses as allowed under the Yamhill County Zoning Code. The uses over the short-term may be expanded upon, including new buildings and uses, if they meet the Yamhill County Zoning Code requirements and the generalized terms and goals of the Newberg Riverfront Master Plan and are of a non-permanent nature. The City of Newberg and Yamhill County shall work with the owners of tax lots 3219-200 and 3219-100 to identify an appropriate county commercial zone that would be an interim zone until the properties are brought within the Newberg city limits. Upon annexation to the City of Newberg, the properties will comply with the requirements of the Newberg Development Code.

ADDITIONAL RECOMMENDATIONS

General Recommendations on the Southern Bypass

If the decision is made to develop a southern bypass to Highway 99W, the recommendations contained below are aimed at minimizing adverse impacts on the Riverfront District.

- Any southern bypass route should be located no closer to the river than Eleventh Street.
- Any southern bypass route should have an at-grade signalized intersection providing access to the Riverfront Master Plan project area.
- Provide trail access across any 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 pedestrian-friendly, and should provide a reasonably direct route.
- Any southern bypass route should not bisect the medium or low density zones in the Riverfront District.
- Consider undergrounding the bypass through the project area.
- Consider a boulevard treatment through the project area or near the at-grade intersection

Recommendations on the Endangered Species Act (ESA)

The overall Riverfront Master Plan has been designed for compatibility with ESA. The Riverfront Master Plan focuses development in upland areas, and keeps floodplain and riparian areas in open space and park uses. Future trail locations on the former landfill site are located back from the mouth of Chehalem Creek to protect the integrity of the riparian habitat in this area, as identified in the natural resources review conducted during this project. The Master Plan also maintains the stream corridor overlay protections that the City of Newberg already has in place. In addition, lower intensity residential uses are located closer to the Chehalem Creek stream corridor, with the higher intensity commercial development located further away from the Creek. The overall plan avoids disturbance to creeks, the riverfront, and habitat areas, and maintains protection of creek and river corridors.

In addition to the overall plan's design for compatibility with ESA, additional recommendations for compliance with ESA are contained below.

General ESA Recommendations

- Maintain protection of natural habitat and vegetation through the Stream Corridor overlay zone.
- Coordinate adoption of the Stream Corridor overlay zone with Yamhill County for areas outside the city limits but within the UGB.

- Continue to require that native vegetation be planted in disturbed areas within the Stream Corridor overlay zone.

- Continue to encourage removal of nuisance plants as identified on the Newberg Plant List from the Stream Corridor overlay zone such as Himalayan Blackberry, English Ivy, and Scotch Broom.

- Continue to require mitigation for disturbances within the stream corridor through the Stream Corridor overlay zone.

- Continue to encourage dedication of land within stream corridors for permanent open space uses.

- Where possible, improve riparian habitat and vegetation along the Willamette River and Chehalem Creek, particularly on the site of the former landfill.

- If trails must cross creek channels, use fish-friendly crossings that span the creek from top of bank to top of bank and don't require piers or pilings in the stream channel or other riparian areas.

- Encourage the preservation of significant native trees throughout the master plan area.

- Use Best Management Practices to ensure that stormwater runoff is filtered before it enters Chehalem Creek or the Willamette River. Refer to the *City of Portland Stormwater Management Manual* (1999) for guidance.

Habitat Management Recommendations

- *Stabilize bank erosion upstream of existing boat ramp.*
  This bank erosion is beginning to impact the paved area, and will only get worse if it is not addressed. Erosion control activities permitted by the Corps of Engineers may fall under the programmatic ESA and EFH consultation, eliminating the need for consultation with the National Marine Fisheries Service. A Corps permit would still be required. The programmatic biological opinion, authored by NMFS, encourages the use of "bioengineering" practices to control streambank erosion. Placement of more than 10 cubic yards of rock or riprap per 100 linear feet of bankline is excluded from the authorization.

- *Minimize removal of riparian vegetation when the boat ramp is relocated to an upstream location.*
  Existing riparian vegetation should be maintained to the extent feasible. For example, there is an already disturbed area where a storm drain pipe is located.

- *Take the ongoing bank erosion into consideration when siting the new boat ramp.*

The new boat ramp should be sited to avoid contributing to the erosion of the riverbank.

- *Consider diversifying shoreline fish habitat by adding inwater structure.*
  Adding inwater structure for fish habitat may also qualify under programmatic ESA and EFH consultation.

- *Consider making habitat improvements along the riverbank through Rogers Landing, or coordinate with the County to make the improvements.*
  The riverbank through Rogers Landing has very little vegetation. Although there is not much room for vegetation, there is some room to retrofit the bank through Rogers Landing and improve its habitat value.

- *Encourage enhancement of wetlands located within the floodplain.*
  As the natural resources review indicated, there are several areas of suspected wetlands in the floodplain. The City should encourage the enhancement of any wetlands within the floodplain. The City or County should require a profession wetland delineation prior to any development proposal on lands identified as containing suspected wetland areas as identified in this report.

Transportation and Circulation Recommendations

- *Coordinate with Yamhill County on the transfer of jurisdiction of roads.*

  Before improvements can be made to streets within the Riverfront Master Plan area, jurisdiction will need to be transferred from the County to the City. The streets within the Master Plan area are substandard, and the transfer of jurisdiction will require coordination as the area is annexed to the City.

- *Evaluate alternatives for a trail connection between Rogers Landing and the future Willamette pedestrian / bike crossing.*

  There are slope and stability constraints on the trail connection shown between Rogers Landing and the old Wynooski Bridge. Additional study of a trail locations should be undertaken to determine the best location. In addition to locations on the slope, a floating walkway could be considered.

- *Consider adding the pedestrian trails identified on the Riverfront Master Plan to the list of improvements that can be paid for by the Parks SDC.*

  Newberg currently has a Systems Development Charge (SDC) in place for parks. This SDC is charged for residential development. The City should consider adding the pedestrian trails to the SDC-funded capital projects list. These proposed trails form a system, and provide access to existing and future parks.

Other Recommendations

- *Seek a "No Wake" zone upstream of Rogers Landing.*

  A "No Wake" zone will assist in slowing down the bank erosion. As an added benefit, a "No Wake" zone will minimize conflicts with non-motorized boat users around Ash Island.

- *Consider incorporating historical interpretation into open spaces, parks, and esplanades.*

  When these facilities are designed, historical interpretation could be incorporated as a program element. There is a rich history in the Willamette Valley, and the public parks and trail facilities offer a perfect opportunity to educate people about that history.

- *Consider adopting a Willamette River Greenway overlay zone.*

  The City's existing Stream Corridor overlay zone includes the corridor along the Willamette through the Riverfront Master Plan area, so some protection of the river corridor is already in place. The City should also consider adopting a special Willamette River Greenway overlay zone as a means of implementing Statewide Planning Goal 15. This could be modeled on Yamhill County's Willamette Greenway overlay.

- *Coordinate the timing of annexation of the Riverfront Master Plan area with property owners and Yamhill County.*

  Implementation of most of the Riverfront Master Plan elements cannot occur until the area is annexed. Water and sewer service cannot be provided outside of city limits, and urban level development in accordance with the Master Plan cannot occur under County zoning and without water and sewer service.

- *Consider creating a Request For Proposal process for development of the City of Newberg parcel that has a commercial designation.*

  Creating an RFP for development of this parcel would allow the City to have control over development of the parcel, and would ensure that any development achieves the goals of the riverfront plan. An RFP for development of the City-owned parcel would have to be timed appropriately to market conditions, and after annexation of the property.

- *Consider incorporating areas along Blaine, College, and land in and around River Street into an urban renewal area.*

  Blaine, College, and River Streets serve as the main connections between downtown and the riverfront. If an urban renewal area is considered for the Newberg core area, these three areas should be evaluated for inclusion in the district. Tax increment financing

between downtown and the riverfront, and could set the stage for development of the riverfront as a complement to a revitalized downtown.

APPENDIX A

Newberg Riverfront Master Plan Project

January 31, 2001
Introductory Work Session

Meeting Summary

Attendees:
David Beam, City of Newberg
Mike Soderquist, City of Newberg
Merrill Johnson, Yamhill County Parks Board
Gary Allen, *Newberg Graphic*
Barton Brierley, City of Newberg
David Primozich, Yamhill County Parks
Jim Records, Baker Rock
Lauren Schmitt, CDA Consulting Group
Clay Moorhead, CDA Consulting Group
Paul Fishman, Fishman Environmental Services
Jerry Mitchell, KPFF Consulting Engineers
Martin Chroust-Masin, Yamhill County Planning
Brian Wethington, GreenWorks, P.C.
Mike Faha, GreenWorks, P.C.
Duane Cole, City of Newberg
Barb Mingay, City of Newberg
Ron Huber, Yamhill County Parks
Don Clements, Chehalem Parks and Recreation District
Gary Fischer, SP Newsprint
John Raineri, City of Newberg

The session began with general questions. Duane Cole asked whether URS had been contacted, because as the firm completing the bypass EIS, they should be included. Initial contact had been made, but the bypass consultants were not invited to the stakeholder summit. It was suggested that they be invited to future project meetings. Don Clements asked whether Dundee had been contacted, because Dundee's waterfront connects to Newberg's, and Dundee is discussing their waterfront. The Dundee waterfront is outside of the scope of work for the current project, but participants generally agreed that if there were a way to expand the scope, including the Dundee waterfront would be a good idea.

The next topic of discussion was desired outcomes. Don Clements noted that the riverfront is a natural extension and connection between Dundee and Newberg for bikes and pedestrians. He

Park is 50 acres that almost extends the civic corridor, and that Ewing Young connects to the riverfront with Chehalem Creek. Merrill Johnson was interested in connections to the other side of the river (the Marion County side), and how Rogers Landing would fit into the overall plan. Duane Cole noted that the main outcomes the City would like to see are a change in Comprehensive Plan designations along the riverfront to designations that make more sense, capitalization on the recreational opportunities in the area, and feasible and compatible economic development for the upper areas. Don Clements noted again that connectivity is an outcome CPRD would like to see, and that they are negotiating with property owners for R.O.W. / easements for trails and connections. The project team asked about Willamette Greenway regulations in Yamhill County. Martin Chroust-Masin indicated that the Willamette Greenway is applicable to the County, but that there are no specific County requirements for trails or public access within the Greenway. Mike Soderquist indicated that he would like to see landowners within the project area and adjacent to it targeted for outreach prior to the first workshop,.

After discussion of desired outcomes, the next topic of discussion was unacceptable outcomes. Jim Fischer noted that SP Newsprint originally purchased the property in the study area for expansion or buffers, and the increasing public access is the opposite of the original intent. Jim Records asked whether Ash Island is included in the project area, and noted that it is a unique feature between Newberg and Dundee. It was noted that there are two property owners, that access is a challenge, that the State had considered purchasing it about 10 years ago but lacked the funding, and that a local developer had purchased a 10-acre parcel on the island. Paul Fishman pointed out that in addition to bike and pedestrian connections, there is also an opportunity for a paddling trail. It was noted that groups have been purchasing conservation easements and parcels up and down the river, that there are private and public sources out there looking to purchase or protect riverfront, and that Ash Island might be stunning enough to attract some of these funds. A major unacceptable outcome identified was a failure to come up with something. Don Clements pointed out that an unacceptable outcome would be a failure to provide connections to the waterfront, and he has heard a number of people express strong feelings about being cut off or separated from the river. Barb Mingay brought up disenfranchisement of current industry as an unacceptable outcome, and pointed out that coordination on redevelopment efforts should occur. Barton Brierley noted that it would also be unacceptable to have new industry which is not compatible with the river, but that compatible industry could be considered.

During the next portion of the summit, a number of issues were discussed as they relate to the riverfront. These issues were identified by the project team and City staff.

Planning Process

- City/County process requires joint planning in the UGB (NUAMC).
- The Riverfront Master Plan may change zoning, but it doesn't have to.
- Measure 7 could affect the process.
- If a change is proposed in the City only, NUAMC review would not be required.
- The plan would be reviewed by NUAMC, then proceed to the City Council and County

Council or Board can refer the plan to the Planning Commission.

- A streamlined process could be desirable.
- Building consensus is important to achieving anything with the plan.
- The Riverfront Master Plan offers an opportunity to build a better relationship between the City and County and to create a good outcome for the entire community.
- The landfill manager – Dyke Mace – should be involved.

Comprehensive Plan / Zoning

- The waterfront portion of the landfill may be okay for trails and pedestrian or bike connections.
- Baker Rock has a lease on a portion of the landfill property in exchange for allowing a portion of their property to be used for the Rogers Landing expansion.
- What are the possibilities for the riverfront, given ESA and floodplain constraints?
- Yamhill County Planning administers FEMA regulations for the County.
- CPRD is seeking a "Community Facilities" zoning in City to align more with County's zoning.
- CPRD wants trails, more boating, picnicking, and possible historical tourism uses.
- "Tourism commercial" zoning a possibility to be considered (i.e. commercial zoning allowing only those uses that support tourism).
- The bypass is identified in Newberg's Comprehensive Plan, and therefore every alternative must consider the bypass in order to comply with the Comprehensive Plan. There is no access within the project area, just at 219 and possibly in Dundee. The southern route is the only funded bypass route.
- The bypass might separate the community from the river.
- Separation / connectivity can be addressed by the design of the bypass.
- The EIS process is going to determine the bypass routing. The local community doesn't have much control.
- The riverfront project could be an opportunity to impact the design of the bypass, and to bring up important access and connection issues.
- SP has no plans for its property in the area, other than to keep it as a buffer.
- Are there uses that could be located on the upper bank? Uses that complement recreation? Zoning related to water use or dependency?
- Some commercial use on the upper bank would be good. A restaurant or hotel?
- Concessions opportunities should be considered, regardless of use in the area.
- Protect industry, but build a trail system.
- Passive use areas could buffer industrial uses.
- The City has some interest in maintaining a barge landing facility on the riverfront.
- Riverboat access to the wine country from Portland.
- The old stagecoach went through the project area, and there are still signs visible of the route.

Transportation

industrial uses and pedestrian traffic. Water line security is also a concern.

- Rogers Landing could benefit from flow-through access – enter in one drive, exit through another. There is an emergency access through Baker Rock's property to Rogers Landing.
- Riverfront trail – pedestrian/bike access across the river.
- Consider existing topography for access and connectivity opportunities.
- There may be structural issues with 14th Street and River Street.
- Boat transportation? Paddle trails? Could create a need for camping and parking. There could be power boat conflicts.
- Riverboat/barge access
- RV issues. Tent camping or more primitive campsites might be okay. Newberg has very little riverfront. Discourage RV use from eating that resource up.
- The bypass needs to be considered.
- Avoid sound walls on the bypass.
- Consider how a riverboat / barge landing would work.
- River Street is inadequate.
- 11th is another route. It is the designated truck route from 219, and is also the bypass alignment.
- Bypass will be located somewhere within a 1500' corridor.
- College Street stops at the school. Pedestrian or bike access could possibly be strengthened. A street is unlikely.
- Blaine Street is inadequate. It could be extended along the SP railroad route, but there are some grade issues, the train is a nuisance, and Blaine Street itself has been rebuilt probably 5 times in the past 20 years.
- What about using the RR tracks for a trolley? Coordination would be needed with SP on this.
- Wynooski Bridge as a pedestrian connection? SP access is problematic, and the connection doesn't seem feasible.
- Connection to Ewing Young Park, which has the new skateboard park and a BMX trail.
- What about a park like Waterfront Park in Portland? Newberg's Old Fashioned Festival will soon need a bigger home.
- Park or Public/Quasi-public zoning designation on current public lands could avoid Measure 7 conflicts.

Parks and Open Space

- Amphitheater considered and dismissed a while back.
- Connections between parks and open space are important.
- Trails are important.
- Pedestrian and bike access is needed.

ESA

- Encouraging floodplain functions is part of ESA requirements.
- NMFS review will occur with any federal permit (such as a Corps of Engineers permit) or

APPENDIX A

- DEQ is looking at the Newberg pool.
- How does the riverfront fit in with Newberg's city-wide ESA response?
- Enhance Baker Rock Ponds as wetlands for stormwater treatment.
- Is trail-building okay under ESA?

Utilities

- Newberg can't provide services to the riverfront until it is annexed.
- Sewer service to the whole area would involve pumping.
- There is some trouble with pumps in terms of logistics.
- For utilities on the upper portion of the project area, the closest sewer gravity feed is at 14th and River.

Livability

- Specific standards?
- An opportunity for requiring development to relate to the river.
- Need to maintain flow to river – view corridors – access corridors.
- Two safety issues are flooding and access for fire, police, and water issue.
- Landscaping standards to maintain views. Native species are already required in the stream corridor.
- Design guidelines are a good idea for the riverfront.
- Visibility and activity are needed for safety.
- ADA access is an issue.

Economic Development

- The economic analysis component of the project should provide some ideas.
- Residential uses as a possibility. Senior housing?
- Hotel? Restaurant?
- Residential use could conflict with the bypass and with the existing industrial uses.
- Marina? Houseboat moorage? Would be better closer to Dundee, not within the project area.

Capital Improvement Projects

- Rogers Landing is the main CIP in the project area (a County project).
- Currently constructing phases 1 and 2 of a four phase improvement.
- Currently seeking Marine Board or Fish & Wildlife approval for additional funding for Phases 3 and 4.
- Phases 3 and 4 are in Corps of Engineers permitting process, and the County hopes to proceed with construction between July and October, 2001.
- The County needs ideas for the planting which they will need to do after construction is complete.

Other ideas

- Ash Island as a water access-only park or a mitigation site.

APPENDIX B

Newberg Riverfront Master Plan
Community Input Meeting Summaries

April 18, 2001 Meeting

An agenda for the April 18 meeting and a record of meeting participant comments is attached to this summary. Prior to the meeting, brochures announcing the project and inviting participation were sent out to all property owners within the project and within 300' of the project area. The meeting was also advertised in the *Newberg Graphic*. Copies of the mailing list and the newspaper ad are available from the City of Newberg.

The main purpose of the April 18 meeting was to gain community input on the preferred land use concept for the Riverfront Master Plan area. The meeting began with an introduction to the project, including a slide presentation that provided an overview of the project area and key issues for the planning process. Four concepts were introduced for the Riverfront Master Plan area. These included a "do nothing" alternative that left the area mainly industrial, an alternative that included open space and residential uses, and two alternatives that included a new "tourist commercial" zone, open space, and residential uses.

The next part of the meeting was a gallery session for review of the four plan alternatives. Participants were asked to review the four alternatives more closely, and were each given a stick-on "dot" to vote on the alternative they preferred. A member of the project team was stationed at each alternative to answer questions, take down comments, and provide additional information about the concept.

After the gallery session, the participants were brought back together to review the results of the preferences. The "do nothing" and residential concepts (Options 1 and 2) received no support. Options 3 and 4, which both included the "tourism commercial" zone, received 14 and 10 "dots" respectively. The results of the "dots" exercise and the comments from the participants indicated support for development of a river-oriented commercial zone. Additional discussion was held, and comments from the participants were recorded on a chartpak at the front of the room.

At the end of the meeting, the next steps in the project were outlined and the May meeting date was announced.

May 15, 2001 Meeting

An agenda for the May 15 meeting and a record of meeting participant comments is attached to this summary. Prior to the meeting, brochures announcing the project and inviting participation were sent out to all property owners within the project and within 300' of the project area. The

APPENDIX B

The main purpose of the May 15 meeting was to obtain community input into the draft plan for the riverfront area and into types of land uses and desirable design features. In addition, community input was sought on a multimodal transportation concept plan that showed major auto, bike, and pedestrian connections within the project area and between the riverfront and downtown.

At the beginning of the meeting, there was a brief review of the results of the April 18 meeting and the work the project team completed in response to the community input at that meeting. The draft master plan was described, and the transportation concept plan was reviewed. After initial comments and discussion, the next phase of the meeting was explained.

Six boards with photographic images of land use character, main street character, streetscapes, esplanades, riverfronts, and residential areas were displayed around the room. Participants were asked to review the photographs to determine what they liked and disliked. They were then asked to put yellow dots on the images they especially liked and blue dots on images they didn't like. After about a half hour of gallery review, the meeting was called back to order and the results of the preference exercise were discussed. Full results of the preference exercise will be available in the final master plan report.

The final segment of the meeting was a review the next steps, including the code element of the master plan. Draft policy statements and permitted uses were distributed for input and comments. In addition, design standards and requirements were discussed, including what types of standards should be included.

kpff
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APPENDIX C

MEMORANDUM

TO: Clay Moorhead
CDA Consulting Group

FROM: Jerry Mitchell

RE: **Newberg Riverfront Master Plan**
Commentary on Wynooski Bridge and
Potential Pathway through SP Paper Site

DATE: May 12, 2001

COPY:

There has been recent discussion in connection with the Newberg Riverfront Master Plan on the feasibility of retrofitting a bicycle / pedestrian path to the old Wynooski Bridge over the Willamette River. This discussion has also included a potential pathway along the top of the riverbank through the SP Paper mill site. This pathway would be necessary to provide access to the bridge from the master plan area.

The bridge, which is located east (down-river) from the master plan area, was built in the early twentieth century and has been closed to traffic for many years. Currently it is used to support the water transmission main from the City of Newberg's well field, which is located on the opposite (south) side of the river from the town.

On Thursday, May 03, 2001, Jerry Mitchell, KPFF's project manager for the Newberg Riverfront Master Plan, and Craig Totten, KPFF bridge engineer, visited the bridge site and walked across the bridge. On Monday, May 07, 2001, Mr. Mitchell viewed the potential pathway alignment with Gary Fischer, the mill's facility manager, Clay Moorhead of CDA Design and Brian Wethington of GreenWorks. KPFF's comments and observations are summarized below. KPFF's photographs of the bridge are enclosed.

Wynooski Bridge

Existing Conditions

The bridge can be accessed only from the north side, through the SP Paper mill site along the old Wynooski Street alignment. Access to the mill site is tightly controlled.

The original bridge deck that accommodated the traffic lanes has been removed. The entire south span has also been removed, leaving the south end of the bridge approximately 45 feet above grade. Presumably a viaduct structure accommodated the southern approach to the bridge but has been removed.

A four-foot-wide steel grating and steel pipe handrails have been installed on the remaining length of the bridge and are located along the centerline of the structure. A water transmission main with an outside diameter of approximately 24 inches is located immediately west of the walkway and rests on the crossbeams. Two smaller pipes run immediately east of the walkway. A 12-inch water line is located along the east edge of the beams that formerly supported the bridge deck.

The existing walkway appears to slope from north to south at approximately two percent. The crossbeams are approximately 20 feet long and presumably supported a traffic deck of the same width.

The bridge structure is comprised of riveted arched trusses supported by three bents. The bents are founded on pipe caissons constructed of bolted steel plates that presumably are filled with concrete. Two of the bents are located on or near the shore and one is located in the river channel.

According to a note stenciled on the north end of the bridge, a zinc base coat and an epoxy paint coating were applied to the bridge in 1982. The bridge generally appears to be in good condition. It probably would not meet modern criteria for withstanding seismic forces.

Potential for Adding Bicycle / Pedestrian Facilities

Cursory observation indicates that it would be feasible to add a new deck to the Wynooski Bridge to accommodate pedestrians and bicycles. Such a pathway would probably be at least eight feet wide, would have 42-inch-high handrails and could be installed with the large-diameter water line left in place. The eight-foot width could be provided by constructing an additional four feet of surface to the east of the existing four-foot-wide pathway. An additional four feet of surface width could be provided along the east side of the bridge, for a total potential width of 12 feet. Any additional surface width along the west side of the bridge would have to be elevated above the large-diameter water line or the water line would have to be moved, perhaps by suspending it below the deck. However, a satisfactory pedestrian / bike facility could be provided without relocating the water line. Security and vandalism may be more significant concerns with the water line.

One of the most significant challenges to developing a pedestrian / bike connection over the Wynooski Bridge would be providing access from the south shore, where the bridge deck is approximately 40 feet above grade. This vertical distance would translate into a handicap-accessible ramp structure ranging from 600 to 800 feet in length. Assuming an eight-foot width and a cost of approximately $100 / square foot, the ramp structure could cost as much as $500,000

KPFF's experience on comparable projects indicates that a stairway / elevator combination probably would be more appropriate than such a long and expensive ramp. Security, operation and maintenance are obvious concerns but usually can be addressed with specialized equipment.

KPFF is familiar with two Willamette River projects where a stair / elevator combination was found to be more cost-effective than a long ramp. For Eastbank Riverfront Park in downtown Portland, KPFF designed a combined stairway and elevator tower connection to the Burnside Bridge. The stair has been completed and the elevator equipment will be installed in a future phase of the project. Vertical distance is approximately 25 feet. For the City of Oregon City, KPFF designed an inclined lift to overcome a fifty-foot vertical separation from the Highway 99E viaduct down to the shoreline. The project was funded but not built.

Next step

A preliminary structural engineering assessment would provide more information on cost and feasibility of retrofitting pedestrian and bicycle facilities to the Wynooski Bridge. Cost for this level of assessment would probably be less than $10,000. If seismic issues were included, the cost might be increased by approximately $5,000.

Top-of-bank pathway through SP Paper mill site

Existing upland conditions

The north bridgehead of the Wynooski Bridge is entirely surrounded by the SP Paper mill site. The only practical route for providing public access for pedestrians and bicycles through the mill site is along the river bank from the bridge head west to the intersection of River Street, 14th Street and Rogers Landing Road. In the past, public access to the bridgehead was via the old Wynooski Street alignment. This right-of-way was vacated many years ago and is now part of the mill site, where it serves as a major internal circulation route. Allowing public access along this route would pose unacceptable conflicts with mill operations.

A pathway alignment along the top of the riverbank would be constrained by existing mill facilities and operations as well as bank stability issues. Immediately west of the bridgehead, the southwest corner of the old carpenter shop has been undermined by bank failures. That corner of the building was removed and no upland area remains outside the building on which a pathway could be located.

Further west of the bridgehead, the top of bank alignment is constrained by a boiler facility. Public access could not be allowed close to this facility and, in any case, the area between the boiler facility and the top-of-bank is needed for operation of mobile equipment.

West of the boiler facility, adequate upland area might be available for a pedestrian / bicycle

paved width of 12 feet and are located in a 25-foot-wide easement. Recognizing that the full easement width might not be available through the mill site, KPFF's assumption is that a 12-foot paved width would be appropriate for the Newberg Riverfront master plan area.

Existing bank conditions

The following river information is excerpted and summarized from the *Rogers Landing Master Plan Design* report, prepared by The Benkendorf Associates Corp. for Yamhill County Public Works, August 9 1994.

- The north bank of the Willamette River in the Newberg Riverfront master plan area rises to an approximate elevation of 170 feet in the vicinity of the intersection of River Street and Rogers Landing Road.
- Ordinary Low Water level is 52.0 feet.
- Ordinary High Water level is 83.3 feet; this is approximately a two-year flood level.
- Selected FEMA flood stages:

Flood Frequency (year)	*Flood Stage (elevation in feet)*
10	87.1
50	95.3
100	98.9

- For a low flow of 6,000 cubic feet per second, average current velocity is estimated in the range of 0.4 ft / sec. Average current velocity for the 100-year flood stage is estimated at 2.5 ft / sec. (FEMA).
- Mid-channel depths along the Rogers Landing site are in the range of –25 feet to –30 feet below Ordinary Low Water.
- A shallow submerged shelf, reportedly of hardpan material, extends a short distance into the river just downstream from the existing boat ramp. This appears to . . . result in some seasonal local shoaling . . .

The upland area immediately north of the riverbank is essentially flat and is owned and occupied by SP Paper. The sections of bank east and west of the bridgehead are characterized by periodic slumping and failure and the mill site has lost a significant upland area over the years. One recent bank failure was associated with high river flows in 1996.

However, based on cursory looks at the shoreline from Rogers Landing and Wynooski Bridge and conversations with the mill's facility manager, it appears likely that the bank failures are typical of what can be expected of a high bank on an "outside" bend in the river and are not necessarily the result of a problem with river dynamics that could or should be corrected by stabilizing the bank.

If it were considered necessary to stabilize the bank to prevent further failures and loss of upland

shoreline. Both KPFF's experience in similar settings and the mill's findings from past studies indicate that this approach would be prohibitively expensive.

Alternatively, it might be possible to stabilize the top of the bank to limit short-term loss of upland area but any such stabilization work would likely be undermined by slope failures in lower sections of the bank.

Potential for adding pedestrian / bicycle facilities

USGS topographic maps and cursory field observations indicate that steep, unstable terrain would preclude a pathway along or near the shoreline through the mill property. This conclusion leaves the alternatives of a mid-bank or top-of-bank location for a pathway.

Top-of-bank alignment: Adequate space for a top-of-bank alignment is not available from the bridgehead west past the carpenter shop and the boiler facility. In order to develop a top-of-bank alignment in this area, it would be necessary to somehow build the pathway out over the bank, south of and outside the existing upland area. This might be done by building a cantilevered or pile-supported structure or by building a retaining wall. Any of these approaches would be relatively expensive (probably in excess of $1,000 / lineal foot) and would be affected by bank stability issues. However, a project that combined pathway and bank stabilization functions might be cost-effective for both the City and SP Paper.

Adequate space for a top-of-bank alignment appears to be available from the boiler facility west to the intersection of Rogers Landing Road, River Street and 14th Street.

Mid-bank alignment: A mid-bank alignment would probably be easier and less expensive to construct but would be subject to serious constraints related to regulatory agency permitting and bank stability. Any alignment below the 100-year flood elevation or below Ordinary High Water will be subject to intense scrutiny from regulatory and natural resource agencies, including the US Army Corps of Engineers and Oregon Division of State Lands. To gain approval it would be necessary to convince the agencies that the proposed alignment 1) provided a high enough social benefit to outweigh the natural resource impacts, and 2) the natural resource impacts could be mitigated in the immediately surrounding area.

A mid-bank alignment would be affected by slope failures in both lower and upper bank areas and, if not designed and constructed carefully, could contribute to slope stability problems.

Next step

Additional investigation of pathway alignments through the SP Paper site to the Wynooski Bridge is outside the scope of the Newberg Riverfront Master Plan. Additional investigation would probably include:

- Commentary on river dynamics affecting the SP Paper shoreline.
- Geotechnical commentary on slope stability.
- Conceptual cost and feasibility studies for alternative pathway alignments that were acceptable to the City and SP Paper.