

News of Newberg's Future

INSIDE THIS ISSUE:

South Industrial UGB Package	2
Street & Access Standards	3
Affordable Housing Action Committee Update	3
Bypass Plan Amendments	4
Contact Information	4

South Industrial UGB, Revised EOA, Revised Population Projections, TSP Amendment, and Related Comprehensive Plan Map and Text Amendments

On June 6, 2011, the Newberg City Council will hold a hearing to consider a proposed urban growth boundary (UGB) amendment along with a package of related amendments. The proposal includes the following elements:

- Inclusion of approximately 132 gross buildable acres (260 total acres) into the Newberg UGB. 129 acres would be designated Industrial (IND) and approximately 3 acres would be designated Public/Quasi Public (PQ).
- Redesignation of 7 acres of land in the Newberg UGB from Medium Density Residential (MDR) to Industrial (IND).
- Amendment to the Transportation System Plan to include the future transportation plan for the south industrial area.
- Adoption of the revised Newberg Economic Opportunities Analysis (EOA).
- Adoption of Comprehensive Plan amendments related to updates from the revised EOA and updated population projections.

Urban growth boundaries are meant to provide a city with up to a 20-year land supply and allow the city to adequately plan for future growth. Newberg's revised Economic Opportunities Analysis (EOA) includes updated buildable land and supply information for the city. The land need and supply analysis concluded that Newberg has a need for 199 buildable acres of industrial land through 2030. There is also an identified need for industrial type public/quasi-public (PQ) land. Currently, only 56 buildable acres of industrial land exists within Newberg's UGB. Thus, Newberg will need to add 143 buildable acres of industrial land to meet identified needs through 2030. The table below shows Newberg's industrial land need and supply through 2030.

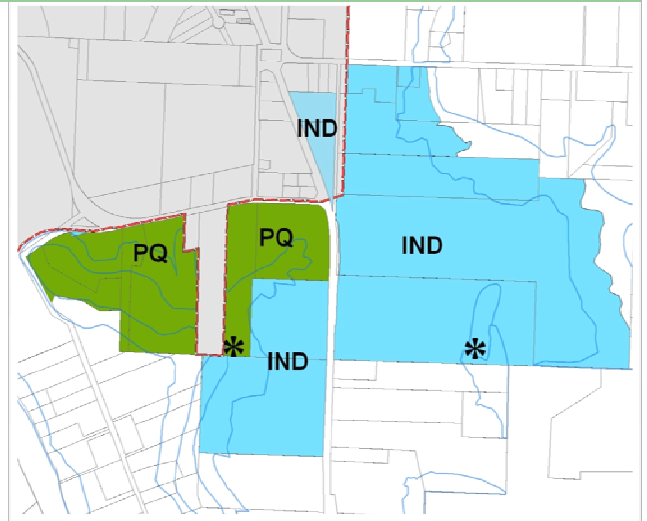
For more information about the South Industrial UGB package, contact Jessica Nunley at 503-554-7744

Size Range (Acres)	Number of Sites - 2010 UGB	Buildable Acres - 2010 UGB	2010-2030 Needed Sites	2010-2030 Needed Gross Buildable Acres	2010-2030 Deficit # of Sites	2010-2030 Deficit Buildable Acres
<2	5	6	25	29	(20)	(23)
2 to 10	7	30	15	86	(8)	(56)
10 to 30	1	20	2	42	(1)	(22)
30 to 50	0	0	1	42	(1)	(42)
Total	13	56	43	199	(29)	(143)

(Article continued on page 2 inside)

South Industrial UGB Package (continued from page 1)

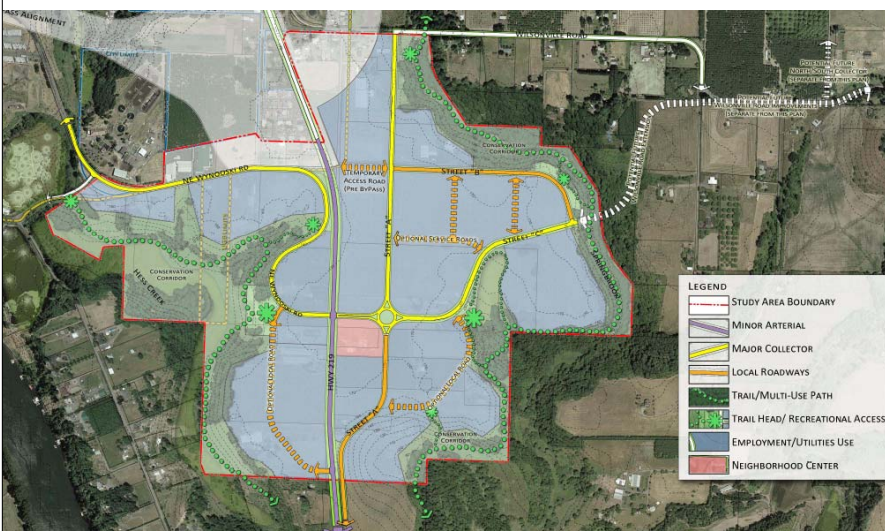
The proposed UGB area includes 16 parcels that total approximately 260 acres, with approximately 132 gross buildable acres. In addition, the proposal includes the redesignation of two parcels already in the UGB from MDR (Medium Density Residential) to IND (Industrial). The area chosen for the industrial UGB expansion meets the required site suitability characteristics for industrial development: it contains large contiguous blocks of topographically suited land; is adjacent to the existing UGB and could easily be served with utilities; it is near major road networks; and it has excellent buffering from adjacent properties. The proposed Newberg Comprehensive Plan designations would be either IND (Industrial) or PQ (Public/Quasi-Public).



The Newberg City Council adopted the original Economic Opportunities Analysis (EOA) in January 2006 by Ordinance 2006-2635, and then adopted a revised version in February 2010 by Ordinance 2010-2723. Friends of Yamhill County and several citizens appealed that decision to the Land Use Board of Appeals (LUBA) in February 2010. LUBA remanded the EOA, with the main decision point centering on how to define needed site suitability characteristics. The Court of Appeals affirmed LUBA's decision on February 16, 2011. This revision of the EOA addresses LUBA's ruling and clarifies Newberg's site suitability criteria and the employment forecasting methodology. In addition, the revised EOA has updated population, demographic, economic and employment statistics, and a more robust discussion of Newberg's economic development strategy.

The Newberg Comprehensive Plan has a small section with population and land supply and need information. Those numbers have changed with the updated EOA and need to also be updated in the Comprehensive Plan. The Census Bureau recently released 2010 data, and Newberg is proposing to revise its population projection slightly downward using the newest data. Five new policies relating to economic development need to be added to the Comprehensive Plan in Section H.

The Newberg City Council accepted the South Industrial Area Master Plan (SIAMP) in 2009 by Resolution 2009-2872, as part of our future planning efforts. The SIAMP included a future transportation network plan for the area. In order to adequately plan for future development of the south industrial area, the SIAMP transportation plan and text must be included in the city's Transportation System Plan.



We invite you to testify at the hearing, or send written comments about the proposal to:

Written Comments: File No. UGB-09-001
Newberg Planning Division
PO Box 970
Newberg, OR 97132.

Note: The City Council asks written testimony be submitted to the City Recorder before 5:00 p.m. on June 2, 2011. Written testimony submitted after that will be brought before the Council on the night of the meeting for consideration and a vote to accept or not accept it into the record.

Find out more here: <http://www.newbergoregon.gov/planning/south-industrial-ugb-amendment>

Street & Access Standards

Newberg recently updated its street and access standards. Adequate streets and access are important for all development. Streets need to be safe, convenient, efficient, and livable. In some cases, excessive street widths can actually cause safety problems by encouraging speeding. Excess street width also can unnecessarily increase land and construction costs. The recently adopted ordinance does the following:

- (1) Creates a limited residential street standard for certain low volume streets. The standard would allow these streets to be 28-foot wide (curb to curb) with parking allowed on both sides. The standard residential street width is 32 feet. The limited street standard only could be used in circumstances such as where on-street parking usage is estimated to be low, where blocks are short, or where streets are not dead-end. The proposal also would allow streets with parking one-side (24-foot width) or no parking (20-foot width) in very limited circumstances where providing parking is not feasible.
- (2) Allows three lots to share one common driveway. The prior limit was two lots per driveway.
- (3) Allows alleys as access to lot in limited circumstances.
- (4) Increases block length standards.

You can view the adopted standards at the city's website <http://www.newbergoregon.gov/planning/street-and-access-standards-amendment>

For more information about street and access standards, contact Barton Brierley at 503-537-1212

Affordable Housing Action Committee Update

At the April 4, 2011 City Council work session, the Newberg Affordable Housing Action Committee presented a status report regarding the work they had accomplished since the Committee's inception. In that report was a list of affordable housing issues from the *Newberg Affordable Housing Action Plan* that the Committee researched as well as recommended future actions on those issues. In addition, the report referred to accomplishments already achieved by the Committee and a description of draft documents that they have prepared for future consideration by the City Council. Examples of the draft documents include:

- Bylaws for a Housing Trust Fund
- Housing Maintenance Manual
- "Batch" annexations for small parcels
- Manufactured housing district ordinance
- Small dwelling unit fee policy based upon actual impacts
- Development fee deferral policy for affordable housing projects

Per the Council's request, the Committee will be placed on standby and re-activated as needed to address specific affordable housing issues.

One of the recommendations of the Committee was to establish a local Housing Resource Center at the Newberg Public Library, which was completed by staff at the end of April. The purpose of the Center is to provide information to citizens about the many affordable housing resources available in the community.

For more information about the Affordable Housing Action Committee, contact David Beam at 503-537-1213



City of Newberg

414 E First Street
 P.O. Box 970
 Newberg, OR 97132
www.newbergoregon.gov

Phone: 503-537-1240
 Fax: 503-537-1272

To receive this newsletter electronically, email Tami Bergeron at tami.bergeron@newbergoregon.gov

Contact Information for the City of Newberg Planning Division:

Barton Brierley, AICP, Planning & Building Director: 503-537-1212, barton.brierley@newbergoregon.gov

David Beam, AICP, Economic Development Planner: 503-537-1213, david.beam@newbergoregon.gov

Steve Olson, AICP, Associate Planner: 503-537-1215, steve.olson@newbergoregon.gov

Jessica Nunley, AICP, Assistant Planner: 503-554-7744, jessica.nunley@newbergoregon.gov

Luke Pelz, AICP, Assistant Planner: 503-554-7728, luke.pelz@newbergoregon.gov

Upcoming Public Meetings

5/12/11	Planning Commission
5/16/11	City Council
6/6/11	City Council
6/9/11	Planning Commission
6/20/11	City Council
7/5/11	City Council

Note: Meeting schedule is subject to change

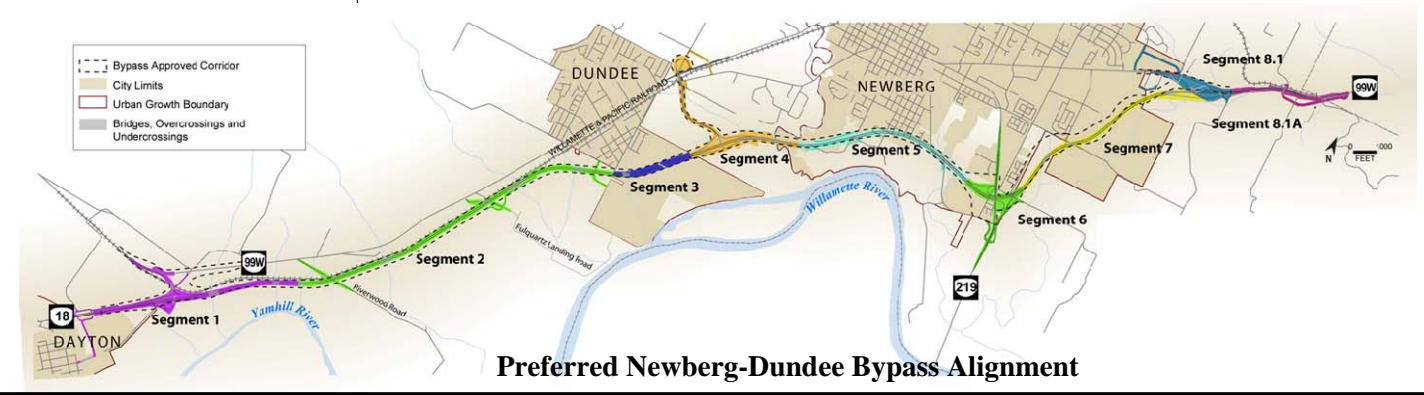
Bypass Plan Amendments

The Newberg City Council held a hearing on March 7, 2011 and adopted Ordinance 2011-2734 amending the Newberg Comprehensive Plan to reflect the Newberg-Dundee Bypass Tier 2 alignment. The amendments do the following:

- (1) Amend certain Newberg Comprehensive Plan policies related to the bypass. In particular, the amendments:
 - (a) Adopt a policy supporting ODOT’s locally preferred alternative alignment of the bypass.
 - (b) Amend policies relating to when the bypass will be considered a “planned improvement” for purposes of Oregon’s Transportation Planning Rule.
 - (c) Adopt policies to create future Interchange Area Management Plans for areas near the bypass interchanges.
- (2) Reduce the boundaries of the Bypass Interchange Overlay. This overlay specifies that certain commercial uses are not allowed in industrial areas near the Highway 219 bypass interchange.
- (3) Amend the Newberg Transportation System Plan maps to show the alignment of the bypass and certain local roads near the interchanges, including Wynooski Road, a road connecting Wilsonville Road with Highway 219, a road connecting Corral Creek Road to the planned extension of Crestview Drive, and local access roads connecting to Providence Drive.

The Oregon Department of Transportation (ODOT) has issued a Tier 2 Draft Environmental Impact Statement for the proposed Newberg-Dundee Bypass, and has selected the Locally Preferred Alternative alignment. ODOT requested that the City of Newberg amend certain portions of its Comprehensive Plan relating to the Newberg-Dundee Bypass to insure consistency with the selected alternative.

Find out more about the Bypass at: www.newbergdundeebypass.org



Preferred Newberg-Dundee Bypass Alignment