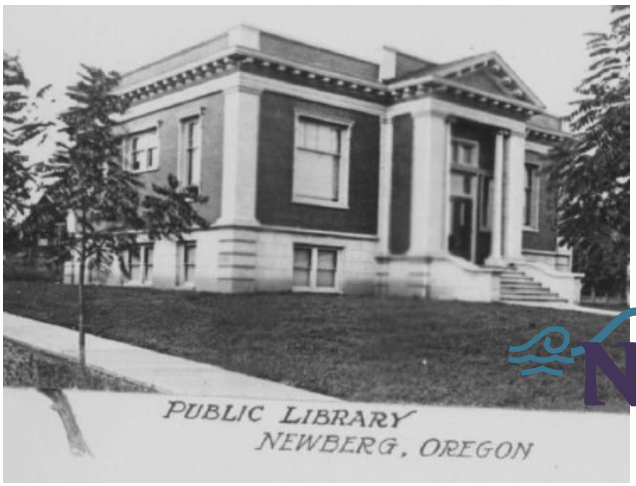

City of Newberg

Comprehensive Plan Goals and Policies And Text

Updated through June 2013

COMPREHENSIVE PLAN TEXT ORDINANCE 1967

ORIGINALLY ADOPTED BY CITY COUNCIL JULY 2, 1979

AS AMENDED BY:

Ordinance No. 2049 on April 6, 1981
Ordinance No. 91-2299 on May 22, 1991
Ordinance No. 92-2345 on November 11, 1992
Ordinance No. 94-2379 on April 19, 1994
Ordinance No. 94-2380 on June 6, 1994
Ordinance No. 94-2384 on August 1, 1994
Ordinance No. 95-2397 on January 3, 1995
Ordinance No. 96-2452 on November 4, 1996
Ordinance 96-2452 on November 4, 1996
Ordinance 98-2494 on April 6, 1998
Ordinance 98-2499 on November 2, 1998
Ordinance 98-2501 on December 7, 1998
Ordinance 99-2505 on February 3, 1999
Ordinance 99-2508 on March 1, 1999
Ordinance 99-2513 on August 2, 1999
Ordinance 99-2517 on August 2, 1999
Ordinance 2002-2564 on April 15, 2002
Ordinance 2003-2589 on September 15, 2003
Ordinance 2004-2602 on September 20, 2004
Ordinance 2005-2616 on February 7, 2005
Ordinance 2005-2619 on May 16, 2005
Ordinance 2005-2626 on November 21, 2005
Ordinance 2006-2634 on January 3, 2006
Ordinance 2006-2635 on January 3, 2006
Ordinance 2007-2665 on February 20, 2007
Ordinance 2007-2678 on September 4, 2007
Ordinance 2008-2708 on December 1, 2008
Ordinance 2010-2719 on March 1, 2010
Ordinance 2010-2724 on April 5, 2010
Ordinance 2010-2730 on October 18, 2010
Ordinance 2011-2734 on March 7, 2011
Ordinance 2011-2736 on March 21, 2011
Ordinance 2011-2747 on September 8, 2011
Ordinance 2016-2810 on December 19, 2016
Ordinance 2017-2816 on June 5, 2017
Ordinance 2017-2819 on August 24, 2017
Ordinance 2018-2824 on February 5, 2018
Ordinance 2018-2826 on May 7, 2018
Ordinance 2018-2832 on July 2, 2018
Ordinance 2018-2831 on July 2, 2018

Table of Contents

I. INTRODUCTION AND BACKGROUND 6
A. INTRODUCTION 6
B. BACKGROUND 6
C. SIGNIFICANCE 7
D. PERIODIC REVIEW OF 1991 8
E. THE PLAN 8
II. GOALS AND POLICIES 9
A. CITIZEN INVOLVEMENT 9
B. LAND USE PLANNING 9
C. AGRICULTURAL LANDS 10
D. WOODED AREAS 10
E. AIR, WATER, AND LAND RESOURCE QUALITY 10
F. AREAS SUBJECT TO NATURAL HAZARDS 12
G. OPEN SPACE, SCENIC, NATURAL, HISTORIC AND RECREATIONAL RESOURCES 13
H. THE ECONOMY 19
I. HOUSING 21
J. URBAN DESIGN 26
K. TRANSPORTATION 32
L. PUBLIC FACILITIES AND SERVICES 45
M. ENERGY 49
N. URBANIZATION 50
III. PLAN CLASSIFICATIONS 52
IV. POPULATION GROWTH 57
A. HISTORIC POPULATION 57
B. POPULATION PROJECTIONS 58
V. LAND NEED AND SUPPLY 59
A. BUILDABLE LAND INVENTORY 59
B. HOUSING AND RESIDENTIAL LAND NEEDS 59
C. COMMERCIAL LAND NEED AND SUPPLY 62
D. INDUSTRIAL LAND NEED AND SUPPLY 63
E. INSTITUTIONAL LAND SUPPLY AND NEED 64
F. SUMMARY OF LAND NEEDS 65
VI. SUMMARY 66
VII. 2016 TRANSPORTATION SYSTEM PLAN –UNDER SEPARATE COVER 66
VIII. 2017 WATER SYSTEM MASTER PLAN – UNDER SEPARATE COVER 66
IX. 2014 STORMWATER MASTER PLAN – UNDER SEPARATE COVER 66
X. 2018 WASTEWATER MASTER PLAN – UNDER SEPARATE COVER 66

Index of Tables

Table IV- 1. Newberg City Population – 1960-2010 57
Table IV- 2. Future Population Forecast – Newberg Urban Area 58
Table V- 1. Newberg UGB Buildable Land Inventory (2004) 59
Table V- 2. Future Housing Need by Housing Type (number of dwelling units) 60
Table V- 3. Housing Types by Plan and Zone Category 60
Table V- 4. Adjusted Housing Unit Need 60
Table V- 5. Planned Residential Densities 61
Table V- 6. Buildable Residential Land Need 61
Table V- 7. Buildable Residential Land Needs vs. Supply 62
Table V- 8. Commercial Land Need 62
Table V- 9. Commercial Land Need and Supply 63
Table V- 10. Industrial Land Need 63
Table V- 11. 2025 Industrial Land Supply and Need 64
Table V- 12. 2026-2040 Industrial Land Supply and Need 64
Table V- 13. Summary of Institutional Land Needs (acres) 64
Table V- 14. Future Land Needs and Supply, Newberg Urban Area 65

I. INTRODUCTION AND BACKGROUND

A. *INTRODUCTION*

Newberg is a small but growing community. Attracted by the high quality of life, increasing numbers of people have chosen to live in Newberg while commuting to other areas for employment. Adding to the population has been the expansion and diversification of the City's economic base. Population growth in Newberg has meant new housing, expanding commercial areas, additional parks and recreational facilities, and the expansion of a variety of other uses. The result has been a changing land use pattern.

This Plan is intended to guide the growing land use needs of the City until the year 2010. As required by State Senate Bill 100, the Plan addresses and is consistent with established statewide goals and guidelines. At the same time, the goals and policies included within the Plan reflect primarily local concerns. Newberg residents and their representatives have produced this plan based upon community needs and expectations for the future.

B. *BACKGROUND*

In preparing the Plan, the first step was a land use inventory and a general analysis of needs through the year 2000. Based upon findings, an urban growth boundary was proposed and, after numerous public hearings and several revisions, was formally adopted by the City Council. The Plan was updated in 1990.

With the adoption of the Urban Growth Boundary (UGB) in August, 1977 (amended June, 1979), the planning area was defined. Work was begun on a detailed inventory report to provide background material for the comprehensive plan. The inventory was prepared in draft form and sent out to interested agencies, public officials and citizens for review and comment. The final report, entitled Inventory of Natural and Cultural Resources, was completed and made available in January, 1978.

The initial Inventory examined existing resources in the Newberg area and projects future needs for these resources through the year 2000. The Inventory was updated in 1990 and adjusted to meet future needs through the year 2010. Resources described include agricultural and forest lands, mineral and aggregate resources, housing, public facilities, transportation, and other areas of public concern.

Following completion of the initial Inventory report, the Newberg Citizen Involvement Advisory Committee (CIAC) held public meetings on goals and policies for the different resource areas. Based upon the recommendations of the CIAC, the information included in the Inventory report, and the considerations of existing plan designations, staff prepared three alternative land use plan concepts. The CIAC and the Planning Commission adopted a modified version of one of the

alternatives as a draft plan. The City Council examined the recommended plan and, with minor modifications, distributed it for public review and comment.

During the following months, a series of hearings and work sessions were held. With the active participation of local residents, public officials and representatives of affected governmental agencies, several changes were made in the draft Plan. On July 2, 1979, the Newberg Comprehensive Plan was officially adopted by the City Council.

C. SIGNIFICANCE

The Comprehensive Plan provides the city with a positive tool to direct growth. The plan is general in nature, providing a basis for long term decision-making. The plan is not an end in itself, but must be implemented through specific ordinances and programs.

For example, the zoning ordinance regulates land uses within various zoning classifications, while the land use element of the Comprehensive Plan provides general goals, policies and classifications.

Besides the zoning ordinance, several other ordinances and plans have been prepared to implement the Comprehensive Plan. Examples of implementing regulations include subdivision, annexation and design review ordinances. Implementing plans mandated by the Comprehensive Plan include a phased utility plan, a six-year capital improvements program, a streets plan and other such reports. Together, these documents affect both the quality and location of future developments.

Policies included under the Recreation and Public Facilities sections of the Comprehensive Plan influence the location of new schools, parks, fire stations and other public facilities. Policies on hazardous lands add conditions to the development of areas with natural limitations. The Transportation section includes required standards for the provision of streets, sidewalks and curbs as well as recommended bikeway facilities. These policies will affect improvements in new developments as well as repairs or expansions of existing facilities.

The Urban Growth Boundary will also have an important effect on local residents. The UGB, although only a guide, is intended to provide adequate space for land use needs over a 20-year planning horizon and defines the area within which urban services can be provided. The purpose of the UGB is to contain urban growth within a reasonable area while providing adequate choices for new development locations.
(Ordinance 2010-2761, May 20, 2013)

Neither the Comprehensive Plan nor the UGB are intended to be inflexible. The Plan, its subsections and implementing ordinances will be reviewed continually and revised as needed. Every five to seven years a periodic review will take place, examining population projections,

economic conditions, land use needs, local concerns, and other planning information. The Plan is not a static document. Instead, it is intended to change according to local needs.

D. PERIODIC REVIEW OF 1991

The first periodic review of the 1979 Plan was begun in 1986 and completed in 1991. This review presented the City with an opportunity not only to fine-tune the existing plan, but also to make additions to those areas deemed especially important by, and for, the community.

Three such areas were identified: The Willamette Riverfront; the downtown; and economic development, especially industrial development. Policies were added to address these needs. The City also made those modifications required to comply with state-mandated programs, such as Goal 5 (Historic Preservation), and the public facilities plan.

E. THE PLAN

The Plan has several components. The Goals and Policies section includes general goals associated with each resource area followed by specific policies. This section includes information on the general intent of the Plan and more detailed requirements on a resource-by-resource basis. In most cases, goals and policies relate to the entire planning area rather than to specific locations.

The Plan Description Section is somewhat more area-specific. It explains the land use plan map and describes the different land use categories. It also analyzes the amounts of land provided in the Plan for various uses in comparison with projected needs.

The final element in the Comprehensive Plan is the land use plan map which specifies geographic locations of intended densities and/or land use classifications. In a few cases, such as in the designation of future park and school sites, locations are intentionally imprecise and are more closely defined in the text of the Plan Description section.

II. GOALS AND POLICIES

The following goals and policies are important elements in the Comprehensive Plan. These statements indicate the intent of the Plan and establish directions for future planning decisions and activities.

A. CITIZEN INVOLVEMENT

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

B. LAND USE PLANNING

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

POLICIES:

1. To implement the Comprehensive Plan, the following detailed plans shall be periodically updated by the City:

    a. Phased Utility Expansion Plan

    b. Six-Year Capital Improvements Program

    c. Bikeway and Pedestrian Plan

    d. Streets Plan

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

3. Industrial land use needs shall be periodically evaluated.

4. When Comprehensive Plan statements conflict, the relative importance of the statements should be balanced by giving consideration to existing and future public need, impacts on surrounding areas, and the effect of any precedent that may be established.

C. AGRICULTURAL LANDS

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

POLICIES:

1. The conversion of urbanizable land from agricultural to urban land uses shall be orderly and efficient.

2. Agriculture is a part of our heritage, uniqueness, culture and future. Inclusion of lands in agricultural use within the Urban Growth Boundary is recognition of a commitment to future urbanization, as such lands are necessary to meet long-range population and economic needs, based on criteria outlined in the statewide Urbanization Goal. Urbanization of agricultural land shall be carefully considered and balanced with the needs of the community as a whole. (Ordinance 2006-2634, January 3, 2006)

D. WOODED AREAS

GOAL: To retain and protect wooded areas.

POLICIES:

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

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

E. AIR, WATER, AND LAND RESOURCE QUALITY

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

POLICIES:

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

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

3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City may permit subsurface sewerage disposal where the system meets State and County requirements and where unique circumstances exist.
4. The Newberg airshed shall be protected from excessive pollution levels resulting from urbanization.

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

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

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

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

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

10. The City shall promote community cleanup programs.

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

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. (Ordinance 2002-2564, April 15, 2002)

13. The City will discourage the development of uses that will generate or import quantities of hazardous substances into the Riverfront District. (Ordinance 2002-2564, April 15, 2002)

14. Development in the Riverfront District will be encouraged to retain existing native vegetation that contributes to habitat functions and values. (Ordinance 2002-2564, April 15, 2002)

F. AREAS SUBJECT TO NATURAL HAZARDS

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

POLICIES:

1. The City will coordinate with the Federal Emergency Management Agency to ensure continued compliance with federal flood plain regulations.

2. The City will adopt the most current Federal Emergency Management Agency Flood Insurance Rate Maps, the Flood Insurance for Yamhill County to ensure that property owners may participate in the National Flood Insurance Program.

3. The City will adopt floodplain development standards to:
   a. minimize public and private losses,
   b. protect human life and health,
   c. minimize expenditure of public money and costly flood control projects,
   d. minimize damage to public facilities, and
   e. help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard,
   f. to ensure property owners may participate in the National Flood Insurance Program. (Ordinance 2010-2719, March 1, 2010)

4. The largest floodplain area within the Urban Growth Boundary is located within the Willamette Greenway. As such, this area will be subject to Greenway plans and regulations.

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

6. The City will discourage development on hazardous slope areas and natural resource areas in the Riverfront District. (Ordinance 2002-2564, April 15, 2002)

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

GOALS:

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

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

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

POLICIES:

1. Open Space & Natural Resources Policies

a. The City shall ensure that as development continues, adequate land shall be retained in permanent open space use. (Ordinance 2006-2634, January 3, 2006)

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

c. The purchase of partial easements, transfers of development rights, cluster development incentives, taxation policies and other techniques should be considered as methods of keeping important lands in open space uses.

d. The dedication of easements for public drainageways and stream corridors should be encouraged when properties are either developed or redeveloped. Developed densities that would normally be allocated to portions of the property within delineated stream corridors may be transferred to adjoining areas up to a maximum increase of 20 percent. (Ordinance 96-2452, November 4, 1996).

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

f. The Smurfit Newsprint processing plant has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system has been in place for 35 years and is not incompatible with the identified fish and wildlife habitat. This system shall be permitted to continue, subject to applicable State and Federal environmental regulations.

g. The City shall coordinate with State and Federal agencies to protect identified wetland areas. The National Wetlands Maps prepared by the U.S. Fish and Wildlife Service in 1981 provides an initial inventory of wetlands in Newberg.

h. The City shall classify wetlands as 1-B resources under Statewide Planning Goal 5. State and federal requirements shall apply to these areas. The City shall conduct a wetlands inventory prior to the completion of the next periodic review.

2. Scenic Resources Policies

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

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

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

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. (Ordinance 2002-2564, April 15, 2002)

3. Historic Resources Policies

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

b. Newberg's Historic Inventory shall be updated as needed to reflect new information.

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

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

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

4. Recreation Policies

a. Recreational facilities and services shall expand to meet growing recreational demands. In cooperation with Chehalem Park and Recreation District, these demands shall periodically be assessed and plans for programs and facilities shall be revised accordingly.

b. To ensure that adequate lands shall be available for recreation, areas which are suitable recreational sites due to locational and natural qualities shall be designated as park land on the land use plan map. Other less specific park sites shall also be indicated on the plan.

c. The City shall encourage the establishment of a comprehensive program for sequential park and recreation land development by the Chehalem Park and Recreation District. Such a program would include planning in coordination with state, county and other affected agencies.

d. High priority shall be given to recreational facilities and services designed to:

-Meet recreational needs requirements for higher density areas.
-Provide recreational opportunities for persons of limited mobility and finances.
-Minimize the adverse impact on the environment.
-Meet recreational needs of the area's citizens and visitors.

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

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

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

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

Source: Chehalem Park & Recreation District

* *Park Area Standards as established by the National Recreation and Park Association*

** *Level of Service (L.O.S.) - The National Recreation and Park Association uses the "Level of Service" to describe the necessary acreage for urban areas considering the following factors:*

1. *An expression of minimum acceptable facilities for citizens of every community.*
2. *A guideline to determine land requirements for various kinds of park and recreation facilities.*
3. *A basis for relating recreational needs to spatial analysis within a community-wide system of parks, recreation areas, and open spaces. (Ordinance 2005-2616, February 7, 2005)*

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

i. The City shall cooperate with Chehalem Park and Recreation District to provide recreational opportunities which meet the needs of Newberg and Yamhill County residents as well as any transient and regional population.

j. A senior center, a community center, and an adult sports complex of 20-50 acres should be developed.

k. The City will cooperate with the Chehalem Park and Recreation District to locate parks and scenic areas which are easily accessible to the City's population and which can be developed to provide recreational opportunities for a variety of age and interest groups.

l. Newberg's Public Lands Fund shall be used to support a variety of public purposes including recreation facilities. The allocation of these funds shall be made by the Council in accordance with public needs for these facilities.

m. The City of Newberg recognizes the need for a golf course to serve the recreational needs of the community. (Ordinance 2003-2589, September 15, 2003)

n. The City will encourage the development of greenways or trails connecting the Riverfront to other open spaces and/or parks in the Newberg areas. (Ordinance 2002-2564, April 15, 2002)

o. 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. (Ordinance 2002-2564, April 15, 2002)

5. Willamette River Greenway Policies

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

b. Newberg recognizes the importance of the Willamette River as a regional resource which should be maintained for its natural, scenic, economic, recreational, agricultural and historic value.

c. The Oregon Department of Transportation Greenway Plan shall by reference be incorporated within the Newberg Comprehensive Plan.

d. Recreational activities shall be encouraged consistent with the statewide Willamette River Greenway Goal.

e. Newberg should actively promote programs to preserve the Willamette River for recreational and open space uses.

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. (Ordinance 2002-2564, April 15, 2002)

g. The current boat launching site is a proposed acquisition area, which in cooperation with Yamhill County, should be purchased for public use when funds become available.

h. The City shall encourage the establishment of river oriented uses such as boat landings, docks and people oriented attractions such as restaurants and tourist or community related facilities.

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. (Ordinance 2002-2564, April 15, 2002)

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. (Ordinance 2002-2564, April 15, 2002)

k. Waterfront recreational and park development along the Willamette River will be given emphasis to provide recreational resources for future generations.

l. New development within the floodplain shall conform to Flood Hazard and stream corridor protection regulations. (Ordinance 96-2452, November 4, 1996. Old "l" was deleted per Ordinance 2002-2564, April 15, 2002).

m. Public and private recreational development will be encouraged on sites suitable for the proposed uses.

n. The City will seek to establish increased public access to areas of prime recreational significance and the development of additional water based recreational opportunities.

o. Developments within the Greenway shall be encouraged to donate land within the 100 year flood plain to either the City or Chehalem Park and Recreation District. Transfer of development rights and other alternative approaches should be considered as a way of implementing this policy.

p. The use of the riverfront for commercial, residential and open space recreation purposes shall be encouraged, preserving as nearly as possible the natural character of the area.

q. Extractive processes should be screened from view, should control dust through watering or other acceptable practices, and should consider limiting their hours of operation to daylight times only.

r. All sites will be planned for re-use upon depletion of the resource. The property owner is responsible for planning and reconstructing the site. Re-use of the site will be consistent with the land use policies outlined in the comprehensive plan.

H. THE ECONOMY

GOAL: To develop a diverse and stable economic base.

POLICIES:

1. General Policies

a. In order to increase the percentage of persons who live in Newberg and work in Newberg, the City shall encourage a diverse and stable economic base. Potential methods may include, but are not limited to, land use controls and capital improvement programs. (Ordinance 2006-2634, January 3, 2006)

b. The City shall encourage economic expansion consistent with local needs.

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

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

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

f. The City shall participate with local and regional groups to coordinate economic planning.

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

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

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

j. A mixed-use river-oriented commercial area should be encouraged to be developed near the Willamette River. (Ordinance 2002-2564, April 15 2002)

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

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

2. Industrial Areas Policies

a. Industrial expansion shall be located and designed to minimize impacts on surrounding land uses.

b. The City shall encourage industrial development, preferring firms that:

- Meet or exceed state or local environmental standards;
- Utilize the existing labor force and help to reduce seasonal unemployment fluctuations; and
- Are efficient consumers of energy.

c. Newberg shall actively pursue the inclusion of large industrial sites within the urban growth boundary.

d. The City shall undertake specific activities to encourage the growth of existing businesses, to encourage a diversity of businesses, and to attract new businesses to the community in industries that will provide local employment opportunities consistent with community needs and goals. (Ordinance 2006-2634, January 3, 2006)

e. Established industrial areas may be extended and new industrial areas designated by plan amendment where development trends warrant such extension or designation. Full urban services will be extended into the area if appropriate, if the extension of land use and services is consistent with all other goals and policies of the plan.

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

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

h. Where areas have been planned for large industrial sites, zoning regulations shall be developed and maintained to keep those sites intact. Such sites shall not be further divided except to create planned industrial parks that support a specific industry. (Ordinance 2006-2634, January 3, 2006)

i. Industrial land shall be reserved for industrial uses.

3. **Commercial Areas Policies**

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

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

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

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

{e. Deleted by Ordinance 2004-2602, September 29, 2004}

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. (Ordinance 2002-2564, April 15, 2002)

I. HOUSING

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

POLICIES:

1. **Density Policies**

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

b. Target densities shall be as follows:

Classification	Units Per Gross Acre*
Urban Low Density	4.4
Urban Medium Density	9
Urban High Density	16.5

**Includes a 25 percent allowance for streets, walkways and other right-of-ways, utilities, small open spaces, preservation of resources, and similar features.*

c. In determining net residential densities, developers may be given density credit for land donated and accepted by the City for needed public facilities.

d. The City encourages the creation of affordable housing through density bonuses. Developers may be given density bonuses for projects meeting minimum City standards for housing affordability and design, as defined under subsection 3, Housing Mix and Affordability.. (Ordinance 2006-2634, January 3, 2006, Ordinance 2010-2730, October 18, 2010)

e. In determining net residential densities, developers may be given density credit for land donated and accepted by the City for needed public facilities.

2. Location Policies

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

b. While the policies in (a) above are desirable, they are not absolute requirements and are a lower priority than the goal of dispersing R-3 multi-family housing throughout the City. (Ordinance 2018-2826, May 7, 2018)

c. 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. (Ordinance 2002-2564, April 15, 2002; Ordinance 2018-2826, May 7, 2018)

3. Mix Policies

AFFORDABLE HOUSING means a dwelling unit that provides housing for a family or individual(s) with a household income less than the median household income for the Newberg area, such that a household pays no more than 30 percent of its annual income on housing (rent/mortgage, utilities, property taxes). Affordable housing may include a care home for low-income individuals. Affordability can be assured through deed-restriction or other recorded documents that specify qualifying income of buyers or renters, and limiting sales price, rent levels and appreciation. Affordable housing may also include small, market-rate dwelling units (e.g., studios, apartments and accessory dwelling units). (Ordinance 2010-2730, October 18, 2010).

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

b. Multi-family housing should not be concentrated within particular areas of the City. (Ordinance 2018-2826, May 7, 2018)

c. Manufactured dwellings shall be recognized as a source of affordable housing.

d. Modular housing (prefabricated structures) meeting all building codes and placed on permanent foundations shall be treated as single-family units. They will be subject to the same location and density requirements as other single-family dwellings. Manufactured housing on individual lots shall be subject to special development standards to assure design consistency and compatibility. (Ordinance 2380, June 6, 1994).

e. Manufactured homes shall be permitted in the following locations: 1) manufactured dwelling and mobile home parks, 2) manufactured home subdivisions, and 3) individual lots within all residential districts when units meet manufactured home standards. Manufactured dwellings shall be allowed in manufactured dwelling parks, mobile home parks and manufactured home subdivisions when units meet the provisions of the Development Code. (Ordinance 2380, June 6, 1994, Ordinance 2011-2747, September 8, 2011).

f. The City shall ensure that enough land is planned for manufactured homes, particularly in conjunction with transportation corridors.

g. Home occupations shall be permitted provided that such uses are compatible with adjoining residential uses and there are no outward manifestations of the business.

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

i. The City shall encourage the provision of affordable subsidized housing for low- and very low-income households, which are defined as those earning between 50 percent and 80 percent, and those earning 50 percent or less, of the median household income in Newberg. (Ordinance 2010-2730, October 18, 2010)

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

k. The City shall encourage an adequate supply of multi-family housing dispersed throughout the City to meet the needs of renters. (Ordinance 2018-2826, May 7, 2018)

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

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

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. (Ordinance 2002-2564, April 15, 2002)

o. The City has adopted a comprehensive approach to meeting local housing needs that balances density, design, and flexibility in code standards and procedures. The City shall use development incentives such as density bonuses, flexible development standards, and streamlined review procedures to stimulate or require the production and preservation of affordable housing. (replaces old policy “o”)

p. The City shall create a local housing trust fund for the purpose of encouraging the production and retention of affordable housing in Newberg.

q. The City shall provide financial incentives for affordable housing, such as system development charge deferrals or waivers, permit application fee reductions or

waivers, and land cost write-downs or donations for qualified affordable housing developments. These incentives could be paid by a housing trust fund.

r. The City shall support the retention of affordable housing through public education, planning, zoning and community development programs.

s. The City shall support state legislative efforts that strengthen tenant rights, for example, by ensuring relocation costs and replacement housing are addressed when manufactured home parks close and when low-income housing is converted to other uses.

t. The City shall support state legislative efforts to expand the range of regulatory tools (e.g., inclusionary housing) and non-regulatory tools available to cities in meeting local housing needs.

u. The City shall build understanding and support for affordable housing through educational forums with residents and employers, pre-application consultations with developers, and through local housing studies.

v. The City shall work with local affordable housing providers in developing an overall strategy for meeting Newberg's housing needs.

w. City resources shall be directed toward assisting public and private entities in producing and preserving affordable housing throughout the community.

x. Where large parcels or groups of parcels are to be brought into the urban growth boundary and designated low or medium density residential, the City shall apply a mixture of residential designations, to include some HDR-designated lands, consistent with the policy of distributing multi-family housing throughout the community. Such designations shall be applied to portions of the property that are most suitable for high density development.

For the purposes of this policy, "large" is defined as an area greater than 15 net acres, after subtracting for land in stream corridor overlays. "Some" is defined as 10% of the net size of the application. (Ordinance 2018-2826, May 7, 2018)

y. Where large LDR or MDR designated parcels or groups of parcels are to be annexed, the applicant(s) shall concurrently apply for a comprehensive plan map amendment to include some HDR-designated/R-3 zoned lands, consistent with the policy of distributing R-3 multi-family housing throughout the community. Such zoning shall be applied to portions of the property that are most suitable for high density development.

For the purposes of this policy, "large" is defined as an area greater than 15 net acres, after subtracting for land in stream corridor overlays. "Some" is defined as 10% of the net size of the application. (Ordinance 2018-2826, May 7, 2018)

z. The City shall promote and support employer programs that assist employees to secure affordable housing. (Ordinance 2018-2826, May 7, 2018)

aa. To the extent possible, the City shall zone residential housing near employment centers. (Ordinance 2018-2826, May 7, 2018)

ab. The City shall promote and support public and/or private transit systems that connect housing to employment centers. (Policies o. through x. and z. through ab. Ordinance 20102730, October 18, 2010; Ordinance 2018-2826, May 7, 2018)

ac. Accessory dwelling units are encouraged where existing single family dwellings are constructed on a lot or parcel as an interior, attached or detached residential structure that is used in connection with or that is accessory to a single-family dwelling. (Ordinance No. 2018-2832, July 2, 2018)

J. URBAN DESIGN

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

1. General Policies

a. Design review should be performed at the staff level.

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

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

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

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

f. Community appearance should continue to be a major concern and subject of a major effort in the area. Street tree planting, landscaping, sign regulations and building improvements contribute to community appearance and should continue to be a major design concern and improvement effort. (Ordinance 2016-2810, December 19, 2016)

g. Landscaping should be required along street frontage strips within the street right-of-way in order to soften the appearance of commercial and industrial developments. Street trees should be planted along street frontages in accordance with a list of City approved trees. (Ordinance 2016-2810, December 19, 2016)

h. Curbs, gutters, and sidewalks should to be required in all new developments. (Ordinance 2016-2810, December 19, 2016)

i. Curb ramps should be required at intersections and pedestrian crosswalks wherever new curbs are installed. These ramps improve access for the elderly and handicapped, as well as for strollers, bicycles and other wheeled vehicles. (Ordinance 2016-2810, December 19, 2016)

j. The City should encourage compatible architectural design of new structures in the community. (Ordinance 2016-2810, December 19, 2016)

k. The City should encourage the use of planned unit developments. (Ordinance 2016-2810, December 19, 2016)

l. The City should encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas. (Ordinance 2016-2810, December 19, 2016)

m. The City should encourage flexibility in design review and interpretation of policies and regulations by ensuring that functional design and community benefit remain as the principal review criteria. Consider variance procedures where interpretation of regulations impede fulfillment of these criteria. (Ordinance 2016-2810, December 19, 2016)

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

o. The City should develop and adopt a design review manual. (Ordinance 2016-2810, December 19, 2016)

p. Developments of medium or high density should be of a quality and design which will effectively offset the greater density. (Ordinance 2016-2810, December 19, 2016)

q. The City should ensure that City review processes do not unnecessarily delay development of projects. (Ordinance 2016-2810, December 19, 2016)

r. The City should encourage residential-professional uses as a buffer between intensive commercial uses and less intensive residential uses. (Ordinance 2016-2810, December 19, 2016)

2. Industrial Areas Policies

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

b. Industrial developments should be well landscaped and maintained and existing trees should be preserved where possible.

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

3. Commercial Areas Policies

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

b. Existing development should be encouraged to follow the same general design standards as new commercial development. (Ordinance 2016-2810, December 19, 2016)

c. The City shall maintain sign regulations to help create a business environment that is attractive to customers and citizens. The City and appointed committees should seek to eliminate signs that detract from the aesthetics of commercial areas and that violate adopted sign design regulations. (Ordinance 98-2499, November 2, 1998; Ordinance 2016-2810, December 19, 2016).

d. Residents of the City should have access to neighborhood commercial facilities, and these uses should conform to the character of the area in which they are located. The Neighborhood Commercial designation and the corresponding C-1 Zone should be allowed only on property with the following characteristics:

- A distance, measured along public streets, of at least 1/4 mile from any other properties designated for commercial use; and

- A location at an intersection of a local street and either a collector or arterial street.

e. Off-street parking should be provided in adequate amounts. (Ordinance 99-2513, August 2, 1999).

4. Residential Areas Policies

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

b. The City will evaluate and encourage various innovative and alternative approaches to zoning, including but not limited to the following: zero lot lines, cluster and density zoning, planned unit developments, performance standards, condominiums and accessory dwelling units. (Ordinance No. 2018-2832, July 2, 2018).

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

d. Special development and design standards should be adopted in the Development Code to ensure that multi-family, attached single-family and manufactured home park/subdivision projects are aesthetically-pleasing and compatible with nearby lower-density residential development. (Ordinance 2016-2810, December 19, 2016)

5. Downtown Policies

a. The City should encourage improvement of the central business district as the economic, cultural, business and governmental center of the Newberg area. (Ordinance 2016-2810, December 19, 2016)

b. The City should encourage federal, state and local government to maintain or locate their offices and related facilities in the central business district, and the city should encourage retention of the post office within the downtown. (Ordinance 2016-2810, December 19, 2016)

c. The City should encourage a variety of commercial and service activities to locate in the central business district, including mixed-use commercial/residential

buildings and mixed-use commercial/craft industrial to create a vital downtown core with a strong retail sector. (Ordinance 2016-2810, December 19, 2016)

d. The City should discourage the use of the central business district for non-intensive land uses or uses which have a low floor area to site size ratio. (Ordinance 2016-2810, December 19, 2016)

e. The City should encourage a higher utilization of downtown space, encouraging intensive use of all building levels. (Ordinance 2016-2810, December 19, 2016)

f. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas.

g. The City should consider:

- Adequate off-street parking.
- Adoption of a downtown improvement plan which should include design standards for all new private and public improvements.
- Various options to make the downtown more pedestrian friendly, particularly as traffic volumes change with the opening of the Phase 1 Bypass. (Ordinance 2016-2810, December 19, 2016)

h. Benches, street trees, and other pedestrian-scaled amenities should be planned for and encouraged in the downtown area. (Ordinance 2016-2810, December 19, 2016)

6. Riverfront District Policies

a. The City will encourage a mix of employment, housing, and retail uses serving the neighborhood and the surrounding community to enhance the Riverfront's identity as a vital and attractive City asset and to ensure an active, pedestrian friendly and thriving Riverfront area.

b. Development and land uses will be encouraged that promote the Riverfront area as a convenient and attractive environment for residents of Newberg as well as for visitors from other cities and the region as a whole.

c. The development of storefront scale commercial uses will be encouraged in the Riverfront area along 14th, College, and River Streets.

d. The City will encourage the use of a common language of design elements for new and/or improved development in the Riverfront District in order to create a sense of identity that is unique to this area of Newberg.

e. The City will permit land uses with design features along River Street Between 12th and 14th Streets that are compatible with or provide a buffer to SP Newsprint.

f. The City will encourage new commercial and mixed use development in the Riverfront District to step down in scale in the western and northern portions of the planning area in order to relate to the scale and character of the adjacent established neighborhoods.

g. The City will encourage commercial structures within the Riverfront District that are small in scale and suitable for river-oriented businesses.

h. On-street parking will be encouraged on streets with commercial or mixed use development to provide a buffer between pedestrians on the sidewalk and auto traffic.

i. Businesses and other property owners will be encouraged to minimize the number of off-street parking spaces and to share off-street parking facilities.

j. The City should re-evaluate the inclusion of the old municipal sewage treatment plant (tax lot 3219-2700) within the stream corridor overlay.
(Ordinance 2002-2564, April 15, 2002; Ordinance 2016-2810, December 19, 2016)

7. Specific Plans

a. The City should encourage the use of specific plans to coordinate development and create neighborhood identity. Specific plans are intended to serve as master plans for land development or redevelopment and may be applied to one parcel or multiple parcels. Specific Plans are used to promote coordinated planning concepts and pedestrian oriented mixed use development. (Ordinance 2379, April 19, 1994; Ordinance 2016-2810, December 19, 2016)

b. The Zoning Ordinance shall set forth the process and procedure for adoption of and amendments to specific plans. Approval of new specific plans will require Comprehensive Plan Map amendments to apply the SP (Specific Plan) plan district overlay to the affected property. (Ordinance 2379, April 19, 1994).

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

POLICIES:

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

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

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

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

e. Measures should be taken to prevent having areas east and southeast of the proposed bypass isolated from the rest of the City. Substantial development of complete neighborhoods should occur on both sides of the proposed bypass. (Ordinance 2006-2634, January 3, 2006)

K. TRANSPORTATION

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

POLICIES:

a. The City should coordinate with the Oregon Department of Transportation to manage access to the state highway system and to implement the State Highway Improvement Program. (Ordinance 2016-2810, December 19, 2016)

b. The City should work to ensure that the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

c. The City should coordinate its Transportation System Plan with the planning process of other jurisdictions to assure adequate connections to streets and transportation systems outside City boundaries. (Ordinance 2016-2810, December 19, 2016)

d. The City should participate in the planning efforts to bring rail transit to Newberg. The City should work with public and private entities to plan and if feasible, establish commuter rail service between the Portland Metro area and communities in Yamhill

County. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

e. The City should promote transportation improvements which would result in less through automobile and truck traffic on First Street and maintain the option of future development of rail transit to serve the downtown core area. (Ordinance 2005-2619, May 16, 2005; (Ordinance 2016-2810, December 19, 2016)

f. The City shall coordinate with Yamhill County and the State on the development of the Newberg-Dundee Bypass.

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

POLICIES:

a. Transportation improvements should be used to guide urban development and should be designed to serve anticipated future needs. (Ordinance 2016-2810, December 19, 2016)

b. The City should adopt zoning and development overlay regulations to manage land uses and access in the vicinity of Newberg-Dundee Bypass interchanges that are consistent with the primary function of the bypass to serve through traffic and that are consistent with the Oregon Highway Plan. Highway oriented development and retail commercial should be precluded at proposed access points. (Ordinance 2016-2810, December 19, 2016)

c. As necessary to implement the Transportation System Plan, the City in conjunction with ODOT, should maintain intersection/interchange management plans and/or corridor plans to establish a framework for managing land uses along major transportation facilities, such as the Newberg-Dundee Bypass. (Ordinance 2016-2810, December 19, 2016)

d. The City should maintain development regulations that provide adequate off-street parking and truck loading areas for commercial and industrial uses, especially in areas adjacent to arterial and collector routes, to promote efficient traffic movement through the city. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

e. The City will encourage the development of retail development within the downtown area. (Ordinance 2005-2619, May 16, 2005)

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

POLICIES:

a. Design the transportation system and related facilities to accommodate multiple modes of transportation where appropriate and encourage their integrated use; (Ordinance 2005-2619, May 16, 2005)

1) The City should plan for a network of transportation facilities and services including but not limited to air, water, rail, auto, pedestrian, bicycle and public transit. (Ordinance 2016-2810, December 19, 2016)

2) The City should encourage the continued operation of the existing public transit system. (Ordinance 2016-2810, December 19, 2016)

3) All local and commuter transit services must implement the accessible transportation requirements established by the Americans with Disabilities Act of 1990.

4) The City should work with local and regional partners to conduct a market assessment to determine the demand and needs for commuter transit service from Newberg and McMinnville to the Portland area. The City should evaluate the market assessment and if it is financially feasible, support the development of commuter transit service to the Portland area. (Ordinance 2016-2810, December 19, 2016)

5) The City will work to help establish a regional transit service district in Yamhill County to address transportation needs of disadvantaged residents.

6) The City will support efforts to develop a long term funding base for local and commuter transit service within the region to include federal and state funding sources for capital and operating expenses.

7) The City will work to establish appropriate cooperation agreements between local transit service providers and Tri-Met for improving commuter service connections within the Tri-Met service district.

8) The City should encourage more efficient use of existing transportation systems by implementing programs that reduce single occupancy vehicle use, including car pooling, park and ride stations and commuter bus or rail service. (Ordinance 2016-2810, December 19, 2016)

b. Modifications should be made to the City's land use plan and development ordinances that will decrease trip length and encourage non-auto oriented development.

1) The City should encourage neighborhood medium density and mixed use commercial development nodes. (Ordinance 2016-2810, December 19, 2016)

2) The City should encourage higher density development in residential areas near transit corridors, commercial areas and employment centers, including the downtown. (Ordinance 2016-2810, December 19, 2016)

c. The City should develop and implement a transportation demand management strategy that provides incentives for the use, such as: flex time, carpooling, staggered shifting and telecommuting by public and private employers, if and when overall operating conditions in the city fall below acceptable levels and depending on the availability of state funding to support these programs. The City will encourage the use of demand management strategies by public and private employers in certain locations when operating conditions warrant their consideration. (Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. Enhance the efficiency of the existing collector/arterial street system to move local traffic off the regional system. (Ordinance 2005-2619, May 16, 2005)

b. Provide for alternate routes for regional traffic. (Ordinance 2004-2602, September 20, 2004)

c. A special design study should be conducted prior to improving College Street from Hancock Street to the railroad. The purpose of this study will be to maintain and enhance the aesthetic and historic character of this area. Alternatives bike lane, street width and other configurations will be considered to preserve significant street trees, and additional street trees, and preserve and enhance historic features. (Ordinance 2005-2619, May 16, 2005; (Ordinance 2016-2810, December 19, 2016)

d. Minimize the use of local and minor collector streets for regional traffic through application of traffic calming measures as traffic operations and/or safety problems occur. (Ordinance 99-2513, August 2, 1999, Ordinance 2016-2810, December 19, 2016)

e. The City actively supports the development of the Bypass in the southern location corridor described in the Tier 2 Environmental Impact Statement (EIS) process. (Ordinance 2005-2619, May 16, 2005, Ordinance 2008-2708, December 1, 2008, Ordinance 2011-2734, March 7, 2011, Ordinance 2016-2810, December 19, 2016)

f. The City supports the designation of the Bypass as a moderate to high-speed statewide expressway and freight route as defined in the Oregon Highway Plan. The Bypass and

interchanges will be fully access controlled and no direct access will be allowed from private properties onto the Bypass. The primary function of the Bypass is to provide for moderate to high-speed statewide and regional trips and to relieve congestion through the downtown Newberg and Dundee. (Ordinance 2004-2602, September 20, 2004, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

g. The functions of the Bypass are to accommodate and divert longer-distance statewide through trips around the Newberg-Dundee urban area and to serve regional trips going to and from Newberg or Dundee (ie. Those trips with either an origin or destination outside of the Newberg-Dundee urban area). The function of the planned intermediate interchanges is to provide access between Newberg or Dundee and other regions (e.g. McMinnville, Portland or the coast). It is not the function of the interchanges to provide for or attract regional commercial or highway commercial development in the vicinity of the interchanges. In general, needs for commercial development should be accommodated in areas planned for commercial development within Newberg. Plan amendments and zone changes shall be consistent with the function of the bypass and interchanges as set forth in this policy. (Ordinance 2004-2602, September 20, 2004, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

h. For the purposes of compliance with the Transportation Planning Rule, OAR 660-12-0060 and in order to support the goal exception that Yamhill County took to advance construction of the Bypass, the City of Newberg acknowledges that reliance upon the full Bypass as a planned improvement to support comprehensive plan amendments or zone changes is premature. (Ordinance 2008-2708, December 1, 2008, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

The Phase 1 Bypass is considered a planned improvement for the 20-year planning horizon and may be relied upon for planning purposes. The City of Newberg will continue to work with ODOT on improvements to the local transportation system in accordance with post-Phase 1 Bypass impacts. This may include adopting alternative mobility standards for Oregon 99W and Oregon 219. For purposes of the Newberg TSP, alternative mobility standards are consistent with the planned function of Oregon 99W through Newberg as a lower speed local arterial intended to provide access to businesses and residences and a more pedestrian friendly environment. Alternative mobility standards may continue to be necessary on Oregon 99W and Oregon 219 until the full Bypass can be completed. (Ordinance 2008-2708, December 1, 2008, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

i. The City will coordinate with ODOT, Yamhill County and affected property owners to develop an Interchange Area Management Plan (IAMP) for the East Newberg and Oregon 219 Interchanges as a means to help protect the function and capacity of the interchanges for at least a 20 to 25-year planning period. The IAMP must be adopted by the Oregon Transportation Commission (OTC) before construction of the respective

interchange, consistent with the requirements of the 1999 Oregon Highway Plan and OAR 734-051-0155(7). (Ordinance 2008-2708, December 1, 2008; Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

j. To protect the function of the Bypass to serve primarily longer-distance statewide and regional through trips, the City of Newberg will apply an Interchange Overlay District to lands that are within the Newberg city limits and within approximately ¼ mile of the East Newberg and Oregon 219 interchange ramps. (Ordinance 2004-2602, September 20, 2004, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

k. Permitted and conditional uses that are authorized under existing base city zones will generally be allowed within the Interchange Overlay, with certain limitations on commercial uses in the industrial zones. (Ordinance 2008-2708, December 1, 2008; Ordinance 2016-2810, December 19, 2016)

l. The Bypass location corridor was selected to avoid displacement of the Sportsman Airpark. The City supports the continued operation of the airport. The airport is located within the Newberg UGB, is within ¼ mile of the Oregon 219 interchange and is currently under Yamhill County jurisdiction. If the airport property is annexed, the City intends to apply an Airport Zone that maintains the ongoing use of the facility as an airport. The City will not support conversion of the airport property to commercial zoning or uses. The Bypass itself should be designed to avoid conflicts with existing air transportation corridors. (Ordinance 2016-2810, December 19, 2016)

m. The City of Newberg will coordinate with ODOT on any development proposal within the Bypass location corridor and Interchange Overlay District through the City's established Site Design Review process. Development planning should consider and complement the intended function of the bypass. Land use decisions should consider the planned corridor location and avoid conflicts where feasible. (Ordinance 2008-2708, December 1, 2008; Ordinance 2016-2810, December 19, 2016)

n. The City recognizes that the Oregon Highway Plan seeks to avoid UGB expansions along Statewide Highways and around interchanges unless ODOT and the appropriate local governments agree to an Interchange Area Management Plan to protect interchange operation or an access management plan for segments along the highways. [OHP Action 1B.8]. Thus, the City will work with ODOT, property owners, and citizens finalize the East Newberg and Oregon 219 IAMPs prior to construction of the full Bypass or a phase of the Bypass, as appropriate. Each IAMP must be consistent with the local comprehensive plan and adopted by the Oregon Transportation Commission. (Ordinance 2008-2708, December 1, 2008, Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

o. Special planning and efforts should be made to replace affordable housing displaced by construction of the bypass within the community. ODOT should be encouraged to provide relocation assistance to the maximum extent allowed under Federal law. (Ordinance 2004-2602, September 20, 2004; Ordinance 2016-2810, December 19, 2016)

p. Special planning and efforts should be made to retain and create livable and desirable neighborhoods near the bypass. This should include retaining or creating street connections, pedestrian paths, recreational areas, landscaping, noise attenuation, physical barriers to the bypass, and other community features. (Ordinance 2016-2810, December 19, 2016)

q. The Newberg Transportation System Plan shall be amended to show the changes to local circulation and access that are included in the Tier 2 EIS and are necessary to support mitigation for local roads and access that are severed or disrupted by the Bypass. This action shall be documented with both a TSP figure and text. (Ordinance 2011-2734, March 7, 2011; Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. The City should provide safe, convenient and well-maintained bicycle and pedestrian transportation systems that connect neighborhoods with identified community destinations, such as schools, parks, neighborhood commercial centers, and employment centers. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

b. Bicycle parking facilities should be required for all new and improved commercial, institutional, office, industrial, and multi-family development. (Ordinance 2016-2810, December 19, 2016)

c. All new and improved commercial, office, institutional, and multi-family development should be conveniently and directly accessible from the public right-of-way by bicycle and on foot. (Ordinance 2016-2810, December 19, 2016)

d. Public sidewalks should be provided along all public street frontages. Pedestrian traffic should be separated from automobile traffic whenever possible. (Ordinance 2016-2810, December 19, 2016)

(1) Sidewalks should be provided whenever there is development of abutting properties.
(2) Sidewalks should be constructed when any new road is constructed
(3) When existing roads are widened or improved, sidewalks should be provided.

e. The City will develop a capital improvement program for filling existing gaps in the pedestrian system. Priority should go to:

(1) Areas near schools or other pedestrian traffic generators.
(2) Areas frequently used by pedestrians or disabled persons.
(3) Areas where modest improvements are needed to create continuous pedestrian systems.
(4) Roads with high traffic volumes and/or narrow shoulders.
(Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

f. All sidewalks, corner ramps, and other transportation improvements shall meet the standards of the Americans with Disabilities Act. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

g. The City should encourage pedestrian access throughout commercially zoned areas. (Ordinance 2016-2810, December 19, 2016)

h. On-street bike lanes or parallel bikeways will be provided on all designated major collector and arterial roadways, and on certain minor collectors if warranted from a bicycle system connectivity standpoint. (Ordinance 2016-2810, December 19, 2016)

i. A bicycle path should be provided along or near the bypass. (Ordinance 2016-2810, December 19, 2016)

j. The City will develop a capital improvement program for providing bicycle paths planned in the transportation plan. Priority should go to:

(1) Areas near schools, parks, commercial areas, or other bicycle traffic generators.
(2) Paths that go between facilities used by bicyclists, such as schools, parks, and libraries.
(3) Areas frequently used by bicyclists.
(4) Areas where small gaps need to be filled to provide continuous bicycle paths.
(5) Areas where modest improvements are needed to provide planned bicycle paths, such as roads where additional pavement with is not needed to stripe bike lanes.
(6) Roads with high traffic volumes and/or narrow shoulders.
(Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. The City should develop land use, density, and design standards to encourage development patterns that accommodate pedestrian, bicycle and transit uses. (Ordinance 2016-2810, December 19, 2016)

b. New development should be designed to accommodate integrated multiple modes of transportation. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

c. The City, in cooperation with public transit agencies and commuter service providers, should develop park and ride facilities at the locations specified in the Transportation System Plan or other adopted master plans. (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

d. The City should provide a transportation system (traffic, bicycle, pedestrian and transit) with facilities that are accessible to all people, complying in the process with applicable provisions of the Americans with Disabilities Act (ADA). (Ordinance 2005-2619, May 16, 2005; Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. The Transportation System Plan shall identify needed improvements to the collector/arterial street system, the public transit system, the pedestrian/bicycle system and the air, rail, water, and pipeline systems. Improvements should be identified as likely funded or aspirational projects for the 20-year planning horizon. (Ordinance 2016-2810, December 19, 2016)

b. The list of improvement projects in the Transportation System Plan shall guide development of the city's capital improvement plan for transportation projects.

c. The City will prioritize the list of transportation-related capital improvements to be included in the City's Capital Improvement Plan (CIP) including phasing for major transportation system improvements.

d. For those priority transportation projects included in the City's (CIP), provide updated cost estimates, each time the project list is revised.

e. Adverse economic, social, environmental, and energy impacts from transportation system improvements on adjacent properties should be minimized as far as practical. (Ordinance 2016-2810, December 19, 2016)

f. Future public rights-of-way should be identified in undeveloped areas through a Future Street Plan or a specific area plan, to facilitate right-of-way acquisition and dedication with minimal disruption and cost. A Future Street Plan is usually prepared by a private party to show street and bike/pedestrian connectivity for development projects when transportation connectivity is needed through adjoining private properties and neighborhoods. A Specific Area Plan is usually prepared by the City in collaboration with affected property owners to show street and bike/pedestrian connectivity for planned land uses in undeveloped or partially developed areas. .Corridor plans are a type of specific area plan.

g. The City may require preparation of a Future Streets Plan for all commercial and industrial developments and residential development projects greater than 1 acre to serve as a guide in the decision-making process on new development requests.

h. Transportation facilities will be designed to minimize impacts on:

1) Present and Planned Land Use patterns;
2) Natural and Scenic Resources;
3) Air Resource Quality, including noise;
4) Water and Land Resource Quality; and
5) Existing and Planned Transportation Facilities.

i. New development and existing development undergoing expansion or modification should be designed to accommodate planned long-term transportation improvement projects in the vicinity of the development.
(Ordinance 2005-2619, May 16, 2005)

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

POLICIES:

a. The City should adopt transportation and land use design standards that emphasize visual and aesthetic quality. (Ordinance 2016-2810, December 19, 2016)

b. New office park and commercial developments should provide for pedestrian circulation by clustering buildings, constructing pedestrian pathways, making use of walkways and skywalks, and other similar techniques that make walking convenient for people accessing and working within the development. (Ordinance 2016-2810, December 19, 2016)

c. The City should work cooperatively with the business community to ensure there is an adequate supply of on-street and off street parking in the downtown. The City should prepare and periodically update a public parking management plan for the central business district. (Ordinance 2016-2810, December 19, 2016)

d. The City will encourage development that protects the integrity of existing neighborhoods, commercial, and industrial areas using the following design techniques.

1) New development and new transportation facilities shall be designed to meet the street classification, design, and access standards identified in the Transportation System Plan.

2) City arterials should include sound walls and/or landscaping buffers between residential areas and the street.

3) Make use of on-street parking and buildings that abut the street frontage in the central business district and designated neighborhood commercial areas to create pedestrian friendly retail and commercial service environments. (Ordinance 2005-2619, May 16, 2005)

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

POLICIES:

a. Enhance existing routes and add alternative routes for local travel.

1) The City development code should encourage the development of a continuous interconnected street pattern that connects adjacent developments and minimizes the use of cul-de-sacs. (Ordinance 2016-2810, December 19, 2016)

2) The City should implement standards for cul-de-sac design. (Ordinance 2016-2810, December 19, 2016)

3) The City should coordinate the development of an integrated bike and pedestrian system that provides for connections between and through adjacent development and that provides convenient links to community destinations. (Ordinance 2016-2810, December 19, 2016)

4) The City will actively pursue development of park and ride lots for the convenience of area residents making use of carpooling, van pooling, and commuter transit.

5) The City will support efforts to increase public transit options for area residents.

(Ordinance 2005-2619, May 16, 2005)

b. Develop a system of roads that provide for efficient movement of traffic. Specific design guidelines for the different classifications of roadways is found in the Transportation System Plan and the Newberg Public Works Design and Construction Standards. The functional classifications of roadways in the City of Newberg includes the following: (Ordinance 2016-2810, December 19, 2016)

Expressway. Expressways should be designed to expedite the movement of regional traffic through the urban area; they function as freeways with limited access points and no private development access points.

Within the City of Newberg, the **Highway 99W Bypass Corridor** is intended to be an expressway, which is generally aligned east/west along the southern alignment route depicted in the Newberg/Dundee Bypass Location Environmental Impact Statement. The length of the Highway 99W Bypass within the City is approximately 3 miles. Expressways shall be designed to ODOT guidelines. (Ordinance 2016-2810, December 19, 2016)

Major Arterials. Major Arterials expedite the movement of traffic to and from major trip generators and between communities, collect and distribute traffic from principal arterials to collector streets, or directly to traffic generators. The functional emphasis is on the movement of people, goods, and services through the city, therefore consolidating access points, minimizing parking, and managing traffic flow to promote through-travel is the desired condition. Exceptions may occur in the central business district and in designated neighborhood commercial areas. Within the City of Newberg, **Highway 99W** is a major arterial that is generally aligned east/west. The length of Highway 99W within the City is approximately 3.3 miles. (Ordinance 2016-2810, December 19, 2016)

Minor Arterial. Minor Arterials collect and distribute traffic from major arterials to collector and local streets, and facilitate traffic movement between neighborhoods. **Highway 219 (Hillsboro-Silverton Highway)** from first street to the southern urban growth boundary is a minor arterial that is generally aligned north/south. The length of Highway 219 within Newberg (south of Villa Road) is approximately 3.0 miles. **Springbrook Road** and **Mountainview Drive** are other examples of minor arterials. (Ordinance 2016-2810, December 19, 2016)

Major Collectors. Major collectors serve multi-neighborhood areas. They are intended to channel traffic from local streets and/or minor collectors to the arterial street system. A major collector can also provide access to abutting properties. **Villa Road, Haworth Avenue, and Wynooski Road** are all examples of major collectors. (Ordinance 2016-2810, December 19, 2016)

Minor Collectors. A minor collector provides access to abutting properties and serves the local access needs of neighborhoods by channeling traffic to the major collector and arterial street system. A minor collector is not intended to serve through traffic**. Meridian Street, Columbia Drive, and Vittoria Way** are all examples of minor collectors. (Ordinance 2016-2810, December 19, 2016)

Local Streets. Local streets provide direct access to adjoining properties and connect to collector streets. Most residential neighborhood streets are local streets. (Ordinance 2016-2810, December 19, 2016)

c. The City shall apply appropriate access spacing criteria as part of its Public works Design and Construction Standards to enhance traffic operation and safety on City streets. The access spacing standards apply to traffic signals, public street intersections, private driveways, and non-traversable median openings. The standards shall be applied to new street construction, reconstruction of existing streets, and new street access associated with development. (Ordinance 99-2513, August 2, 1999; Ordinance 2016-2810, December 19, 2016)

d. New private streets should not be allowed. (Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. Encourage and support compatible transportation and land use development.

b. Evaluate and mitigate potential losses whenever possible.

1) The City should maintain the viability of existing rail, water, and air transportation systems. (Ordinance 2016-2810, December 19, 2016)

2) The City should maintain an airport overlay zone as long as there is an operating airport in or near the City. (Ordinance 2016-2810, December 19, 2016)

3) Adequate open space and landscaping should be provided by all new development around the airport to reduce the noise impact of airport operations on surrounding residential areas. (Ordinance 2016-2810, December 19, 2016)

4) The City should encourage the use of properties adjacent to the airport for industrial parks, related commercial activities and community facilities in order to maximize airport services and provide a buffer for surrounding residences. (Ordinance 2016-2810, December 19, 2016)

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

POLICIES:

a. Define appropriate phasing and funding which relates to the benefits received.

b. The City shall utilize the Transportation Improvement Funding policies outlined in the Transportation System Plan for determining responsibilities and costs for funding improvements. (Ordinance 2016-2810, December 19, 2016)

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

a. The bypass should be located within the study area as far from the Willamette River as practical.

b. Pedestrian/bike trails, streets, and rail lines should have access across the bypass route. The bypass should not block access to the Willamette Greenway or the Chehalem Creek corridor and Ewing Young Park. Trails connecting across the bypass should be welcoming and pedestrian-friendly amenities, such as benches, decorative lighting, decorative walkway paving materials, and special landscaping.

c. The bypass route should be located as far north as practical within the study area to consolidate the Riverfront District residential and commercial land on the south side of the bypass.

d. Significant landscaping should be located along the bypass, including trees. (Ordinance 2016-2810, December 19, 2016)

e. Measures should be taken to minimize noise in adjacent residential, tourist commercial and recreational areas. (Ordinance 2016-2810, December 19, 2016)

f. Impacts to Scott Leavitt Park should be mitigated to significantly enhance the function of the park after construction of the bypass. (Ordinance 2016-2810, December 19, 2016)

g. Safe pedestrian and bicycle connections should be maintained between the riverfront area and downtown. (Ordinance 2016-2810, December 19, 2016)

L. PUBLIC FACILITIES AND SERVICES

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

POLICIES:

1. All Facilities & Services Policies

a. The provision of public facilities and services shall be used as tools to implement the land use plan and encourage an orderly and efficient development pattern.

b. The extension of publicly-owned facilities and services into currently undeveloped areas shall occur only in accordance with the Water Master Plan, Wastewater Master Plan, Stormwater Master Plan and Newberg Design and Construction Standards. (Ordinance 2017-2816, June 5, 2017; Ordinance 2017-2819, August 24, 2017)

c. New public facilities and services shall be designed at levels consistent with planned densities and designated land uses for the area.

d. Services shall be planned to meet anticipated community needs.

e. Owners of properties which are located on unimproved streets should be encouraged to develop their streets to City standards.

f. Maximum efficiency for existing urban facilities and services will be encouraged through infill of vacant land within the Urban Growth Boundary. (Ordinance 2017-2816, June 5, 2017)

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

h. New residential areas shall have: paved streets, curbs, pedestrian ways, water, wastewater, stormwater, street lights and underground utilities. (Ordinance No. 2018-2831, July 2, 2018)

2. Wastewater, Stormwater and Water Policies (Ordinance No. 2018-2831, July 2, 2018)

a. All existing development within the City limits shall connect to public wastewater, stormwater and water systems as soon as they become available. (Ordinance 2017-2816, June 5, 2017; Ordinance 2017-2819, August 24, 2017; Ordinance No. 2018-2831, July 2, 2018)

b. Water systems within the planning area will be designed to provide an adequate peak flow for fire protection.

c. Developments with urban densities should be encouraged to locate within the area which can be serviced by Newberg's present wastewater system. (Ordinance No. 2018-2831, July 2, 2018)

d. Wastewater and water service shall not be provided outside the City limits except for cases of health hazards, where no other alternative exists, and where property owners agree to annex upon request of the City. (Ordinance No. 2018-2831, July 2, 2018)

e. Individual water service may be provided to properties within the Urban Reserve Area on a case-by-case basis, with review and approval by both the City Council and the City Engineer. New connections will only be allowed where service to existing users will not be diminished. (Ordinance 2017-2816, June 5, 2017)

f. Additional wastewater and water connections should be discouraged in the floodplain. Any new wastewater and water connections in the flood plain will be required to be flood proofed in order to prevent inundation. (Ordinance 2002-2564, April 15, 2002; Ordinance No. 2018-2831, July 2, 2018)

g. Stormwater systems should be designed to convey stormwater based on impervious area within the Urban Growth Boundary to protect, maintain, and enhance the public health, safety, and general welfare. (Ordinance 2017-2819, August 24, 2017)

h. The design of the stormwater system should provide for the drainage of surface water from development, minimize erosion, and reduce degradation of water quality due to sediments and pollutants in stormwater runoff. (Ordinance 2017-2819, August 24, 2017)

i. Encourage new development to maximize infiltration of stormwater runoff when soil conditions allow. (Ordinance 2017-2819, August 24, 2017)

3. Street Lighting Policies

a. Adequate street lighting shall be provided with priority given to arterial and collector streets, intersections, pedestrian paths, and bikeways.

b. New street lights shall use high pressure sodium or other energy efficient lamps.

4. Fire Protection Policies

a. Fire protection should be provided in accordance with the suggested guidelines of the National Board of Fire Underwriters and the Insurance Services Office.

b. Fire stations shall have good access to arterial streets.

c. Adequate warning signals should be installed where emergency vehicles gain access to the street.

5. Schools Policies

a. Elementary schools should be centrally located with reference to their service areas.

b. In accordance with the land use plan, the school district should anticipate development and acquire the best sites in advance of urbanization.

c. Elementary schools should not be located on arterial streets.

d. Schools should be built with parks wherever possible. To this end, the City together with the School and Park Districts should coordinate development plans.

e. The location of schools should be used as a major tool for directing future residential growth.

f. Schools shall be encouraged to serve as centers for neighborhood and community activities.

g. New schools shall be located in such a manner as to provide adequate and safe pedestrian, bicycle, and automobile access. Streets shall be fully improved and major intersections shall provide signalization where necessary.

h. Access to existing schools should be upgraded to levels required for new school facilities.

i. The City shall encourage and support George Fox University as a community asset. (Ordinance No. 2018-2831, July 2, 2018)

j. Recognizing that schools are part of a developing community, plans for future growth shall provide adequate land to meet the needs of the area's schools. (Ordinance 2006-2634, Jan. 3, 2006.)

6. Civic Center Policies

a. The City shall actively pursue acquisition of lands and the development of a civic center.

b. The Civic Center shall be located to serve the entire planning area.

7. Park Facilities Policies

a. In conjunction with Chehalem Park and Recreation District, park facilities shall be provided consistent with recreational needs.

b. New residential development shall contribute to the Public Lands Fund or shall donate land for public parks or facilities when appropriate and acceptable to the City.

M. ENERGY

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

POLICIES:

1. Planning Policies

a. The City will encourage energy-efficient development patterns. Such patterns shall include the mixture of compatible land uses and a compactness of urban development.

2. Public Energy Conservation Policies

a. Techniques for recycling sewage sludge and "grey water" shall be continued and expanded if economically and environmentally feasible.

b. In the planning of new public buildings, operating as well as building costs shall be examined. The operating costs will include expenditures for heating and cooling.

c. Public buildings shall be designed for multiple use and located in easily accessible areas.

d. The City shall, when practicable, make energy conservation a regular practice in its design and operation of buildings, facilities, and equipment.

3. Design Policies

a. The City shall encourage the use of energy-efficient materials and construction methods in building new residential, commercial, industrial and other types of structures.

N. URBANIZATION

GOALS:

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

2. To maintain Newberg's identity as a community which is separate from the Portland Metropolitan area.

3. To create a quality living environment through a balanced growth of urban and cultural activities.

POLICIES:

1. Urban Growth Boundary and Urban Reserve Area Policies

a. The conversion of lands from rural to urban uses within the Urban Growth Boundary will be based on a specific plan for the extension of urban services.

b. The City shall oppose urban development outside the City limits but within the Newberg Area Influence.

c. The City shall encourage urban development within the City limits.

d. The Urban Growth Boundary shall designate urbanizable land.

e. The City will support development within the areas outside the City limits but within the Newberg Urban Growth Boundary or Urban Reserve Area based on the following standards or restrictions:

-Residential development will be allowed on the basis of one house per 10 acres, or any lot of record created prior to January 1, 1989.

-New commercial and industrial uses will generally be discouraged within the UGB and Urban Reserve Area.
-Agricultural uses will be in accordance with the Yamhill County Comprehensive Plan.

-The City and County shall coordinate plans for interim rural residential development within the designated Urban Reserve Area. After street and utility corridor plans are adopted, overall rural residential densities shall be limited to one dwelling per five acres. The following strategies will be used to ensure that interim rural development does not inhibit long-term urbanization of lands within the Newberg UGB and Urban Reserve Area (these include but are not limited to):

1) shadow plats
2) cluster development
3) redevelopment plans
4) non-remonstrance agreements for annexation and provision of urban facilities

Development not meeting the standards may be opposed by the City.

f. In expanding or otherwise altering the Urban Growth Boundary, the Boundary shall follow road rights-of-way, lot lines, or natural features.

g. The City and County shall coordinate action regarding partitions and subdivisions of land within the urban growth boundary. The City shall seek revisions to the Urban Growth Boundary Management Agreement to require City consent for such partitions and subdivisions.

h. The designated Urban Reserve Area identifies the priority lands to include within the Newberg Urban Growth Boundary to meet projected growth needs to provide a thirty (30) to fifty (50) year land supply. Designated Urban Reserve Area lands will be included within the Urban Growth Boundary on a phased basis at periodic review. Property owners will also have the opportunity to request that land within the designated Urban Reserve Area be included within the Newberg Urban Growth Boundary, based on the criteria outlined in LCDC Goal 14 and the Urban Growth Management.

i. The City of Newberg will initiate transportation and utility corridor planning for the Urban Reserve Area in coordination with Yamhill County and property owners. The corridor plans shall provide the framework to guide interim rural development and long-range urban development within the Urban Reserve Area.

2. Annexation Policies

a. The City shall amend the annexation ordinance to streamline the procedures used for annexations.

b. If it appears that a proposed annexation would create excessive public costs or impacts on the surrounding area, an analysis of costs and/or impacts will be required.

c. Property outside the Urban Growth Boundary may be annexed only upon inclusion of such property into the Urban Growth Boundary.

3. General Policies

a. In new development areas all utility lines shall be placed underground. In existing areas an effort will be made to locate power, telephone, cable television and other utility cables underground over a period of time.

b. The City shall coordinate planning activities with the county in order that lands suitable for industrial use but not needed within the planning period are zoned in a manner which retains these lands for future industrial use.

c. The City may use the following or similar implementation measures to promote and encourage the establishment and expansion of industry in the planning area: tax incentives, land use controls and ordinances, preferential assessments, capital improvement programming, fee and less than fee acquisition techniques, and available state and federal programs or grants.

d. Transfer of development rights may be used as a tool to aid in the preservation of historic sites, natural resources and open space areas.

III. PLAN CLASSIFICATIONS

For the purpose of evaluating and eventually implementing the proposed Comprehensive Plan, descriptions of land use classifications are essential. Explanations of the map designations are as follows:

1. Mixed Use (MIX)

The objective of this designation is to provide a compatible mixture of commercial, office, employment and high density residential uses. Commercial uses are intended to include neighborhood convenience uses such as convenience retail businesses, retail food establishments, personal service establishments, institutional uses and professional

offices. Office employment uses may include office buildings, banks, theaters, and other similar types of facilities. Residential uses will be primarily multi-plexes and low or medium rise multi-family dwellings. Light industrial uses which are compatible with the general character of the area may also be permitted.

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

2. Residential Land Use

Residential land is divided into three categories. Density rather than housing type is generally the most important development criteria used to classify residential areas. Manufactured dwelling parks, mobile home parks and manufactured home subdivisions are permitted outright in the medium density residential zone. Manufactured homes on individual single family lots are permitted. (Ordinance 2380, June 6, 1994, Ordinance 2011-2747, September 8, 2011)

The following is a summary of the three residential land use categories:

a. Low Density Residential (LDR)

The objective of this designation is to provide a wide range of housing types and styles, while allowing for an overall density of up to 4.4 units per acre.

Typical housing types will include single-family attached and detached housing. Clustered housing areas within Planned Unit Developments or condominiums must include adequate open areas to maintain the low overall density of this classification. Accessory Dwelling Units are also an acceptable housing type.

Services shall include improved streets, underground utilities (except electrical transmission lines), street lighting, sidewalks, and in some cases, bikeways. (Ordinance No. 2018-2832, July 2, 2018)

b. Medium Density Residential (MDR)

The objective of this designation is to provide a wide range of housing types and styles while maintaining an overall density of up to 8.8 units per acre.

Typical housing types include single-family housing on small lots, attached or detached single-family or duplex units or tri- or four-plexes where adequate open

areas exist and where the overall density is within the limits of this classification. Accessory Dwelling Units are also an acceptable housing type.

Services shall include improved streets, underground utilities (except electric transmission lines), street lighting, sidewalks and, in some cases, bikeways. (Ordinance No. 2018-2832, July 2, 2018)

c. High Density Residential (HDR)

The objective of this designation is to provide multi-family housing of different types while maintaining an overall density of up to 21.8 units to the acre.

Typical housing types include apartments, townhouses, and a variety of cluster developments. Density may vary depending on lot sizes, off-street parking and other site constraints. Accessory Dwelling Units are also an acceptable housing type.

Services shall include improved streets, underground utilities (except electric transmission lines), street lighting, sidewalks, and in some cases, bikeways. (Ordinance No. 2018-2832, July 2, 2018)

3. Commercial Land Use (COM)

The objective of this designation is to provide for a wide variety of commercial activities including offices, retail sales and services.

Several areas are designated for commercial use. The downtown core is recognized as the Central Business District (CBD) of Newberg. This area should remain as a stable commercial area and a primary location for offices and retail sales.

The area along Highway 99W east of the CBD is recognized as a commercial growth area. It will serve primarily as a service-type commercial area providing shopping centers, restaurants, motels and other services.

Neighborhood commercial areas are included on the Land Use Plan. These areas provide convenience sales or services to the neighborhood in which they are located. The services provided are at a scale consistent with the needs of the neighborhood and are designed so as to be compatible with the general character of the area.

4. Stream Corridor (SC)

The Stream Corridor lands also serve as a habitat for fish and wildlife. These lands form the basic Stream Corridor framework for the community and may be augmented over time with other parcels of land possessing desirable natural and locational qualities. The

Stream Corridor lands were carefully examined in conjunction with fish and wildlife habitats. The Stream Corridor ordinance has been designed to ensure the protection and preservation of these lands. The Stream Corridor Subdistrict shall include procedures under which limited filling and grading will be allowed provided environmental damage and hazardous conditions can be minimized. (Ordinance 96-2452, November 4, 1996)

5. Parks (P)

Park lands are usually publicly-owned or leased open areas which provide recreational or other types of leisure-oriented opportunities. Boundaries of these areas are specifically defined on the Plan map. These areas shall be located throughout the planning area in order to minimize travel distances to recreation opportunities.

6. Future Park Site

The purpose of this designation is to provide the Parks District and/or The City of Newberg with a first option to buy part or all of the indicated areas.

7. Future Park and School Sites

The approximate future park and school site symbols indicate general locations of needed new facilities. Specific sites are not delineated due to financial constraints and, in some cases, to the lack of immediacy in the need for the facilities. As these projects become more feasible, symbols may be removed and specific future park or school sites may be added to the Comprehensive Plan map as needs become apparent.

Whenever possible, future school sites should be located adjacent to existing or future park sites.

8. Public/Quasi-Public (PQ)

The public/quasi-public designation is used to indicate the location of existing and future schools, public and private; airports; hospitals; continuing care retirement communities; cemeteries; government centers and other non-park facilities serving major community functions.

Except in cases where specific new sites are known, only existing public/quasi-public uses shall be shown on the Land Use Plan map. In general, these areas will expand into adjacent areas when the need arises.

9. Industrial Use Areas (IND)

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

Heavy industrial uses should be located in the area near Smurfit Newsprint, an existing pulp and paper mill. Other designated areas should be developed to light industrial or industrial park type uses.

10. Commercial/Medium-High Density Center At Mountainview Road and College Street

Although specific boundaries are indicated on the Comprehensive Plan map, these designations are indicative of approximate acreages rather than exact locations of these uses. The center is meant to include approximately 2.3 acres of commercial land, two acres of high density residential land, and ten acres of medium density land in any type of well-designed land use pattern. Commercial uses in this area shall be limited to neighborhood convenience types of activities which shall not be permitted until transportation provisions are adequate. Such provisions shall include the completion of Mountainview Drive from Springbrook Road to College Street and the installation of proper traffic controls.

11. Springbrook District (SD)

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

{12. Deleted by Ordinance 99-2517, August 2, 1999}

13. Riverfront District (RD)

The riverfront provides a unique setting that, if properly developed, will elevate the quality of life for citizens of Newberg and the region. Development of the riverfront that provides the greatest benefit requires a flexible approach. Development should not be limited to a single type of use; residential and certain commercial activities can be located together without conflicts. Commercial uses must have a demonstrated need to be located

near the river. Appropriate zones include Riverfront Commercial District (C-4), 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.

14. Specific Plan (SP)

The Specific Plan district identifies those areas where a specific plan has been approved and will apply upon annexation. Inside the City limits, approved specific plans are also identified by the SP Specific Plan zoning subdistrict.

Specific plans provide a coordinated master plan for the development or redevelopment of an area. Specific plans are intended to promote coordinated planning concepts and pedestrian oriented mixed use development. The adopted specific plan for an area will set forth permitted uses and development standards for that area. Procedures are to be set forth in the Specific Plan subdistrict section in the Zoning Ordinance. (Ordinance 2379, April 19, 1994).

IV POPULATION GROWTH

A. HISTORIC POPULATION

Newberg grew over 500 percent from 1960 to 2010. This population growth was due to a variety of factors: regional population growth, expansion of industry and business in the area, proximity to other employment centers, and the high quality of life in the area.

Table IV- 1. Newberg City Population – 1960-2010

Year	Population
1960	4,204
1970	6,507
1980	10,394
1990	13,086
2000	18,064
2010	22,068

Sources: U.S. Census, Population Research Center, Portland, State University

(Ordinance 2018-2824, February 5, 2018)

B. POPULATION PROJECTIONS

Population projections are the basis of comprehensive land use planning. To maintain a high quality of living, the community must plan for its future population. Population growth will require sufficient land and services.

Oregon Revised Statutes (ORS) 195.033 requires that Portland State University Population Research Center issue a population forecast for each county and urban growth boundary outside the Metro region not less than once every four years. Previously each county was required to establish and maintain forecasts with local governments. The population forecast was completed in 2017 for Yamhill County and its cities. Population projections from the report *Coordinated Population Forecast for Yamhill County, its Urban Growth Boundaries (UGB), and Area Outside UGBs 2017-2067*, are found in Table IV-2.

Many of the same factors that have contributed to Newberg's historic population growth will contribute to its future growth: employment opportunities both in Newberg and nearby, housing opportunities, high quality of life, and regional population growth. Newberg continues to experience a great amount of population growth due to the increased in-migration. Population in Newberg is expected to increase at a fast rate in the first half of the forecast period (through 2035) and then more slowly in the second half.

Table IV- 2. Future Population Forecast – Newberg Urban Area

Year	Population Forecast
2000[a]	18,438
2010	24,497
2020	25,889
2025	28,602
2030	31,336
2035	34,021
2040	36,709

Sources: Johnson Gardner, Barry Edmonston; Population Research Center, Portland State University

(Ordinance 2018-2824, February 5, 2018)

[a] 2000 Population is the U.S. Census estimate for Newberg plus the estimate of population outside City limits but within the UGB.

V. LAND NEED AND SUPPLY

A. BUILDABLE LAND INVENTORY

The Newberg Planning Division prepared an inventory of buildable land in the Newberg UGB in 2004. The buildable land inventory includes vacant and redevelopable land in the existing (2004) UGB. This land base is the starting point for determining how much future growth can be accommodated inside the existing UGB and the size of the unmet land need that must be accommodated through zone changes or UGB expansion. Physical constraints such as steep slopes (greater than 25%) and stream setbacks have been deducted from the parcel size, so the buildable land inventory is based on buildable acres, not total acres. In addition, lands that are under development are not considered buildable. This inventory also does not include land located within the future right-of-way of the proposed Newberg-Dundee Bypass.[b] In 2004, the Newberg UGB had approximately 778 acres of buildable land inside the UGB (Table V-1).

Table V- 1. Newberg UGB Buildable Land Inventory (2004)

Plan Designation	Buildable Land
Low Density Residential	359 ac
Medium Density Residential	142 ac
High Density Residential	13 ac
Commercial	105 ac
Industrial	159 ac
TOTAL	**778 ac**

Source: Ad Hoc Committee on Newberg's Future (2005), Report to Newberg City Council

In addition, there is approximately 467 acres of buildable land within the Newberg Urban Reserve Area. This area does not have any comprehensive plan district designations assigned.

B. HOUSING AND RESIDENTIAL LAND NEEDS

1. Housing Needs.

In order to determine the amount of residential land needed, Newberg used Johnson Gardner to create a Housing Needs Analysis. That analysis examined the demographic, housing cost, and household income data for the City of Newberg to determine the need for specific housing types: single-family, multi-family, and manufactured homes. Two adjustments were made to the Johnson Gardner residential land need analysis:

- Development projects that were in the land use approval process during the preparation of the needs analysis were subtracted from the overall 2005-2025 need.

b Based on the route configuration for Modified 3J alternative.

- 49 dwelling units displaced by the proposed Newberg-Dundee Bypass were added to the housing need.

The result is the future housing needs projections shown in Table V-2.

Table V- 2. Future Housing Need by Housing Type (number of dwelling units)

	Single Family		Multi-Family		Manufactured		
	Detached	Attached	Medium Density	High Density	Parks	Subdivision	Total
	50%	7%	15%	23%	2%	2%	100%
2005 to 2025	3,377	492	1,022	1,533	140	140	6,704
2026 to 2040	3,234	471	978	1,467	135	135	6,420
Total	6,611	963	2,000	3,000	275	275	13,124

Source: Johnson Gardner

The residential land need is determined by assigning each housing type to a comprehensive plan designation – low density residential (LDR), medium density residential (MDR), and high density residential (HDR) (Table V-3).

Table V- 3. Housing Types by Plan and Zone Category

Single Family		**Multi-Family**		**Manufactured**	
Detached	**Attached**	**Medium Density**	**High Density**	**Park**	**Subdivision**
LDR	MDR	MDR	HDR	MDR	LDR
R-1	R-2	R-2	R-3	R-2	R-1

Source: Johnson Gardner

Table V-4 presents the 2025 and 2040 housing unit need by comprehensive plan designation.

Table V- 4. Adjusted Housing Unit Need

Plan Designation	**Units Needed 2005-2025**	**Units Needed 2026-2040**
LDR	2,691	3,234
MDR	1,556	1,719
HDR	1,473	1,467
TOTAL	**5,720**	**6,420**

2. Planned Residential Densities

Table V-5 below shows the recent trends for residential density, as reported by the Ad Hoc Committee on Newberg's Future (2005). The Table shows the planned residential densities per the Newberg Comprehensive Plan housing element. The plan is for a 25% increase in residential densities from recent trends.

Table V- 5. Planned Residential Densities

		Recent Trends	Planned Density
Single Family	**Units/Acre**	3.6	4.4
	Average Lot Size	9,800 sf	8,000 sf
Med Density Multi-Family	**Units/Acre**	5.8	9
	Type	Single Family	Townhouses and Duplexes
High Density Multi-Family	**Units/Gross Acre**	15.4	16.5
	Type	2 story apts with surface parking	2-3 story apts with surface parking
Average	**Units/Net Acre**	6.8	8.3

3. Residential Land Need

The total amount of residential land needed for housing was calculated by dividing the dwelling units needed by the planned residential densities. The total buildable residential land needs through 2025 and 2040 are shown in Table V-6.

Table V- 6. Buildable Residential Land Need

Plan Designation	Density (du/ac.)	Dwelling Units Needed (2005-2025)	Buildable Acres Needed (2005-2025)	Dwelling Units Needed (2026-2040)	Buildable Acres Needed (2026-2040)
LDR	4.4	2,691	612	3,234	735
MDR	9	1,556	173	1,719	191
HDR	16.5	1,473	89	1,367	83
Total		**5,720**	**874**	**6,320**	**1,009**

4. Residential Land Need and Supply

Comparing the residential land need the current supply, the City has a deficit of residential land to meet needs through 2025 in all residential categories. It also has a deficit of land within the URA to meet the needs from 2026-2040. Table V-7 compares the amount of residential land with the available supply.

Table V- 7. Buildable Residential Land Needs vs. Supply

Plan Designation	Buildable Acres Needed 2005-2025	Buildable Acres in UGB (2004)	Surplus (Deficit) for 2005-2025	Buildable Acres Needed 2026-2040
LDR	612	359	(253)	735
MDR	173	142	(31)	191
HDR	89	13	(76)	83
Total	**874**	**514**	**(380)**	**1009**

C. COMMERCIAL LAND NEED AND SUPPLY

1. Commercial Land Need

As Newberg grows, so will its needs for commercial land. Additional population will bring additional retail, office, and other commercial opportunities. Johnson-Gardner prepared a forecasts the need for office and retail commercial land (Table V-8).[c] The office land need is a function of employment growth based on long-range forecasts by the Oregon Employment Department. The retail land need is a function of household growth and typical household spending patterns.

Table V- 8. Commercial Land Need

Type	2005-2025	2026-2040
Office	15 ac	27 ac
Retail	96 ac	82 ac
Total	**111 ac**	**109 ac**

Source: Johnson Gardner

In addition, Newberg will need to ensure that large parcels are available for shopping centers. The Urban Land Institute has identified three types of shopping centers that potentially could be developed in communities such as Newberg: neighborhood centers, community centers and regional centers. A large regional shopping center is not consistent with Newberg's desire to maintain a small town feeling and have a complete community rather than a bedroom suburb, smaller neighborhood and community shopping centers are preferred. Therefore, in addition to the overall demand for commercial land based on population and employment growth, Newberg needs to ensure that there is an adequate supply of sites with appropriate characteristics for this type of commercial development in terms of size, access, and location. Under this approach, future land needs will include needs for 2-3 community centers (10-15 acres each) and 2-3 smaller neighborhood centers (3-5 acres) for 2025 and 2040. The smaller neighborhood commercial centers should be scattered throughout the community to provide goods and services near where people live and reduce the need to drive into the central area for basic needs.

c Johnson Gardner/The Benkendorf Associates Corporation. Industrial and office land need tables and methodology. June 30, 2004.

2. Commercial Land Supply

The commercial buildable land inventory inside the current Newberg UGB has approximately 105 acres, but consists mostly of small, scattered sites, with only 3 parcels larger than 5 acres. Overall, Newberg has a deficit of commercial land through 2025. Appropriate land will need to be designated commercial to meet future needs, through some combination of changing the plan designation of lands within the UGB and/or adding additional land to the UGB. To meet the commercial land needs through 2040, additional land will need to be designated commercial.

Table V- 9. Commercial Land Need and Supply

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

D. INDUSTRIAL LAND NEED AND SUPPLY

1. Industrial Land Need

Johnson-Gardner prepared future industrial land forecasts based on long-range employment forecasts and converted the new jobs to space needs for each employment sector (Table V-10). This forecast is based on a high employment growth scenario consistent with Newberg's economic development goals to bring more family-wage jobs to the area and to avoid becoming a bedroom community.[d]

Table V- 10. Industrial Land Need

	2005-2025	2026-2040
Industrial	87 acres	75 acres

Source: Johnson Gardner

In addition to an overall supply of buildable land, Newberg needs to have sites available the meet the specific needs of potential industrial users, so-called "target industries". A variety of parcel sizes, building types, and land use designations are required to attract target industries and provide market choice. In 2005, there is a general lack of suitable large (20+ acre) industrial sites with access to a state highway and physical separation or transitional buffering from residential neighborhoods. Therefore, Newberg needs 4 large (20+ acre) industrial sites for the period 2005-2025 and an additional 6 sites for the period 2026-2040. The assumption is that approximately 50 percent of the future industrial employment will take place on large parcels.

2. 2025 Industrial Land Supply and Need

The industrial buildable land inventory inside the current UGB has approximately 159 acres. While this may seem to be a large supply, it is disadvantaged by a number of elements. First, it consists mostly of

d Johnson-Gardner (2004), Industrial and office land need

small, scattered sites, with only 8 parcels larger than 5 acres and only 3 parcels that are 20 acres or larger. Second, several sites are hindered because of proximity to residential neighborhoods or other factors. Thus, some of the industrial should be rezoned for other uses. Third, a significant part of the "buildable" land is in fact in industrial use, such as storage yards. Also, the land need is adjusted to account for existing industrial uses that are displaced by the Newberg Dundee Bypass.

Table V- 11. 2025 Industrial Land Supply and Need

Industrial Site Size	2025 Need	Supply	***Surplus/(Deficit)***
Small/Medium sites (< 20 ac)	50 ac	99 ac	49 ac
Large sites (20+ ac)	100 ac	60 ac	(40) ac

Inside the current UGB, the only one large site (20 acres) that is viable in the long term is at the Sportsman Airpark. Two other sites are better suited for other uses long term. Therefore, Newberg needs to look to add additional industrial land to its UGB.

3. 2040 Industrial Land Supply and Need

The period 2025-2040 will have additional needs for industrial lands. There is projected to be a need for 37 acres of additional small/medium sites. In addition, there will be a need for six large industrial sites (20 acres each).

Table V- 12. 2026-2040 Industrial Land Supply and Need

Industrial Site Size	2026-2040 Need
Small/Medium sites (< 20 ac)	37 ac
Large sites (20+ ac)	120 ac

E. INSTITUTIONAL LAND SUPPLY AND NEED

Newberg has estimated the land need for public and quasi-public institutional uses based on consultation with the Newberg School District, the Chehalem Park and Recreation District, and per capita needs based on the future population forecast (Table V-13).[e]

Table V- 13. Summary of Institutional Land Needs (acres)

Category	2025	2040
Schools	85 acres	105 acres
Parks	85 acres	115 acres
Other	79 acres	128 acres
Total	**249 acres**	**348 acres**

e Ad Hoc Committee on Newberg's Future (2005), Report to Newberg City Council

Public and semi-public institutions (schools, parks, churches, etc.) are often located in or near residential neighborhoods. These facilities are often developed on residential land and are only zoned for public uses after they have been acquired by the institution for a specific purpose. Newberg has not designated specific parcels for future institutions without the consent of the property owner and/or the institution. At the same time, Newberg needs to ensure an adequate supply of land for future growth of the community as complete neighborhoods with housing, parks, schools and churches. In order to provide an adequate supply of land, some of the institutional uses may locate on infill sites within the UGB and would take away from the residential or other land supply. Additional unmet need will have to be satisfied in the future growth.

F. SUMMARY OF LAND NEEDS

Table V-14 summarizes the future land needs for the Newberg urban area.

Table V- 14. Future Land Needs and Supply, Newberg Urban Area

Plan Designation	Buildable Acres Needed 2005-2025	Buildable Acres in UGB (2004)	Surplus (Deficit) for 2005-2025	Buildable Acres Needed 2026-2040	Buildable Acres In URA[f] (2004)	Surplus (Deficit) 2026-2040
LDR	612	359	(253)	735		
MDR	173	142	(31)	191		
HDR	89	13	(76)	83		
COM	111	105	(6)	109		
IND	50	99	49	37		
IND (Large Site)	100	60	(40)	120		
P	85	0	(85)	115		
I, PQ, or other Inst.	164	0	(164)	233		
Total	**1,384**	**778**	**(606)**	**1,623**	**467**	**(1,156)**

[f] Land within the Urban Reserve Area is not currently assigned to specific comprehensive plan districts.

VI. SUMMARY

The Comprehensive Plan provides the basis for making land use decisions through the year 2010. The goals included in the Plan describe long-range community objectives, while related policies clarify the intent of the Plan and directions for future planning decisions and activities. The Plan map with its related text indicates the geographic locations of different land uses and densities. In order for the Comprehensive Plan to continue to provide reliable guidance, the Plan, its subsections and implementing ordinances will be reviewed and revised as needed. A periodic review will take place every five to seven years, based upon an examination of local concerns and other planning information, to determine whether revisions will be necessary.

The Comprehensive Plan is intended to be flexible enough to meet changing needs. At the same time, it must be stable enough to provide reliable guidance. Overall, the Plan will provide for a continued development of Newberg as a healthy, well-balanced community offering a high quality of life.

VII. 2016 TRANSPORTATION SYSTEM PLAN

Under separate cover.

VIII. 2017 WATER SYSTEM MASTER PLAN

Under separate cover.

IX. 2014 STORMWATER MASTER PLAN

Under separate cover.

X. 2018 WASTEWATER MASTER PLAN

Under separate cover.